



## **Council Meeting**

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

Tuesday, October 9, 2007 - 6:00 p.m.

### **Agenda**

#### **Call to Order**

#### **Opening Prayer**

#### **Adoption of Agenda**

#### **Minutes of Previous Meetings**

- A. Regular Meeting – September 25, 2007

#### **Delegations**

- A. Mr. Ed Kamps, Chair, Leadership Wood Buffalo re: Leadership Wood Buffalo Annual Report

*(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: Highway 63/881 Corridor Area Structure Plan - Bylaw No. 07/049 - Amendment of Municipal Development Plan; Bylaw No. 07/050 - Highway 63/881 Corridor Area Structure Plan; Bylaw No. 07/051 - Amendment to Hamlet of Anzac Area Structure Plan

#### **Reports**

- A. Council Expense Report – Period Ending September 30, 2007
- B. Memorandum of Understanding - Regional Economic Development Alliance - Regional Municipality of Wood Buffalo and Alberta Employment, Immigration & Industry
- C. Franklin/Riedel Upgrading and Rehabilitation (Phase 1)
- D. RCMP/Search & Rescue Warehouse
- E. Governance Review

#### **Bylaws**

- A. Highway 63/881 Corridor Area Structure Plan (*2<sup>nd</sup> & 3<sup>rd</sup> readings*)
  - Bylaw No. 07/049 - Amendment of Municipal Development Plan
  - Bylaw No. 07/050 - Highway 63/881 Corridor Area Structure Plan
  - Bylaw No. 07/051 - Amendment to Hamlet of Anzac Area Structure Plan
- B. Bylaw No. 07/067 - Procedure Bylaw Amendment (*All 3 readings*)
- C. Bylaw No. 07/068 - Subdivision and Development Appeal Board Bylaw Amendment (*All 3 readings*)
- D. Bylaw No. 07/045 - Roads & Transportation Bylaw Amendment (*1<sup>st</sup> reading*)

#### **New and Unfinished Business**

#### **Adjournment**



## Request To Make A Presentation At A Council Meeting Or Public Hearing

Requests to make a public presentation must be received by 12:00 noon on the Wednesday immediately preceding the scheduled meeting/hearing. ***Presentations are a maximum of 5 minutes in duration.*** Additional information may be submitted to support your presentation.

CONTACT INFORMATION	
<b>Name of Presenter:</b>	<b>Ed Kamps</b>
<b>Mailing Address:</b>	P.O. Box 2001, Fort McMurray, Alberta T9H 3E3
<b>Telephone Number:</b>	715-4590 <div style="text-align: right; font-size: small;">If we cannot confirm your attendance, your request may be removed from the Agenda.</div>
<b>E-Mail Address (if applicable):</b>	<b>EKamps@Suncor.com</b>
PRESENTATION INFORMATION	
<b>Preferred Date of Presentation:</b>	<b>October 9<sup>th</sup>, 2007</b>
<b>Topic:</b>	<b>Leadership Wood Buffalo-Annual Report</b>
<b>Please List Specific Points/Concerns:</b>  <b>If speaking at a Public Hearing, clearly state your support or opposition to the bylaw along with any related information:</b>	<ol style="list-style-type: none"> <li>1. <b>Report Back to Council and Community on the Successful Progress of our Leadership Program to-date as recommended by the Mayor.</b></li> <li>2. _____</li> <li>3. _____</li> </ol>
<b>Action Being Requested of Council:</b>	

*As per Procedure Bylaw No. 06/020, a request to make a presentation may be referred or denied.*

Please return completed form, along with any additional information, to:

**Chief Legislative Officer**  
 Regional Municipality of Wood Buffalo  
 9909 Franklin Avenue  
 Fort McMurray, AB T9H 2K4  
 Telephone: (780) 743-7001  
 Fax: (780) 743-7028

**Please Note:** All presentations are heard at a public meeting; therefore, any information provided is subject to FOIP guidelines and may be released upon request.

**MINUTES OF A PUBLIC HEARING OF THE COUNCIL OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO HELD IN THE COUNCIL CHAMBERS AT THE MUNICIPAL OFFICES IN FORT McMURRAY, ON TUESDAY OCTOBER 9, 2007.**

PRESENT:	MAYOR	M. BLAKE
	DEPUTY MAYOR	J. VYBOH
	COUNCILLORS	J. CARBERY S. CLARKSON L. FLETT S. GERMAIN P. MEAGHER R. REBUS C. SLADE L. WILTZEN
	CHIEF ADMINISTRATIVE OFFICER	B. NEWELL
	CHIEF LEGISLATIVE OFFICER	S. KANZIG
	LEGISLATIVE OFFICER	W. HAYES
ABSENT:	COUNCILLOR	J. CHADI

**CALL TO ORDER**

Mayor Blake called the Public Hearing to order at 6:16 p.m.

**PUBLIC HEARING RE: HIGHWAY 63/881 CORRIDOR AREA STRUCTURE PLAN - BYLAW NO. 07/049 - AMENDMENT OF MUNICIPAL DEVELOPMENT PLAN; BYLAW NO. 07/050 - HIGHWAY 63/881 CORRIDOR AREA STRUCTURE PLAN; BYLAW NO. 07/051 - AMENDMENT TO HAMLET OF ANZAC AREA STRUCTURE PLAN**

**A. Opening Statement**

**Ms. Susan Motkaluk, Director, Public Services, and Ms. Beth Sanders, General Manager, Planning and Development**

Ms. Sanders provided a brief history of the development of the Highway 63/881 Corridor Area Structure Plan. The process involved several open houses held over a two year period in Anzac, Janvier and Conklin. At the September 11, 2007 meeting Council made changes including extending commercial property, and excluding the area contained within the Gregoire Lake Estates Area Structure Plan from the Highway 63/881 Corridor Area Structure Plan. An Area Structure Plan (ASP) is a key document required to deal with growth and development, and there is presently no such plan in place for the Highway 63/881 Corridor area at this time.

**B. Written Presentations**

The Mayor noted that a written presentation, dated October 9, 2007, had been received from Mr. Matthew Eisentraut, opposing the proposed bylaws.

**C. Verbal Presentations**

**Mr. Matthew Eisentraut**, resident, indicated his opposition to the proposed bylaw, specifically with respect to the exclusion of the area covered by the Gregoire Lake Estates Area Structure Plan. He requested fair treatment for himself and his neighbours, noting that he has been trying to develop his land into a campground for the last four years, however, two years ago the process was halted. Mr. Eisentraut noted that he had attended the Anzac meeting and understood that the issue would be resolved in Summer, 2006. On that basis, draft plans were circulated, however, in late July, he was notified that until such time as the Gregoire Lake Estates Area Structure Plan was modified, no development would be approved. Mr. Eisentraut also referenced the following key points from his written presentation to support his arguments:

- The Highway 63/881 Corridor and Gregoire Lake Estates Area Structure Plans are contradictory. The Gregoire Lake Estates ASP is at least 10 years out-of-date;
- The Gregoire Lake Estates ASP is unclear as to whether it does or does not impact lands located outside the 1 kilometre perimeter;
- The current Gregoire Lake Estates ASP, if taken literally, would prohibit all development in the entire region;
- The Highway 63/881 Corridor ASP, as presented, is clearly not intended to support a population that needs campsite residence.

**Ms. Sarah Fotty, on behalf of Mr. David Platt**, resident, presented an appeal to rezone the property of David Platt to either commercial or residential. She noted that oil sands employees need accommodations and it would be good for local business as well.

**Mr. Jack Tobin**, resident, expressed his opposition to the proposed bylaws. He noted that area residents were told they would have input, and that in 2004-2005, they were also told that their properties would be covered by the Highway 63/881 Corridor ASP thereby allowing them opportunities to develop. The Highway 63/881 Corridor ASP, as presented, does not include the Gregoire Lake Estates ASP and residents are left with properties covered by the antiquated document, which was intended to end in 1996. The recommendation put forward in June, 2007 showed the Gregoire Lake Estates area being included in the Highway 63/881 Corridor ASP, but it was later removed in August. Mr. Tobin expressed his dissatisfaction with the process used and concluded by noting that the Highway 63/881 Corridor ASP should not be adopted until the issues with the Gregoire Lake Estates ASP have been settled.

**Mr. John Malcolm**, resident, indicated opposition to the bylaw, noting that the proposed Area Structure Plan would impact their traditional aboriginal land use areas for a considerable time to come. He indicated that the Municipality should communicate more fully with First Nations on issues which may impact their traditional lands. He concluded by noting that the elders were here before Fort McMurray and they are not going anywhere.



**Mr. Gregory Naundorf**, resident and business owner, indicated that Anzac is in need of a better gas station with a reasonably priced convenience store. Mr. Naundorf requested that further commercial lands be allocated to facilitate a safe and convenient location for gas and grocery store development.

**D. Other Verbal Presentations (Time Permitting and with Consent of Council)**

**Brian Fayant and Doreen Summers, Metis Local 1935**, advised that Metis Local 1935 is opposed, in principle, to the Highway 63/881 Corridor ASP due to the lack of formal consultation with the Métis. They requested that a formal procedure be established to ensure that they will be adequately consulted with on matters affecting their membership.

**Mr. Bill Quigley**, resident, indicated that he would like to **have** his property designated as commercial, not recreational, as the development is currently taking place in close proximity to his land is industrial. Mr. Quigley advised that he has had an environmental assessment conducted on his property and feels that it would be ideally suited for storage or parking as it runs parallel to the railway tracks. He noted that his applications have been submitted and is hoping that Council will reach a favourable decision in a timely manner.

**Mr. Mike Landen**, resident, advised that he is currently residing at Surmont Creek Estates because he could not find adequate accommodations in Fort McMurray for himself and his pets. Mr. Landen expressed his support for the arguments presented by Mr. Eisentraut and requested that the Gregoire Lake Estates ASP area be included in the Highway 63/881 Corridor ASP.

**Mr. Randy Schlender**, resident, advised of his interest in the old peat bog site for development of RV storage. He indicated that it will now be the end of June, 2008 before any RV park development can take place, and requested that the Area Structure Plan, as presented, either be approved or completely scrapped so that the parties involved aren't left hanging.

**Ian Dirom**, resident, advised that he and other individuals were hoping to develop a 400-unit village on the combined land of Mr. Platt, Mr. Tobin and Mr. Eisentraut, and expressed his displeasure with the exclusion of the Gregoire Lake Estates area from the Highway 63/881 Corridor Area Structure Plan. He noted that land in question is eminently suitable for development of residential units. The proposed project would eliminate traffic problems by taking pressure off Anzac roads. Mr. Dirom indicated that he was previously advised that the site could accommodate a campsite of 200-500 units, and that it would be unreasonable to make his partners start the process anew, as it could another two years to see it through.

**Cher Grosschedl**, resident, advised that she and her husband live on Mr. Eisentraut's property in a trailer and expressed concern about possible eviction if Mr. Eisentraut is no longer permitted to accommodate trailers. Ms. Grosschedl noted that Fort McMurray is too far from Anzac to commute and that there is no space available anyway. She then requested that Council reconsider its decision about trailers at the farm.

## **E. Questions of Council**

The following clarification was provided in response to questions from Council:

- Planning regulations allow for two or more area structure plans to overlap, as long as the plans are in agreement. If the plans are not in agreement, the plan with the more stringent regulations would apply. In this case, regardless of whether or not the Gregoire Lake Estates ASP had remained in the Highway 63/881 Corridor ASP, it contains the more stringent regulations and its provisions would still apply.
- The speaker who had requested allocation of additional commercial lands in Anzac has not engaged administration in dialogue, and it was recommended that he finalize his plans and then bring them forward utilizing the proper processes.
- Any property within the Gregoire Lake Estates Area Structure Plan area may be developed, however, development can only occur in accordance with the bylaw that is in place at the present time.
- Any property owner, at any time, can apply to have his property designated changed. It takes approximately 3-4 months, from the time an application is received to presentation for Council's consideration.
- The Supreme Court of Canada has stated that the Metis people of Canada have rights, however, no legislation, policies or direction have been established to date. It was suggested that the Regional Municipality of Wood Buffalo take the initiative to consult with Metis Locals. Additionally, Mr. Fayant clarified that Metis Local 1935 is not opposed to the Highway 63/881 Corridor ASP, per se, but objects on the basis of lack of consultation.
- Despite the fact that the text contained in the Gregoire Lake Estates ASP refers to all areas located 1 km from the Lake, it indicates that the area has been rounded to quarter-section boundaries, and there is no question that the map accompanying the ASP reflects the correct boundaries.

## **F. Closing Statement**

### **Ms. Beth Sanders, General Manager, Planning & Development**

Ms. Sanders indicated that administration recognized that the Gregoire Lake Estates Area Structure Plan is old and needs updating, but until that update takes place, the current Plan remains valid. Ms. Sanders concluded by encouraging landowners to submit their plans and engage staff.

## **CLOSURE OF PUBLIC HEARING**

Resolution # 07- 384

MOVED by Councillor Meagher that the public hearing be closed.

CARRIED UNANIMOUSLY

The public hearing closed at 7:58 p.m.

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MAYOR

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CHIEF LEGISLATIVE OFFICER

# REGIONAL MUNICIPALITY OF WOOD BUFFALO

## COUNCIL REPORT

To:	Mayor and Council
From:	Legislative and Legal Services
Date:	October 9, 2007
Subject:	Council Expense Report – Period Ending September 30, 2007

### **ISSUE:**

To identify Council expenses submitted as of September 30, 2007.

### **REFERENCE:**

Elected Officials Compensation, Travel, Expense and Support Policy (LEG-050)

### **HISTORY:**

On April 24, 2001, Regional Council adopted the Elected Officials Compensation, Travel, Expense and Support Policy, which came into effect immediately following the 2001 General Municipal Election. The Policy requires that quarterly reports on expenditures for each Council Member be presented to Standing Committee for review.

### **ANALYSIS:**

In order to monitor expenditures, spreadsheets have been developed and expenses are recorded for each Member of Council. These expenses have been broken down into the following categories: registration fees, travel (mileage, airfare, taxi, bus, etc.).

A summary of expenses has been prepared and reflects all expenses submitted as of September 30, 2007. This summary also includes those expenditures resulting from participation on Provincial Boards/Committees and periods in which a Member of Council performed the duties of Deputy or Acting Mayor.

With one exception, the 2007 Council Expense Summary for the period ending September 30, 2007 is within budget allowances. As such, the impacted Council Member will require prior approval from Council before undertaking any further training and development activity, or attending conferences.

### **ATTACHMENT:**

2007 Council Expense Summary

### **ADMINISTRATIVE RECOMMENDATION:**

THAT the Council Expense Report for the period ending September 30, 2007 be received as information.

## 2007 COUNCIL EXPENSE SUMMARY

Year to Date Expenses Submitted for the Period Ending September 30, 2007

	Annual Budget	Registration Fees	Travel	Meals	Accom.	Other Expenses	Total	Percentage Expended	Other Committees	Deputy Mayor
Blake, Melissa - Expenses	35010		11,273.34	804.43	2,379.53	1,147.08	\$15,604.38	44.57%		
Blake, Melissa - Conference	4562	1,717.55	644.85	0.00	1,490.57	199.28	\$4,052.25	88.83%		
<b>BLAKE - TOTAL</b>	<b>39572</b>						<b>\$19,656.63</b>	<b>49.67%</b>		
Carbery, Jim - Expenses	1725						\$0.00	0.00%	\$386.55	
Carbery, Jim - Conference	5000						\$0.00	0.00%		
<b>CARBERY - TOTAL</b>	<b>6725</b>						<b>\$0.00</b>	<b>0.00%</b>		
Chadi, John - Expenses	22500		3,249.80		4,661.80	225.00	\$8,136.60	36.16%	\$1,566.60	
Chadi, John - Conference	5000	1,236.70	2,274.40	294.50	1,729.12	90.00	\$5,624.72	112.49%		
<b>CHADI - TOTAL</b>	<b>27500</b>						<b>\$13,761.32</b>	<b>50.04%</b>		
Clarkson, Sharon - Expenses	1725					225.00	\$225.00	13.04%		
Clarkson, Sharon - Conference	5000	570.00	848.84	27.26	751.04		\$2,197.14	43.94%		
<b>CLARKSON - TOTAL</b>	<b>6725</b>						<b>\$2,422.14</b>	<b>36.02%</b>		
Flett, Sonny - Expenses	22500		4,170.00	299.27	4,328.50		\$8,797.77	39.10%		
Flett, Sonny - Conference	5000				187.59		\$187.59	3.75%		
<b>FLETT - TOTAL</b>	<b>27500</b>						<b>\$8,985.36</b>	<b>32.67%</b>		
Germain, Sheldon - Expenses	1725					225.00	\$225.00	13.04%		
Germain, Sheldon - Conference	5000						\$0.00	0.00%		
<b>GERMAIN - TOTAL</b>	<b>6725</b>						<b>\$225.00</b>	<b>3.35%</b>		
Meagher, Phil - Expenses	1725					225.00	\$0.00	0.00%		
Meagher, Phil - Conference	5000						\$0.00	0.00%		
<b>MEAGHER - TOTAL</b>	<b>6725</b>						<b>\$0.00</b>	<b>0.00%</b>		
Rebus, Renee - Expenses	6000		769.50			225.00	\$994.50	16.58%		
Rebus, Renee - Conference	5000						\$0.00	0.00%		
<b>REBUS - TOTAL</b>	<b>11000</b>						<b>\$994.50</b>	<b>9.04%</b>		
Slade, Carolyn - Expenses	1725						\$0.00	0.00%		
Slade, Carolyn - Conference	5000						\$0.00	0.00%		
<b>SLADE - TOTAL</b>	<b>6725</b>						<b>\$0.00</b>	<b>0.00%</b>		
Vyboh, John - Expenses	1725					225.00	\$225.00	13.04%		
Vyboh, John - Conference	5000	620.00	1,033.80	238.91	607.55		\$2,500.26	50.01%		
<b>VYBOH - TOTAL</b>	<b>6725</b>						<b>\$2,725.26</b>	<b>40.52%</b>		
Wiltzen, Lorne - Expenses	10000						\$0.00	0.00%		
Wiltzen, Lorne - Conference	5000						\$0.00	0.00%		
<b>WILTZEN - TOTAL</b>	<b>15000</b>						<b>\$0.00</b>	<b>0.00%</b>		

## REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Strategic Initiatives
Date:	October 9, 2007
Subject:	Memorandum of Understanding - Regional Economic Development Alliance - Regional Municipality of Wood Buffalo and Alberta Employment, Immigration & Industry

### **ISSUE:**

Approve a Memorandum of Understanding with Alberta Employment, Immigration and Industry (AEII) in order to establish a Regional Economic Development Alliance in the RMWB.

### **HISTORY:**

In an effort to foster and promote regional economic development AEII has lead the process of establishing Regional Economic Development Alliances (REDA's) throughout Alberta. These REDA's are made up of communities and other stakeholders who share common interests and goals regarding economic development in their respective regions.

Currently there are 13 REDA's in the Province representing more than 250 communities and nearly 3 million Albertans.

Establishment of each REDA begins with an agreement between communities in a specific geographical area to collaborate on issues of regional economic development. Typically, this core membership group is then expected to legally incorporate a body for the purposes of entering into an MOU with AEII which provides the opportunity to access up to \$100,000 of annual REDA funding under a grant agreement to support various regional economic development initiatives.

Through discussions with AEII Representatives, it has been agreed that the establishment of a REDA by the RMWB would constitute a unique case in that the proposed REDA boundaries are coterminous with the RMWB boundaries, and as such provides an opportunity for the REDA to be managed differently. Namely the RMWB, through its Economic Development office, will serve in the management capacity for the REDA, and work with regional stakeholders to advance regional economic development initiatives; therefore, eliminating the need to establish a separate legal entity.

To this end the, RMWB could enter into an MOU with AEII and subsequent grant agreement in order to access annual REDA funding.

The MOU provides a longer term framework for the province (through AEII) and the REDA (Through the RMWB) to support Regional Economic Development.

**OPTIONS:**

1. Enter in an MOU with AEII
2. Reject the MOU

**ANALYSIS:**

The RMWB has established an Economic Development office for the purpose of developing and implementing sound strategies for the continued orderly and planned development of the regional economy. Development of a regional economic strategy is noted in the municipality's submission ("Moving Forward with Alberta") to the President, Alberta Treasury Board as being one of the current needs that is being addressed by the Strategic Initiatives Department.

The signing of an MOU between the RMWB and AEII along with the establishment of a REDA mechanism (through the Municipality's Economic Development Office) coincides with this objective and will enable the RMWB to join the provincial network of REDA's thereby accessing provincial funding. In addition, the RMWB would gain access to excellent networking and information sharing opportunities.

It is proposed that the MOU be initially established for a three year period (2008 – 2011) and be considered for renewal after the initial term. Entering into the MOU will provide the RMWB with \$300,000 of funding over the proposed term.

**ATTACHMENTS:**

1. Memorandum of Understanding

**ADMINISTRATIVE RECOMMENDATION:**

That a Memorandum of Understanding be entered into with Alberta Employment, Immigration and Industry to establish a Regional Economic Development Alliance within the Regional Municipality of Wood Buffalo.

**MEMORANDUM OF UNDERSTANDING (MOU)**

**BETWEEN**

**HER MAJESTY THE QUEEN IN RIGHT OF ALBERTA** as represented by the  
Minister of Alberta Employment, Immigration and Industry  
(hereinafter known as AEII)

**AND**

**REGIONAL MUNICIPALITY WOOD BUFFALO**  
(hereinafter known as RMWB)

**REGARDING**

**COORDINATED AND ENHANCED REGIONAL ECONOMIC DEVELOPMENT  
SERVICES IN THE WOOD BUFFALO REGION OF ALBERTA**

**1.0 PARTICIPANTS**

RMWB is a municipal corporation under the Alberta Municipal Government Act whose purpose, in part, is to represent the Wood Buffalo region in Alberta in matters dealing with economic growth and long-term economic viability. RMWB, AEII, and others recognize the role RMWB serves as a regional economic development alliance.

The Wood Buffalo Region is described as a region encompassing a geographic area as represented by the RMWB.

AEII is the provincial government department, whose mandate includes addressing issues relating to the province's economic growth and, as such, is a primary supporter of regional economic development alliances.

**2.0 PURPOSE**

The purpose of this MOU is to set out the cooperative framework, under which RMWB and AEII will coordinate and support regional economic development services for the Wood Buffalo Region of Alberta.

This MOU is not intended as a legally binding contract.

This MOU does not preclude the objectives of the RMWB to pursue its own economic development priorities.



### 3.0 TERM

RMWB and AEII are committed to this MOU for a period of *three* years commencing *April 1, 2008* and ending *March 31, 2011* with an option to renew subject to mutual agreement.

Either party may withdraw from this MOU by giving written notice to the other party at least six (6) months in advance of the annual anniversary of this Agreement. Should either of the participants provide notice of termination, the remaining party is relieved of its obligations for the effective date of termination.

### 4.0 THE SERVICES

RMWB and AEII will collaborate in the delivery of regional economic development services throughout the Wood Buffalo Region of Alberta. These services may be defined within RMWB's multi-year strategic plan's goals and objectives that are within the mandate of AEII.

Specific economic development priorities will be set out within an Annual Economic Development Operations Plan that outlines RMWB's measurable activities and budget.

RMWB may agree to offer other economic development services in cooperation with other government departments and agencies.

AEII recognizes RMWB as the primary contact point and provider of those services relating to regional economic development issues that have specific importance to the Wood Buffalo Region of Alberta.

AEII will continue to provide its services to the Wood Buffalo Region of Alberta by providing the required resources to fulfill its provincial mandate. AEII, through its network of Regional Development Branch offices, will facilitate and act as a primary contact for access to other provincial departments and agencies as required by RMWB relating to issues of regional economic development.

### 5.0 MANAGEMENT SUPPORT

AEII's Regional Development Branch staff will support RMWB in the planning and delivery of regional economic development services as outlined in RMWB's Annual Economic Development Operations Plan.

The management advisory services provided by AEII employees shall align with the core businesses of AEII and may include: strategic and business planning, communications, financial advice, supporting investment attraction initiatives, project management, and some administrative services. This support shall be recognized by RMWB as an in-kind contribution of AEII.

It is recognized by both participants that AEII Regional Development Branch employees remain under the direction of AEII and have other AEII responsibilities and priorities, which may take precedence over RMWB activities.

Regional economic development service delivery in the Wood Buffalo Region of Alberta may require additional human resources that need to be resourced by RMWB.

## **6.0 CONFIDENTIALITY**

Notwithstanding any provision in this MOU, the release of information to, and sharing of information between, the participants will honour the principles and be in accordance with the *Freedom of Information and Protection of Privacy Act (FOIP Act)*, as amended from time to time. For greater certainty, if AEII is obligated to make a disclosure under the *FOIP Act*, then AEII's only obligation in respect to the disclosure is to comply with the *FOIP Act*, including any provisions of the *FOIP Act* requiring prior notice to third party participants and affording any opportunities for third party intervention.

Where AEII employees are providing services to or conducting work on behalf of RMWB, the participants agree that any records created in doing so are to be kept confidential where disclosure of the such records word be harmful to the interests of RMWB and would be harmful to relations between AEII and RMWB.

Where employees of RMWB are performing work on behalf of RMWB in AEII offices, the participants agree that any records created in so doing remain in the sole custody and under the control of RMWB.

## **7.0 FINANCIAL SUPPORT**

Both participants will provide financial contributions to support the implementation of the services as specified in the RMWB Annual Economic Development Operations Plan.

The participants may enter into additional grant agreements or other contracts as necessary from time to time.

Both parties, throughout the term of this MOU, agree to explore additional funding and service support from other provincial and federal departments and agencies and the private sector that support regional economic development priorities identified by RMWB.

### **7.1 RMWB FINANCIAL CONTRIBUTIONS**

RMWB will enter into an Annual Funding Agreement with AEII in accordance with the procedures in Appendix "A" that specifies RMWB's financial contribution.

RMWB shall provide, as a minimum, core funding for regional economic development activities as outlined in the RMWB Annual Economic Development Operations Plan in an amount required to receive AEII financial contribution as defined in article 7.2.

## **7.2 AEII FINANCIAL CONTRIBUTIONS**

AEII will enter into an Annual Funding Agreement with RMWB in accordance with the procedures in Appendix “A” that specifies AEII’s financial contribution.

AEII intends to provide funding to RMWB in an amount up to \$100,000 per annum to support the activities contained in the RMWB Annual Economic Development Operations Plan that align with AEII’s core business as defined in AEII’s current Business Plan, calculated as follows:

- (a) \$40,000 in unmatched operational, administrative, or project support funding; and
- (b) A matching amount in project funding of up to \$60,000, calculated at the rate of three dollars in AEII funding for each dollar of RMWB contribution (3:1).

AEII’s financial commitment is subject to appropriation of sufficient funding approved by the Provincial Legislature.

## **8.0 COMMUNICATION**

Where both participants agree, AEII and RMWB may share information concerning regional economic development projects, strategies, and initiatives with other regional stakeholders and economic development service providers to reduce instances of duplication and enhance opportunities for coordination and cooperation.

Both participants agree to continue participation and support for an Inter-Regional Alliance Communication Strategy (Appendix “B”).

Both participants agree to coordinate joint news releases where appropriate.

AEII is entitled to have its designated representatives receive notice of, and attend, all meetings of RMWB and any economic development committees established by RMWB.

## **9.0 MANAGMENT OF THE AGREEMENT**

RMWB’s Manager of Economic Development will manage this MOU on behalf of RMWB.

The Minister of AEII shall designate a representative for the purposes of managing this MOU on behalf of AEII.

#### **10.0 DISPUTE RESOLUTION**

RMWB's Manager of Economic Development will represent the RMWB on regional economic development issues relating to this MOU and the Province of Alberta.

The Minister of AEII or her designate will represent the Province of Alberta on issues relating to this MOU.

Any disputes that may arise between the participants regarding this MOU may be resolved by negotiation.

#### **11.0 AMENDING THIS MOU**

No amendments to this MOU shall be effective unless in writing and agreed to by both parties.

**SIGNED:**

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*Signature*

Honourable Iris Evans  
Minister Alberta Employment,  
Immigration and Industry

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*Signature*

Mayor Melissa Blake  
Regional Municipality of  
Wood Buffalo

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*Date*

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*Date*

## APPENDIX “A”

### **Application for AEII Financial Contribution Under An Annual Funding Agreement**

#### **Purpose:**

This appendix outlines the necessary requirements for the RMWB to access AEII’s financial contribution as identified in the Memorandum of Understanding between AEII and the RMWB.

#### **Project Requirements:**

1. Projects are identified regional economic development priorities in the RMWB Annual Economic Development Operations Plan.
2. Projects contribute to the achievement of the regional economic development goals and objectives in RMWB’s current Strategic Economic Development Business Plan.
3. Projects align with the core business areas of AEII’s current Business Plan.
4. Projects have identified milestones and measurable deliverables (outputs/outcomes).
5. Projects have been communicated to relevant Community Future Development Corporations operating within the region.

#### **Documentation Requirements:**

Submissions by RMWB for annual AEII funding includes:

1. A copy of RMWB’s annual regional economic development operational plan and budget for the funded year, which includes a detailed description of the projects, activities, and funding requirements requiring AEII’s support.
2. A copy of RMWB current multi-year Strategic Plan, where applicable.
3. Documentation supporting the RMWB financial contribution to regional economic development activities for the previous and upcoming years.
4. A copy of the organizational chart depicting the governance and management of regional economic development activities in the RMWB.
5. A letter from the RMWB requesting AEII funding support.

## APPENDIX “B”

### INTER-REGIONAL ALLIANCE COMMUNICATIONS STRATEGY

The strategy is a result of discussions at the Regional Economic Development Alliance (REDA) Chairs’ meeting of November 17, 2004 and prior consultations with REDA members, leaders, and management. The REDA Chairs ratified the strategy on April 14, 2005.

Alberta Employment, Immigration and Industry (AEII) will work in partnership with the REDAs and others towards strategy implementation. AEII would serve as the catalyst to lead strategy implementation based on its available capacity and in cooperation with all REDAs.

#### **Key Purposes:**

- Share information between REDAs in a coordinated fashion
- Enable REDA leaders and management to keep abreast of new initiatives and leading practices
- Learn from each other through dialogue

#### **Communication Tools for REDA Networking:**

##### *REDA Leadership Focused Initiatives*

- Semi-annual REDA Chair Round Tables
  - AEII and AEDA would continue to co-host twice each year a meeting of the REDA Chairs to develop and strengthen the REDA leadership network.
- Annual REDA Initiatives Status Report
  - Features the current status of regional economic development in Alberta, flagship REDA projects and success stories, collective accomplishments, an updated map and contact information for a target audience that includes REDA members, government, industry, and other potential supporters and partners.
- Bi-annual Provincial REDA Conference
  - AEII and AEDA would continue to co-host once every two years, in consultation with REDA Chairs, a provincial conference focused on providing quality opportunities for interaction by supporters of regional economic development to share new information, leading practices, trends, opportunities, and challenges.

##### *REDA Management Focused Initiatives*

- Internet
  - AEII Web site; REDA Web site links, overview and indicator profiles
  - Major Regional Economic Development Events Calendar
- Annual or Semi-Annual Face-to-Face Meeting
  - Case studies on leading practices and REDA projects to strengthen the REDA management network
- Extranet (AEII hosted)
  - REDA Detailed Regional Profiles
  - Hotlink to REDA Web sites
  - Hotlink to REDA Newsletters
  - Hotlink to user-friendly searchable Library that stores relevant shared information (i.e. studies, reports, management and project development tools)

# REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Engineering
Date:	October 9, 2007
Subject:	Franklin/Riedel Upgrading and Rehabilitation

## **ISSUE:**

To award the contract for the Franklin/Riedel Upgrading and Rehabilitation

## **HISTORY:**

Sanitary and water main failures are occurring on the lines located on Franklin Avenue from Riedel Street to Alberta Drive and on the sanitary main from Franklin Avenue to Manning Avenue. The sanitary main failures are causing sewer main backups resulting in litigation. CCTV analysis of the sanitary main has shown numerous problems and rehabilitation of the sanitary mains are critical. The scope of this project is to construct a new 525 mm sanitary sewer main from Franklin Avenue, down Riedel Street to the sanitary sewer trunk main at the intersection of Gordon Avenue and Riedel Street, in addition to the Rehabilitation of a section of the water main.

The upgrades also provide flexibility for future development and growth in this area.

## **ALTERNATIVES:**

1. Award the tender to E Construction Ltd.
2. Do not award the tender.

## **ANALYSIS:**

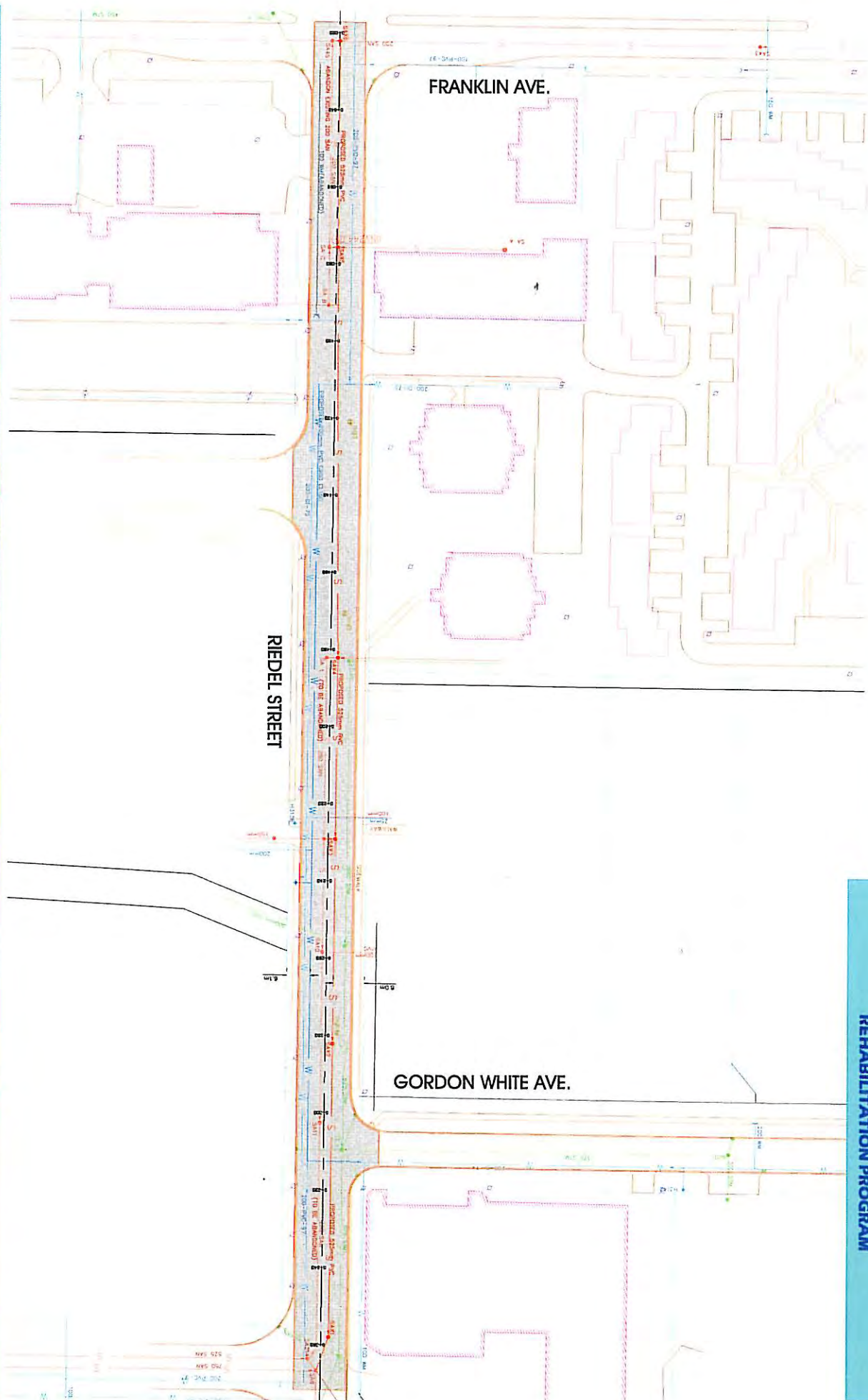
The project was tendered on July 16, 2007 and closed on July 31, 2007. The following two bids were received:

E Construction Ltd.	\$2,698,436.19 + G.S.T
H. Wilson Industries Ltd.	\$2,873,161.65 + G.S.T.

Originally \$2,000,000 was intended to be spent in 2007, with the remainder of \$1,537,298 to be spent in 2008. The debenture has already been drawn for the full amount of \$3,537,298. The only costs incurred to date and commitments outstanding total to \$34,151, and no more expenditures are expected in 2007 for this project.

Both bidders indicated that the work will be done in 2008 rather than this year due to the work load and tight schedule. Therefore, Administration is recommending awarding the contract now and the work will be carried out in 2008.





REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

Attachement - 3



Client/Project  
FRANKLIN AVENUE / RIEDEL STREET  
UPGRADING AND REHABILITATION

Scale 1:1400 Date AUG.3.2007 Figure 01

Project No. 4870WS-130 Title OVERALL PLAN

**Regional Municipality of Wood Buffalo  
Capital Budget Amendment Request  
2007**

CURRENT PROJECT NAME: Franklin/Riedel Upgrade and Rehabilitation

AMENDED PROJECT NAME:

SPONSOR DEPARTMENT: Operations & Maintenance

Project Amendment

SPONSOR DIVISION: Environment

**CURRENT PROJECT BUDGET**

Funded capital project

Current Priority Score

**78**

Year	Annual Cost	Fed Grants	Prov Grants	Reserves	Operating Budget	Other Sources	Debtenture Financed
Prior	-						
2007	2,000,000						2,000,000
2008	1,537,298						1,537,298
Thereafter	-						
TOTAL	3,537,298	-	-	-	-	-	3,537,298

**DESCRIPTION/REASONS FOR BUDGET AMENDMENT**

Originally \$2,000,000 was intended to be spent in 2007 with the remainder of \$1,537,298 to be spent in 2008. The debenture has already been drawn for the full amount of \$3,537,298. The only two bids submitted for construction tender indicated that the work can not start until 2008. The only costs incurred to date and commitments outstanding total to \$34,151, and no more expenditures are expected in 2007 for this project. Therefore, the reason for this amendment is to move most of the cashflow into 2008.

**AMENDED PROJECT BUDGET** (Only required if project is new, deferred, or amended)

Funded capital project

Amended Priority Score

**78**

Year	Annual Cost	Fed Grants	Prov Grants	Reserves	Operating Budget	Other Sources	Debtenture Financed
Prior	-						
2007	34,151						34,151
2008	2,833,436						2,833,436
Thereafter	-						
TOTAL	2,867,587	-	-	-	-	-	2,867,587

**ADDITIONAL INFORMATION**

Operations & Maintenance  
Sponsor Department

Salem Abushawashi, Manager, Engineering Services  
Project Lead

**PLEASE NOTE:** Deferred projects must follow the budget process. Deferring a project to a future year does not grant pre-budget approval for that project.

October 9, 2007

## CAPITAL PRIORITY SCORE

Franklin/Riedel Upgrade and Rehabilitation

**HIGH PRIORITY** - Project has incurred costs or will need to start in the first year of the 5-year capital plan

**MEDIUM PRIORITY** - Project does not need to start until the second or third year of 5-year capital plan

**LOW PRIORITY** - Project does not need to start until the fourth or fifth year of 5-year capital plan

**NOT APPLICABLE** - Criterion does not apply to this capital project

		High Yr 1	Medium Yr 2 or 3	Low Yr 4 or 5	N/A	Score
		6	3	1	0	
Criteria						
Health or Safety Issue	7	x				42
Legislation Changes	6	x				36
Maintain Existing Assets	5					0
Maintain Current Service Levels	4					0
Increase Efficiencies	3					0
Increase Level of Existing Service	2					0
New Service	1					0
Total Priority Score						78

**ATTACHMENT 1**

**THE REGIONAL MUNICIPALITY OF WOOD BUFFALO  
FRANKLIN/RIEDEL UPGRADING AND REHABILITATION**

**Anticipated Project Costs**

Item	Cost
1. Construction Cost	
.1 Low Bid (Includes \$100,000 Contingency)	\$2,698,436.19
2. Design / Tender Services	\$35,000.00
3. Construction services	\$30,000.00
4. Miscellaneous	
.1 Materials Testing	35,000.00
.2 Lane Markings	30,000.00
.3 Signalization Loop   Detectors	5,000.00
<b>Total Anticipated Costs</b>	<b>\$2,833,436.19</b>

The bid from E Construction Ltd. is the lowest bid and represents the best value for the Regional Municipality of Wood Buffalo. Award of the contract to the lowest bidder, E Construction Ltd. is recommended, as they have extensive experience in similar projects; and even though the work will not start until 2008, we have been guaranteed the price for 2008.

Cancellation and re-tendering the project will only add more costs to the project.

**ATTACHMENTS:**

1. Anticipated Project Costs
2. Capital Budget Amendment Request
3. Site Plan

**ADMINISTRATIVE RECOMMENDATION:**

THAT the 2007 Capital Budget be amended as outlined in Attachment 2 – Capital Budget Amendment Request, dated October 9, 2007;

THAT the contract for the Franklin/Riedel Upgrading and Rehabilitation be awarded to E-Construction for the amount of \$2,698,436.19 + GST; and

THAT an additional \$135,000 be assigned for design, construction services, material tests as shown in Attachment 1 – Anticipated Project Costs, dated October 9, 2007.

# REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Administration - RCMP
Date:	October 9, 2007
Subject:	RCMP/Search and Rescue Warehouse

## **ISSUE:**

To obtain funding for a RCMP/Search and Rescue storage warehouse on the Timberlea Detachment site.

## **REFERENCE:**

Major Community Facilities Program Business Case

## **HISTORY:**

The Fort McMurray RCMP Detachment currently has approximately 60 police vehicles in their fleet, with an additional 10 vehicles to be added to the fleet within the next couple of years.

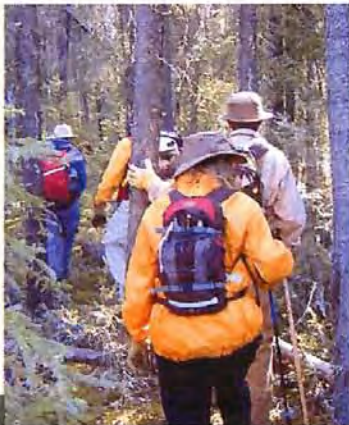
Police vehicles need both summer and winter tires specifically designed for pursuit, which have to be ordered in bulk. Presently, both RCMP and Search and Rescue have storage at the municipal building on Hwy. 69. That space will soon be used by other municipal departments and local tire vendors do not have space to keep RCMP tires. The contractor currently on the Timberlea site has agreed to add the warehouse to the project for \$350,000. in conjunction with the existing construction schedule.

The Fort McMurray Search and Rescue Society is a non-profit organization that works in partnership with the RCMP, Regional Municipality of Wood Buffalo and other volunteer search and rescue organizations in Alberta. The Search and Rescue Society would like to construct a warehouse to house their rescue and specialized equipment for searches, such as quads and boats. The current site contractor has agreed to construct the Search and Rescue Warehouse at a cost of \$192,000.

Search and Rescue is pursuing a Provincial Government grant in the amount of \$200,000 that would reimburse the municipality for their portion of the project. In the meantime, the municipality would enter into a lease agreement with Search and Rescue for use of the building.

## **OPTIONS:**

1. Approve funding for both projects.
2. Approve funding for the RCMP warehouse only.



# **FORT McMURRAY SEARCH & RESCUE SOCIETY PLANNING OUTLOOK AND BUSINESS CASE**

MAJOR COMMUNITY FACILITY PROGRAM APPLICATION

September 2007





# **MAJOR COMMUNITY FACILITIES PROGRAM BUSINESS CASE**

## **FORT McMURRAY SEARCH & RESCUE SOCIETY**

**September 21, 2007**

### **Contents**

- 1. Executive Summary**
- 2. Project Details**
  - 2.1 Organization Information & current assets**
  - 2.2 Project Need**
  - 2.3 Project Status and Proposed Schedule**
  - 2.4 Regional Co-operation**
  - 2.5 Community Access**
- 3. Proposed Phase 1 Staging Facility budget breakdown**
- 4. Proposed equipment budget breakdown**
- 5. Proposed vehicle budget breakdown**
- 6. Proposed Phase 3 budget breakdown**
- 7. Funding Structure and Cash flow analysis**
- 8. Conclusions / Planned Outcomes**

**Appendix A – Schedule**

**Appendix B – Letter of Public Support**

**Appendix C – Search and Rescue Alberta Letter**

**Appendix D – Pine Lake Tornado Response Summary**

**Appendix E – Council Resolution**



# **MAJOR COMMUNITY FACILITIES PROGRAM**

## **BUSINESS CASE**

### **FORT McMURRAY SEARCH & RESCUE SOCIETY**

**September 21, 2007**

#### **1. Executive Summary**

*The applicant* is the Fort McMurray Search & Rescue Society. (F.M.S.A.R) Charitable Organization Number 88970 7667 RR0001, Alberta Corporate Registries Society Number 505639682.

F.M.S.A.R. is a non-profit organization founded in 1993 by a group of community volunteers with the desire to contribute their skills for the benefit of those who have become lost or missing. This community group works in partnership with the Royal Canadian Mounted Police, the Regional Municipality of Wood Buffalo and other volunteer search and rescue organizations in Alberta. F.M.S.A.R. is ready to provide their volunteer services anywhere and at anytime.

F.M.S.A.R. is fundraising and pursuing a variety of initiatives to strengthen their ability to recruit, train and provide services to the Regional Municipality of Wood Buffalo. *The project* consists of a 3 phase plan.

**Phase One** is a staging facility constructed in the parking area of the new RCMP detachment in the Timberlea Subdivision. It is a natural location to provide a consolidated community use facility for Search and Rescue. Significant costs can be saved if the project were to proceed forward while the applicable trades for the detachment are still mobilized on site. (until approximately March of 2008.)

**Phase Two** is a mobile command post, which will provide increased capability to co-ordinate large area and multi-day searches.

**Phase Three** is a consolidated staging facility constructed on a 4 acre parcel at Saline Creek equipped with the required equipment and vehicles.

The total funding required for the 3 phases is currently estimated to be \$1,655,000.

*The need* is to have the ability to have central muster points for community members making up the F.M.S.A.R. where equipment is stored and ready for deployment on short notice. Currently equipment is dispersed throughout the community, at individual residences and in leased space where the lease is expiring. Valuable time is lost and resources are difficult to co-ordinate when the services of F.M.S.A.R. are called upon. The Timberlea RCMP

detachment and future consolidated facility would also provide community space for conference and training which also does not currently exist. As Fort McMurray is also divided by the Athabasca river, the facilities at Timberlea and Saline Creek would make resources available at both ends of the city, on both sides of the river. (See diagram below)



With the population of Fort McMurray growing by nine percent per year, there is a pressing demand for this type of public service to be upgraded and supported. Fundraising, Municipal and Provincial support are critical to the continuation and future success of the society. It is also important to note that the search and rescue volunteers involved save the communities they serve enormous human resources costs that would otherwise be necessary to provide a similar paid service, especially when large scale natural disasters occur, as they did in Pine Lake in the summer of 2000.

*The planned outcome* is to provide F.M.S.A.R. with permanent facilities, sufficient equipment, training and ability to mobilize as required to service the ever expanding city of Fort McMurray and the Regional Municipality of Wood Buffalo. This will serve to stabilize and revitalize F.M.S.A.R. which will in turn enable better volunteer recruitment which is critical to the long term viability of the group.

A contribution of \$200,000 is being requested from the Province of Alberta's Major Community Facilities Program with the remaining sum required to complete the \$1,655,000 being raised by a combination of municipal support and fundraising efforts.

When these items are put in place, citizens and tasking agencies will have confidence that F.M.S.A.R. can provide the necessary and expected level of professional service that will save lives and assist when coping with regional disasters.



## PHASE 1

### RMWB CONTRIBUTION:

- MUNICIPAL FUNDING (\$150,000)
  - Land
  - Lease and agreement costs
- IN KIND SERVICES:
  - Use of RCMP community room for training and meeting purposes
  - Utilities
  - Maintenance
  - Partnership training

### ALBERTA LOTTERY FUND

### MCFP GRANT FUNDING:

- \$200,000

FALL 2007



## SEARCH AND RESCUE SHED

### FUNDRAISING SUPPORT: \$80,000

(\$50,000 for structure,  
\$30,000 for equipment)

## PHASE 2

## INTEGRATED MOBILE COMMAND POST

4 ACRE PARCEL AT  
SALINE CREEK THROUGH  
ROTARY CLUB

FUNDRAISING SUPPORT:  
\$745,000 Building  
\$120,000 Equipment  
\$360,000 Vehicles

## PHASE 3

## COMPLETE FACILITY WITH AMENITIES FOR ADMINISTRATION SPACE, STORAGE AND TRAINING

**TOTAL FUNDING: \$1,655,000**

# FORT McMURRAY SEARCH & RESCUE SOCIETY PLANNING OUTLOOK

September 2007 - September 2011

## **2.1 ORGANIZATION INFORMATION**

Fort McMurray Search & Rescue Society (F.M.S.A.R.) is a non-profit organization founded in 1993 by a group of committed volunteers with a desire to contribute their skills for the benefit of those who have become lost or missing. Working in partnership with the Royal Canadian Mounted Police, the Regional Municipality of Wood Buffalo and other volunteer search and rescue organizations in Alberta, the team is ready to provide their volunteer services anywhere and at anytime.

### **Agency Name, Address and Contact person, email address, Phone & fax:**

Fort McMurray Search and Rescue Society  
P.O. Box 5053  
Fort McMurray, Alberta  
T9H 3G2  
John Brittle, email [Buttons4@shaw.ca](mailto:Buttons4@shaw.ca) phone W: 791-4908, C: 743-9602

### **List Board Members, their positions and phone numbers:**

• President:	John Brittle	(780) 743-9602
• Past President	Dan Lines	(780) 743-0361
• VP Operations	Doug Flint	(780) 791-5365
• Secretary:	Rob Duffy	(780) 791-3844
• Treasurer:	Paul Hagar	(780) 791-0288
• Director of Equipment	Dave Young	(780) 791-9984
• Training Officer:	Dan Lines	(780) 743-0361
• Public Relations:	Sandra Peters	(780) 714-3691
• CASARA Liaison	John Brittle	(780) 743-9602
• RCMP Liaison:	Ian Shardlow	(780) 799-8850
• Fundraising Director:	Ken Saunderson	(780) 743-8778
• Director at Large	Jason Graves	(780) 715-0016

### **Legal Status:**

Canada Customs and Revenue Agency Charitable Business Registration Number:	88970 7667 RR 0001
---	--------------------

The RCMP is the federal agency tasked with the primary responsibility for ground search and rescue in Canada. As a result, Fort McMurray Search & Rescue Society works with the RCMP to provide services in the event of emergencies.

### **F.M.S.A.R.:**

- Are prepared to respond wherever necessary to incidents requiring personnel with search and rescue skills.
- Continue development of skills resources and training programs to increase operational effectiveness and readiness.
- Deliver services with professionalism and compassion while preserving the safety of its members.
- Is a team that provides an essential and necessary service to the community.



- Conduct themselves as search and rescue professionals.
- Place the safety of team members as the primary priority during all search and rescue activities.
- Show respect for others.
- Acknowledge the value of the time and resources contributed by individual team members.
- View the personal growth and continued learning as essential to the efficient and effective operation of the team.
- Strives to maintain a maximum state of readiness to respond to search and rescue incidents.
- Strives for excellence while contributing to the team according to individual abilities.
- Maintain a ready inventory of search and rescue resources .

### **Meetings and Training:**

All members of the team take the Emergency Response Institute SAR Basic Skills Course as provided for by SAR Alberta. This 60-hour course is a standardized course covering search theory, the incident command system and basic survival. The Fundamentals course culminates in a multi-hour night search. Members also take a navigation course, Standard First Aid and CPR.

All members continuously take training throughout the year. Participation in training exercises is essential to maintaining skill levels. After the basics, all members are encouraged to take such additional training as they see necessary. Some of the courses that can be arranged include mantracking, Swift-Water Rescue, quad safety, snowmobile safety, knot tying and GPS proficiency. The team encourages any member to learn those skills that are of interest to the member and may be of assistance in an emergency. Managing the Lost Person Incident (MLPI) provides a thorough and up-to-date introduction to land search management. Topics include: predicting lost person behavior, establishing the search area, setting and shifting search priorities, measuring coverage, allocating SAR resources, using SAR technology, coping with searcher stress, and managing the various roles and functions needed to successfully conduct a search. Emphasis is placed upon the employment of a modular incident command system, starting with the initial response and expanding as necessary through the remainder of the incident. The team meets every month on the first Thursday except July and August.

### **Typical Operations:**

Every search is an emergency and members of Fort McMurray Search & Rescue Society can expect to be called upon at any time of the day or night. Members participate in searches, as they are able.

The first aspect of any search and rescue incident is the assembly of resources and obtaining the necessary information from the RCMP. Depending on circumstances, Fort McMurray Search & Rescue Society may be called upon to assist in searches for lost or missing people, downed aircraft, evidence or injured or trapped people following a major disaster.

After being briefed by the police, F.M.S.A.R. search managers prepare a search strategy to focus our resources in the areas where it is believed the greatest success can be achieved.

The search managers and assistants will then dispatch search teams in the urgent search for clues. The initial stages of a search may include the dispatch of highly mobile "hasty teams". These teams will move quickly to look for clues in areas of high probability. Following the hasty teams, search teams will be sent in. A trained member of Fort McMurray Search & Rescue Society will be assigned to lead one of these teams. Their search will be more thorough and will work through sectors of reasonable probabilities. These trained teams are also looking for clues and are able to cover significant areas with surprising success rates. Teams will continue to look for clues and will report their findings to the command post by radio.

As clues are found, the search manager may dispatch specialist searchers to follow up on them. Such specialists may include mantrackers who are carefully trained in the art of following tracks through all kinds of terrain. In other cases, it may be possible to employ the services of a police service dog. A member of Fort McMurray Search & Rescue Society may be assigned to accompany the service dog and his handler.

Once a lost or missing person is located, the first half of the task may be over. The next task is to rescue that lost or missing person. Often this task is easy. The person may be able to walk out or a vehicle may have easy access to the site. In other cases, however, this may not be the case. For difficult circumstances, using specialized training, the rescue team can safely extract the lost person from their predicament while maintaining the safety of the rescuer.

Following every search and rescue operation and training exercise, the team undergoes a critical debriefing to discover what the team did well, what could be improved and how the team can be better prepared for the next incident. Following a real operation, the team works together with trained critical stress debriefing professionals as needed.

### **Funding & Current Assets:**

As an independent volunteer association, Fort McMurray Search & Rescue Society receives all its funding through donations and fundraising events. As a charitable organization registered with Revenue Canada, donations to the Association are tax deductible. Since F.M.S.A.R.'s inception, and until recently, members often paid for equipment and supplies from their own pocket in an effort to keep the group operational. This is however not sustainable and it has contributed to having negative impact on morale and recruitment.

### **Donated and Purchased equipment includes:**

- 2001 Chevrolet Suburban (donated)
- 1999 Ford Explorer (donated)
- Two 2001 Honda quads
- Two 2003 Polaris snowmobiles



- Trailer to haul the quads or snowmobiles
- An equipment trailer
- Assorted training, rescue, safety and survival gear.

Storage space has been made available through the local RCMP, but not sufficiently to house all required equipment in one, secure place. The lease for this space is also expiring leaving F.M.S.A.R. with few options for storage. This has meant that F.M.S.A.R. has had to gather the appropriate equipment from where ever it is being kept whenever called upon to provide service. This often increases the amount of time needed before teams are ready to assist the tasking agency.

## **2.2 PROJECT NEED**

With the forecast development of the Oilsands and recent Census information indicating that The Regional Municipality of Wood Buffalo potentially will increase from the current 84,000 person population to 120,000 by the year 2010. Fort McMurray is one of the fastest growing communities in Canada with a 9% per year increase. These growing pains are being felt by a variety of public service organizations, including F.M.S.A.R.

Given the increasing size of the municipality, a more formal and better-equipped Search and Rescue organization is required to service the community. The vast boreal forest that makes up the region supports a large population of fishermen, hunters, trappers and ATV enthusiasts that is increasing along with the growth of the area. Combined with temperature and widely varying environmental conditions that are typical of Northern Canadian geography, a rapid response to missing persons reports is often critical to ensuring survival.

Forest fires and the increasing potential for other natural and man-made disasters in the district also underscore the importance of emergency readiness in the region. Attached for reference is a summary of the response provided to the Pine lake Tornado. **SEE APPENDIX D**

These factors depict the environment of increased demand for a well-equipped search and rescue organization.

In researching and conferring with Search and Rescue organizations from across Alberta, Canada and North America, F.M.S.A.R. has put together a list of required facilities and equipment, which, when in place will provide tasking agencies with the expected level of professional service.

## **2.3 PROJECT STATUS AND PROPOSED SCHEDULE**

Currently fundraising is underway for priority initiatives. The Timberlea RCMP detachment is under construction and initiation of the Phase 1 staging facility is to commence immediately to take advantage of trades already on site to avoid incurring mobilization costs that would be required if the project were tendered on a stand-alone basis.

Other phases of the work and capital acquisition will be executed as indicated on the attached schedule. **SEE APPENDIX A**

## **2.4 REGIONAL CO-OPERATION**

The Regional Municipality of Wood Buffalo recognizes the importance of maintaining emergency readiness and finding members of its community that are lost or in distress. As such, these initiatives will receive ongoing support from the municipality wherever possible. **REFER TO ATTACHED APPENDIX E.**

Members of the local community also strongly support F.M.S.A.R.. **REFER TO APPENDIX B**

Provincially, there is now recognition by the government of the important resource that are the various search and rescue societies around Alberta. Attached is a letter from the president of search and rescue Alberta highlighting some of the issues. **REFER TO APPENDIX C**

## **2.5 COMMUNITY ACCESS**

As an entirely volunteer staffed, not for profit organization, the projects outlined are inherently community based and open to the community. Recruitment is a key aspect of providing vitality to the organization. The construction and acquisition of associated infrastructure and equipment will have a reciprocal effect on providing more opportunities to members of the public to join the organization.

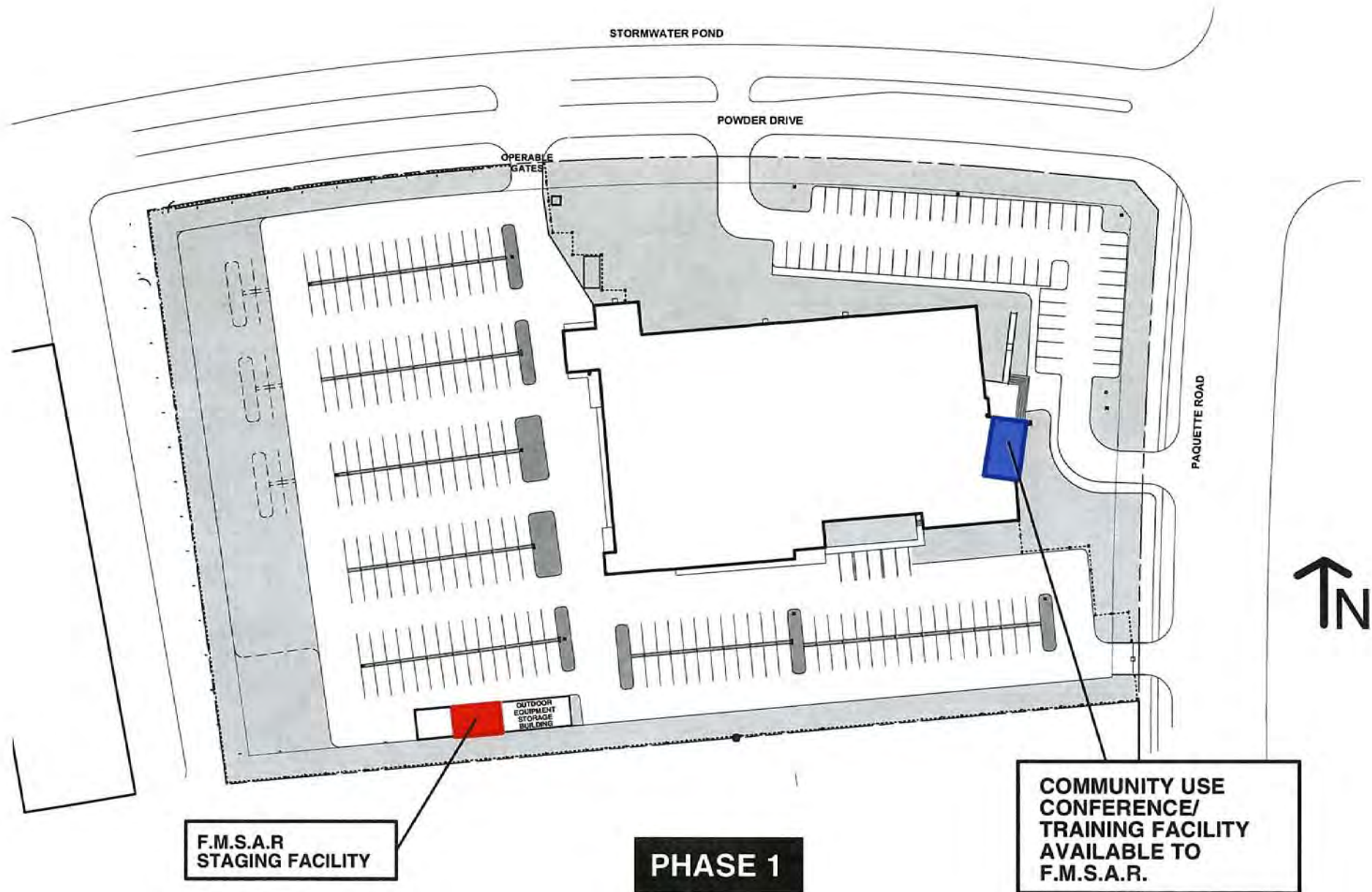
The increased community participation benefits the community not only by strengthening the ability to mobilize to provide service but it also increases the awareness and education and builds co-operative spirit by working side by side for a unified cause.



Fort McMurray Search Rescue Society: **PHASE 1 TIMBERLEA STAGING** Summary/Budget

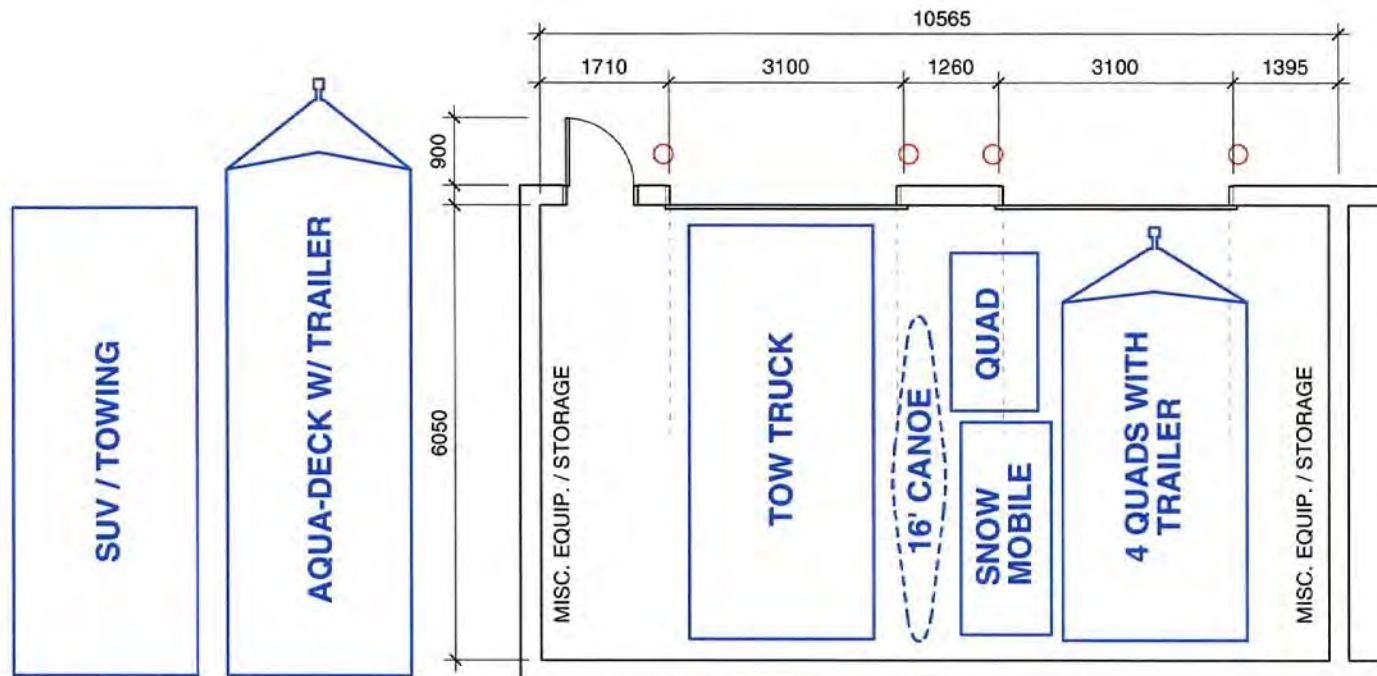
9/26/07

	B	C	D	E	F
1		Quantity	Cost	Total	Priority
2					
3	Construction Estimate for Staging Building			\$192,000.00	1
4	Misc., Fees, Permits, Heating/Hoarding (Municipal Support)			\$68,000.00	1
5	RMWB (Municipal Support) Land Lease (15 years)	15	\$6,000.00	\$90,000.00	1
6					
7					
8	<b>SubTotal</b>			<b>\$350,000.00</b>	
9					
10					
11					
12					



**FORT McMURRAY SEARCH & RESCUE SOCIETY**  
**Timberlea RCMP site context**

September 2007



## PHASE 1

# FORT McMURRAY SEARCH & RESCUE SOCIETY SHED PLAN

September 2007

SCALE 1 : 100



Date: July 19, 2007

Job Name: RCMP Timberlea

Job Number: 48

Contract PO:

Scope of work: CCO# 15 CR# 21

Architect: ACI Architecture Inc

Attn: Steve Shamchuk

We herewith submit the following quotation for your review.

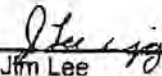
Description		
Subtrade # 1: Permasteel		\$68,627.00
Subtrade # 2: Goldbar		\$12,242.45
Subtrade # 3: Agra Foundations (CASING EXTRA)		\$18,400.00
Subtrade # 4: Performax Painting		\$3,500.00
Subtrade # 5: Borealis Electric		\$12,186.44
Subtrade # 6: Overhead Door		\$12,774.00
Sub Total		\$127,729.89
5%		\$6,386.49
Sub Total		\$134,116.38
Own Forces		
See Worksheet		\$47,559.00
Sub Total		\$47,559.00
Overhead	10%	\$4,755.90
Sub Total		\$52,314.90
Profit	10%	\$5,231.49
Sub Total		\$57,546.39
Total		\$191,662.77

See attached back up documents

Yes ☒ X

No ☐

We reserve the right to correct this quote for errors and omissions

  
Jim Lee

Project Manager  
Title



## Worksheet CCO#15 CR #21

	Quantity	Price		Material Cost	Labor Cost	Total
		Mat	Labour			
Slab Placed & Finish	74m2		\$25.00		\$1,850.00	\$1,850.00
Concrete	10m3	\$275.00		\$2,750.00		\$2,750.00
Grade Beam Concrete	7m3	\$275.00	\$60.00	\$1,925.00	\$420.00	\$2,345.00
Form	44m2	\$20.00	\$80.00	\$880.00	\$3,520.00	\$4,400.00
Install Labour	75hrs		\$85.00		\$6,375.00	\$6,375.00
Pile Layout	6hrs		\$85.00		\$510.00	\$510.00
Backfill Mech	20m3		\$125.00		\$2,500.00	\$2,500.00
Sump Pit Supply & Install	1pc			\$1,200.00	\$400.00	\$1,600.00
Freight				\$1,600.00		\$1,600.00
Granular U/S Slab	15m2	\$40.00	\$65.00	\$600.00	\$975.00	\$1,575.00
Bollards	4pcs	\$1,600.00		\$6,400.00		\$6,400.00
Install Door & Frame					\$350.00	\$350.00
Doors & Frame	1			\$962.00		\$962.00
Hardware				\$998.00		\$998.00
Rebar						\$1,400.00
Concrete Apron	14m2	\$200.00				\$2,880.00
Living	15 days			\$140.00		\$2,100.00
Travel	6 trips	\$450.00				\$2,700.00
Grade and Level	74m2	\$20.00				\$1,480.00
Working Foreman	4 days					\$2,784.00
						\$47,559.00

3. Approve funding for the Search & Rescue project only.
4. Deny the request.

**ANALYSIS:**

The RCMP has scanned the commercial and municipal opportunities for tire storage and found none available. In fact, the Municipality requires the current RCMP tire storage site at the Forestry Building. If the warehouse is not built on the current site, the RCMP will not be able to store any tires requiring annual tire replacement instead of storing them. This would amount to approximately \$84,000 per year which, based on current estimates, is a 6 year pay-back to construct the municipal warehouse, and is much more secure and convenient.

The Municipality does not have a tire storage site itself. Most municipal vehicles use year-round tires, although we do store a limited number out in the open in the back of the maintenance contractor's lot.

The RCMP is hiring a Fleet Technician (currently in security clearance) to deal with the monitoring, maintenance and tracking of tires and equipment and having the warehouse at the site will assist in quicker access. Members often have to manage fleet maintenance and repairs and having the tire shed on site will assist in reducing the time members are tied up on non-police duties. The vehicles and tires would be taken to a tire shop for tire changes.

**Search and Rescue** is a natural fit on the RCMP site as they will be accessing the training/community room. Their equipment is presently stored with the RCMP equipment in the Forestry Building as they are often directed by RCMP in their duties. This would also allow for members to be involved in some of the training. Equipment is shared throughout the year and both parties often mobilize together. The Search & Rescue Association is moving from the Forestry site due to other needs of the municipality. It is anticipated that the Search and Rescue project will be funded by grant, although that is not confirmed at this time.

Both warehouses will blend in with the other building that presently holds RCMP/Bylaw quads and skidoos. The site can be arranged to not impede in any future development, if approved. Therefore any additional use of the site for small additions can be accommodated. Additional development of the site for major municipal space requirements would be difficult, however, because the current facility can not be extended upwards and the surface parking and security requirements require the remainder of the lot.

If the Search and Rescue project does not receive municipal funding at this time, they will not have space to store any of the rescue equipment in one location. This may hamper mobilization time.

**ATTACHMENT:**

1. Fort McMurray Search & Rescue Society Planning Outlook and Business Case – September, 2007.

**ADMINISTRATIVE RECOMMENDATION:**

THAT \$542,000 be committed from the Capital Infrastructure Reserve for the RCMP/ Search and Rescue Society warehouse, on the condition that if the Search and Rescue Society receive Provincial Grant funding for the project that it will be used to reimburse the Municipality for construction costs.



# REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Administration
Date:	October 9, 2007
Subject:	Governance Review

## **ISSUE:**

To conduct a review of the Municipality's current governance model.

## **HISTORY:**

The Regional Municipality of Wood Buffalo is growing significantly. The municipality reviewed the organizational structure in 2006, with the new structure implemented in 2007. The legislative structure has undergone continuous change since 2005, but a consensus on the right model has not been achieved by council.

## **OPTIONS:**

1. Adopt the terms of reference proceed with a governance review
2. Refer the project to the 2008 budget committee
3. Conduct the review in-house
4. Reject the proposal

## **ANALYSIS:**

This project was not identified in the 2007 budget, although the funds required are forecast to be available from other account surpluses. Reporting relationships, role and responsibility clarification, council committee structure and the linkages between the organizational and legislative structures were not a part of that review and would benefit by being discussed by the 2007-2010 Council to ensure it's a model suitable for the size of organization Wood Buffalo is about to become. The project could be deferred to 2008, but council has indicated they would prefer to have a new structure in place for the 2007-2010 council prior to committee appointments in November. The organization does not have the expertise or capacity to conduct a governance review internally.

## **ATTACHMENT:**

1. Terms of Reference



**ADMINISTRATIVE RECOMMENDATIONS:**

1. THAT the terms of reference be adopted as outlined in Attachment 1 – Terms of Reference for a Governance Review, dated September 2007.
2. THAT funding, to a maximum of \$100,000, be allocated from the 2007 Corporate Services Operating Budget for the Governance Review;

THAT in the event the entire amount cannot be accommodated within the 2007 Corporate Services Operating Budget, the balance be funded from the 2007 corporate Operating Budget surpluses; and

THAT in the event 2007 corporate operating surpluses do not exist, the funds be committed from the 2007 Emerging Issues Reserve.

## **Terms of Reference for a Governance Review**

September, 2007

- 1. Assessment of Current Practice**
  - Identify those areas which are felt to be strengths of the present day system and how these might best be retained/enhanced
  - Review the reporting relationships, roles and responsibilities of the Chief Elected Official, Council, Committees, Part IX Corporations and Chief Administrative Officer
- 2. Review of Understanding of Terms**
  - Determine the Council's understanding of basic governance concepts
  - Hold a refresher seminar (subsequent to the Council's October orientation session)
- 3. Assessment of Council's Governance Agenda and Style of Governing**
  - Review and determine what this Council sees as its main priorities relative to how the organization is being governed
  - Assess how it has been governing to date and what style has evolved; assess the strengths and weaknesses of the current approach to governance
- 4. Examination of Linkages to Senior Administration and to the Organization**
  - Analyze how the present governing system is linked to the Chief Administrative Officer and how Council's messages are conveyed to the rest of the organization
  - Determine the degree of confidence in the advice going forward to Council and management's linkages to Council
  - Assess the appropriateness of management styles of the current senior staff given the concerns and preferred governing style of the present Council
  - Assess the appropriateness of the powers and authorities granted to the CAO relative to Council and assess whether or not Council is able to make the governance decisions necessary to effective public representation
  - Assess whether or not the CAO and senior administration are appropriately and fully advising Council on the key issues and then promptly following up on the Council decisions relative to these issues
- 5. Assessment of Council Vision and Priorities**
  - Request information on what steps Council has taken to date in establishing its own sense of priorities with regard to the future vision of this community
  - Provide assistance in setting that vision if that is deemed necessary

**6. Review of Council's Current Decision-Making Processes**

- Conduct a thorough review of the decision-making processes of Council and assess the concerns which Council has with the current system
- Examine the committee system or model used by this Council and assess its merits as a decision-making tool
- Identify what roadblocks exist in the organization and how these should be dealt with by Council

**7. Provide Insights, Advice and Recommendations**

- Provide practical and useful recommendations on all matters covered by the terms of reference and any additional areas of concern which come to the attention of the consultant during the course of this engagement.

# 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

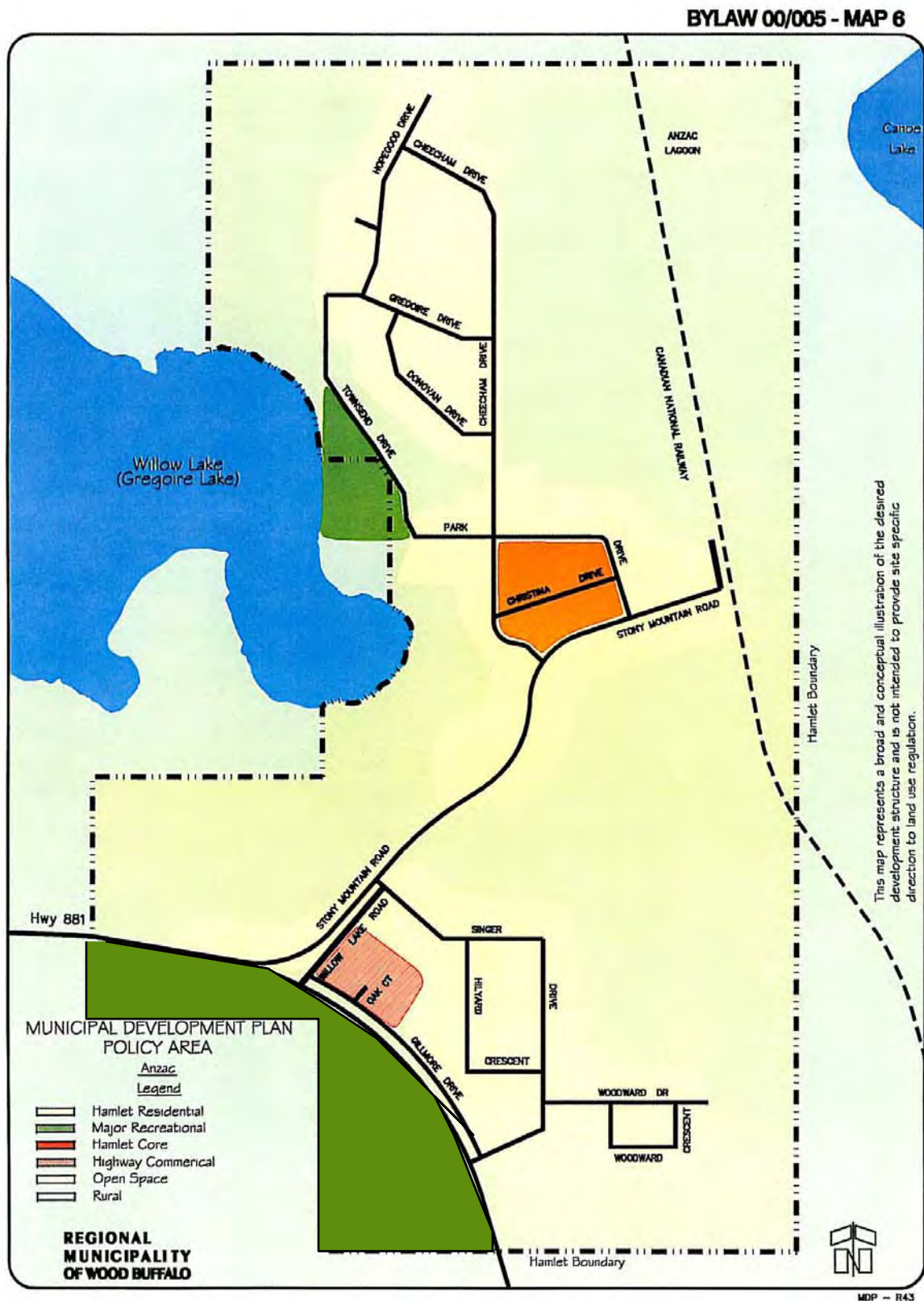
\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
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

### 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

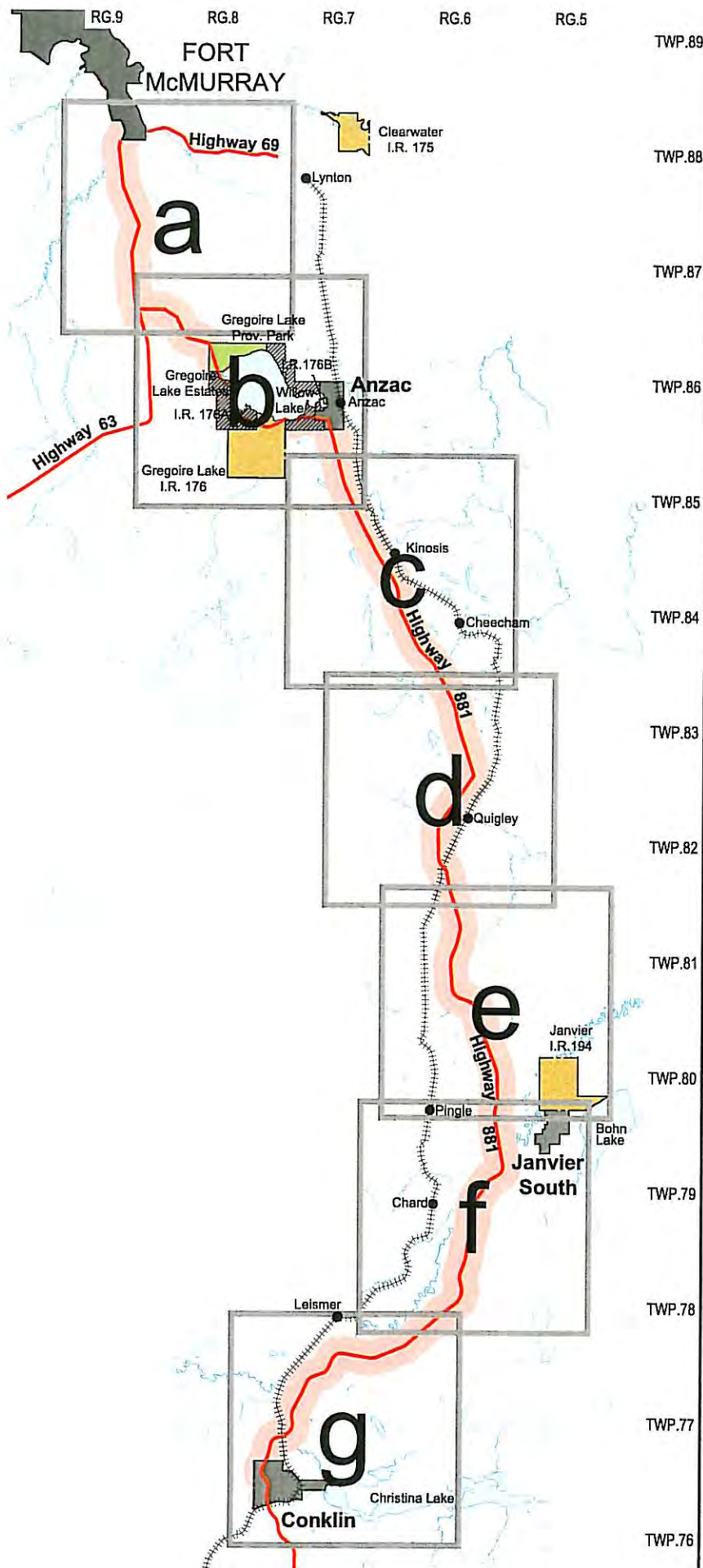
-  Existing Power Line
-  Existing Pipeline
-  Existing Utility Access
-  Outline

#### 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)

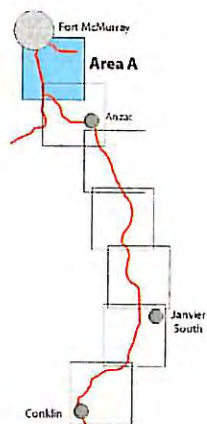
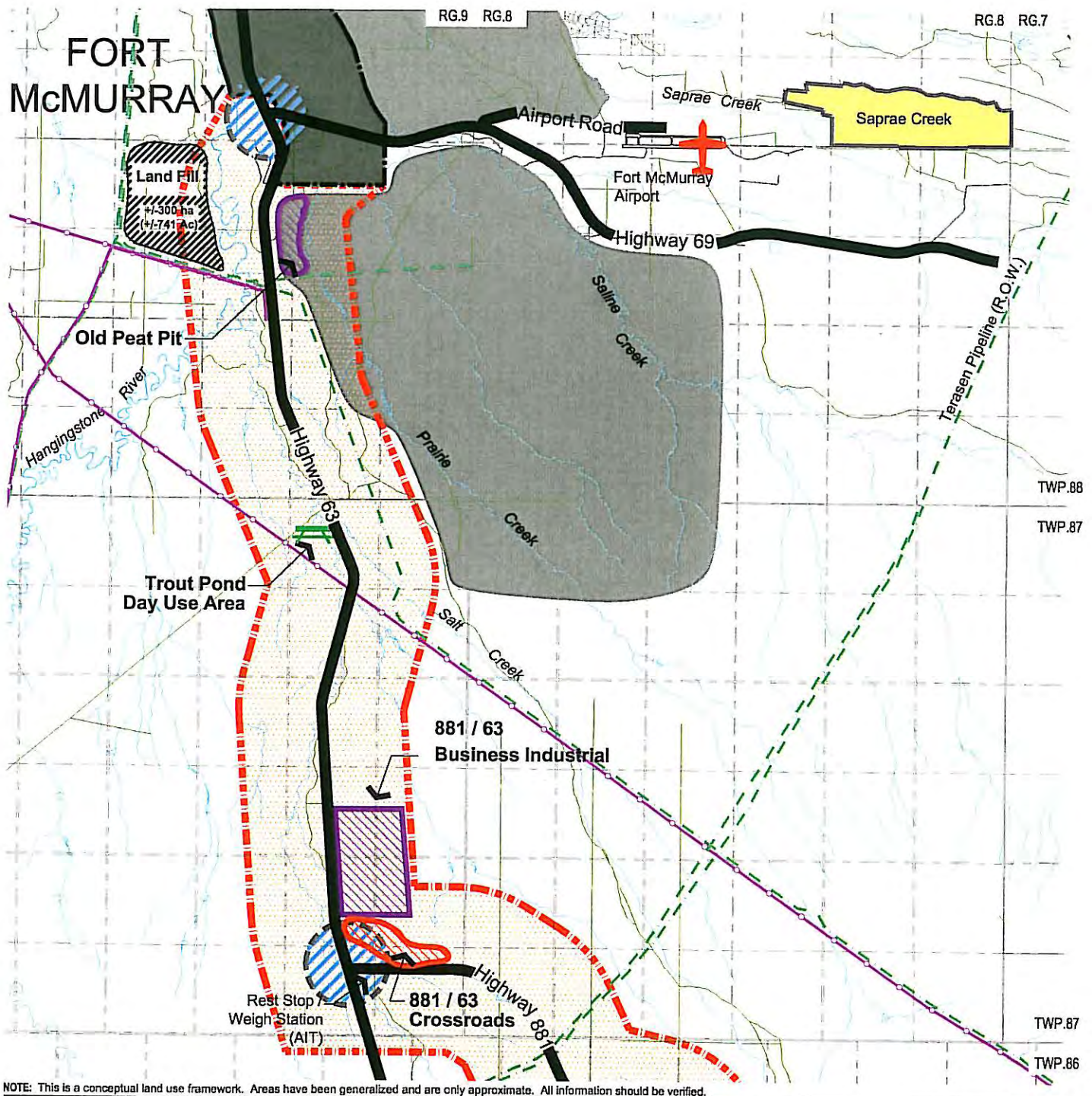
## Map 1 Plan Area



REGIONAL MUNICIPALITY  
OF WOOD BUFFALO







### Legend

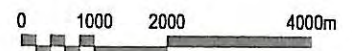
- - - - - ASP Boundary
- Urban Service Area
- Commercial
- Business / Industrial
- Rural Policy Area
- - - - - Proposed Day Use Area
- Provincial Highway
- - - - - Future Grade Separated Intersection Upgrade
- Future Urban Expansion

## Map 2a Future Land Use Concept



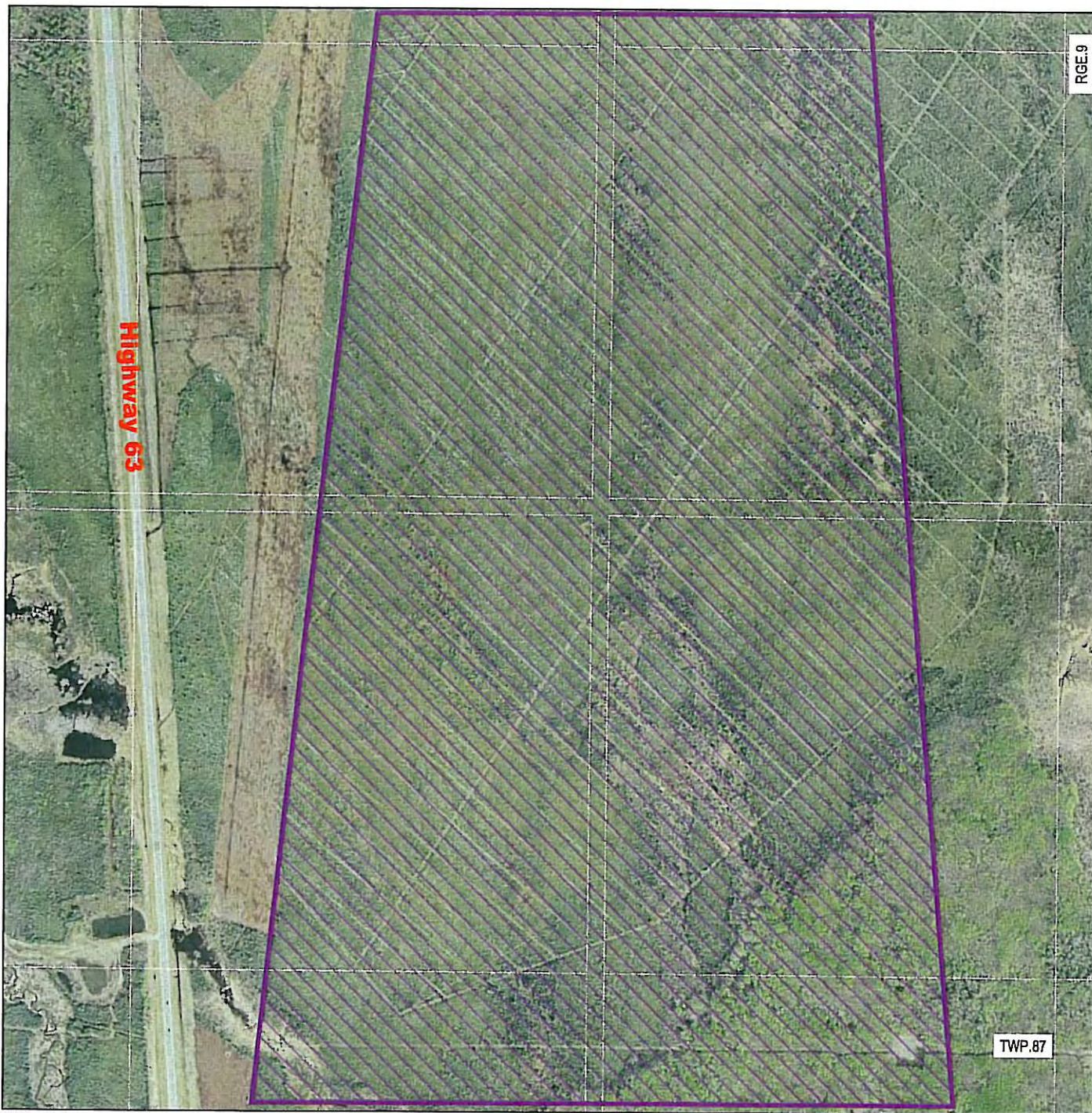
REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan

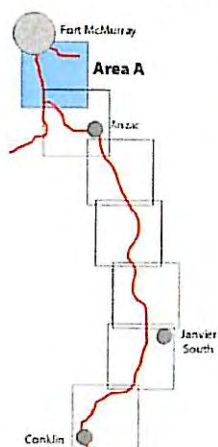


NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.






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



### Legend

 881 / 63 Business / Industrial

## Map 2a-1 Future Land Use Concept



REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

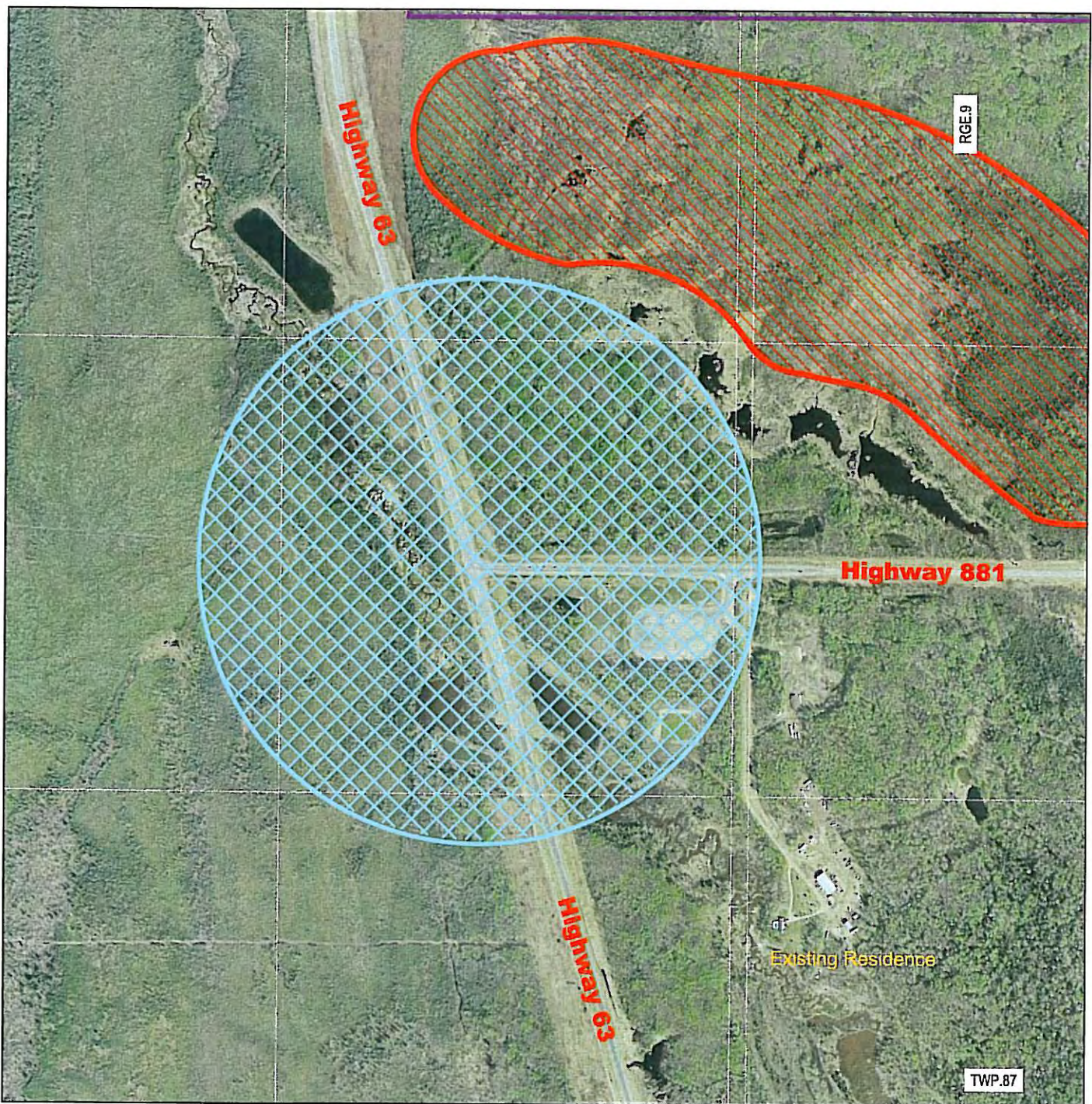
### Highway 63/881 Corridor Area Structure Plan



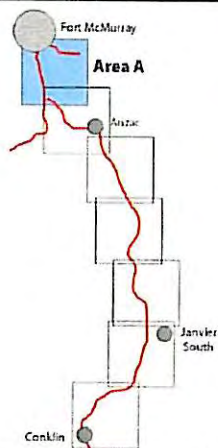
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Photography Acquired May 2006

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

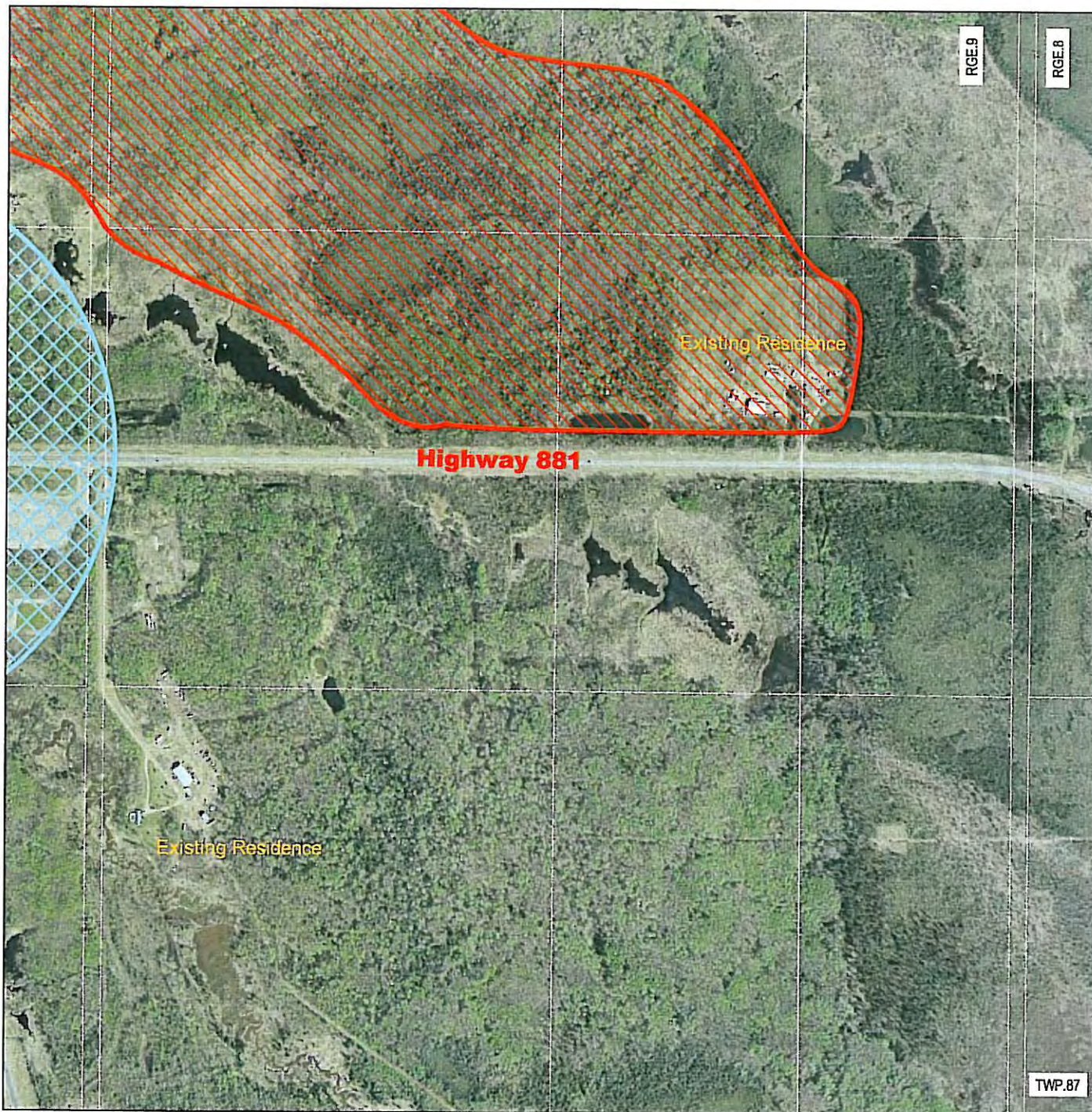


Scale: 1:10000

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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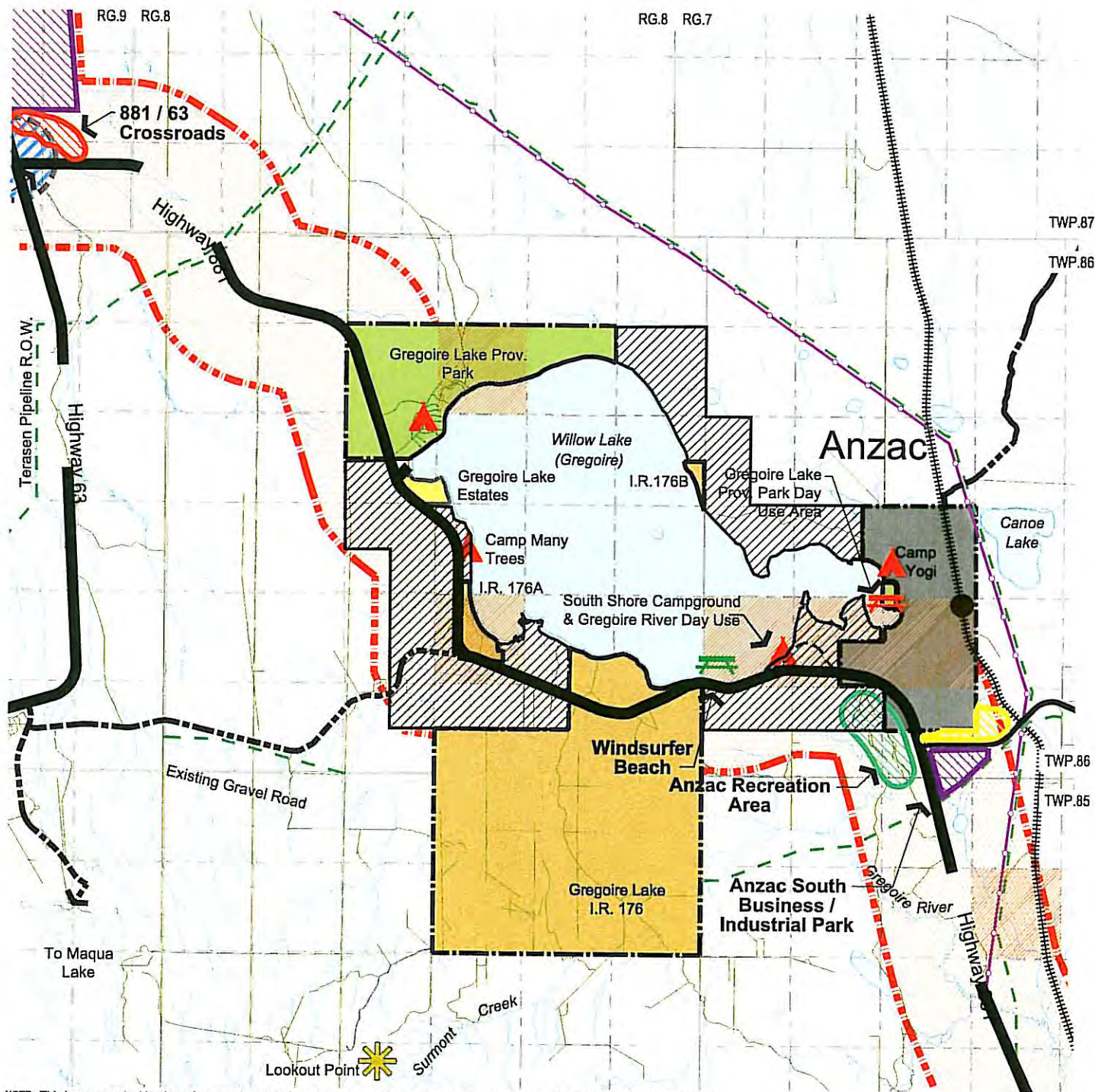
### Highway 63/881 Corridor Area Structure Plan



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

Hamlet

Indian Reserve

Commercial

Business / Industrial

Residential (Anzac Area Structure Plan 2002)

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



Tourism / Recreation



Rural Policy Area



Historic / Archeological Resource Site



Provincial Highway



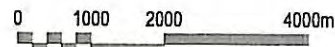
Future Intersection Upgrade



Proposed Day Use Area

## Map 2b Future Land Use Concept

### Highway 63/881 Corridor Area Structure Plan

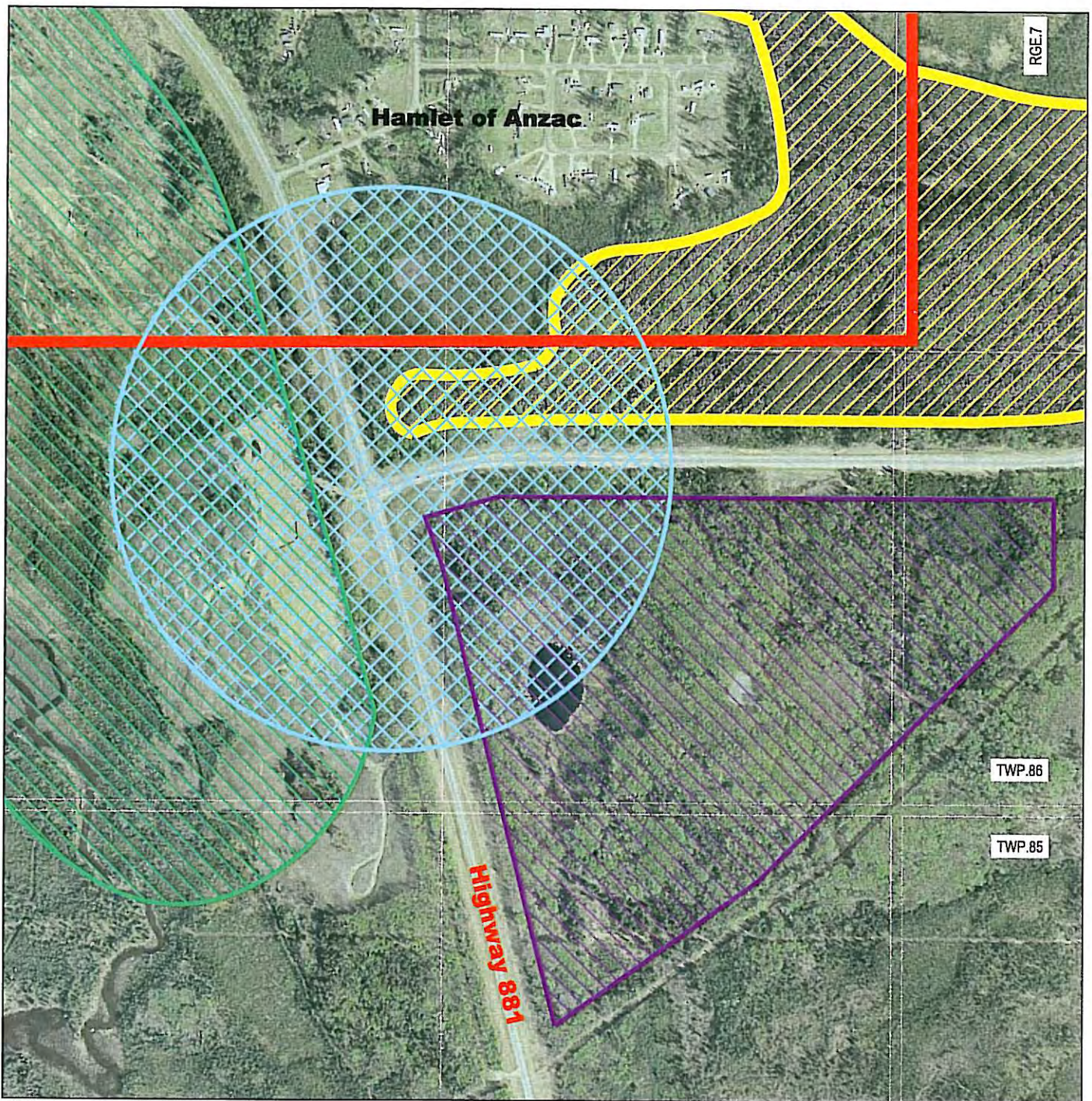


NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.

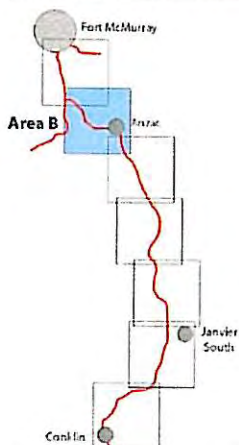












NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



### Legend

-  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

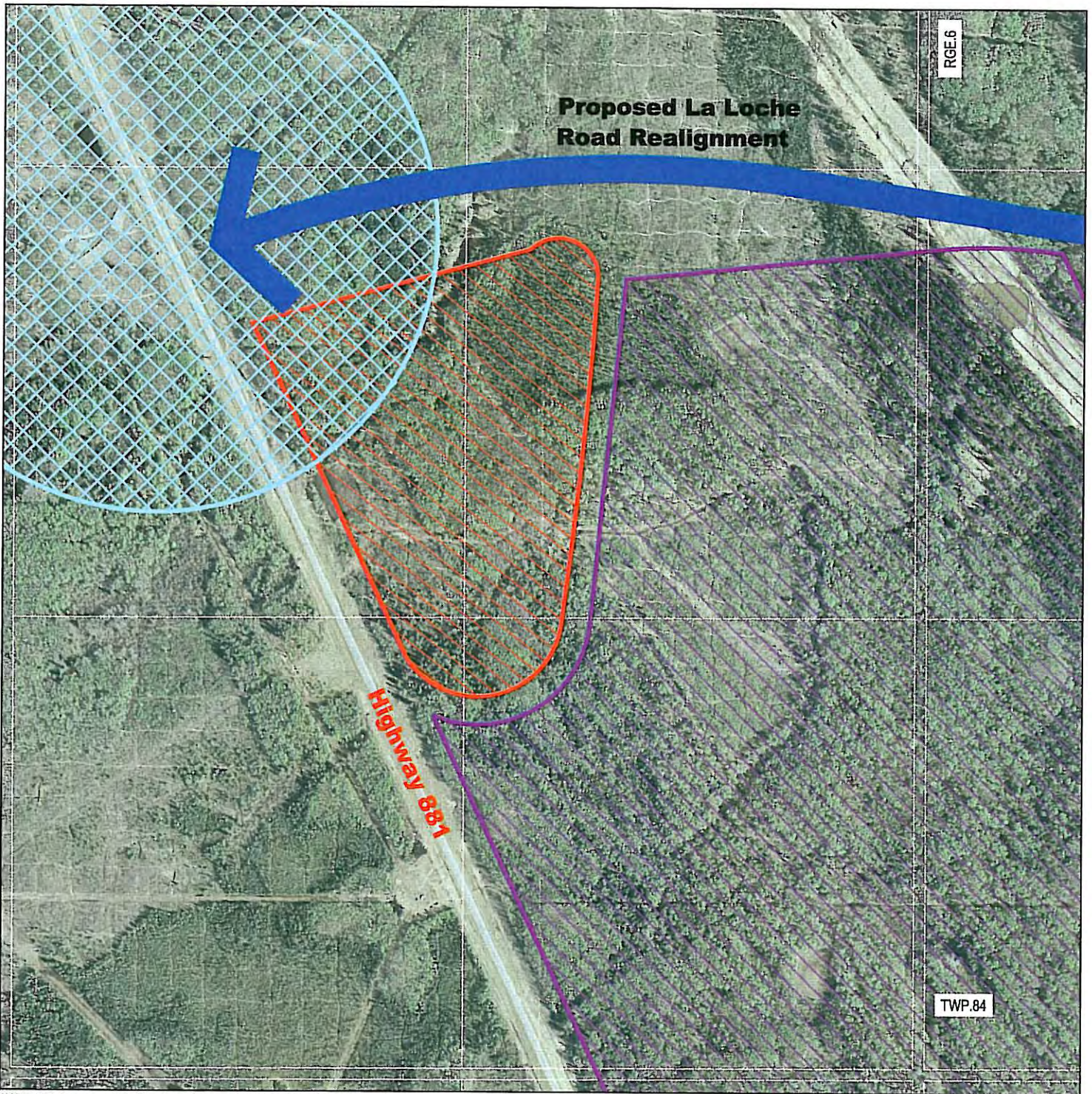
Photography Acquired May 2006

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

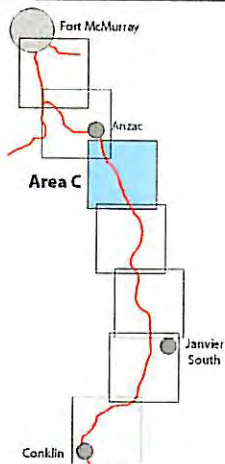











NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



### 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

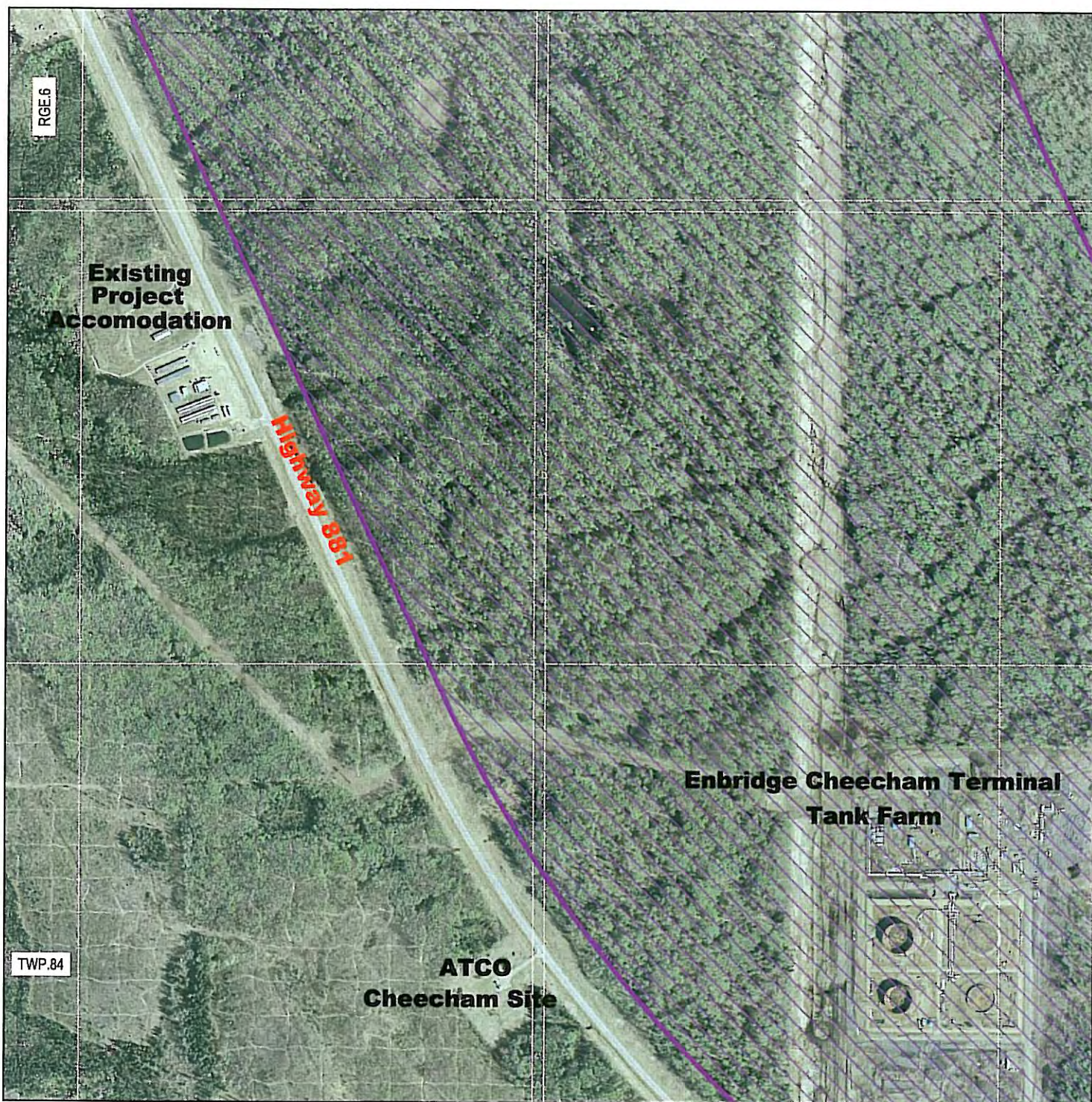


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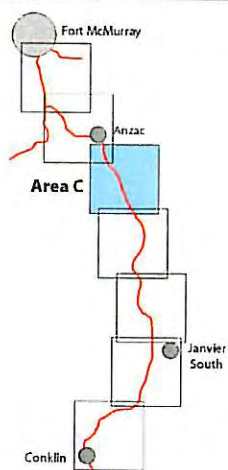
Photography Acquired May 2006

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



## Map 2c-2 Future Land Use Concept



REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan

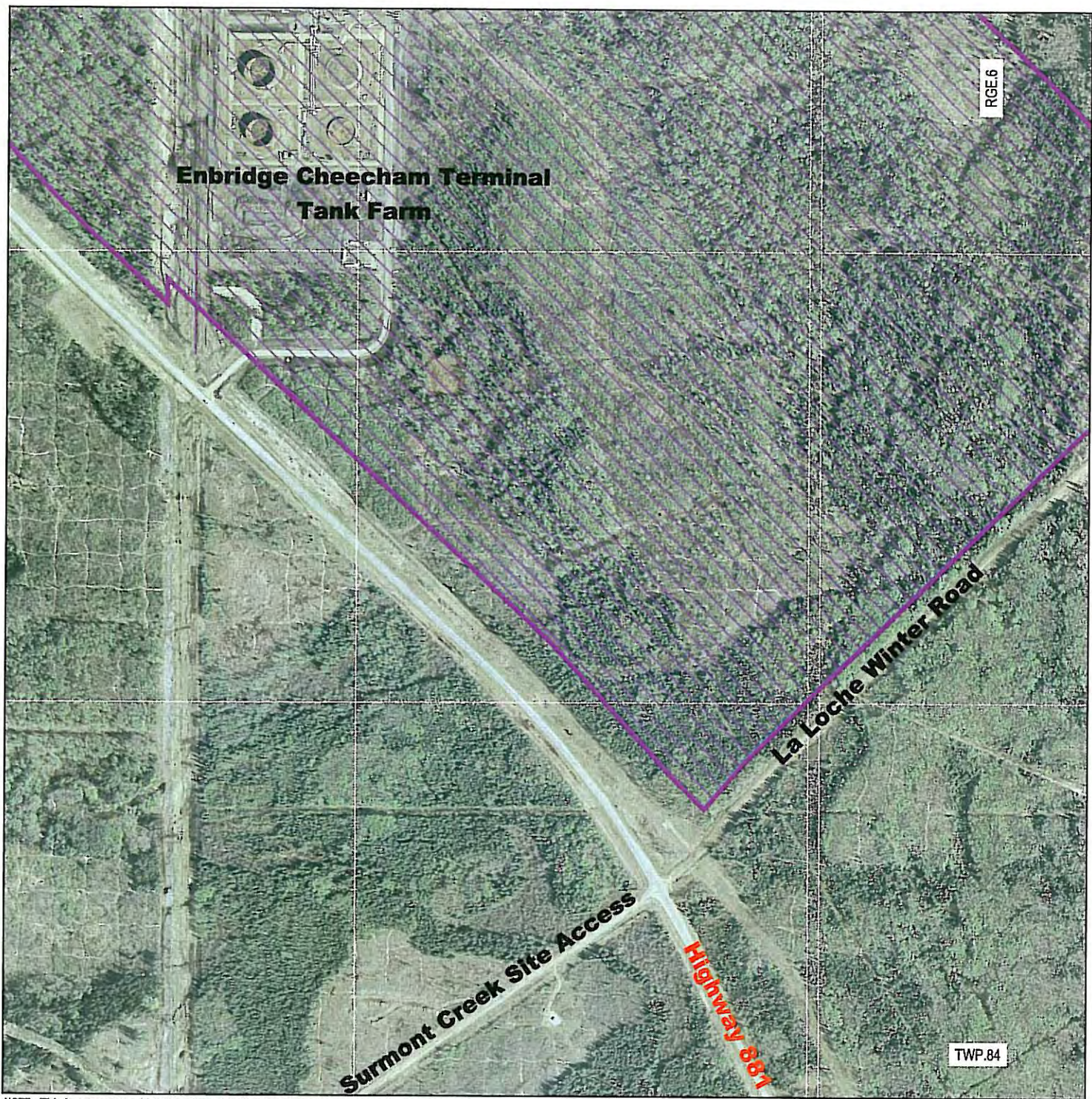


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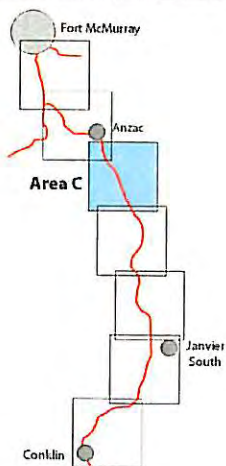
Photography Acquired May 2006

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






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



### Legend

 La Loche Business / Industrial Park

## Map 2c-3 Future Land Use Concept



REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan

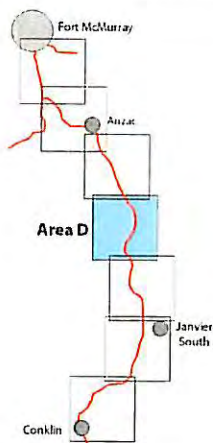
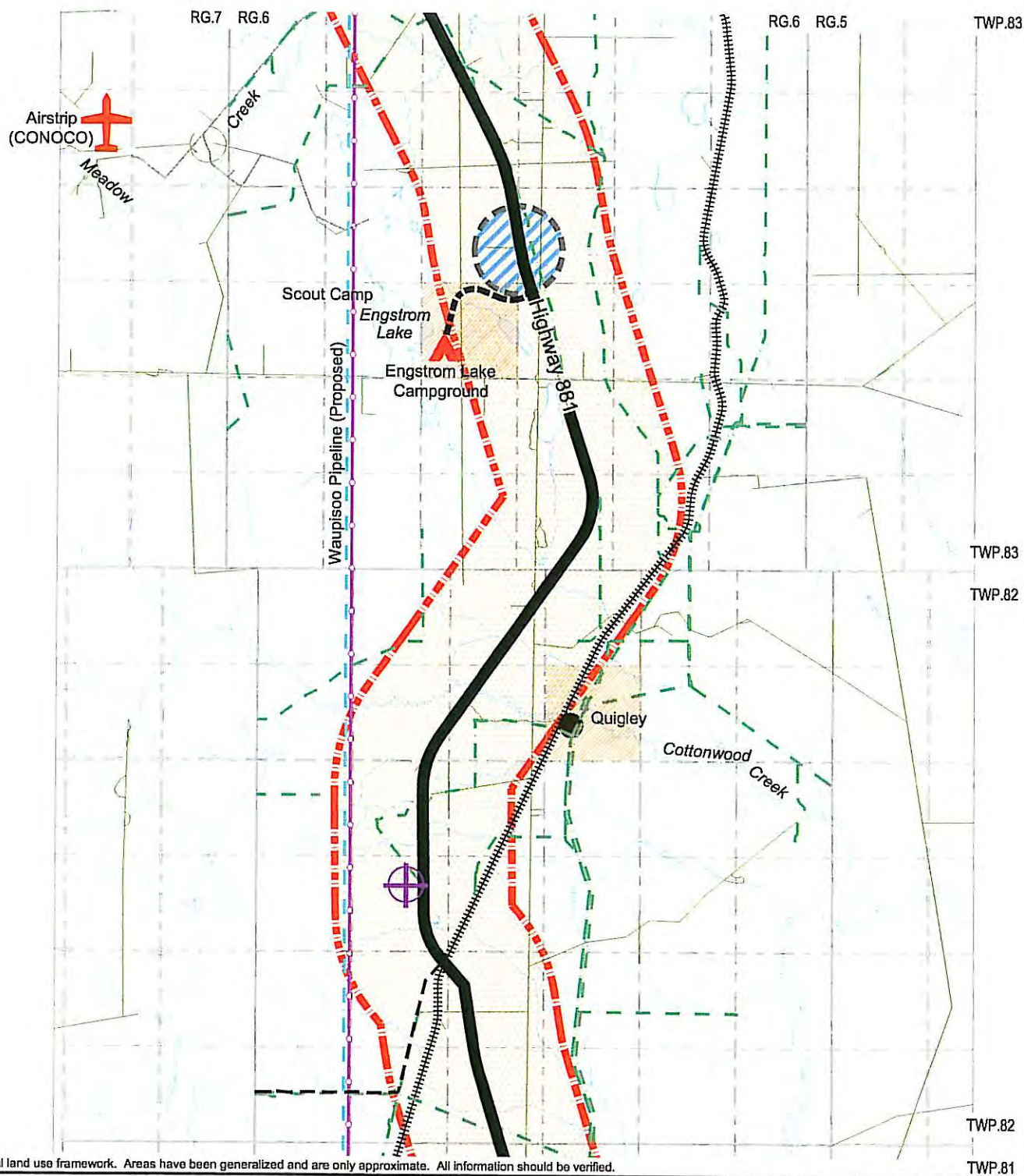


Scale: 1:10000

Photography Acquired May 2006

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





### Legend

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

## Map 2d Future Land Use Concept



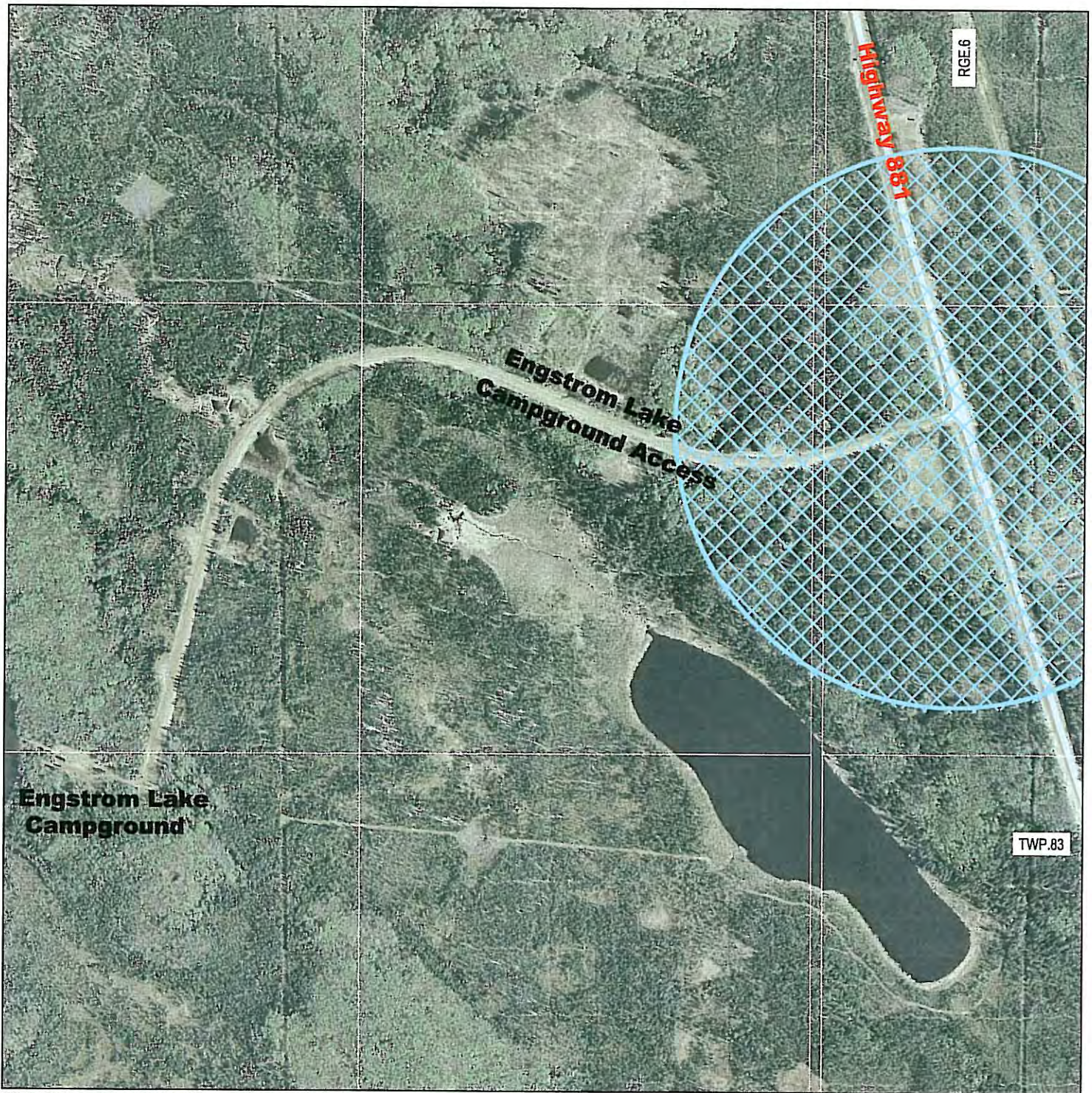
REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan

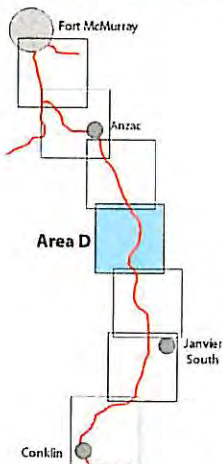


NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.






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



### Legend

 Future Intersection Upgrade

## Map 2d-1 Future Land Use Concept



REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan

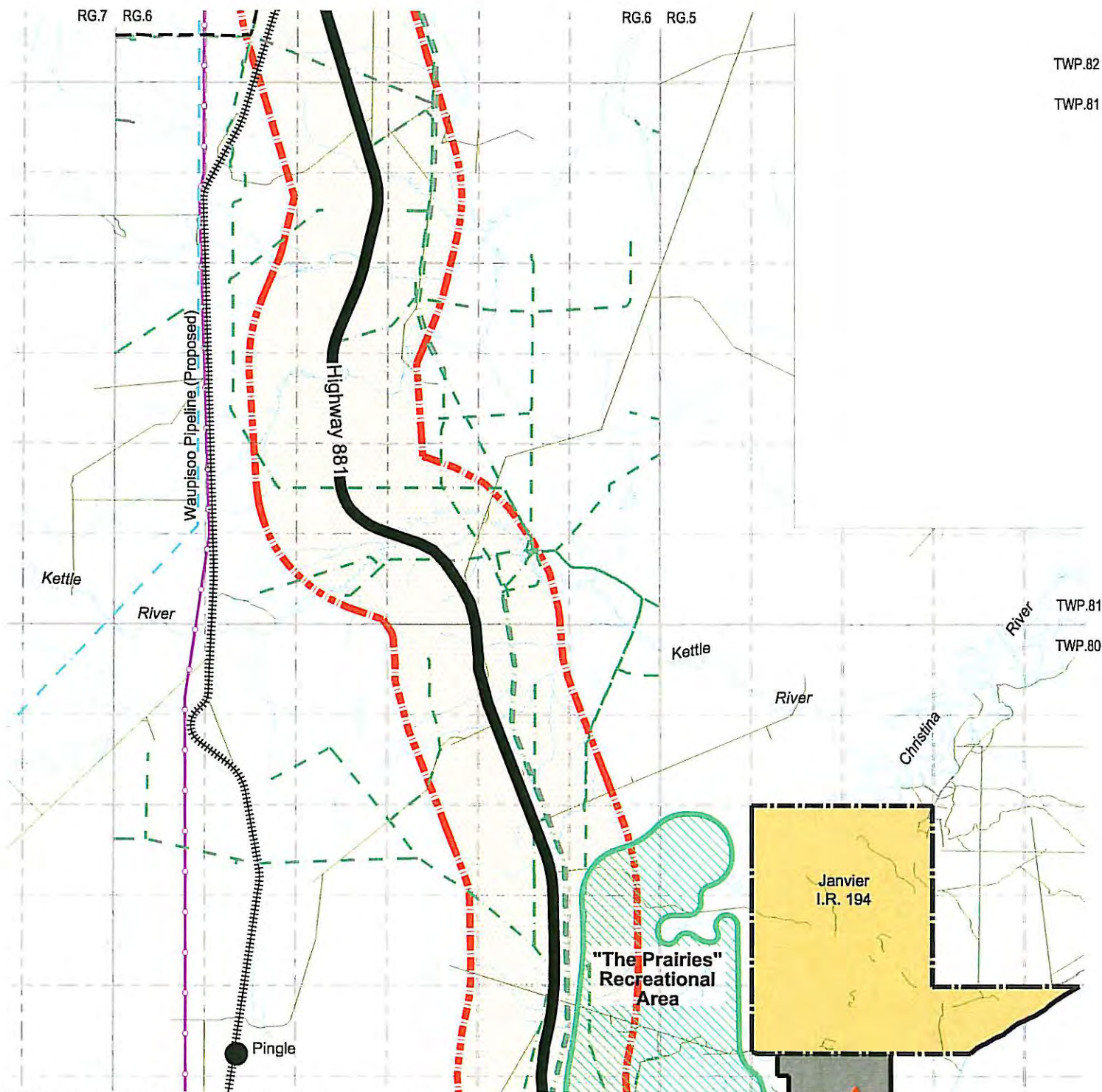


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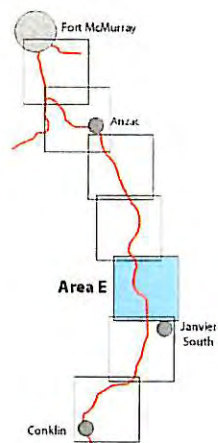
Photography Acquired May 2006

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





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



### Legend

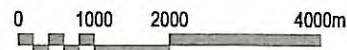
- ■ ■ ■ ■ ASP Boundary
- Hamlet
- Indian Reserve
- Tourism / Recreation
- - - - - Rural Policy Area
- Historic / Archeological Resource Site
- Provincial Highway

## Map 2e Future Land Use Concept



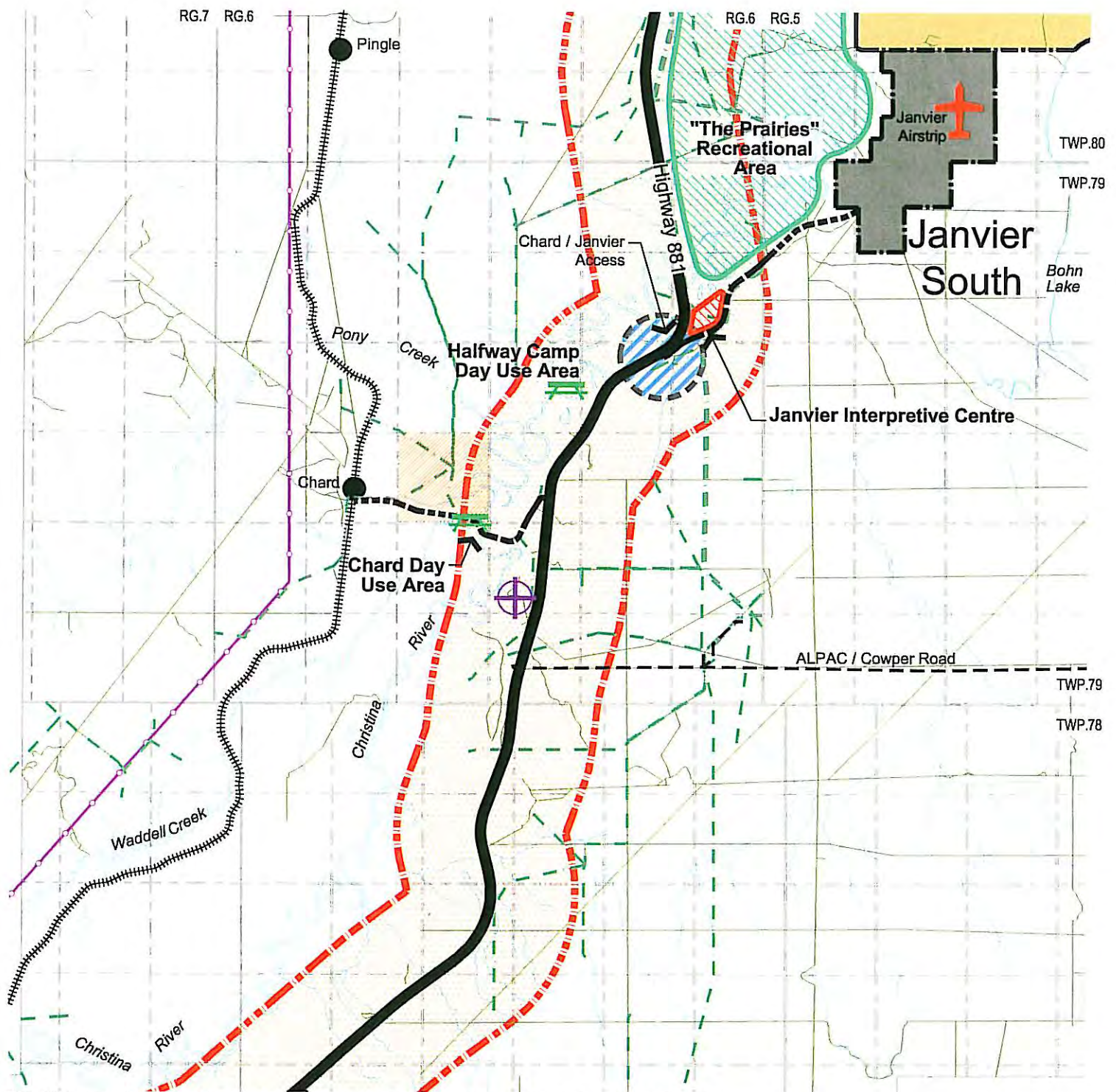
REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan



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





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

## Map 2f Future Land Use Concept

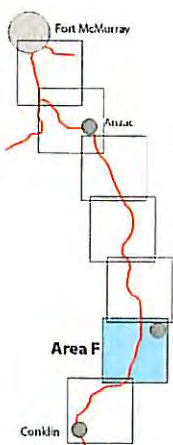


REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan



0 1000 2000 4000m

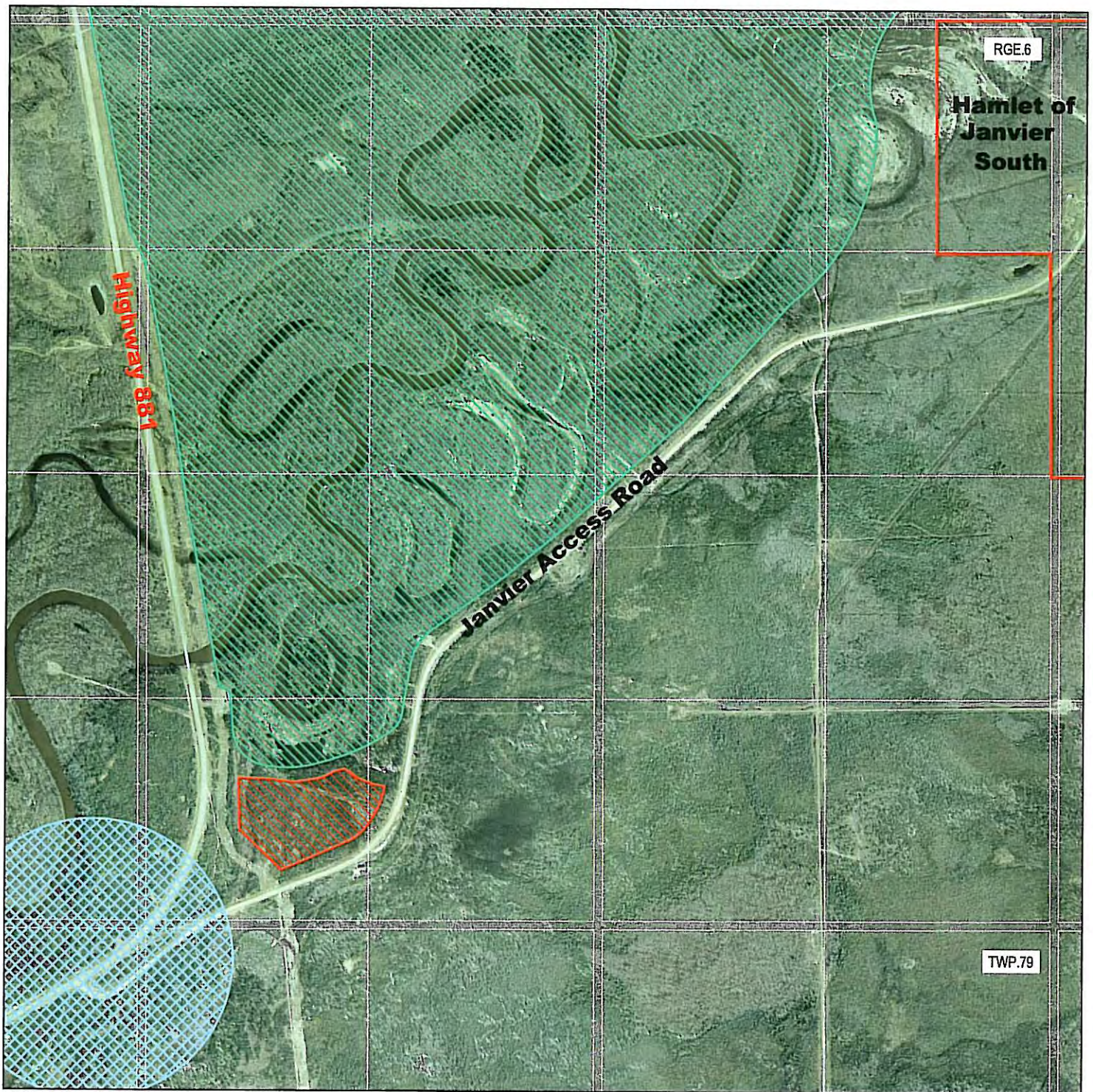


#### Legend

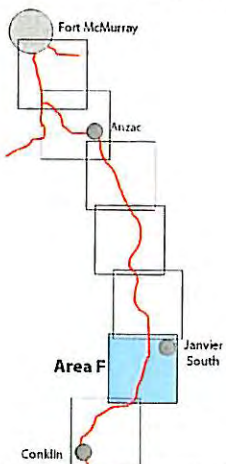
- - - - - ASP Boundary
- Hamlet
- Indian Reserve
- Commercial
- Tourism / Recreation
- Proposed Day Use Area
- Rural Policy Area
- Historic / Archeological Resource Site
- Provincial Highway
- Future Intersection Upgrade
- + Existing Project Accommodation

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



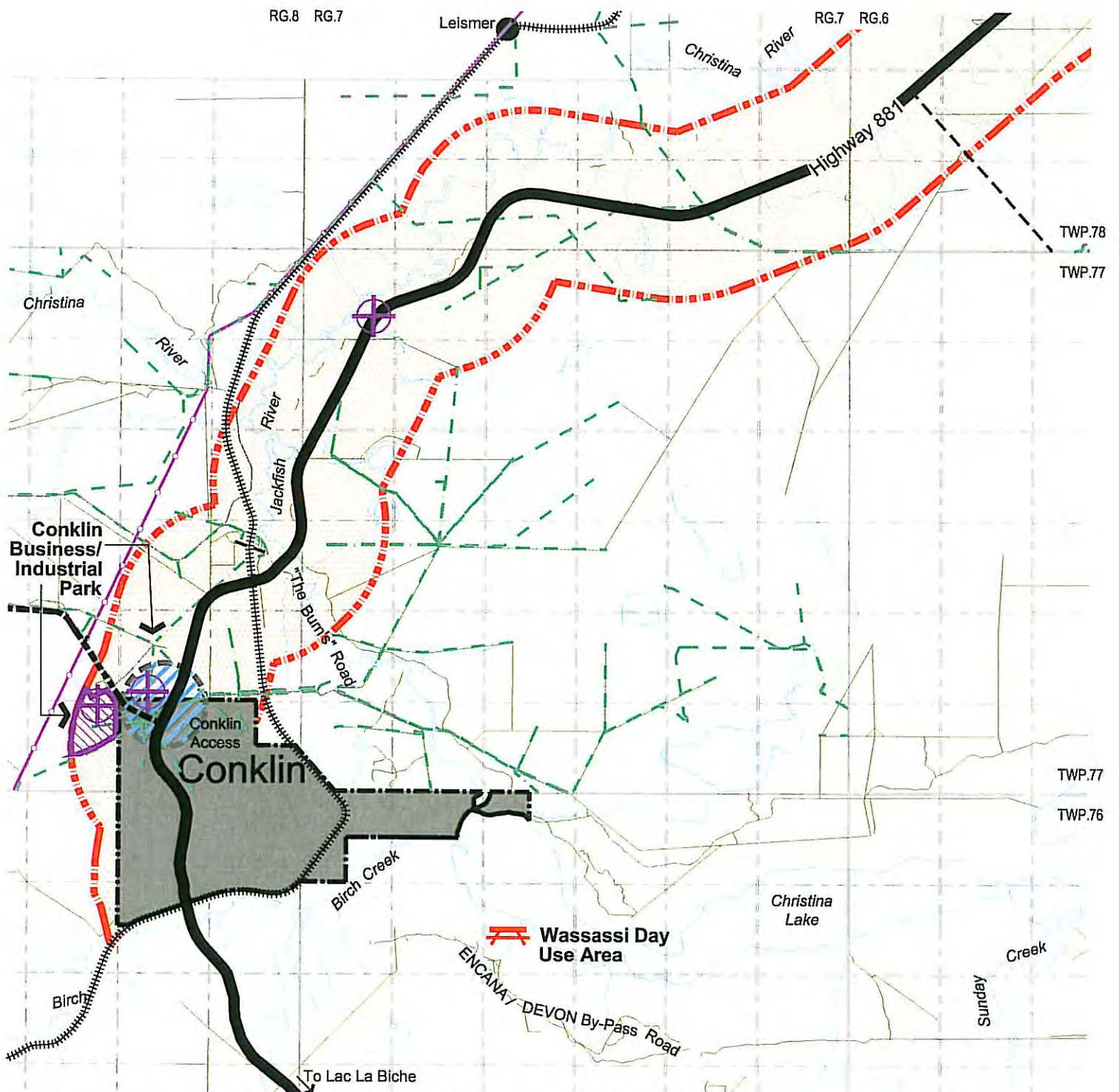
### Highway 63/881 Corridor Area Structure Plan



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.





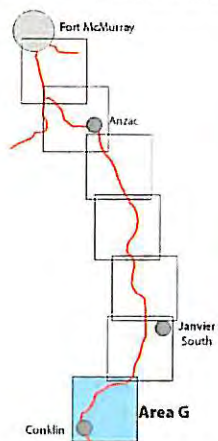
## Map 2g

### Future Land Use Concept



REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan



#### Legend

ASP Boundary

Hamlet

Business / Industrial

Rural Policy Area

Provincial Highway

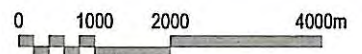
Existing Day Use Area



Existing Project  
Accommodation

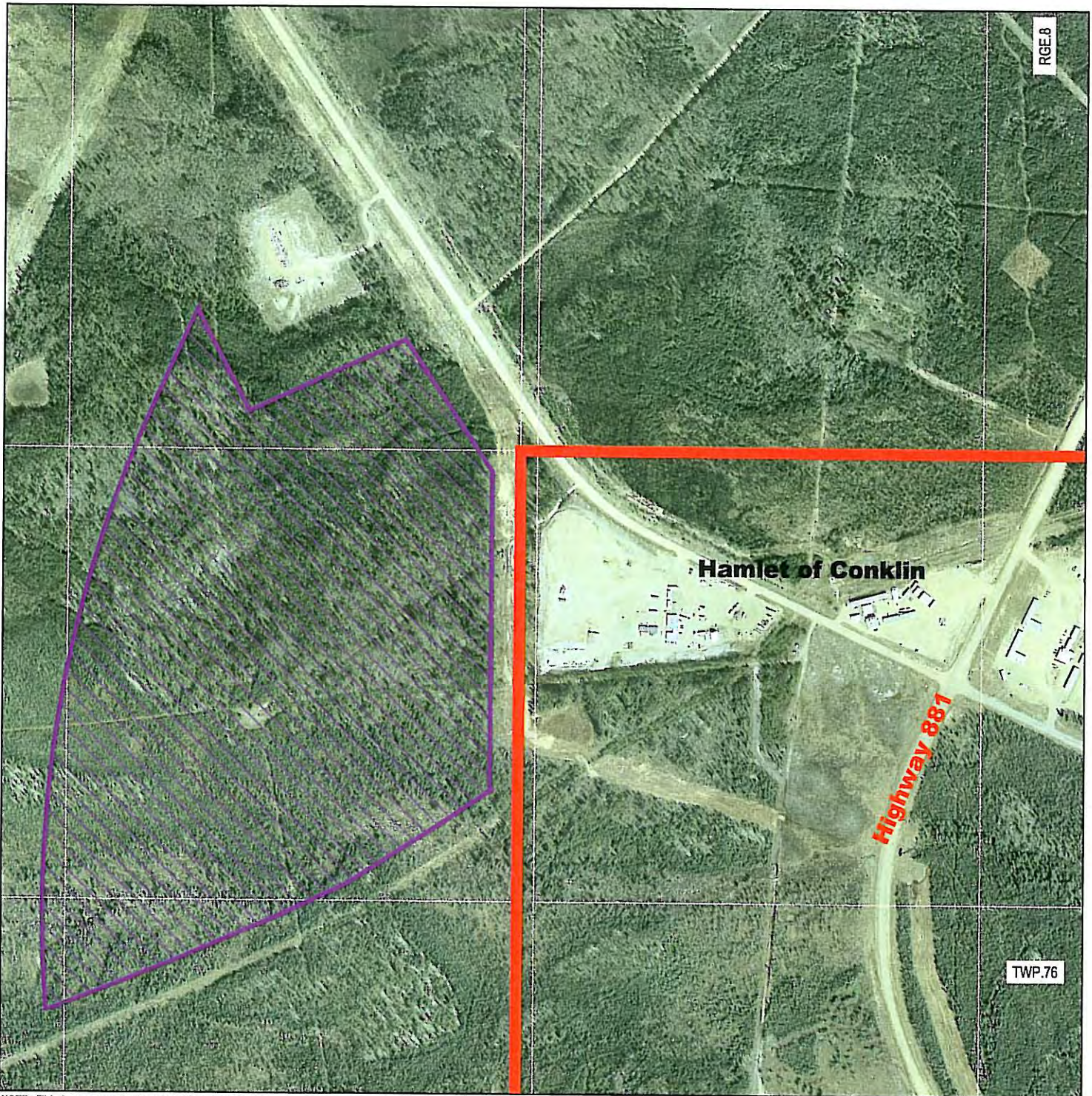


Future Intersection Upgrade

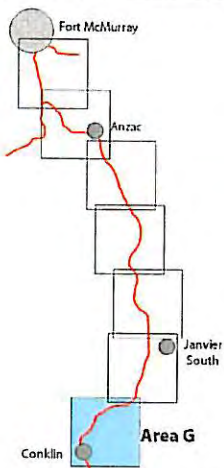


NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.





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.





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

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#### Armin A. Preiksaitis & Associates Ltd. Disclaimer

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## 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

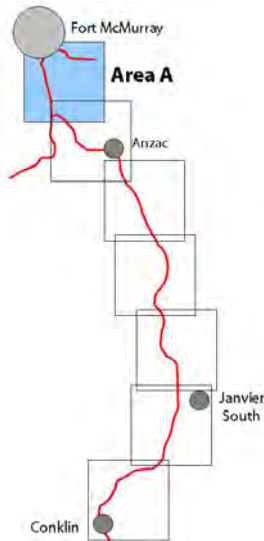
As the Plan area is large and has a linear shape, it has been divided into seven (7) parts (shown on *Map 2 (a-g)*). This section examines and identifies the specific issues and opportunities facing each area, elaborating on the general issues and opportunities that have been described in the preceding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

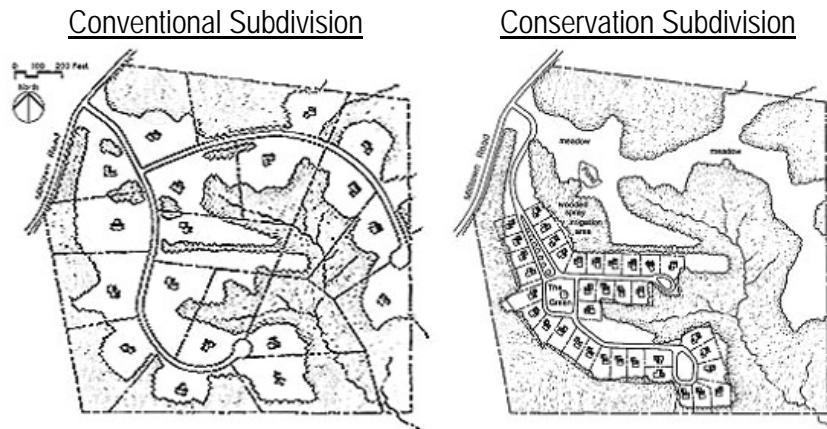
Priority for residential development for the Highway 63 / 881 Corridor will be directed towards the existing Hamlets of Anzac (Area B), Janvier South (Area F) and Conklin (Area G). These hamlets offer proximity to municipal services (including water, sewer and emergency services) and community services (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:

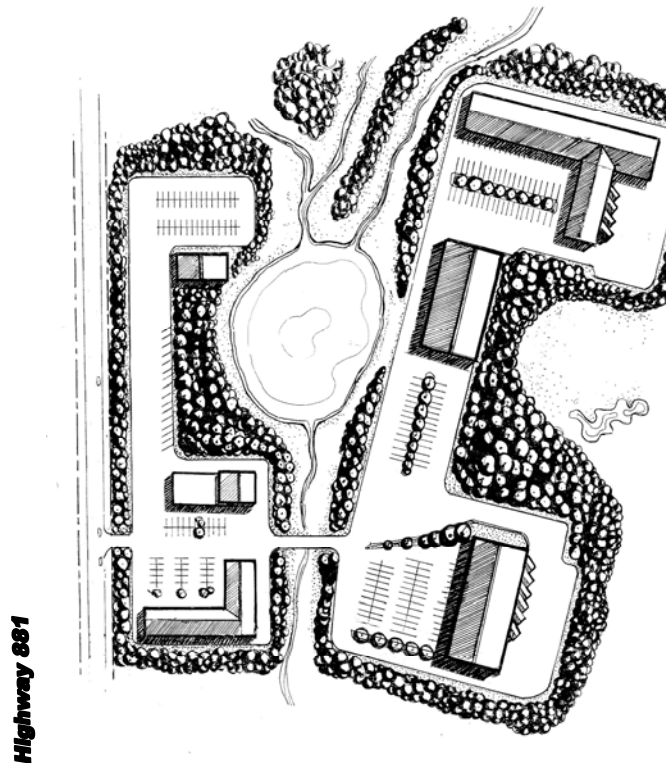
- a) proximity to resource development requiring complementary industrial uses;
- b) proximity to suppliers, service providers and urban centres;
- c) proximity to labour market;
- d) suitable separation distance / buffer from residential land uses to avoid conflict; and

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

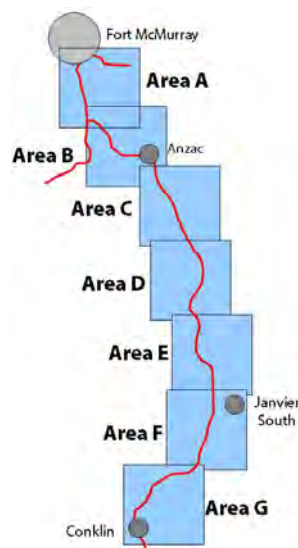
Tourism is Alberta's fourth largest industry. Rural tourism appeals to many North Americans. According to the American Tourism Commission, travelers between the ages of 15 – 55, are more likely than the over 55 group to go to a beach, lake or river for fishing, hunting or boating while visiting a small 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***

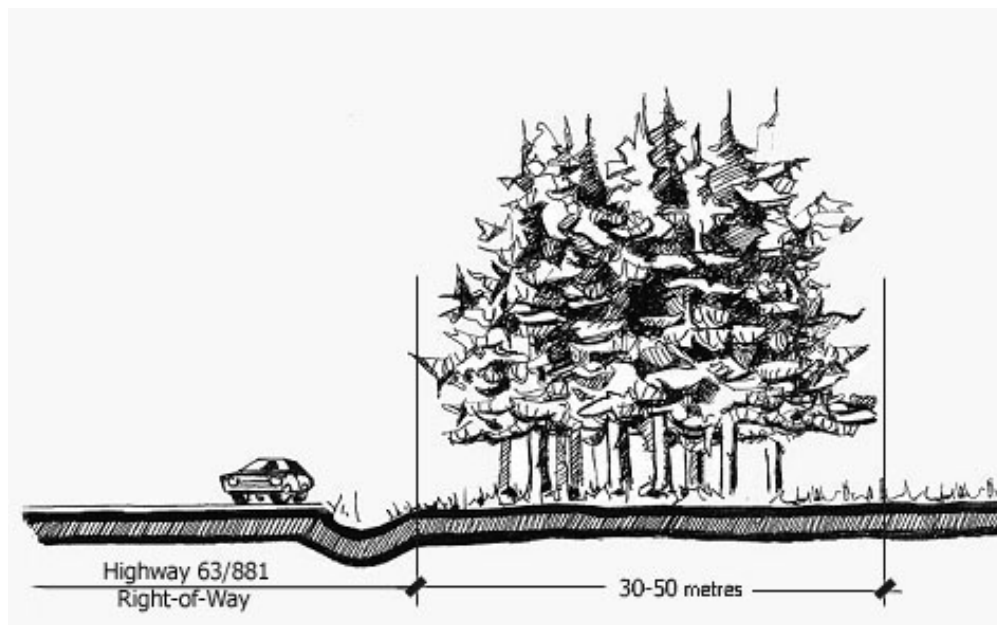
*their importance as gateways to the Urban Service Area- Fort McMurray and Hamlets of Anzac, Janvier South and Conklin.* Further objectives for aesthetics and gateway function include:

- 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***

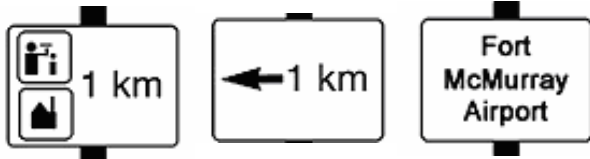
*Source: Modified from Regional Municipality of Wood Buffalo Highway 63 North Area Structure Plan, Armin A. Preiksaitis and Associates Ltd., 1999*

#### ***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.

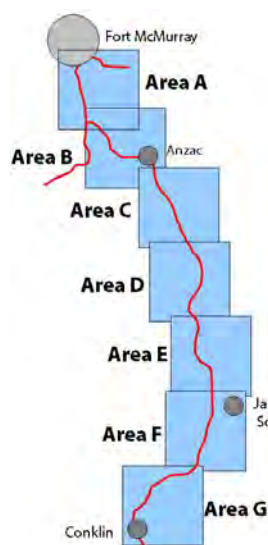


## 1.10 Transportation

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.

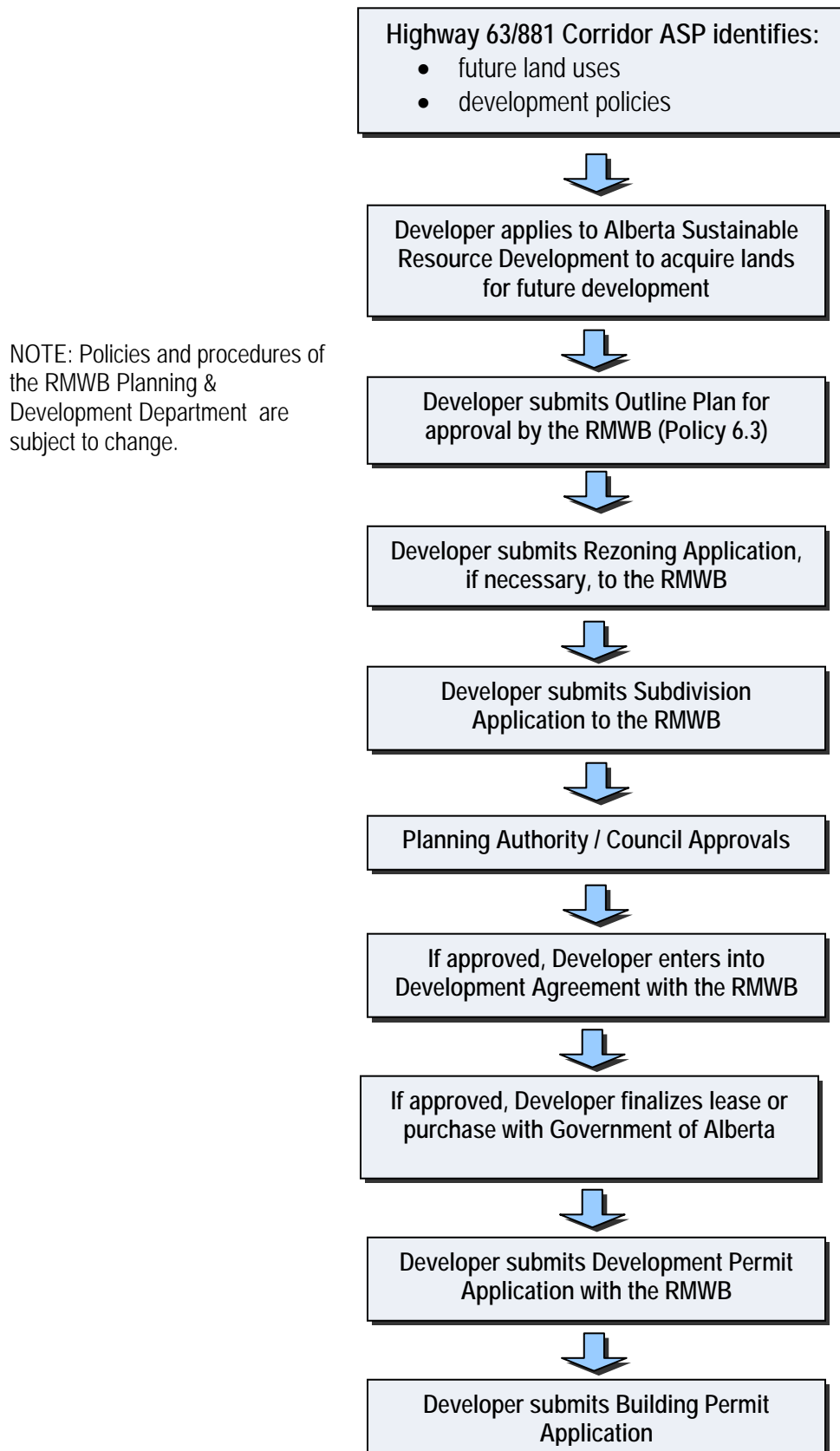
A separate Implementation Program matrix has been prepared. The program matrix provides the recommended timeframes and direction for the future development of specific areas along the Highway 63 / 881 Corridor as outlined in Section 3.0 Future Land Use Concept.

### 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*







### 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.

**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.

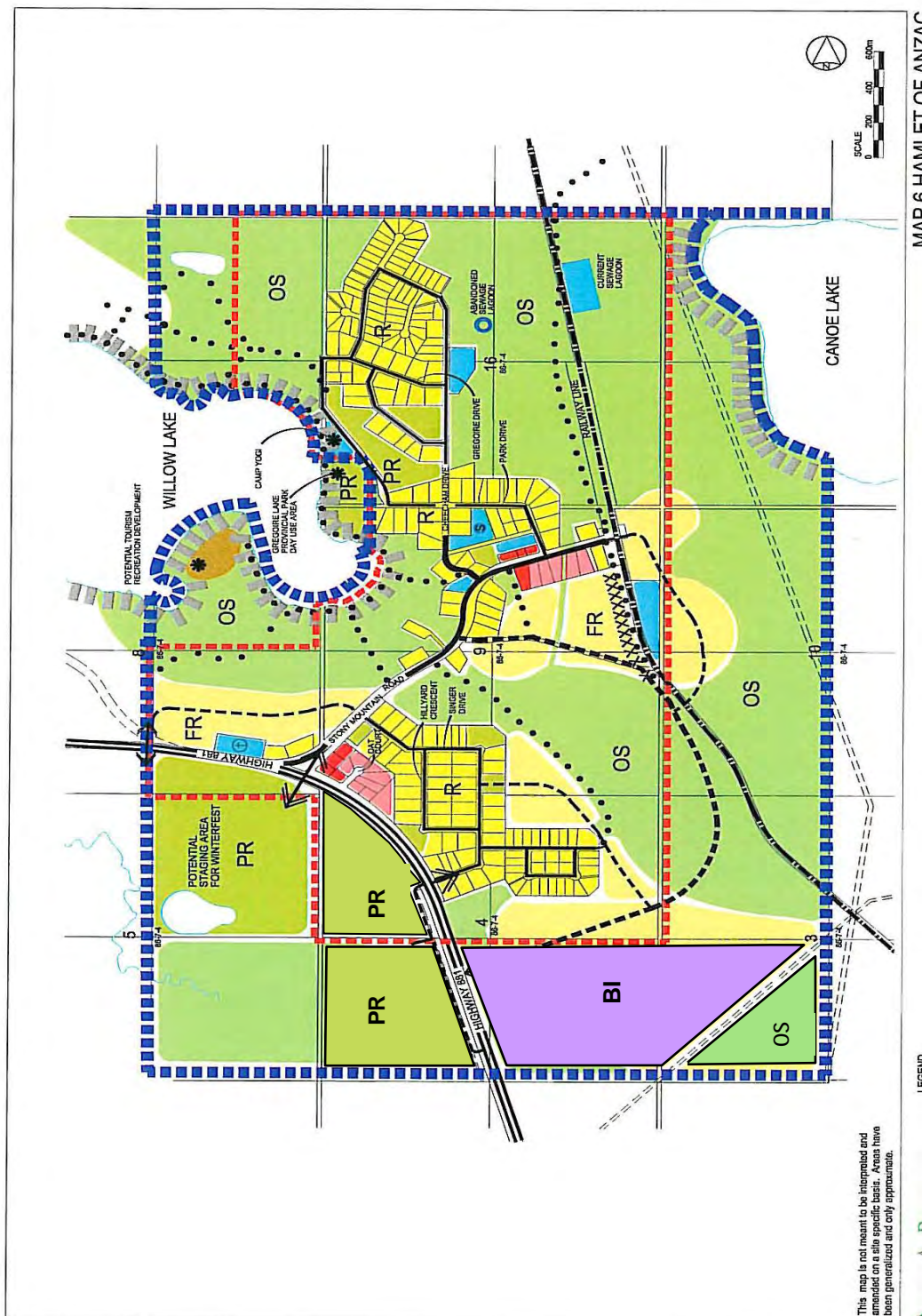
SIGNED and PASSED this            day of            , A.D. 2007.

CERTIFIED A TRUE COPY

\_\_\_\_\_  
MAYOR

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

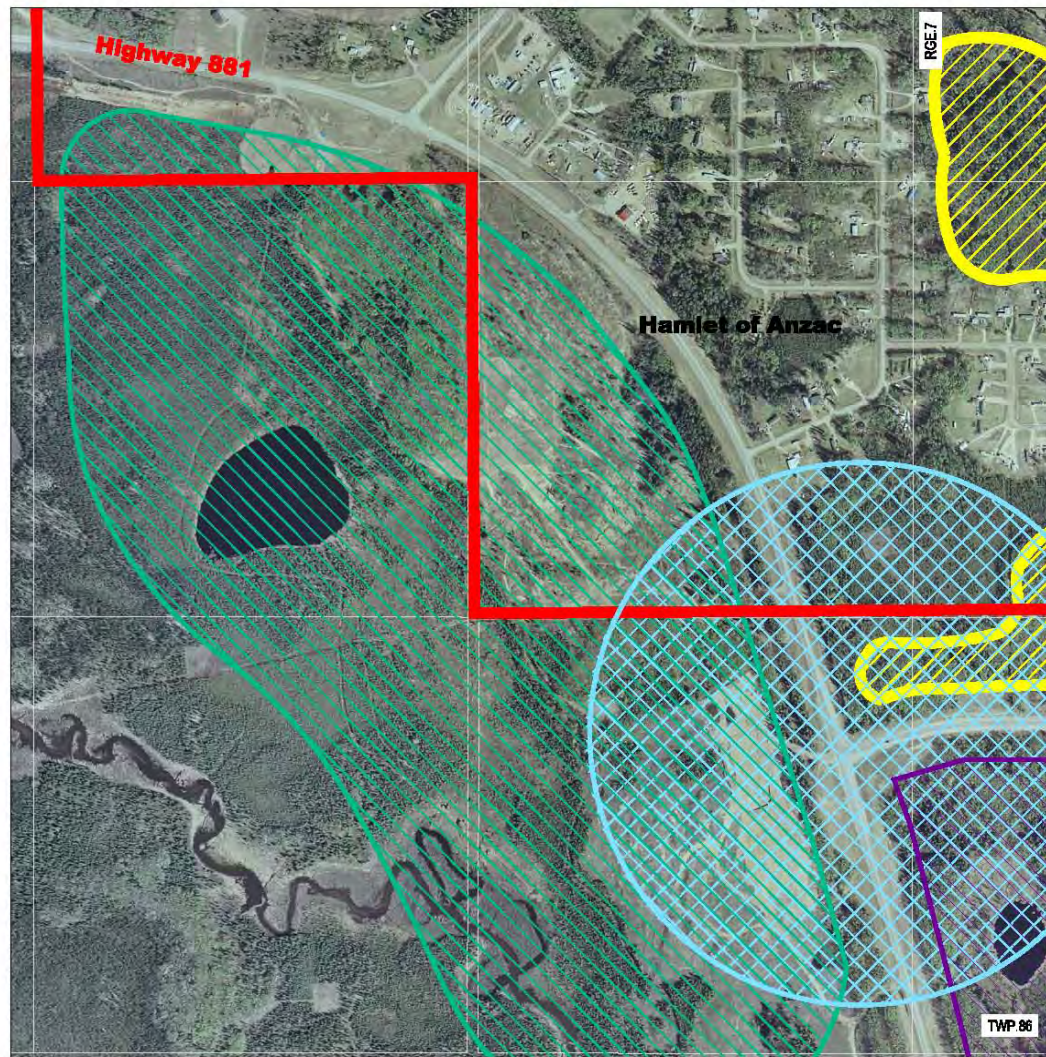
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CHIEF LEGISLATIVE OFFICER





**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**

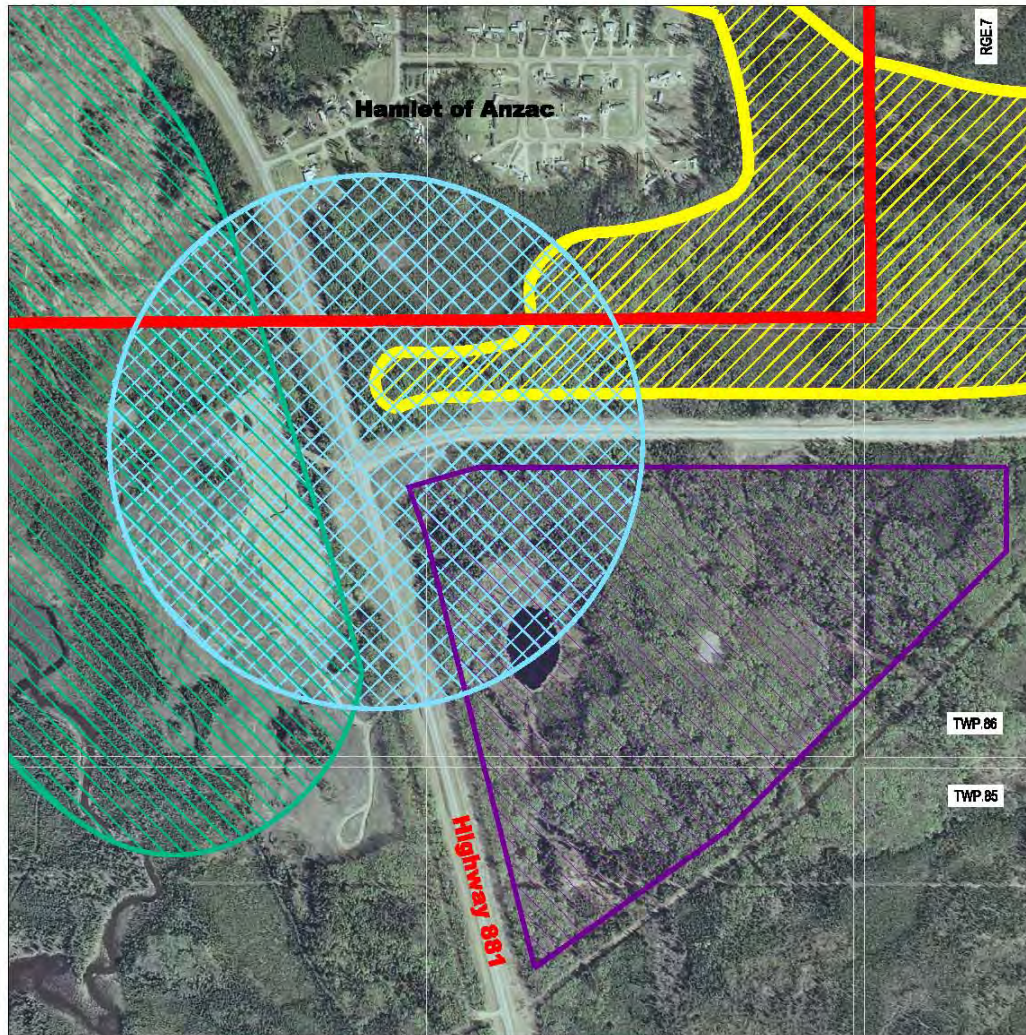
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Scale: 1:10000  
Photography Acquired May 2006



## 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:	Legislative and Legal Services
Date:	October 9, 2007
Subject:	Bylaw No. 07/067 - Procedure Bylaw Amendment

## **ISSUE:**

More flexibility is required in the formatting and layout of the Council agenda package, which would necessitate an amendment to the Procedure Bylaw.

## **REFERENCE:**

Procedure Bylaw No. 06/020  
Chief Administrative Officer Bylaw No. 01/090  
Municipal Government Act, R.S.A. 2000 c.M-26

## **HISTORY:**

Procedure Bylaw No. 06/020 has been in existence for approximately one year, and, as such, a review of its provisions is warranted to ensure that the bylaw is an effective tool in managing the proceedings of Council. The bylaw currently specifies the format and manner in which agenda items are to be laid out in the Council agenda package. Over time, it has been noted that more flexibility is needed to schedule like items (ie: public hearings and bylaws) together, to allow the meeting to proceed more effectively and efficiently, and to also make the proceedings flow more smoothly for those in attendance.

## **OPTIONS:**

1. Amend the Procedure Bylaw by removing the standardized layout of a Council agenda.
2. Continue to utilize the standardized layout currently contained within the Procedure Bylaw.

## **ANALYSIS:**

Amending the Procedure Bylaw would enable administration to schedule like items, such as public hearings and bylaws, to be dealt with in close proximity, thereby allowing the meeting to proceed more fluidly. Scheduling flexibility would also enable administration to schedule items based on the level of public interest, or sensitivity of a particular item. Additionally, the term Regional Manager would be changed to Chief Administrative Officer or CAO, in keeping with the recent changes to the Chief Administrative Officer Bylaw. If the Procedure Bylaw remains unchanged, meeting proceedings will continue to be separated into categories, as opposed to subject matter, which would result in a less effective meeting process.

In light of the fact that the proposed bylaw is administrative in nature, it is recommended that Council consider all three readings at one sitting.

**ATTACHMENTS:**

1. Bylaw No. 07/067

**ADMINISTRATIVE RECOMMENDATIONS:**

1. THAT Bylaw No. 07/067, being a Procedure Bylaw Amendment, be read a first time.
2. THAT Bylaw No. 07/067 be read a second time.
3. THAT Bylaw No. 07/067 be considered for third reading.
4. THAT Bylaw No. 07/067 be read a third and final time.



**BYLAW NO. 07/067**

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

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

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

1. THAT Bylaw No. 06/020 is amended by:
  - (a) deleting the existing Section 42 and inserting the following:  
“The agenda shall list the order of business, as determined by the Chief Administrative Officer, in consultation with the Mayor and Chief Legislative Officer.”;
  - (b) deleting from Sections 2(g) and 2(j) “Regional Manager” and inserting “Chief Administrative Officer”; and
  - (c) deleting the existing Section 2(v) and inserting the following:  
“Chief Administrative Officer” or “CAO” means the individual appointed by Council pursuant to the Chief Administrative Officer Bylaw, or any successor legislation, who is responsible for the overall coordination, direction and administration of all policies of Council.”
2. THAT the Chief Administrative Officer shall be authorized to consolidate this bylaw.
3. THAT this Bylaw shall be passed and become effective when it has received third and final reading and been signed by the Mayor and Chief Legislative Officer

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

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

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

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

CERTIFIED A TRUE COPY

\_\_\_\_\_  
MAYOR

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

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

# REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Legislative and Legal Services
Date:	October 9, 2007
Subject:	Bylaw No. 07/068 - Subdivision and Development Appeal Board Bylaw Amendment

## **ISSUE:**

The Subdivision & Development Appeal Board (SDAB) is at risk of not functioning due to ongoing unfilled vacancies and non-attendance of members.

## **REFERENCE:**

Subdivision & Development Appeal Board Bylaw No. 95/033  
Municipal Government Act, R.S.A. 2000 c.M-26

## **HISTORY:**

The Subdivision & Development Appeal Board Bylaw was adopted in 1995. Committee membership was revisited in 2002, at which time the board was reduced from 15 full-time members, with Ward specific representation, to 10 full-time, plus two alternate positions, again with Ward specific representation. Despite repeated recruitment attempts, the Municipality has been unsuccessful in filling vacancies in Wards 2 and 4 for the past several years. In addition, several of the full-time members have been unable to commit to the strict meeting schedule that the Subdivision & Development Appeal Board must adhere to. At times, the Board has experienced difficulty in obtaining a quorum (3 of 10 members), which in turn jeopardizes its ability to function.

## **OPTIONS:**

1. Amend the Subdivision & Development Appeal Board Bylaw to reduce membership and allow vacant positions to be filled at-large.
2. Continue to operate within the constraints of the current bylaw.

## **ANALYSIS:**

If the Subdivision and Development Appeal Board continues to operate as is, there is significant risk that the Board will not be able to function due to vacancies and absenteeism.

Reducing the Subdivision and Development Appeal Board membership and allowing vacant positions to be filled at-large if Ward specific recruitment is unsuccessful, would enable the

Board to operate with a full membership complement at all times. Additionally, Board members would be required to commit, within reason, to the current SDAB meeting schedule, which is currently once every three weeks. The current SDAB Bylaw does not contain any provision to address absenteeism, therefore, a mechanism must be added otherwise absences will continue unchecked. The following changes are recommended:

- Reducing total representation from 10 full-time, plus two alternate members to seven full-time members;
- Maintaining Ward specific representation with a minimum of one representative from each Ward;
- Unfilled vacancies revert to an at-large position and can be filled by a resident from any area of the Municipality; and
- Adding a clause to allow removal of members for non-attendance.

In order to effect the above changes and to establish a solid foundation for the SDAB in 2008, it is necessary to change the end date of all members to December 31, 2007. Current members would then be notified, in writing, of the need to re-apply if interested in serving a further term. In addition, all applicants would be contacted to confirm availability prior to being forwarded to the Selection Committee for consideration.

The Municipal Government Act requires that a municipal Council must establish a Subdivision and Development Appeal Board, therefore, Council approval is required to effect any change in membership. In light of the fact that the proposed bylaw is administrative in nature, it is recommended that Council consider all three readings at one sitting.

### **ATTACHMENTS:**

1. Bylaw No. 07/068

### **ADMINISTRATIVE RECOMMENDATIONS:**

1. THAT Bylaw No. 07/068, being a Subdivision and Development Appeal Board Bylaw Amendment, be read a first time.
2. THAT Bylaw No. 07/068 be read a second time.
3. THAT Bylaw No. 07/068 be considered for third reading.
4. THAT Bylaw No. 07/068 be read a third and final time.
5. THAT the term of appointment for all current Subdivision and Development Appeal Board members be amended to reflect a termination date of December 31, 2007.

## **BYLAW NO. 07/068**

### **BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO AMEND SUBDIVISION & DEVELOPMENT APPEAL BOARD BYLAW NO. 95/033**

WHEREAS Section 146 of the Municipal Government Act, RSA 2000, c.M-26, enables a Council to pass bylaws relating to the establishment and function of council committees and other bodies;

AND WHEREAS Section 627 of the Municipal Government Act, RSA 2000, c.M-26, requires that Council establish a Subdivision and Development Appeal Board Bylaw.

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

1. THAT Bylaw No. 07/033 is amended by:

(a) deleting the existing Section 3.2 and inserting the following:

“The Subdivision and Development Appeal Board shall consist of seven (7) members appointed by resolution of Council.”

(b) Adding the following as Section 3.2.1:

“A minimum of one member shall be appointed from each of the four (4) Wards, however, in the event that Ward specific representation is not possible due to lack of applicants, the position may be filled from any Ward.”

(c) Adding the following as Section 3.2.2:

“A member shall cease to be a member if s/he is absent from all regular Subdivision and Development Appeal Board hearings held during any period of eight (8) consecutive weeks, beginning with the date that the first meeting is missed.”

(d) Adding the following as Section 3.2.3:

“Notwithstanding Section 3.2.2, a member shall not be disqualified by being absent from regular meetings if the absence is authorized by a resolution of the Board.”; and

(e) deleting the existing Section 8.2 and inserting the following:

“A quorum of the Subdivision & Development Appeal Board shall be a majority of its members.”



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 reading and been signed by the Mayor and Chief Legislative Officer.

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

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

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

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

CERTIFIED A TRUE COPY

\_\_\_\_\_  
MAYOR

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

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CHIEF LEGISLATIVE OFFICER

# REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Public Works Department
Date:	October 9, 2007
Subject:	Bylaw No. 07/045 - Roads & Transportation Bylaw Amendment

## **ISSUE:**

Update and amend sections of the Roads and Transportation Bylaw.

## **REFERENCE:**

Roads & Transportation Bylaw No. 02/079  
Alberta Traffic Safety Act  
Dangerous Goods Transportation and Handling Act

## **HISTORY:**

The Roads and Transportation Bylaw was approved by Council on November 21, 2002. General improvements as well as clarifications to meet current highway legislation, including the Dangerous Goods Transportation and Handling Act, and current growth are required from time to time.

The Bylaw Department has requested several changes to assist them with administering the bylaw. This change consists of clarifying wording in various sections of the bylaw.

Some items our Bylaw Officers are being asked to enforce are contained in the Traffic Safety Act. This act requires an officer to be a Special Constable. Not all Bylaw Officers are Special Constables and so the items are being added into the bylaw to make them enforceable by all Bylaw Officers.

There is no prohibition in any bylaw or provincial statute prohibiting the use of chains on motor vehicle tires while operating on highways. A statement specific to the usage of chains was requested to protect municipal roads and highways.

The parade permitting process is being moved from Mayor and Council to the Chief Administrative Officer. The CAO will have authority to approve the parade applications and issue the permit.

## **ALTERNATIVES:**

1. Bylaw to remain as-is.
2. Adopt the proposed amendments to the Roads & Transportation Bylaw through the bylaw process.

### **ANALYSIS:**

Adoption of the proposed changes will provide the necessary controls to ensure the safety of pedestrians and motorists, while allowing for the orderly and efficient movement of traffic. The mentioned changes will prove to be effective control and regulation in the use of highways and public places within the Urban and Rural Service Areas of the Regional Municipality of Wood Buffalo, the traffic and pedestrians moving thereon and the parking of vehicles on the highways.

The Roads and Transportation Bylaw has to be signed off by the Minister for Infrastructure and Transportation or his designate because of the Transportation of Dangerous Goods aspect of the bylaw. Conversations did take place regarding that process and the necessary changes required are proposed for the Minister to sign off on this bylaw amendment.

The Public Works Department sought legal advice prior to bringing the Roads and Transportation Bylaw forward to Council. The Regional Municipality of Wood Buffalo's Roads and Transportation Bylaw was compared to the bylaws residing in several other municipalities to determine any gaps and provide suggestions.

Key changes include:

- Update definitions of “Dangerous Goods” and “Passenger Loading or Unloading Space”.
- Update areas in which persons are not permitted to stop or park their vehicle.
- Include “chains on tires” as non-operable on highway unless by permit.
- Add or remove wording in several sections for clarity.
- Fine amounts increased in Schedule 5.
- Include the Traffic Safety Act graduated scale for speeding within the Municipality.

### **ATTACHMENTS:**

1. Bylaw No. 07/045 – Roads and Transportation Bylaw Amendment

### **ADMINISTRATIVE RECOMMENDATION:**

THAT Bylaw No. 07/045, being a bylaw to amend the Roads and Transportation Bylaw, be read a first time.

## BYLAW NO. 07/045

### BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO AMEND ROADS AND TRANSPORTATION BYLAW NO. 02/079

WHEREAS the Traffic Safety Act, R.S.A. 2000, Chapter T-6, and the Municipal Government Act, R.S.A. 2000, Chapter M-26.1, empowers the Municipal Council to pass bylaws dealing with the regulation, control and management of vehicles;

AND WHEREAS Section 191 of the Municipal Government Act, R.S.A. 2000, Chapter M-26.1, provides that Council may amend or repeal a bylaw;

AND WHEREAS the *Dangerous Goods Transportation and Handling Act*, R.S.A. 2000, c.D-4, as amended, provides that a local authority may make bylaws with respect to Highways under its direction, control and management, designating the route and time of travel of Vehicles transporting dangerous goods, prohibiting the carriage of dangerous goods, and specifying restrictions or conditions to ensure the safe transportation in or by a means of transport, safe storage and controls necessary for public safety;

AND WHEREAS Council deems it expedient and in the public interest to pass this bylaw;

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

1. THAT Bylaw No. 02/079 is hereby amended by.
  - a) deleting the existing text from Section 3.01.G. and inserting the following:

““Dangerous Goods” means any product, substance or organism specified in or included by its nature in any of the classes listed in the Regulations under the *Dangerous Goods Transportation and Handling Act*, R.S.A. 2000, c.D-4, as amended, for which a placard is required to be displayed in accordance with Part 4 of the said Regulations”;
  - b) deleting the existing text from Section 3.01.T. and inserting the following:

““Passenger Loading or Unloading Space” shall mean a space on the vehicle portion of a highway posted with a traffic control device authorized by the Chief Administrative Officer permitting parking therein of a period necessary to load or unload passengers, provided such period is fifteen (15) minutes or less, except in front of a hotel when only ten (10) minutes parking may be allowed and the traffic control device shall indicate the time or times when the space is restricted to these purposes”;
  - c) deleting the existing text from Section 3.01.EE. and inserting the following:



““Transit Vehicle” shall mean a bus designed to carry more than 15 passengers, including the driver, and equipped with facilities to allow extended travel without stopping.”;

- d) inserting the following as 3.01.Z1:

““Service Station” shall mean any facility that carries on the business of servicing or repairing automobiles.”;

- e) adding the following as Section 4.01.1:

“When signaled or directed to stop by a peace officer who is readily identifiable as a peace officer, a driver shall forthwith bring the vehicle to a stop, furnish to the peace officer any information respecting the driver or the vehicle that the peace officer requires and shall remain stopped until permitted by the peace officer to leave.”;

- f) deleting the words “Rural Service Area roadway” from Section 5.01 and inserting “Highway”;

- g) deleting the words “at a greater speed than” from Sections 5.09 and 5.10 and inserting “in excess of”;

- h) inserting the following as Section 5.11: “Speeding Offences:

A. No person shall operate a vehicle in contravention of sections 115(2)(p), (p.1) or (r) of the *Traffic Safety Act* or sections 53(5)(c) or 70 of the *Use of Highway and Rules of the Road Regulation*. The specified penalties payable in respect of such contraventions are set out in Schedule 5.

B. Proceedings with respect to a contravention of the provisions referred to in section 5.11.A. may be commenced by a violation ticket issued under either Part II or Part III of the *Provincial Offences Procedure Act*.

C. Where a person exceeds the speed limits referred to in the sections referred to in section 5.11.A. by more than 50 kilometres per hour, the person is required to appear before a justice without the alternative of making a voluntary payment.”

- i) deleting “roadway” from Section 6.01, 6.03.A. and 6.03.B, and inserting “highway” in its place.

- j) adding the following to Section 7.03:

“E. on a sidewalk or boulevard;

F. facing oncoming traffic; or

- G. on any bridge or approach to any bridge.”
- k) deleting the existing text from Section 7.26 and inserting the following:
- “No person shall park or permit to be parked a vehicle on any highway for more than forty-eight (48) consecutive hours unless otherwise permitted by the Chief Administrative Officer or his delegate in writing.”
- l) deleting the existing text from Section 7.32 and inserting the following:
- “No person shall park or permit to be parked, a vehicle in a transit zone except a transit vehicle.”
- m) inserting the following as Section 7.37:
- “No person shall park or permit to be parked, a vehicle or trailer on any highway unless the subsisting license plate issued for that vehicle is displayed on that vehicle in accordance with the regulations of the Act.”
- n) deleting “8.10” from Section 8.10 and inserting “8.09” in its place.
- o) adding the following to Section 8.13:
- “C. Any vehicle or trailer having chains attached to the tires.”
- p) deleting “Mayor or Council” from Sections 10.01, 10.02, 10.03, 10.04 and inserting “Chief Administrative Officer”.
- q) deleting the existing text from Section 10.09 and inserting the following:
- “A peace officer, Parade Marshall or person designated to control traffic by the Parade Marshall may regulate and direct traffic in the vicinity of any parade or procession and all persons shall obey the orders and directions of the peace officer, Parade Marshall or person designated to control traffic by the Parade Marshall. The person controlling traffic must be identifiable as a person designated to control traffic in accordance with all applicable legislation. ”
- r) adding the words “and urban park trail systems” to Section 11.02;
- s) deleting the existing text from Section 11.16 and inserting the following:
- “The Chief Administrative Officer or his delegate is hereby authorized to post truck routes or dangerous goods routes as approved by the Council and described in Schedules 2 and 3 attached to and forming part of this Bylaw.”;
- t) inserting the following as Section 11.27:

“The Chief Administrative Officer or his delegate is hereby authorized to require security for performance in an acceptable form on any and all work that affects highways. Such security shall be in the amount to fully recover the cost or repair for unacceptable or sub-standard performance.”;

- u) inserting the following as Section 12.04:

“Notwithstanding any other provision in this Bylaw, no person shall operate a vehicle in excess of the posted weight on any ice bridge.”;

- v) deleting the words “or other street furniture” from Section 13.16.D.;

- w) adding the following as subsection D.1 to Section 13.16:

“No person shall remove any street furniture.”;

- x) deleting the words “issued by the Chief Administrative Officer or his delegate” from Section 13.19;

- y) inserting the following as Section 13.26.1:

“All owners, occupants or tenants of land or premises with any land use designation other than a commercial designation under the Land Use Bylaw, shall remove or cause to be removed and cleared away snow, ice, dirt, debris or other obstruction from any municipal sidewalk abutting on the front or flank of his property within forty-eight (48) hours of the time when the snow, ice, dirt, or other obstruction was formed or deposited thereon.”

- z) deleting the existing text from Section 13.39 and inserting the following:

“No person shall drive or operate a motor vehicle on or across any boulevard, sidewalk, municipal park, utility lot, utility right-of-way, Municipal Reserve, or other publicly owned lands, not designated for vehicular use, without the permission of the Chief Administrative Officer or his delegate.”

- aa) deleting the fine amount “\$85.00” from Section 14.01 and inserting “\$120.00”;
- bb) deleting the text “Part II” from Section 14.13 and inserting “Part III”;
- cc) adding “or Part III” immediately following the phrase “Part II” in Section 14.14;
- dd) deleting “Regional Manager” from Section 14.17 and inserting “Chief Administrative Officer”;

- ee) deleting the word “not” from Section 15.11 as it appears immediately following the words “No person shall”;
  - ff) removing the existing Schedule 5 and inserting the revised Schedule 5, attached hereto.
2. Notwithstanding Section 3 of this Bylaw, the provisions pertaining to Dangerous Goods shall only become effective upon receiving Ministerial approval, regardless of the effective date established in accordance with Section 3.
  3. THAT the Chief Administrative Officer shall be authorized to consolidate this bylaw.
  4. THAT this Bylaw shall come into full force and effect on the 1<sup>st</sup> day of January, A.D. 2008.

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

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

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

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

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MAYOR

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

APPROVED by the Minister responsible for Alberta Infrastructure and Transportation, or delegated representative, this \_\_\_\_\_ day of \_\_\_\_\_, 2007.

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Minister  
Alberta Infrastructure and Transportation



**PENALTIES AND FINES**

<b><u>SECTION NO.</u></b>	<b><u>OFFENSE</u></b>	<b><u>FINE (\$)</u></b>
4.02	Obstructing traffic without authority	\$120.00
4.04	Passing transit buses on right contrary to buses turn signal	\$120.00
4.06	Passing vehicles going the same direction on bridge	\$120.00
4.08	Driving or walking over thermal inlay or painted line in posted "Work Zone"	\$200.00 + repair cost
5.01	Operation of vehicle greater than 50 km/per hr. on any Winter Road or Highway with no posted speed	\$500.00
5.03	Operating a vehicle within a school zone, on any day in which school is held, in excess of thirty (30) kilometers per hour between the hours of 07:30 and 16:30.	\$120.00
5.04	Operating a vehicle within a playground zone in excess of thirty (30) kilometers per hour between the hours or 08:30 and 20:30.	\$120.00
5.11	Speeding	

Table 1–  
Speeding Offences

**Table 1 – Speeding Offences – Specified Fines**

<b>Kilometres over limit</b>	<b>Amount of specified penalty (in dollars)</b>	<b>Kilometres over limit</b>	<b>Amount of specified penalty (in dollars)</b>
1	\$50	26	\$136
2	\$52	27	\$140
3	\$54	28	\$145
4	\$56	29	\$150
5	\$58	30	\$154
6	\$60	31	\$163
7	\$62	32	\$169
8	\$64	33	\$177
9	\$66	34	\$184
10	\$68	35	\$191
11	\$70	36	\$199
12	\$72	37	\$206
13	\$74	38	\$215
14	\$76	39	\$222
15	\$78	40	\$230
16	\$90	41	\$238
17	\$96	42	\$245
18	\$99	43	\$253
19	\$105	44	\$260
20	\$108	45	\$267
21	\$113	46	\$275
22	\$119	47	\$283
23	\$122	48	\$290
24	\$128	49	\$298
25	\$131	50	\$306

6.01	Jaywalking	\$120.00
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<b><u>SECTION NO.</u></b>	<b><u>OFFENSE</u></b>	<b><u>FINE (\$)</u></b>
6.02	Walking across where traffic control device prohibits	\$120.00
7.05, 7.06, 7.07	Parking a vehicle in a posted area indicating "No Parking" or "Street Maintenance"	\$120.00
7.10(A)	Parking a vehicle in a posted "Passenger Loading Zone"	\$120.00
7.10(B)	Parking a vehicle in a posted "No Parking Zone"	\$120.00
7.11	Parking a vehicle on any Alley	\$120.00
7.13	Parking a vehicle in excess of posted Time Limits	\$120.00
7.15	Parking a vehicle on Private Property	\$120.00
7.16	Parking on Private Property used for Industrial and commercial purposes	\$120.00
7.17	Parking a vehicle in a Municipal Reserved Stall	\$120.00
7.18	Parking vehicle contrary to prohibitions posted at a Municipal Parking Lot	\$120.00
7.19	Parking a vehicle on Municipal Property	\$120.00
7.20	Parking an Unattached Trailer on Highway	\$120.00
7.21	Occupancy of Mobile Unit on Highway or Municipal Property	\$120.00
7.22	Parking vehicle in a posted "Taxi Zone"	\$120.00
7.27	Parking in a posted "Fire Lane"	\$120.00
7.29	Service stations parking vehicles on street	\$500.00
7.30	Parking vehicle in stall posted for a Disabled Person(s) Vehicle	\$500.00
7.31	Parking vehicle in a Restricted Residential area	\$120.00
7.32	Parking vehicle in a "Transit Zone"	\$120.00
7.33	Parking vehicle in an "Emergency Exit"	\$120.00
7.34	Parking in the entrance to Fire Hall and/or Ambulance.	\$120.00
7.35	Parking in a "Fire Lane"	\$120.00
8.02	Parking vehicle and/or vehicle with trailer in excess of 6 meters on roadway.	\$120.00
8.07	Vehicles carrying Dangerous Goods.	\$1000.00
8.12	Overweight vehicles.	\$500.00/1000 kg
8.14	Use of engine retarder brakes near residential property.	\$120.00
9.02	Operating heavy vehicles off specified "Truck Routes".	\$200.00
9.05	Violation of provisions of route permit.	\$200.00

<b><u>SECTION NO.</u></b>	<b><u>OFFENSE</u></b>	<b><u>FINE (\$)</u></b>
10.01	No valid parade permit.	\$120.00
10.10	Breaking through ranks of a funeral procession.	\$120.00
10.10	Breaking through the ranks of any authorized parade or procession.	\$120.00
12.03	Driving road when prohibited/contravening winter Road bulletin.	\$500.00 + replacement cost
12.03	Driving an over weight vehicle on an ice bridge.	\$1000.00 + replacement cost
13.01	Placement of cable or electrical cord on Highway (includes a sidewalk).	\$120.00
13.02	Improper suspension of electrical cable.	\$120.00
13.03, 13.07	Construction of driveway without a permit.	\$500.00
13.08	Damage to any street furniture.	\$500.00 + repair/ replacement cost
13.09	Littering (general)	Min \$500.00 + clean-up cost
13.09	Littering where the amount of litter exceeds 50 lbs in weight or 0.5 cubic meters in volume.	Min \$1000.00 + clean-up cost
13.10	Any load or portion of a load becomes loose or detached or blows, drops, spills or falls from any vehicle onto any highway.	\$500.00 + clean-up cost
13.13	Tracking onto Municipality streets or land.	Min \$500.00 + clean-up cost
13.14	Transport of material where there is less than 75 millimetres from the top edge of the containment structure.	\$500.00 + clean-up cost
13.15	Transport of unsecured load.	\$500.00 + clean-up cost
13.16(A)	Defacing highway or street furniture.	Min \$1000.00 + repair cost
13.16(D)	Remove any stop sign, yield sign, speed control sign or other traffic control device.	\$1000.00 + replacement cost
13.16(D1)	Remove any other street furniture.	\$500.00 + replacement cost
13.17	Place or construct encroachments or obstruction to highway or public place.	Min \$500.00 + repair cost
13.19	Operating without excavation permit.	Min \$5000.00 + repair cost

<b><u>SECTION NO.</u></b>	<b><u>OFFENSE</u></b>	<b><u>FINE (\$)</u></b>
13.23	Fence constructed wholly of barb wire along highway.	\$120.00
13.24	Plants Overhanging Highway.	\$120.00
13.26	Failure to clean sidewalk (commercial)	\$120.00
13.27	Failure to clean sidewalk (other than commercial designation).	\$120.00
13.31	Failure to clean snow from eaves/awnings.	\$120.00
13.32	Failure to clear snow and ice of awning extending over a highway	\$120.00
13.33	Failure to prevent ice from forming from water drips.	\$120.00
13.36	Failure to post shopping cart restrictions.	\$120.00
13.37	Failure to identify shopping cart ownership.	\$120.00
13.39	Driving/operating a motor vehicle on or across any publicly owned lands not designated for vehicular use.	\$500.00 + repair costs
15.01	Fence erected too close to intersection.	\$120.00 + Removal cost
15.04	Loading/unloading across sidewalk when other facilities are available.	\$120.00
15.10	Commercial business not cleaning sidewalks and/or crossing.	\$120.00
15.11	Repairing vehicles on roadway.	\$500.00
15.12	Non operative motor vehicle parked on highway.	\$500.00