



Council Meeting

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

Tuesday, April 24, 2007 - 6:00 p.m.

Agenda

Call to Order

Opening Prayer

Adoption of Agenda

Minutes of Previous Meetings

- A. Regular Meeting – April 10, 2007
- B. Public Hearing – April 10, 2007

Delegations

- A. Mr. Michel Savard, Superintendent, Environment re: 2005/2006 Household Recycling Comparative Statistics
- B. Mr. Bryan Lutes, Wood Buffalo Housing & Development Corporation re: Construction Financing for Eco-Industrial Park

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

Public Hearings

- A. Public Hearing re: Bylaw No. 07/027 – Municipal Development Plan Amendment – Saline Creek Plateau; Bylaw No. 07/028 – Highway 69/Clearwater River Valley Area Structure Plan Amendment – Saline Creek Plateau; and Bylaw No. 07/029 – Saline Creek Plateau Area Structure Plan

Updates

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

Reports

- A. Draper Road Detailed Design Report
- B. Citizen Survey 2006
- C. Sale of Portion of River Lot 11, Fort Chipewyan
- D. Disposal of Lots 20 and 21, Block 1, Plan 995TR (Conklin)
- E. Council Expense Report – Period Ending March 31, 2007

Bylaws

- A. Saline Creek Plateau Area Structure Plan
 - Bylaw No. 07/027 – Municipal Development Plan Amendment (*2nd & 3rd Readings*)
 - Bylaw No. 07/028 – Highway 69/Clearwater River Valley Area Structure Plan Amendment (*2nd & 3rd Readings*)
 - Bylaw No. 07/029 – Saline Creek Plateau Area Structure Plan (*2nd & 3rd Readings*)
- B. Bylaw No. 07/032 - Debenture Borrowing Bylaw – Beacon Hill/Good Shepherd Park Upgrades (*2nd & 3rd Readings*)
- C. Bylaw No. 07/039 - Community Identification Committee (*All 3 Readings*)
- D. Bylaw No. 07/004 - Closure of Undeveloped Road Allowance in Parcel F Area of Timberlea (*1st Reading*)
- E. Bylaw No. 07/036 – Land Use Bylaw Amendment – Servicing Capacity (*1st Reading*)
- F. Bylaw No. 07/038 - Land Use Bylaw Amendment – Lot 2, Block 23, Plan 762 0533 (140 MacAlpine Crescent) (*1st Reading*)
- G. Bylaw No. 07/040 - Debenture Borrowing Bylaw – Confederation Way - Third East Bound Lane - Millennium Drive to Hwy 63 (*1st Reading*)

New and Unfinished Business

Adjournment



REGIONAL MUNICIPALITY
OF WOOD BUFFALO

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	
Name of Presenter:	Michel Savard
Mailing Address:	Facilities and Maintenance, Water Treatment Plant
Telephone Number:	(Day) 780-799-7494 If we cannot confirm your attendance, your request may be removed from the Agenda.
E-Mail Address (if applicable):	Michel.Savard@woodbuffalo.ab.ca
PRESENTATION INFORMATION	
Preferred Date of Presentation:	April 24, 2007
Topic:	2005/2006 House Hold Recycling Comparative Statistics
Please List Specific Points/Concerns: If speaking at a Public Hearing, clearly state your support or opposition to the bylaw along with any related information:	<ol style="list-style-type: none">1. In 2006, Fort McMurray residents recycled 91 per cent more household material than in 2005.2. In 2006, residents recycled 433 tonnes of mixed paper, newspaper, cardboard, plastic milk jugs, tin and glass.3. The comparative figure for 2005 was 227 tonnes of household material recycled.
Action Being Requested of Council:	<ul style="list-style-type: none">• Receive the information report as submitted• Have Mayor Blake offer formal acknowledgement of Suncor's partnership with the RMB.

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.

RMWB Recycling Program

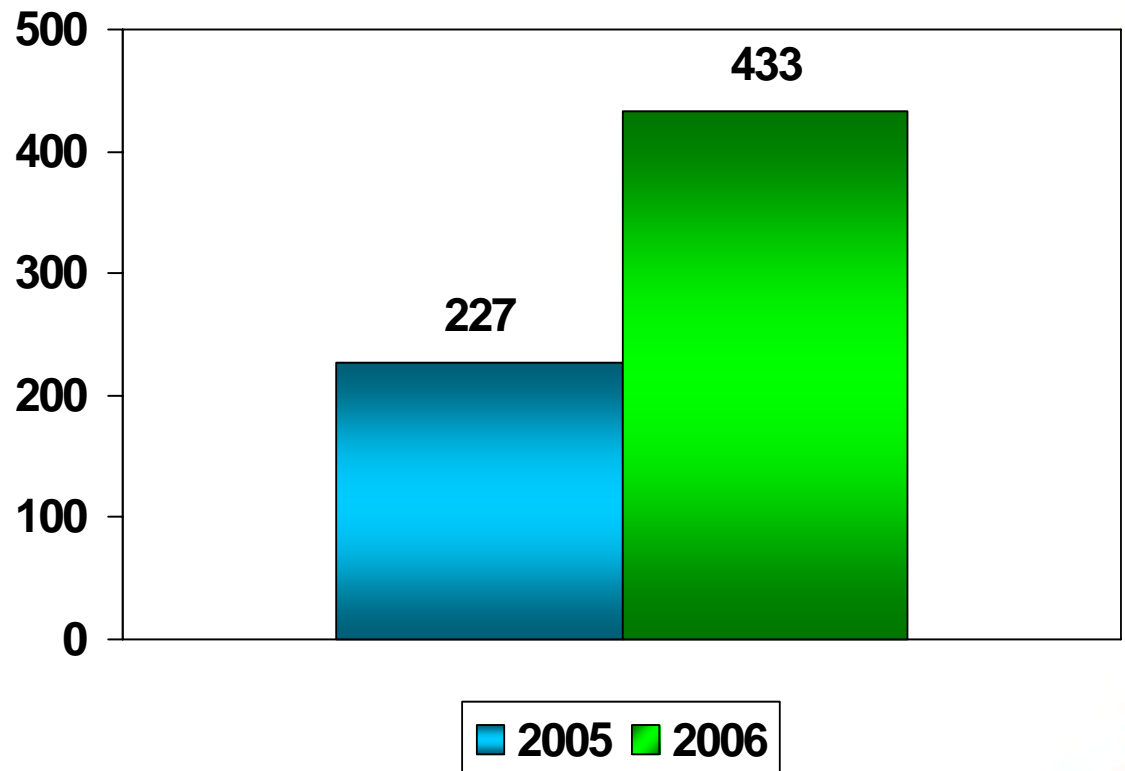
**Wood Buffalo Residents
Set Recycling Record
in 2006**



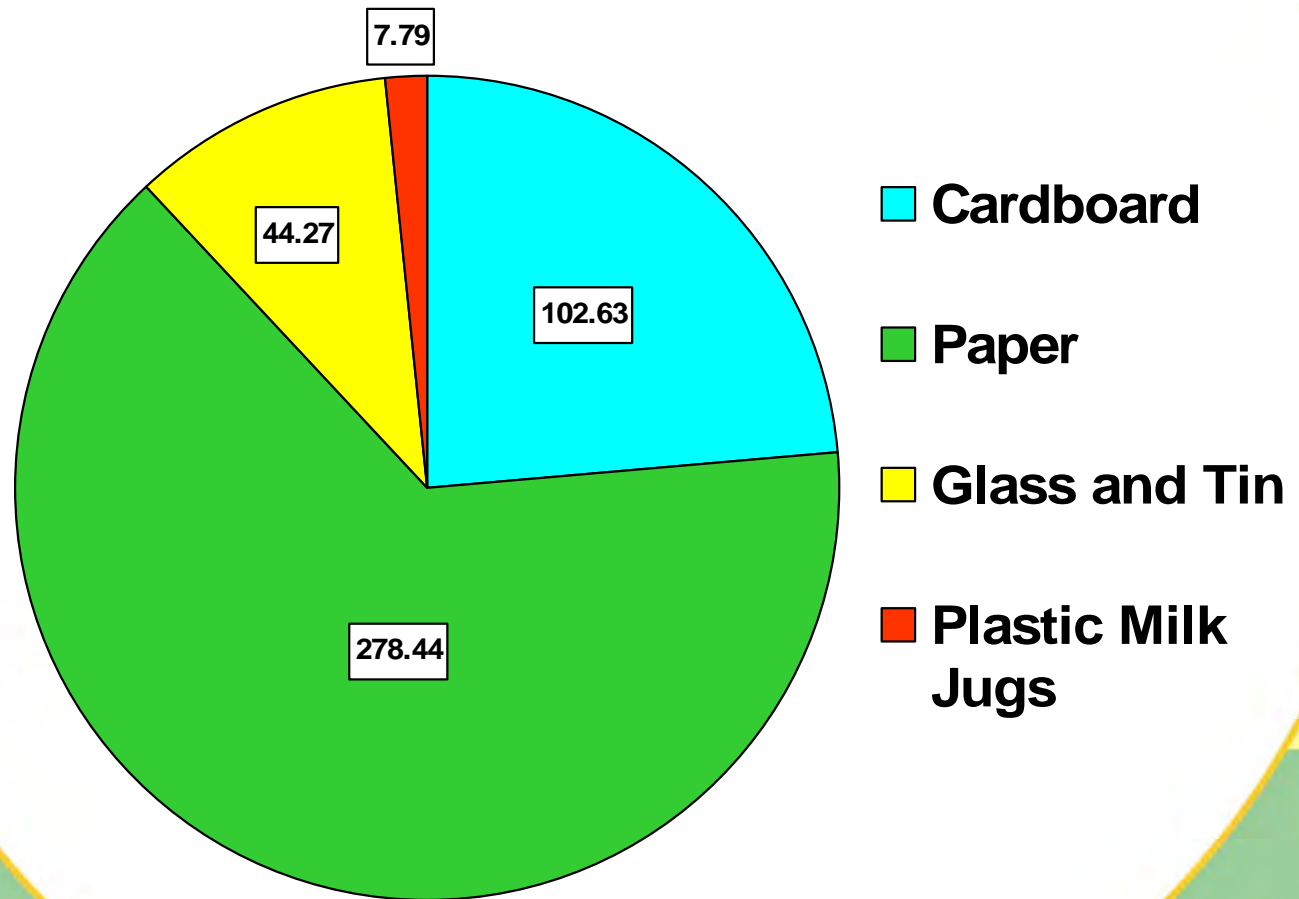
REGIONAL MUNICIPALITY
OF WOOD BUFFALO



Depots Recycling (tonnes)



Comparison of recycled household materials (in tonnes)



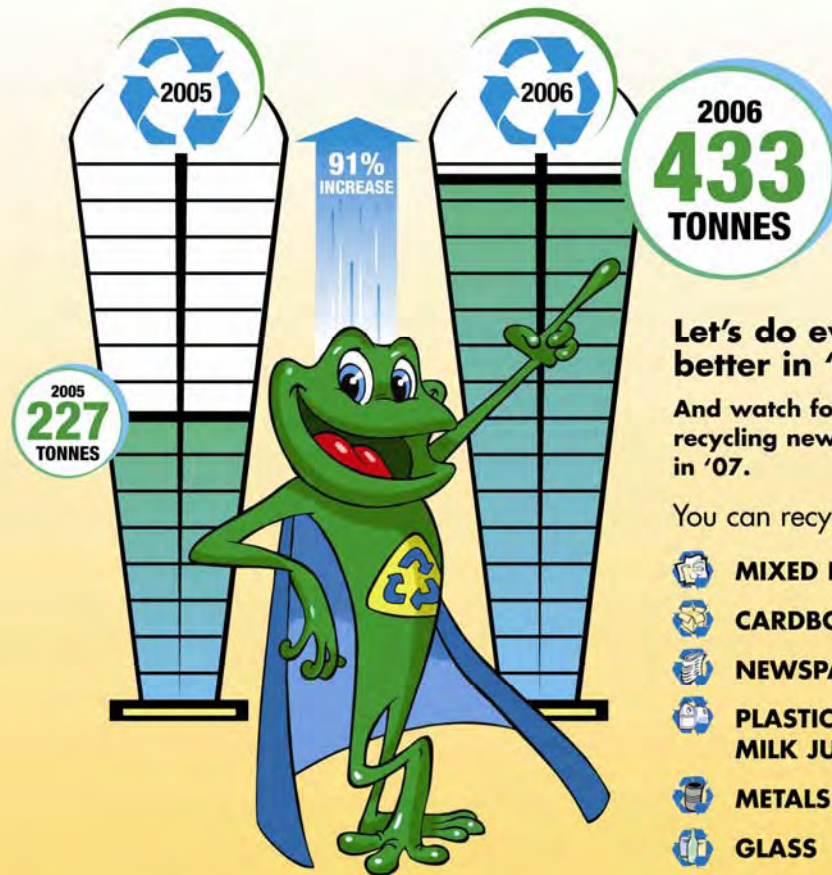
Comparison of amounts collected at each depot (Tonnes)

• Timberlea	180.2
• Franklin	145.1
• Thickwood	94.6
• Landfill	13.1



RRRibbitt says... Way to Go!

In 2006, Fort McMurray residents recycled **91% more** than in 2005.



Let's do even better in '07!

And watch for more recycling news later in '07.

You can recycle:

-  **MIXED PAPER**
-  **CARDBOARD**
-  **NEWSPAPER**
-  **PLASTIC MILK JUGS**
-  **METALS**
-  **GLASS**



PARTNERS IN RECYCLING

www.recycle-more.ca

Acknowledgements

- Thank you to Suncor Energy, the RMWB's official recycling partner, without which the recycling program could not have occurred.



RECEIVEDREGIONAL MUNICIPALITY
OF WOOD BUFFALO

APR 19 2007

LEGISLATIVE & LEGAL
SERVICES**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

Name of Presenter:	BRYAN LUTES
Mailing Address:	9011 – 9915 Franklin Avenue Fort McMurray, AB
Telephone Number:	799-4045 If we cannot confirm your attendance, your request may be removed from the Agenda.
E-Mail Address (if applicable):	bryan@wbhadc.ca

PRESENTATION INFORMATION

Preferred Date of Presentation:	April 24, 2007
Topic:	Eco Industrial Park
Please List Specific Points/Concerns: If speaking at a Public Hearing, clearly state your support or opposition to the bylaw along with any related information:	As per attached.
Action Being Requested of Council:	Request Council approve Wood Buffalo Housing & Development Corporation entering into a construction mortgage in the amount of \$40,000,000

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
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Wood Buffalo Housing and Development Corporation

BRIEFING NOTE TO BOARD OF DIRECTORS

TITLE: Eco Industrial Park

BACKGROUND:

Due to a decreased ability to complete the proposed Eco Industrial project the Regional Municipality of Wood Buffalo (RMWB) has approached WBHDC to take over the completion of the project on a profit sharing basis.

The Corporate underlying Strategic Goal is to create "access to affordable housing for all citizens of the Region".

DISCUSSION:

1. Project Description

The project encompasses the construction of a 65 acre light industrial park with environmental issues addressed in the design and operation of business. The project is located approximately 7 km north of Fort McMurray on the east side of highway 63, adjacent to the Tempo Gas station and the Diversified bus barns.

The Corporation will purchase the land on a vendor take back agreement with the RMWB.

The project will be constructed with lots being sold on an RFP lot draw basis to qualifying business. The project will include infrastructure, internal access roads, landscaping and fencing.

The potential of the inclusion of a other green initiatives is being investigated and if feasible will be included in the development of the project.

2. Project Economics

The economics of the project are as follows:

i) Land:

- a. the land will be purchased from the RMWB for the sum of \$10,000,000 on a vendor take back agreement, to be paid for from the net proceeds of sale;
- b. Offsite and oversizing costs will be recovered from adjacent landowners; and,
- c. the Corporation will complete the project in 2008.

ii) Lots:

- a. each lot will be serviced to the property line with power, water and sanitary sewer as required by local development standards;
- b. units will be sold at market rates on an RFP basis with successful proponents being placed in a draw;
- c. the lot mix will include:
 - i. 4- highway commercial sites; and,
 - ii. 18- light industrial sites.

3. Project Costs

1.	Land	\$10,000,000
2.	Development (hard and soft) Costs	<u>\$40,000,000</u>
	TOTAL PROJECT COSTS	\$50,000,000

4. Project Financing

The project is predicated upon a total capital cost of **\$40,000,000**. RBC will be used to finance the construction of the lots. All costs of construction will be recovered from the sale of the lots to retail purchasers. RBC construction loan to be repaid from the proceeds of sale of the lots.

Costs	\$50,000,000
Net Sales Proceeds	\$53,400,000
NET project residual	\$ 3,400,000

5. Construction

Construction will start in June of 2007 as soon as regulatory requirements have been completed and is scheduled to be completed to a stage this year that would allow purchasers to begin building this winter. The final completion of the project will take place in the summer of 2008.

RECOMMENDATIONS:

1. **That the Board of Directors** approves the purchase of the land from the RMWB for the amount of \$10,000,000, upon receipt of an acceptable purchase sale agreement.

AND

2. **That the Board of Directors** request of Regional Council the approval to enter into a construction mortgage for the project in the amounts of \$40,000,000.

AND

3. **That the Board of Directors** authorize the signature of the Purchase Sale agreement, Construction Contracts, Mortgage documents and Memorandums of Understanding when received, by the appropriate signatories and seal as applicable.

SUBMITTED BY: Bryan Lutes
DATE: April 12, 2007



Public Hearing

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

Tuesday, April 24, 2007 - 6:00 p.m.

Agenda

1. **Call To Order**
2. **Public Hearing re: Bylaw No. 07/027 – Municipal Development Plan Amendment – Saline Creek Plateau; Bylaw No. 07/028 – Highway 69/Clearwater River Valley Area Structure Plan Amendment – Saline Creek Plateau; and Bylaw No. 07/029 – Saline Creek Plateau Area Structure Plan**
 - A. Opening Statement
 - o Beth Sanders, Manager, Planning & Development
 - o Armin Preiksaitis, Armin A. Preiksaitis & Associates Ltd. and Herb Kuehne, Associated Engineering
 - o Jolie Whetzel, Whetzel Environomics
 - B. Written Presentations
 - o Mr. Larry LeMesurier (opposing)
 - C. Verbal Presentations
 - o Alwyn Tolen, Waterways Residents Association
 - o Jim Rogers
 - o Harley Townsend
 - o John Bray & Rick Bradley
 - o Byron Bailey, Rotary Club of Fort McMurray
 - D. Other Verbal Presentations (*Time Permitting and with Consent of Council*)
 - E. Questions of Council
 - F. Closing Statement
3. **Closure of Public Hearing**

From: Larry LeMesurier
Sent: April 18, 2007 12:02 AM
To: Njeri Karanja
Cc: Gail Bibeau; Tom Tabbert (work); Sam & Karen Payne; Tony Punko; Bill Donner
Subject: Saline Creek Plateau ASP Comments

Njeri Karanja:

Following are my own comments. I intend to provide comments on behalf of the Waterways Residents Association following the information session that is scheduled for 08h30 on Saturday, April 21 at the Waterways Community Centre. I will not be able to attend the Public Hearing on April 24 as I am required to travel for my job. I am hoping that Gail Bibeau or another member of the Executive of the Waterways Residents Association will be able to make a presentation to the Regional Municipality of Wood Buffalo Council at the Public Hearing.

I am concerned that the 'possible arterial roadway alignment' included in the Saline Creek Plateau Area Structure Plan will have a huge impact on the people who choose to live in Waterways.

Construction of the roadway is likely to present geotechnical concerns due to the unstable slopes in this area, there will be a significant visual impact to the residents of Draper and to any who travel the Clearwater River, which is designated as a Heritage River. Map 4: Site Analysis includes numerous 'visible slope failures' and it seems likely that additional slope failures will result from stripping vegetation from the slopes to build a roadway.

As the new roadway appears to provide a shorter route to the Airport it is likely that this will become the preferred route for all traffic from Abasand, Downtown and areas north of the bridges and this will result in the new roadway having more traffic than Highway 63 (Memorial Drive). It is likely that upgrades to Highways 69 and 63 such as additional traffic lanes and overpasses could adequately address providing adequate access to the north for residents of the Saline Creek Plateau and it is also likely that these upgrades would be less expensive than construction the roadway.

In summary, this roadway appears to be expensive, impractical, unnecessary and likely to cause a negative impact on the residents of Waterways. This roadway was not included in the information provided at the Open House held on March 27, 2006 and should not be included now. As stated in the report, at the second Open House held on February 27-28, 2007, "The main area of concern related to the proposed development (is) the Clearwater Parkway: its cost, geotechnical considerations and impact on the Waterways community."

Larry LeMesurier
President - Waterways Residents Association

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor & Council
From:	Planning and Development
Date:	April 24, 2007
Subject:	Draper Road Detailed Planning Report

ISSUE:

In order to proceed with the detailed design of Draper Road, the Draper Road Detailed Planning Report, May 2006, must be adopted.

REFERENCES:

Draper Road Pre-Design Report, Dillon August 2000

HISTORY:

Portions of Draper Road do not meet Engineering Servicing Standards for vertical alignment (e.g. short sight distance on hills) and horizontal alignment (e.g. tight curves, back to back reverse curves), has not been constructed to the appropriate width, or structure (road base) and portions are susceptible to annual flooding, overflow by ice when culverts freeze solid, or have ineffective drainage systems.

Temporary controls in the form of warning signs and reduced recommended speed limits have been applied to the roadway to address some alignment issues. These temporary controls are not well observed by traffic due to low traffic volumes and/or the rural nature of the roadway.

Upgrading of the roadway has been proposed through the Capital Budget, with the detailed planning and preliminary design funded by Draper Road residents. Guided by the Draper Road Pre-Design Report, dated August 2000, Council has adopted a \$10,000 per lot fee. The majority of the fees collected to date have been consumed by the current study and a funding formula/new fee structure will have to developed

ALTERNATIVES:

1. Postpone the upgrading of Draper Road.
2. Proceed with the upgrading of Draper Road on an incremental basis.

ANALYSIS:

Not upgrading Draper Road, as residential development continues in the area, will place road users at continued growing greater risk, and at potential greater liability to the Municipality.

The current Detailed Planning Report recommends a staged development which will eliminate the hazards in a progressive priority order.

ATTACHMENTS:

1. Executive Summary – Draper Road Detailed Planning Report
2. Sketch of Draper Road development staging as proposed by Associated Engineering

ADMINISTRATIVE RECOMMENDATION:

1. THAT the Draper Road Detailed Planning Report be adopted as the basis for future Draper Road detailed design.
2. THAT Administration discuss the Draper Road Detailed Planning Report with the Waterways residents and Draper residents for the purpose of obtaining a consensus on the priority for the staging.
3. THAT Administration be directed to proceed with the detailed design of the section of Draper Road with the highest priority using the Draper Road Detailed Planning Report as the basis for the design.

Executive Summary

Draper Road Detailed Planning Report Associated Engineering, May 2006

The Draper Road community is accessed by a substandard gravel rural roadway and has experienced annual flooding and detouring. The roadway has a high annual maintenance cost and the community had expressed interest in upgrading to current Municipal Servicing Standards.

Dillon Engineering was commissioned to produce the Draper Road Pre-Design Report, completed in August 2000. That report set an initial developers' contribution value of \$10,000 per subdivided lot to build a fund to carry a staged upgrading project forward.

Associated Engineering was retained to take the project planning to the next level, and has produced the Draper Road Detailed Planning Report in May 2006.

The report confirms that portions of Draper Road

- does not meet current Engineering Servicing Standards for vertical alignment (e.g. short sight distance on hills) and horizontal alignment (e.g. tight curves, back to back reverse curves), super-elevation of the tight curves, etc.
- has not been constructed to the appropriate width, or structure (road base), and
- is susceptible to annual flooding or overflow by ice when culverts freeze solid, or have ineffective drainage systems.

Temporary controls in the form of warning signs and reduced recommended speeds limits have been applied to the roadway to address some alignment issues. These temporary controls are not always well observed by traffic due to low traffic volumes and the rural nature of the roadway.

The estimated cost for each section and the surfacing in 2006\$ is shown in the following table.

Recognizing that the estimated \$6.424 M funds are not available to proceed with the entire upgrading immediately and to ensure manageability, Associated Engineering has proposed that the upgrading project be broken down into project Stages as indicated on the attached sketch.

Associated has recommended that Stages 1 (Option 2), 4, and 6 be constructed in that sequence, to provide the most significant geometric and safety improvements and flood protection, with the remaining Stages progressing from Waterways toward the east end of Draper Road.

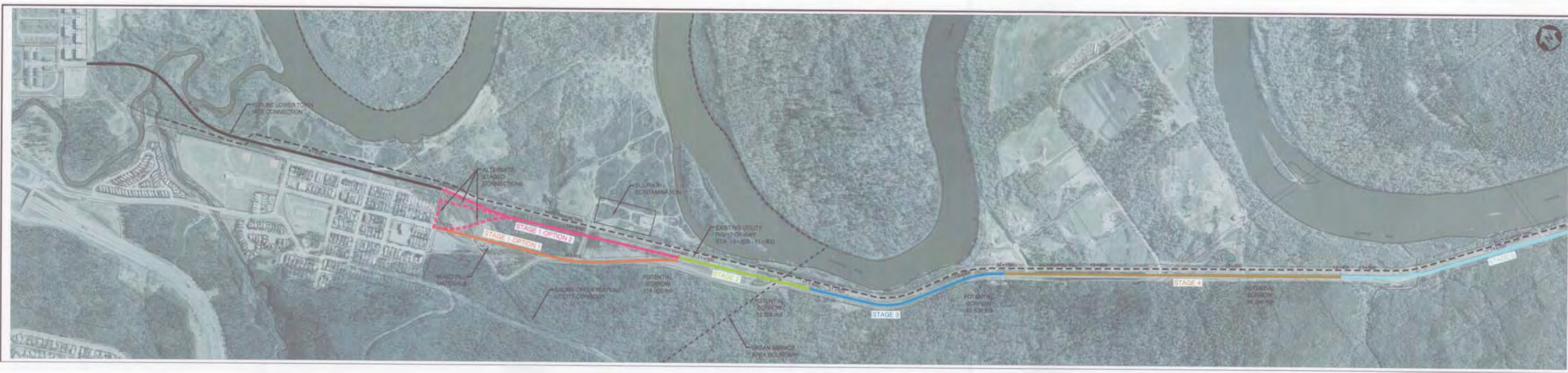
Upgrading of the roadway has been proposed through the Capital Budget and Five Year Financial Plan through 2007 to 2009. The detailed design and construction of these and the future stages will be initiated as funds become available.

Costs

Stage	Sta From	Sta To	Length (km)	Total Cost	Cost/km
1	10+000	10+900	0.90	\$1,036,000	\$1,151,000
2	10+900	11+400	0.50	\$153,000	\$306,000
3	11+400	12+150	0.75	\$237,000	\$316,000
4	12+150	13+400	1.25	\$773,000	\$618,000
5	13+400	14+300	0.90	\$316,000	\$351,000
6	14+300	16+300	2.00	\$537,000	\$269,000
7	16+300	17+500	1.20	\$272,000	\$227,000
Subtotal Grading Only				\$3,324,000	
8	9+500	17+500	8.00	\$3,100,000	\$388,000
Subtotal Surfacing Only				\$3,100,000	

Total Project Cost \$6,424,000

FIGURE 2



STAGING OPTIONS FOR DRAPER ROAD

- LEGEND
- STAGE 1-OPTION 1
 - STAGE 1-OPTION 2
 - STAGE 2
 - STAGE 3
 - STAGE 4
 - STAGE 5

Scale: HCR 1:5000
May, 2006



FIGURE 1



STAGING OPTIONS FOR DRAPER ROAD

- LEGEND
- STAGE 5
 - STAGE 6
 - STAGE 7
 - STAGE 8
 - STAGE 9
 - PAVING
 - EXTENSION (BY OTHERS)

Scale: HCR 1:5000
May, 2006



FIGURE 2

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Manager, Communication
Date:	April 24, 2007
Subject:	2006 Citizen Survey

ISSUE

The Regional Municipality of Wood Buffalo's Citizen Satisfaction Survey, 2006, established benchmark measures for satisfaction with municipal services and programs in the Urban Service Area's general population, using research methodology matching standards used by federal and provincial governments.

REFERENCE

1. PACE Strategic Plan, 2006
2. RMWB Strategic Plan 2006 – Customer Service Focus
3. Fort McMurray 2006 Citizen Survey – COMPAS Inc., Public Opinion and Customer Research

HISTORY

Municipal service and program delivery requires benchmarking and periodic measurement and tracking to assess and improve citizen satisfaction levels. Based on RMWB's 2006 Strategic Plan priorities for Customer Service, and the municipality's PACE Committee 2006 Action Plan, a benchmarking survey of the Urban Service Area's population was completed to establish current citizen satisfaction levels with existing services and programs. This survey will require periodic tracking to measure progress at appropriate intervals.

OPTIONS

1. Accept results from the completed benchmarking survey and commit to a tracking Citizen Survey 2008 to measure progress;
2. Reject results from the completed benchmarking survey and review options for 2007.

ANALYSIS

Based on survey data completed at the end of 2006, RMWB respondents satisfaction levels with municipal services represent a range of results. Service data was gathered using a rating tool known as CMT with a five-point rating scale where five is the highest score and one the lowest. Across the spectrum of municipal services, the highest satisfaction levels reported were for garbage collection service, fire and emergency services and street lighting.

The lowest satisfaction levels reported were for snow removal, overall road surfaces and winter street sanding.

The municipality has prepared an overall response to the results from the Citizen Survey, based on short-term actions, initiatives for the 2008 budget year, longer-term potential solutions and other measures. A summary is attached as Appendix A.

ATTACHMENTS

1. Highlights Summary-Municipal Response to Citizen Survey 2006
2. Citizen Survey 2006 data set, with results

ADMINISTRATIVE RECOMMENDATION:

THAT the 2006 Citizen Survey results be received as information;

THAT a further citizen survey be conducted in 2008 for the purpose of tracking and measuring improvement in citizen satisfaction levels with municipal programs and services; and

THAT Administration be directed to communicate the results of the 2006 Citizen Survey to residents.

Highlights Summary-Municipal Response to Citizen Survey 2006

The regional municipality's departments have responded to Citizen Survey 2006 with a comprehensive set of short and long-term actions and initiatives to increase reported levels of satisfaction. Departmental highlights are included in this summary.

Department	Short-Term Actions	Longer Term Actions
Operations and Maintenance	<ul style="list-style-type: none"> Snow removal renewed yearly; 2007 Open House just completed 	<ul style="list-style-type: none"> Water treatment plant optimization and upgrading underway; adding UV disinfection in 2008
	<ul style="list-style-type: none"> Funding for 10-Year road maintenance and rehab program, including repaving, now in Yr. 2 	<ul style="list-style-type: none"> Water conservation program set to begin in 2007
	<ul style="list-style-type: none"> Master Plan for regional solid waste to be completed in summer/07; new landfill site under construction 	<ul style="list-style-type: none"> Street lighting engineering standards to be reviewed in 2007
	<ul style="list-style-type: none"> Parking review underway for residential areas 	<ul style="list-style-type: none"> Transportation Master Plan underway
	<ul style="list-style-type: none"> Transit Master Plan underway 	<ul style="list-style-type: none"> Drinking water quality meets all Alberta Environment regulations
Community Services	<ul style="list-style-type: none"> Recreation, Arts and Leisure Master Plan in progress 	<ul style="list-style-type: none"> Major expansion of facilities including MacDonald Island redevelopment, Timberlea Athletic Park
	<ul style="list-style-type: none"> Centennial Pool program and staffing review complete; new swim schedule in place 	<ul style="list-style-type: none"> Programming and recreational opportunities will expand dramatically with completion of new facilities
	<ul style="list-style-type: none"> Substantial upgrades coming with completion of new MacDonald Island pool 	<ul style="list-style-type: none"> Major expansion of facilities including MacDonald Island redevelopment, Timberlea Athletic Park
	<ul style="list-style-type: none"> Clean-up campaigns, including voluntary programs, are extensive each year 	<ul style="list-style-type: none"> Additional enforcement and ticketing is a deterrent for littering in the community
	<ul style="list-style-type: none"> Recreation, Arts and Leisure Master Plan in progress 	<ul style="list-style-type: none"> Programming and recreational opportunities will expand dramatically with completion of new facilities
Corporate Services	<ul style="list-style-type: none"> New systems are currently in design stage to expand RMWB's computer-based capabilities 	<ul style="list-style-type: none"> All methods of E-channel payments are being assessed including credit cards, debit cards, pre-payment, cheques and post-service billings
	<ul style="list-style-type: none"> New, expanded electronic service transactions at RMWB are under consideration for citizens' use, as part of an E-Government Services Strategy 	<ul style="list-style-type: none"> Information Technology and Finance are addressing method of payment issues for E-services as part of the design process for the new Financial Information Management System
	<ul style="list-style-type: none"> Additional 2007 budget information for citizens is under development 	

Department	Short-Term Actions	Longer Term Actions
RCMP/Bylaw	<ul style="list-style-type: none"> Strategic plan for 2007-08 emphasizes regional safety priorities 	<ul style="list-style-type: none"> Additional staff planned for 2008, including more support staff
	<ul style="list-style-type: none"> Two current initiatives continue in 2007-08—Downtown High Visibility Policing and Special Project Enforcement Awareness and Response Team 	
	<ul style="list-style-type: none"> Bylaw staff to increase by eight in 2006-07 	
	<ul style="list-style-type: none"> Off-Highway Vehicles are being used to patrol trail systems 	
Planning and Development	<ul style="list-style-type: none"> Working to confirm approach to environmental issues at the municipal level 	<ul style="list-style-type: none"> Continue to participate in monitoring organizations in the region—CEMA
	<ul style="list-style-type: none"> Plan to start acquiring appropriate environmentally- trained staff in 2007 	<ul style="list-style-type: none"> New Municipal Development Plan and Area Structure Plans
	<ul style="list-style-type: none"> Parking review underway-residential areas 	<ul style="list-style-type: none"> Transportation Master Plan going
	<ul style="list-style-type: none"> Staffing extensively for all key service and growth positions in 2007 	
	<ul style="list-style-type: none"> Public participation guideline to roll out this year 	
Communication	<ul style="list-style-type: none"> Citizens' preferred communication vehicles factored into 2007 Business Plan 	<ul style="list-style-type: none"> Moving to structure Communication function with increased priority for several key areas of service delivery, including E-communication
	<ul style="list-style-type: none"> Tools and options under assessment for public consultations, research and citizen feedback 	<ul style="list-style-type: none"> New disciplines and targeted growth planned
	<ul style="list-style-type: none"> Additional householder communication under development for 2007 	<ul style="list-style-type: none"> Reviewing website for public service content for upgrades and enhanced E-communication
Regional Emergency Services	<ul style="list-style-type: none"> Additional ambulance crews are being added to existing staff complement 	<ul style="list-style-type: none"> Foundation under development for plans and budgets to meet increased demands on RES for the next five years
	<ul style="list-style-type: none"> Operational and Service Delivery review to be completed in 2007 	
	<ul style="list-style-type: none"> Compliance with Alberta Building Code on smoke alarm installation and operation in residential dwellings approaching 100 per cent 	
Human Resources	<ul style="list-style-type: none"> Customer service training planned through corporate university 	<ul style="list-style-type: none"> Variety of corporate initiatives underway to address compensation, competency language, safety and training
	<ul style="list-style-type: none"> Staff orientation to include information and photos of current employees to help identify key contacts 	
	<ul style="list-style-type: none"> Updating departmental organization charts for new employees' use 	

Fort McMurray 2006 Citizen Survey

**A COMPAS Interview Schedule for the
Regional Municipality of Wood Buffalo**



**COMPAS Inc.
Public Opinion and Customer Research
January 19, 2007**

*Fort McMurray 2006 Citizen Survey:
A COMPAS Interview Schedule for the Regional Municipality of Wood Buffalo,
January 19, 2007*

(Q4) *How many years have you
lived in Fort McMurray?*

Mean	14
------	----

(Q5.1) *Thinking of all the different local government services provided in
the Fort McMurray, please tell me which is important to you and is
functioning very well?*

	%
Garbage Services	9
Public Schools	5
Road Conditions/Services/Street cleaning	4
Police/RCMP	4
Hospital/Health Services	3
Parks and Recreation	3
Fire Department	3
Public Library	2
Water treatment	2
Transit System/Transportation	2
Snow Removal	2
Hydro Services	1
Infrastructure	1
Social Services	1
Other	5
All	2
None	12
Don't know or no opinion	39



*Fort McMurray 2006 Citizen Survey:
A COMPAS Interview Schedule for the Regional Municipality of Wood Buffalo,
January 19, 2007*

(Q5.2) Which is important to you and needs to be improved?

	%
Road maintenance/services/street cleaning	20
Hospital/Health Services	13
Snow removal	9
Highway congestion/traffic	7
Parks and Recreation	5
Police/RCMP	5
Infrastructure	5
Garbage Services	2
Public Schools	2
Transit system/Transportation	2
Social services	2
Affordable housing/Cost of rent too high	2
Public Library	1
Water treatment	1
Other	4
All	2
None	2
Don't know or no opinion	17

(Q6) Overall, how satisfied are you with the amount or "quantity" of parking in the lower townsite on a 5 point scale where 1 means very dissatisfied and 5, very satisfied?

Mean	5	4	3	2	1	DNK
2.4	3	12	29	25	29	2

(Q7) Is the amount of parking... [ROTATE POLES]

	%
Too little	80



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About right	17
Too much	*1
[UNPROMPTED] Don't know	2

(Q8) Excluding Highway 63, how satisfied are you with each of the following road services in Fort McMurray on a 5 point scale where 1 means very dissatisfied and 5, very satisfied? [RANDOMIZE]

	Mean	5	4	3	2	1	DNK
Street sweeping	3.0	8	28	32	20	12	1
Sanding on streets in the winter	2.7	3	21	34	24	18	0
Overall road surfaces	2.6	3	16	33	29	18	1
Snow removal	2.4	4	14	27	29	26	0

(Q9) Overall, how satisfied are you with the Municipality's actions on the environment on a 5 point scale where 1 means very dissatisfied and 5, very satisfied?

Mean	5	4	3	2	1	DNK
3.0	4	24	36	17	9	9

(Q10) Of the following ten environmental issues in Fort McMurray, which should the municipality emphasize most? [RANDOMIZE]

	%
Air quality	32
Drinking water quality	22
Garbage	10
Protecting green space	8
Water conservation	7
Hazardous shipments	5
Carbon gases from the burning of fuel	5

¹ Greater than 0 and less than 0.5.



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Noise	5
Loss of wild life habitat	4
Contaminated sites	2

(Q11) Is there any other environmental issue that the Municipality should emphasize more than the ones just mentioned? [RECORD DETAIL]

	N=117
	%
Recycling	24
Landfill	3
Other	9
Repetition of responses in Q10	65

*(Q12-Q14) Overall, how satisfied are you with...on a 5 point scale
[OPTIONAL] where 1 means very dissatisfied and 5, very satisfied?
[RECORD 8 IF NEVER USED AND 9 IF DNK]*

	Mean	5	4	3	2	1	Never Used	DNK
The Parks & Recreation Leisure Guide	3.3	8	28	29	10	4	16	7
The Municipality's public recreation services	3.0	7	23	34	22	10	3	2
The Municipality's public swimming pool	2.4	3	9	17	19	18	28	5

*(Q15) [IF DID NOT PREVIOUSLY VOLUNTEER HAVING
NOT USED PUBLIC SWIMMING POOL] In a typical 12
month period, how often would you normally use
the municipality's pool?*

Mean	17
------	----



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(Q16) Which of the following 8 reasons, if any, leads you to use the pool less than you would like to. [RANDOMIZE. ALLOW ONE RESPONSE]

	%
Inconvenient times	19
Crowds	15
A concern about health or safety	10
Its programs don't appeal to you	6
The cost	3
Inadequate transportation	3
You'd prefer single-sex swimming	1
You don't think about it	22
[UNPROMPTED] Does use the pool as often as he/she wishes	10
Don't know	13

(Q17) How much do you agree that taxes should go up to fund each of the following new or additional recreational facilities, using a 5 point scale where 1 means strongly disagree and 5, strongly agree. [RANDOMIZE]

	Mean	5	4	3	2	1	DNK
A spectator arena	2.5	8	13	25	18	32	4
Playing fields	2.5	7	16	27	18	30	2
A cultural centre	2.4	7	14	21	23	33	2
A convention centre	2.2	5	10	22	23	39	1

(Q18) How satisfied are you with the level of safety and security in Fort McMurray [OPTIONAL] on a 5 point scale where 1 means very dissatisfied and 5, very satisfied? [RECORD 8 IF NEVER USED AND 9 IF DNK]

Mean	5	4	3	2	1	Never Used	DNK
2.9	6	24	31	24	14	0	*2

² Greater than 0 and less than 0.5.



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*(Q19) What is the biggest public safety problem that you feel the
Municipality ought to do something about? [DO NOT READ
RESPONSES. ALLOW TWO]*

	%
Traffic/drivers/speeding	35
Drug use	34
Drinking and driving	11
Break & enter /theft	8
Assault or fear of being hurt in a fight	7
Vandalism	7
Intoxication	3
Loitering	3
Panhandling	2
Fights between gangs	2
Prostitution	1
Jay walking	*3
Gambling	*4
Other	30
Don't know	12

*(Q20) How satisfied are you with the level of street lighting in Fort
McMurray [OPTIONAL] on a 5 point scale where 1 means very dissatisfied
and 5, very satisfied? [RECORD 8 IF NEVER USED AND 9 IF DNK]*

Mean	5	4	3	2	1	Never Used	DNK
3.6	17	43	23	11	6	0	*5

³ Greater than 0 and less than 0.5.

⁴ Greater than 0 and less than 0.5.

⁵ Greater than 0 and less than 0.5.



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(Q21) What, if anything, could be done to improve the lighting?

	%
More lights	43
Have brighter/higher quality lights	8
Replace burnt-out lights	5
Don't change anything/Fine the way it is	22
Other	3
Don't know or no opinion	20

(Q22) How satisfied are you with the Fire and Emergency Services Department's performance [OPTIONAL] on a 5 point scale where 1 means very dissatisfied and 5, very satisfied? [RECORD 8 IF NEVER USED AND 9 IF DNK]

Mean	5	4	3	2	1	Never Used	DNK
4.2	35	39	12	2	1	9	2

(Q23) Did you or any member of your family have any contact with the Department this past year?

	%
Yes	22
No	78
Don't know	*6

(Q24) Do you have a working smoke detector in your home?

	%
Yes	99
No	1
Don't know	*7

⁶ Greater than 0 and less than 0.5.



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*(Q25) Did you or any member of your family have any
contact with the Bylaw Services Division of the Municipality
in the past year?*

	%
Yes	27
No	73

*(Q26) [IF YES] Overall, how satisfied were you with the service
[OPTIONAL] on a 5 point scale where 1 means very dissatisfied and 5,
very satisfied? [RECORD 8 IF NEVER USED AND 9 IF DNK]*

Mean	5	4	3	2	1	Never Used	DNK
3.1	18	24	25	14	16	0	2

*(Q27) [ALL RESPONDENTS] Overall, how satisfied are you with the
Municipality's enforcement of bylaws in general [OPTIONAL] on a 5 point
scale where 1 means very dissatisfied and 5, very satisfied? [RECORD 8
IF NEVER USED AND 9 IF DNK]*

Mean	5	4	3	2	1	Never Used	DNK
3.0	7	25	31	16	12	2	6

*(Q28) How satisfied are you with each of the following situations
[OPTIONAL] on a 5 point scale where 1 means very dissatisfied and 5,
very satisfied? [RECORD 8 IF NEVER USED AND 9 IF DNK.
RANDOMIZE]*

	Mean	5	4	3	2	1	Never Used	DNK
Dog feces or dog poo	2.8	10	21	26	21	18	1	4
Litter within Fort McMurray	2.3	4	13	25	24	34	0	* ⁸

⁷ Greater than 0 and less than 0.5.

⁸ Greater than 0 and less than 0.5.



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	Mean	5	4	3	2	1	Never Used	DNK
The physical condition of local taxis	2.3	3	10	26	17	29	12	3

(Q29) Approximately how many times have you used a local taxi in the past year?

Mean	14
------	----

(Q30) How much do you agree that smoking should be prohibited or illegal in restaurants and other enclosed public places on a 5 point scale where 1 means strongly disagree and 5, strongly agree?

Mean	5	4	3	2	1	DNK
4.1	66	7	8	5	13	1

(Q31) Overall, how satisfied are you with the garbage collection service [OPTIONAL] on a 5 point scale where 1 means very dissatisfied and 5, very satisfied? [RECORD 8 IF NEVER USED AND 9 IF DNK]

Mean	5	4	3	2	1	Never Used	DNK
4.1	42	37	11	4	4	1	* ⁹

(Q32) Some people say that solid waste disposal is a burden on taxpayers and people should reduce the amount of garbage they produce. How much do you agree with this viewpoint on a 5 point scale where 1 means strongly disagree and 5, strongly agree.

Mean	5	4	3	2	1	DNK
3.9	36	30	22	6	5	1

⁹ Greater than 0 and less than 0.5.



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(Q33) How willing are you and your household to help reduce the production of solid waste on a 5 point scale where 1 means strongly unwilling and 5, strongly willing?

Mean	5	4	3	2	1	DNK
4.2	46	33	15	3	2	* ¹⁰

(Q34) Of the following 4 ways of reducing garbage, which one would you be most willing to do and which, are you least willing to do. [RANDOMIZE]

	Most %	Least %	Most-Least
Take recyclable garbage to the Municipality's recycle depots	68	15	53
Reduce your use of products with lots of packaging	13	20	-7
Re-use certain products and buy less of it	8	15	-7
Compost your food scraps	10	50	-40

(Q35-Q36) Thinking of the following 10 products that you could take to the recycle depot, which would you be most willing to take to the depot and which, the least willing? [RANDOMIZE]

	Most %	Least %	Most-Least
Plastic containers or plastic bottles	23	4	19
Newspapers	18	7	11
Paper	11	2	9
Cardboard	8	6	2
Milk cartons	8	7	1
Glass bottles	10	10	0
Tin cans	11	12	-1
Aluminum	4	10	-6

¹⁰ Greater than 0 and less than 0.5.



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	Most %	Least %	Most- Least
Old magazines	2	9	-7
Textiles and old clothing	5	31	-26

(Q37) Turning to drinking water, overall, how satisfied are you with its taste, odor and appearance [OPTIONAL] on a 5 point scale where 1 means very dissatisfied and 5, very satisfied? [RECORD 8 IF NEVER USED AND 9 IF DNK]

Mean	5	4	3	2	1	Never Used	DNK
3.1	15	26	23	16	14	5	1

(Q38) Do you drink municipal water only, bottled water only, or both?

	%
Bottled water only	37
Municipal water only	20
Both	43

(Q39) [IF BOTH] Approximately what percentage of the water you drink is bottled water?

Mean	45
------	----

(Q40) Overall, how satisfied are you with the Municipality's public consultations on its projects [OPTIONAL] on a 5 point scale where 1 means very dissatisfied and 5, very satisfied? [RECORD 8 IF NEVER USED AND 9 IF DNK]

Mean	5	4	3	2	1	Never Used	DNK
3.0	5	23	36	15	8	3	10



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(Q41) Of the following five issues, on which one would you most want to express your opinion? [RANDOMIZE]

	%
Affordable housing policy	40
The \$ 106 million MacDonald Island recreation project	24
The Municipality's decision to intervene in public hearings on oil sands development to make sure that provincial and federal governments understand Ft. McMurray's pressing needs	16
The \$160 million waste water plant	12
The \$ 50 million police head quarters project	8

(Q42) Thinking of the Municipality's intervening in hearings on oil sands development, in which of the following 9 ways would you prefer to express your opinion? [RANDOMIZE]

	%
Filling out a questionnaire	35
Expressing your opinion in a poll on the Municipality's website	26
Sending an email to city officials	14
Participating in a public meeting	10
Contacting a member of Council	5
Speaking at neighborhood meetings	4
Speaking at Council Meetings	3
Contacting the Mayor	2
Speaking at an open house	2

(Q43) On the municipal issues of most concern to you, in which of the following 7 ways would you most prefer to learn about the issue? [RANDOMIZE]

	%
Brochures in the mail	38



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	%
TV or radio news	28
The Municipality's website	13
Email from the Municipality	12
Council meetings on TV	5
Display booths at the municipality's open-houses	3
Word of mouth	*11
[UNPROMPTED] Not interested	0
[UNPROMPTED] Don't know	1

(Q44) Turning to the Internet, do you have a computer or do you intend to buy a computer within 12 months? [OPTIONAL PROMPT]

	%
Have computer	93
No computer but intends to buy	3
Neither	4

(Q45) [IF NEITHER] Do you have reasonably convenient access to a computer? [Could be at family, friend, work]

	%
Yes	50
No	50

*(Q46) [IF OWNS OR HAS ACCESS TO A COMPUTER]
Do you have access to the Internet?*

	%
Yes	97
No	3

¹¹ Greater than 0 and less than 0.5.



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(Q47) Do you use e-mail?

	%
Yes	93
No	7

(Q48) [IF DOES NOT OWN A COMPUTER BUT INTENDS TO BUY]
Once you own a computer, do you think you will pay for access to the
Internet?

	%
Yes	88
No	13

(Q49) [IF DOES NOT OWN A COMPUTER BUT INTENDS TO BUY]
How about an email account? Would you get one?

	%
Yes	75
No	25

(Q50) As you know, residents have various kinds of transactions with the
Municipality. For each of the following transactions, please tell me, if this is
something you ever do.

	Yes	No	DNK
Pay taxes/utilities	86	14	1
[IF YES] If you had the option, would you do this as a secure transaction on the Internet using a credit card?	57	41	2
Register & pay for recreation programs or open time	49	48	3



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	Yes	No	DNK
[IF YES] If you had the option, would you do this as a secure transaction on the Internet using a credit card?	70	28	2
Pay parking tickets	35	62	3
[IF YES] If you had the option, would you do this as a secure transaction on the Internet using a credit card?	53	44	3
Purchase maps	32	67	1
[IF YES] If you had the option, would you do this as a secure transaction on the Internet using a credit card?	61	36	4
Purchase animal license	30	69	1
[IF YES] If you had the option, would you do this as a secure transaction on the Internet using a credit card?	71	28	1
Purchase building permits	27	72	1
[IF YES] If you had the option, would you do this as a secure transaction on the Internet using a credit card?	75	25	0
Purchase business license	23	76	1
[IF YES] If you had the option, would you do this as a secure transaction on the Internet using a credit card?	79	21	0



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(Q51-Q52) Which of the following types of information on the
Municipality's web site would be of most and least interest to you?
[RANDOMIZE]

	Most %	Least %	Most- Least
What to see and do in Ft. McMurray	17	3	14
Recreation schedules (pool, arena, etc.)	16	3	13
Snow removal policy and schedule	11	4	7
Recycling opportunities	8	3	5
Minutes & agendas of Council Meetings	16	13	3
Municipality policies	6	4	2
Community maps	7	5	2
Bus schedule	11	13	-2
Fire statistics	1	4	-3
Tenders and call for proposals for goods & services	3	7	-4
Fire protection tips	1	6	-5
Garbage schedule	2	8	-6
News about famous people from Ft. McMurray	1	28	-27

(Q53) How satisfied are you with the Region's Transit System overall?
[OPTIONAL] on a 5 point scale where 1 means very dissatisfied and 5,
very satisfied? [RECORD 8 IF NEVER USED AND 9 IF DNK]

Mean	5	4	3	2	1	Never Used	DNK
3.2	8	14	22	8	6	38	4

(Q54) Did you or any member of your family use the transit system
in the past year?

	%
Yes	38
No	62



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*(Q55) (If USES TRANSIT SYSTEM) Approximately
how many one-way trips did you make last week?*

Mean	6
------	---

*(Q56) What percentage of your trips are normally made for...
[RANDOMIZE]*

	Mean
Work	24
Recreation	16
Shopping	15
School	13

*(Q57) As you know, transit services tend to receive subsidies.
What proportion of the total cost should be paid by...*

	Mean
Transit users	48
Taxes	36

*(Q58) Which of the following 8 factors most discourages you
from using transit, if any?*

	%
No service when you need it	12
No service where you need to go	11
Waits are too long	10
Service is too slow	5
The weather	5
Buses are too crowded	3
You'd need to change buses	3
Buses are not clean enough	2
Ticket prices	1



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	%
None	29
[DON'T PROMPT BUT RECORD] Other	20

(Q58)OTHER

	%
Own a vehicle	90
Concern over bus safety	3
Live within walking distance	3
Other	3

(Q59) How satisfied are you with the quality of landscaping and building styles and colours downtown [OPTIONAL] on a 5 point scale where 1 means very dissatisfied and 5, very satisfied? [RECORD 8 IF NEVER USED AND 9 IF DNK]

Mean	5	4	3	2	1	Never Used	DNK
2.8	3	24	37	20	15	0	1

(Q60) Do you agree that the Municipality should have design guidelines for landscaping and building styles & colours for the downtown? Please use a 5 point scale where 1 means strongly disagree and 5, strongly agree.

Mean	5	4	3	2	1	DNK
3.9	37	30	18	6	7	1

(Q61) How important is it for Fort McMurray to preserve its architectural heritage where 1 means not at all important and 5, very important?

Mean	5	4	3	2	1	DNK
3.7	35	23	21	8	11	3



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(Q62-Q63) *As you may know, the Municipality gives grants to organizations that host special events. Of the following 5 factors, which should be the most important consideration and which the least?*
[RANDOMIZE]

	Most %	Least %	Most- Least
Whether it is a non-profit community group	52	11	41
Number of participants	18	15	3
Number of volunteers	12	16	-4
Number of visitors	11	22	-11
Whether the event is free	7	34	-27

(Q64) *Have you contacted the Municipality to seek service or information in the past year?*

	%
Yes	42
No	57
Don't know	1

(Q65) [IF YES DID CONTACT] *How did you contact the Region?*
[ALLOW MULTIPLE]

	N=193
	%
By phone	76
In person	22
E-mail	6
Mail	1
Other	1



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*(Q66) [IF YES DID CONTACT] Whom or which department did you
contact? [DO NOT READ RESPONSES]*

	N=91
	%
Operations & Maintenance Dept	37
Bylaw Services	25
Financial Services	22
Mayor	17
Councilor	2
Human Resources	1
Council Services	0
Fire Department	0
Parks & Recreation	0
Planning Services	0
Transit	0
Communications	0
Other	0

*(Q67) [IF YES DID CONTACT][IF CONTACTED MORE THAN ONE]
Which one was the most recent?*

	N=15
	%
Mayor	13
Bylaw Services	13
Operations & Maintenance Dept	13
Human Resources	13
Parks & Recreation	13
Planning Services	13
Financial Services	7
Councilor	0
Council Services	0



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	N=15
	%
Fire Department	0
Transit	0
Communications	0
Other	13

(Q68) [IF YES DID CONTACT] Were they accessible and approachable (i.e., easy to get ahold of, easy to talk to)?

	%
Yes	88
No	12

(Q69) [IF YES DID CONTACT][IF NO ABOVE] Why not?

	%
Difficult to reach someone	26
Did not get what I needed	26
Did not return my phone calls/follow-up	22
They were discourteous	17
Other	9

(Q70) [IF YES DID CONTACT] How satisfied were you with the service you received [OPTIONAL] on a 5 point scale where 1 means very dissatisfied and 5, very satisfied? [RECORD 8 IF NEVER USED AND 9 IF DNK]

Mean	5	4	3	2	1	Never Used	DNK
3.8	38	33	13	6	10	0	1

*(Q71) When paying your taxes and utility bills, do you prefer to pay
[RANDOMIZE. RECORD ONE]*



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	%
Through the Internet/website	46
Through the bank	31
In person	9
By phone	7
By mail	5
[VOLUNTEERED] Other	2

*(Q72) [IF IN PERSON] When paying in person, do you prefer to
pay by: [RANDOMIZE. RECORD ONE]*

	%
Debit card	39
Cash	27
Credit card	17
Cheque	17

*(Q73) [IF CREDIT CARD] As you may know, credit card companies
charge a small fee to governments each time a taxpayer pays by credit
card. To what extent do you agree that the taxpayer who pays by credit
card should have to cover the fee where 1 means strongly disagree and 5,
strongly agree?*

Mean	5	4	3	2	1	DNK
1.7	14	0	0	14	71	0



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(Q74) How satisfied are you with how well the Municipality explains how it spends your tax dollars [OPTIONAL] on a 5 point scale where 1 means very dissatisfied and 5, very satisfied? [RECORD 8 IF NEVER USED AND 9 IF DNK]

Mean	5	4	3	2	1	Never Used	DNK
2.8	4	20	38	18	14	*12	4

(Q75) Do you or your household pay property taxes?

	%
Yes	86
No	14
Don't know or no opinion	1

*(Q76) In which area of Fort McMurray do you live?
[DO NOT READ RESPONSES]*

	%
Timberlea	30
Thickwood	22
Lower Townsite	11
Abasand	8
Gregoire	6
Beacon Hill	4
Waterways	1
Other	17
Don't know	*13

(Q77) In what year were you born?

¹² Greater than 0 and less than 0.5.

¹³ Greater than 0 and less than 0.5.



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Mean	1965
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REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning and Development
Date:	April 24, 2007
Subject:	Sale of Portion of River Lot 11, Fort Chipewyan

ISSUE:

To authorize the sale of a Portion of River Lot 11, Fort Chipewyan to Danny Mercredi for fair market value of \$18,000 plus 7% administration fee.

HISTORY:

Danny Mercredi's family has occupied the subject property since the 1960's. Mr. Mercredi took over the annual lease and tax payments on this land upon the death of his father. In 1990, Mr. Mercredi received notice that administration of the land was being transferred from Alberta Forestry, Lands & Wildlife to Municipal Affairs and was advised the transfer would not affect his interest in the land. There is evidence that Mr. Mercredi continued to pay the annual lease rate and taxes up to the time of amalgamation; however, during the transition from I.D. 18 to the RMWB, the records apparently became lost. Mr. Mercredi approached the Municipality in 2003 and again in 2005 requesting to purchase the property.

ALTERNATIVES:

1. Sell the property to Danny Mercredi
2. Retain ownership of the property

ANALYSIS:

Approving the sale is recommended as it will allow Danny Mercredi ownership of the land his family had occupied since the 1960's. Mr. Mercredi has initiated a property appraisal and is willing to incur all costs associated with surveying, subdividing and subsequent registration.

ATTACHMENTS:

1. Subject property drawing.
2. Appraisal summary dated November 8, 2006

ADMINISTRATIVE RECOMMENDATIONS:

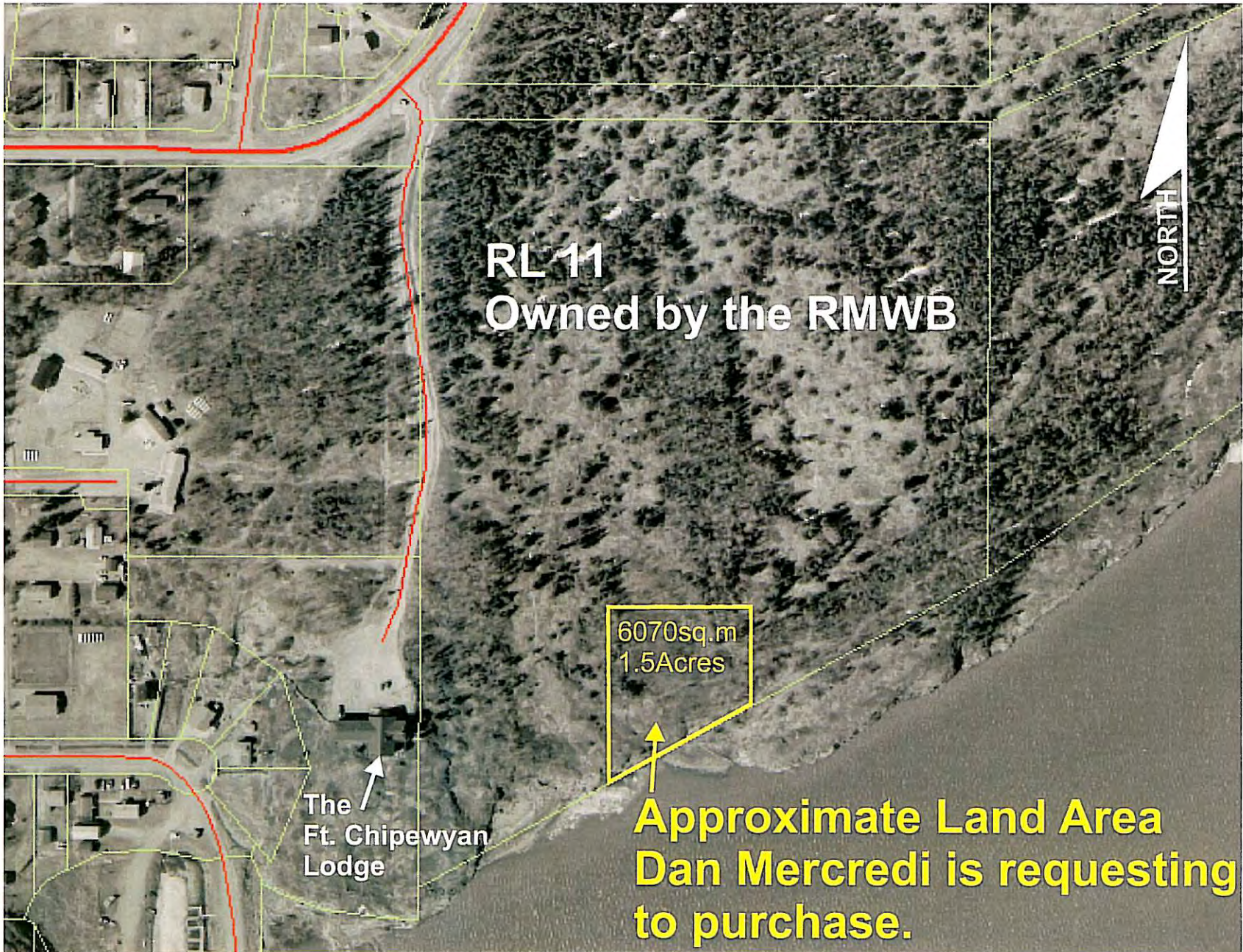
THAT Administration be directed to complete the sale of land of approximately 1.5± acres (6,070 sq.m.) within River Lot 11, Fort Chipewyan to Danny Mercredi for the price of \$18,000, plus a 7% administration fee;

THAT all costs associated with survey, subdivision and registration are borne by the purchaser;

THAT the proceeds from the sale shall be deposited to the Asset Addition Reserve;

THAT the 7% administration fee shall be deposited to the Land Management Operating Budget;
and

THAT administration be directed to grant an easement for the required legal access to the property, with all costs for road construction being covered by the purchaser.



Client Reference No.:

File No.: 06091504

Chalifour Denis & Associates
302 - 8706 Franklin Avenue
Fort McMurray, AB T9H 2J6
780-743-1331

November 8, 2006

Dan Mercredi

Address of Property: Portion of Riverlot 11
Fort Chipewyan, AB

Market Value: \$ 18,000

In accordance with your request and authorization, an investigation, analysis and appraisal report on the above described property has been completed for the purpose of estimating the Market Value.

After careful consideration of all the factors that affect value, the market value was estimated to be as referenced above.

This estimate is subject to the limiting conditions attached to this appraisal and to which the reader's attention is specifically directed.

The following report presents the basis of all opinions expressed herein.

The information contained herein should be sufficient for your purposes. Should you require further information or clarification as to any portion of this report, please contact me.

I certify that I have no interest, present or contemplated in the property appraised.

Yours truly,



Michael Sceviour
CRA

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning & Development
Date:	April 24, 2007
Subject:	Disposal of Lots 20 and 21, Block 1, Plan 995TR (Conklin)

ISSUE:

Request from Wood Buffalo Housing & Development Corporation to acquire Lots 20 & 21, Block 1, Plan 995TR (135 and 139 Spruce Drive) in Conklin.

REFERENCE:

Municipal Government Act, Section 70(2)

HISTORY:

Wood Buffalo Housing & Development Corporation (WBHDC) has secured funding from the Sustainable Remote Housing Initiative Program to build additional homes in Conklin for affordable housing. WBHDC currently own Lots 16 to 19, Block 1, Plan 995TR. The Regional Municipality of Wood Buffalo owns Lots 20 and 21, which have an assessed value of \$16,610 and \$14,781, respectively.

The community of Conklin is undertaking a strategic planning process to define its future plans for community development including; but not limited to; housing. When a comprehensive housing plan is in place discussions will begin for future municipal land disposal between the community and the RMWB. The sale under consideration of today will not impede those discussions.

Section 70(2) of the Municipal Government Act permits a municipality to dispose of land at below market value without advertising if it is to be used by a non-profit organization. Wood Buffalo Housing & Development Corporation qualifies as a non-profit organization under Section 241(f) of the Municipal Government Act.

ALTERNATIVES:

1. Transfer Lots 20 & 21, Block 1, Plan 995TR to Wood Buffalo Housing and Development Corporation for the nominal fee of \$1.00 each.
2. Hold lots in inventory for future disposal to local residents at market value.
3. Reject the transfer of Lots 20 & 21, Block 1, Plan 995TR.

ANALYSIS:

1. Approving the transfer of the lots should decrease the cost of construction per unit and also allow WBHDC to meet its affordable housing goal in Conklin for 2007.

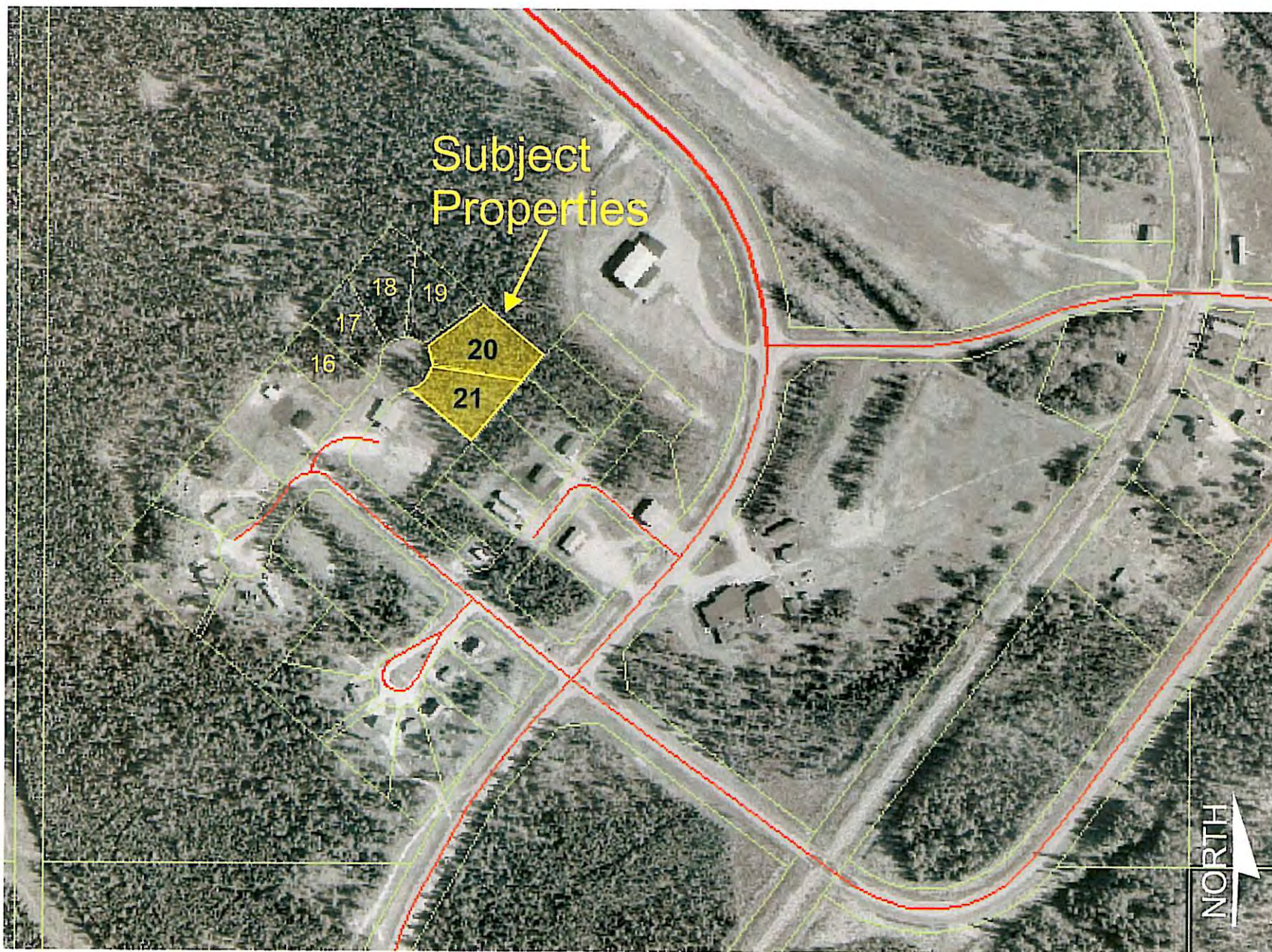
2. Transfer of the 2 lots would not impact RMWB's ability to offer lots at market value. We currently have 12 vacant lots and interest from 9 local residents.
3. Rejecting the transfer may impede WBHDC's efforts to provide the desired number of affordable housing units in Conklin.

ATTACHMENTS:

1. Subject property drawing

ADMINISTRATIVE RECOMMENDATION:

THAT Administration be directed to complete the transfer of land for Lots 20 and 21, Block 1, Plan 995TR in Conklin to Wood Buffalo Housing & Development Corporation for the nominal fee of \$1.00 per lot.



REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Legislative and Legal Services
Date:	April 24, 2007
Subject:	Council Expense Report – Period Ending March 31, 2007

ISSUE:

To identify Council expenses submitted as of March 31, 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 March 31, 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.

The 2007 Council Expense Summary for the period ending March 31, 2007 is within budget allowances.

ATTACHMENT:

2007 Council Expense Summary

ADMINISTRATIVE RECOMMENDATION:

THAT the Council Expense Report for the period ending March 31, 2007 be received as information.

2007 COUNCIL EXPENSE SUMMARY
Year to Date Expenses Submitted for the Period Ending March 31, 2007

	Annual Budget	Registration Fees	Travel	Meals	Accom.	Other Expenses	Total	Percentage Expended	Other Committees	Deputy Mayor
Blake, Melissa - Expenses	36499		1,961.03	348.21	780.62	528.87	\$3,618.73	9.91%		
Blake, Melissa - Conference	4562	776.70	0.00	0.00	0.00	199.28	\$975.98	21.39%		
BLAKE - TOTAL	41061						\$4,594.71	11.19%		
Carbery, Jim - Expenses	1725						\$0.00	0.00%		
Carbery, Jim - Conference	5000						\$0.00	0.00%		
CARBERY - TOTAL	6725						\$0.00	0.00%		
Chadi, John - Expenses	22500		1,764.00		1,273.80		\$3,037.80	13.50%		
Chadi, John - Conference	5000	1,230.00					\$1,230.00	24.60%		
CHADI - TOTAL	27500						\$4,267.80	15.52%		
Clarkson, Sharon - Expenses	1725						\$0.00	0.00%		
Clarkson, Sharon - Conference	5000	570.00					\$570.00	11.40%		
CLARKSON - TOTAL	6725						\$570.00	8.48%		
Flett, Sonny - Expenses	22500				1,661.00		\$1,661.00	7.38%		
Flett, Sonny - Conference	5000	570.00					\$570.00	11.40%		
FLETT - TOTAL	27500						\$2,231.00	8.11%		
Germain, Sheldon - Expenses	1725						\$0.00	0.00%		
Germain, Sheldon - Conference	5000						\$0.00	0.00%		
GERMAIN - TOTAL	6725						\$0.00	0.00%		
Meagher, Phil - Expenses	1725						\$0.00	0.00%		
Meagher, Phil - Conference	5000						\$0.00	0.00%		
MEAGHER - TOTAL	6725						\$0.00	0.00%		
Rebus, Renee - Expenses	6000		425.25				\$425.25	7.09%		
Rebus, Renee - Conference	5000						\$0.00	0.00%		
REBUS - TOTAL	11000						\$425.25	3.87%		
Slade, Carolyn - Expenses	1725						\$0.00	0.00%		
Slade, Carolyn - Conference	5000						\$0.00	0.00%		
SLADE - TOTAL	6725						\$0.00	0.00%		
Vyboh, John - Expenses	1725						\$0.00	0.00%		
Vyboh, John - Conference	5000	620.00					\$620.00	12.40%		
VYBOH - TOTAL	6725						\$620.00	9.22%		
Wiltzen, Lorne - Expenses	10000						\$0.00	0.00%		
Wiltzen, Lorne - Conference	5000						\$0.00	0.00%		
WILTZEN - TOTAL	15000						\$0.00	0.00%		

Mar 31, 2007

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning & Development
Date:	April 24, 2007
Subject:	Saline Creek Plateau Area Structure Plan <ul style="list-style-type: none">- Bylaw No. 07/027 – Municipal Development Plan Amendment- Bylaw No. 07/028 – Highway 69/Clearwater River Valley Area Structure Plan Amendment- Bylaw No. 07/029 – Saline Creek Plateau Area Structure Plan

ISSUE:

The Saline Creek Plateau Area Structure Plan has been prepared to accommodate urban growth needs of Fort McMurray. Amendments to the Municipal Development Plan and Highway 69/Clearwater River Valley Area Structure Plan are required to ensure consistency among all three documents.

REFERENCE:

Bylaw No. 00/005 - Municipal Development Plan
Bylaw No. 99/058 - Highway 69/Clearwater River Valley Area Structure Plan

HISTORY:

The Saline Creek Plateau Area Structure Plan was initiated in October 2005 in order to plan for future development of residential, commercial and related land uses in Fort McMurray. A chronology of events (Attachment 4) is attached for your reference.

OPTIONS:

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

ANALYSIS:

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

Planning and Development is of the opinion that higher densities can be accommodated harmoniously with appropriate allocation of land uses that enhance livability for Fort McMurray residents. The Saline Creek Area Structure Plan has been developed to showcase a successful planning process that delivers sustainable design with the collaboration of key stakeholders such as Keyano College, and the Rotary Club, among others, as well as the general public.

The Saline Creek Plateau lands are identified in the Municipal Development Plan (Bylaw No. 00/005) and in the Highway 69/Cleawater River Valley Area Structure Plan (Bylaw No. 99/058) as suitable for future urban residential development. These lands are designated as Urban Expansion District in the Land Use Bylaw.

In order to adopt the Saline Creek Plateau Area Structure Plan, amendments are required to the Municipal Development Plan to include the Saline Creek Plateau area in the Urban Service Area boundary, and to the Highway 69/Clearwater River Valley Area Structure Plan to rescind all reference to the Saline Creek Plateau lands. In addition, Government of Alberta approval is required to effect any change to the various ward boundaries.

ATTACHMENTS:

1. Bylaw 07/027, Municipal Development Plan Amendment
2. Bylaw 07/028, Highway 69/Clearwater Valley Area Structure Plan Amendment
3. Bylaw 07/029, Saline Creek Plateau Area Structure Plan
4. Chronology of Events

ADMINISTRATIVE RECOMMENDATIONS:

Bylaw No. 07/027 – Municipal Development Plan Amendment

1. THAT Bylaw No. 07/027, to amend the Municipal Development Plan to include Saline Creek Plateau in the Urban Service Area boundary of Fort McMurray, be read a first time.
2. THAT Bylaw No. 07/027 be read a third and final time.
3. THAT the Government of Alberta be requested to amend Order in Council 817/94 to reflect new ward boundaries for the urban service area, as identified in Bylaw No. 07/027.

Bylaw No. 07/028 – Highway 69/Clearwater Valley Area Structure Plan Amendment

1. THAT Bylaw No. 07/028, to amend the Highway 69/Clearwater Valley Area Structure Plan to rescind references to Keyano College Heavy Equipment Campus lands and adjacent lands to the north and Rotary Park Campgrounds, be read a first time.
2. THAT Bylaw No. 07/028 be read a third and final time.

Bylaw No. 07/029 – Saline Creek Plateau Area Structure Plan

1. THAT Bylaw No. 07/029, being the Saline Creek Plateau Area Structure Plan, be read a second time.
2. THAT Bylaw No. 07/029 be read a third and final time.

BYLAW NO. 07/027

**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 changing the Urban Service Area boundary to include the Saline Creek Plateau Area, bounded to the south by Highway 69; to the west by Saline Creek river valley and to the northeast by the banks of the Clearwater river valley and Draper road, as shown in Schedule "A", attached hereto and forming part of this bylaw
2. THAT the Chief Administrative Officer shall be authorized to consolidate this bylaw.
3. THAT this bylaw shall be passed and become effective when it receives third reading and is signed by the Mayor and Chief Legislative Officer.

READ a first time in Regional Council this 10th day of April, 2007.

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

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

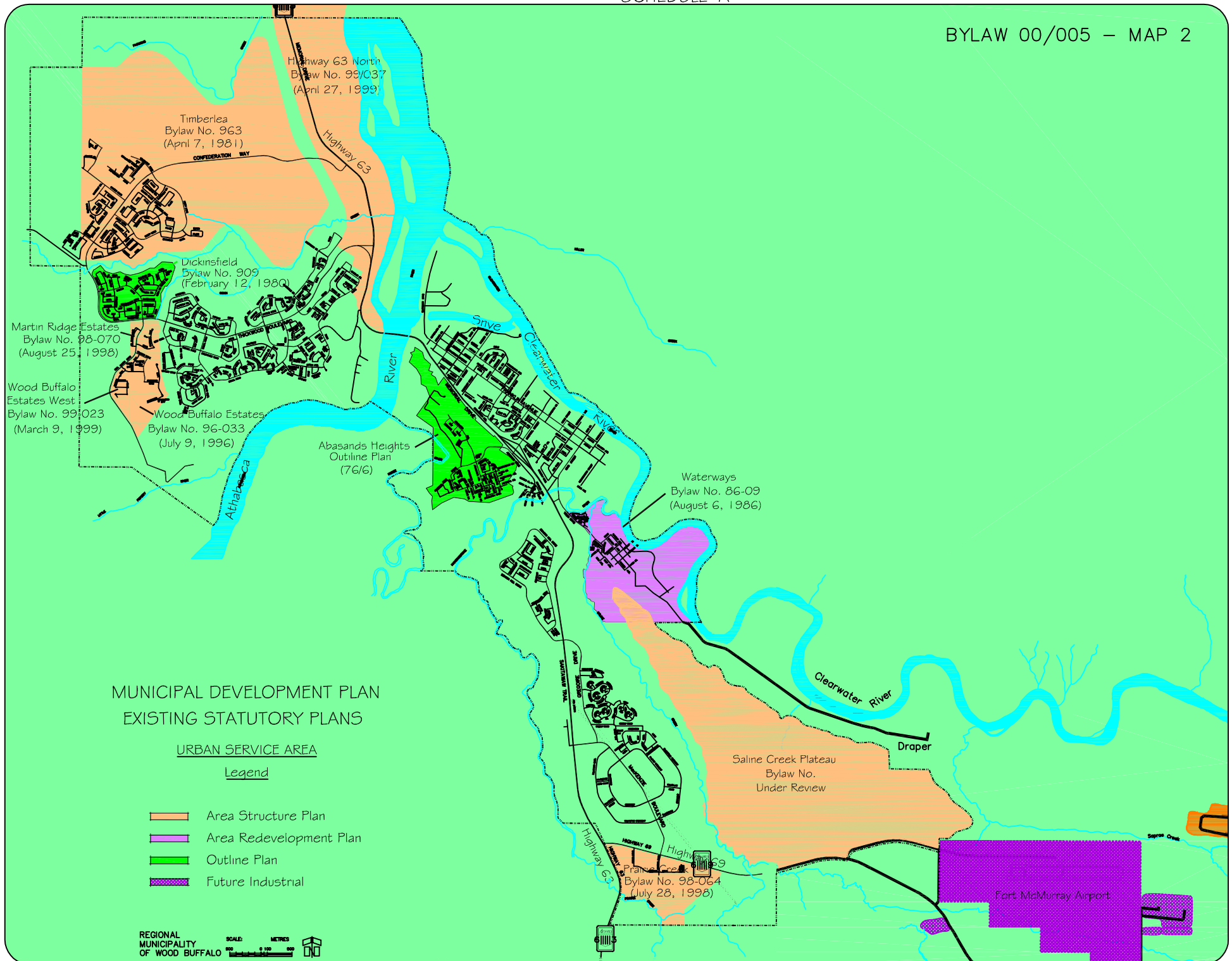
SIGNED and PASSED this day of , A.D. 2007.

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER



BYLAW NO. 07/028

BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO AMEND HIGHWAY 69/CLEARWATER RIVER VALLEY AREA STRUCTURE PLAN BYLAW NO. 99/058

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

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

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

1. THAT Bylaw No. 99/058 is hereby amended by rescinding references to the following Saline Creek Plateau lands from the Plan area, as indicated in Schedule “A”, attached hereto and forming part of this bylaw:
 - a. Keyano College Heavy Equipment Campus lands consisting of 247 hectares (Plan 8421771, Lot 2)
 - b. Adjacent lands north and east of Keyano Campus site as bounded by Saline Creek valley to the west; Clearwater River valley and Draper Road to the northeast; Highway 69 to the south; and proposed parks and recreation areas east of the lands
 - c. Rotary Park Campground site located north of Highway 69
2. THAT Bylaw No. 99/058 is hereby amended by removing all text references to the aforementioned Saline Creek Plateau lands as indicated below:
 - a. Reducing the Plan area size in Section 1.2 and Section 5.2 from approximately 58 square kilometers (5,808 hectares) to 49 square kilometers (4,946 hectares).
 - b. Deleting Keyano College lands, Plan 8421771, Lot 2 from the Land Holdings in Section 1.3
 - c. Deleting the following from Section 2.3 Community Consensus Workshop:
 - i. *“Keyano College’s MacKenzie Campus site and the lands to the north of it would be desirable for residential development at urban densities should they become available for reuse”*
 - ii. *“Rotary Campground and stocked ponds along Highway 69 are good location for new camping facilities with full R.V. hook-ups.”*

- d. Deleting Section 5.2.5 Future Urban Residential Development of Keyano College Heavy Equipment Campus
 - e. Deleting Section 5.2.10 Village Commercial/Community Center
 - f. Deleting Section 5.4.2 Campground Development
 - g. Deleting Section 5.4.6 Impact on Schools
 - h. Deleting Section 5.5.2 Maintaining Aesthetics and Gateway Function - Airport Road and Highway 69
 - i. Deleting Section 5.7.4 Transfer to Crown Land to the RMWB
 - j. Deleting Saline Creek Plateau lands from the ASP Plan Boundary in Maps 1 to 6.
3. THAT the Chief Administrative Officer shall be authorized to consolidate this bylaw.
4. THAT this bylaw shall be passed and become effective when it receives third reading and is signed by the Mayor and Chief Legislative Officer.

READ a first time in Regional Council this 10th day of April, 2007.

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

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

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

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER

BYLAW NO. 07/029

**BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO
ADOPT THE SALINE CREEK PLATEAU AREA STRUCTURE PLAN**

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

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

1. THAT Bylaw No. 07/029, being the Saline Creek Plateau Area Structure Plan, as set out in Schedule "A", is hereby adopted.
2. THAT this bylaw shall be passed and become effective when it receives third reading and is signed by the Mayor and Chief Legislative Officer.

READ a first time in Regional Council this 10th day of April, 2007.

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

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

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

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER

Schedule “A ”

Saline Creek Plateau Area Structure Plan

Prepared for the



by

ARMIN A. PREIKSAITIS
& ASSOCIATES LTD.

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in association with



March 22, 2007

Acknowledgements

Regional Council

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

Regional Municipality of Wood Buffalo Steering Committee Members

Njeri Karanja, Planner I, Strategic Planning & Policy Division
Beth Sanders, Manager, Planning and Development Department
Laurene Viarobo, Superintendent, Strategic Planning & Policy Division
Semra Kalkan, Planner III, Current Planning & Development Division
Steve Cook, Manager, Land Management
Salem Abushawashi, Superintendent, Engineering Services
Wayne MacIntosh, Supervisor of Development and Technical Services, Engineering Services
Paul Foster, Parks and Recreation Technician, Parks and Outdoor Recreation Division
Darcy Elder, Superintendent, Infrastructure Division
Michel Savard, Superintendent, Environment Division

Other Steering Committee Members

Lee Baker, Operations Section Head, Alberta Sustainable Resource Development
Al Adibi, VP Finance and Administration, Keyano College
Garry Ferwerda, Director, Campus Development, Keyano College

Observers

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APPENDICES

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

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1.0 INTRODUCTION

1.1 Purpose

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

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

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

1.2 Vision for a Sustainable Community

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

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

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

1.3 Enabling Legislation

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

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

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

1.4 Plan Area

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

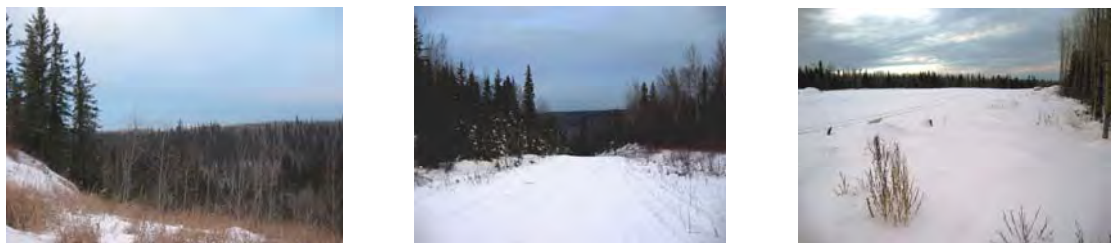
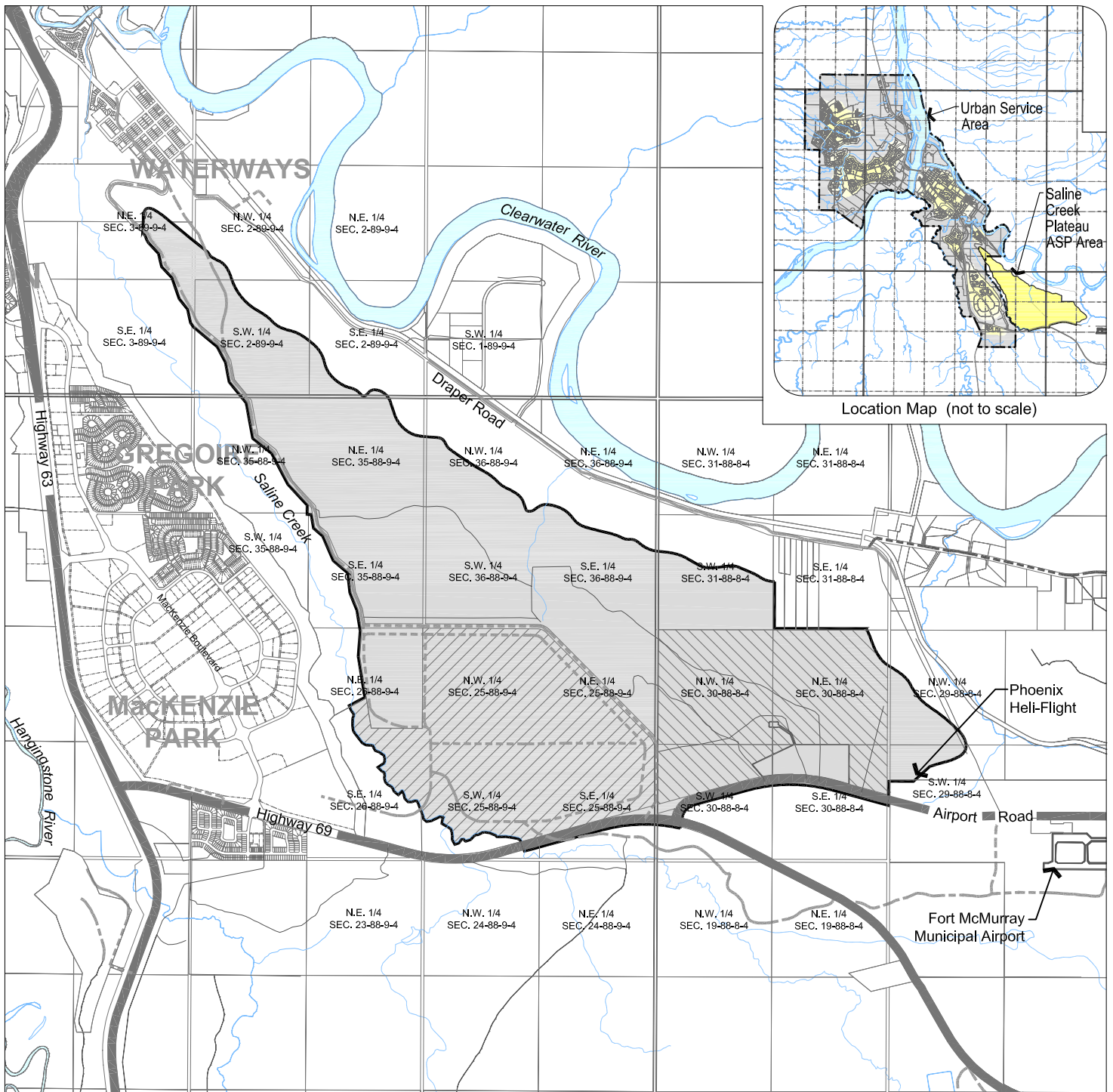










Figure 1-1: Site Photographs; west across Saline Creek, north across the Clearwater River, an existing cleared area



Legend

-  Keyano College Lands
-  Rotary Club Lease Area
-  Highway
-  Resource Road
-  Unimproved Road
-  Cutline
-  Water Courses
-  ASP Area

Map 1 Plan Area



Saline Creek Plateau Area Structure Plan



0 400 800 1600

ARMIN A. PREIKSAITIS
& ASSOCIATES LTD.

in association with:



1.5 Land Disposition

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

1.6 Community Consultation

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

Stakeholder and Public Notification

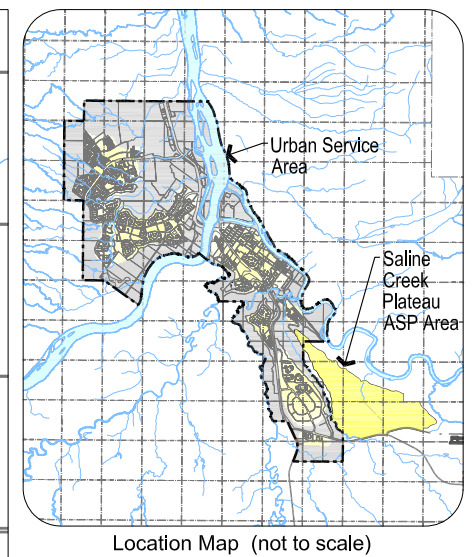
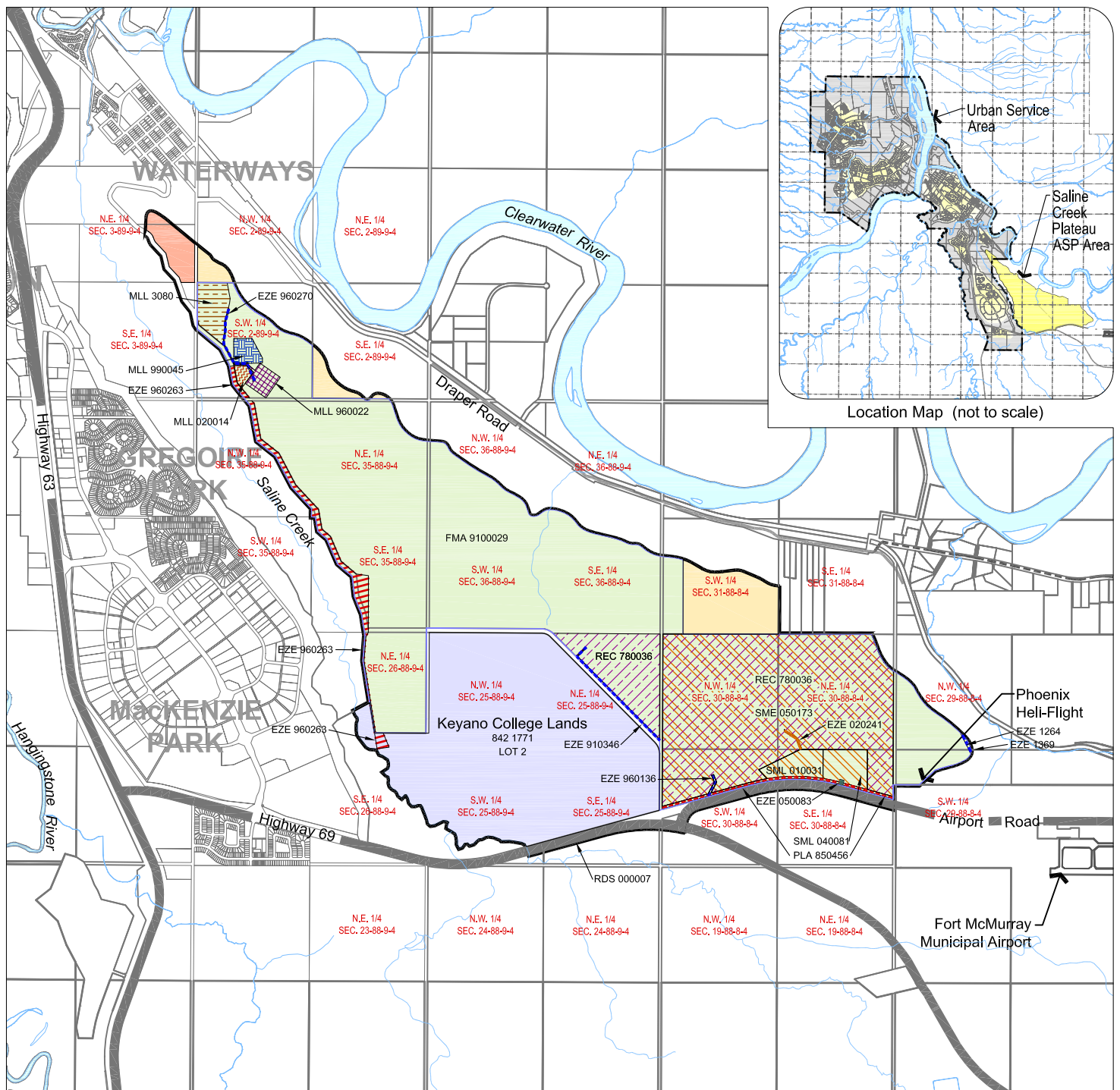
In October 2005, a Project Backgrounder and Map of Plan Area were prepared describing the purpose, scope and timelines for the Saline Creek Plateau Area Structure Plan. This accompanied a letter mailed in October 2005 to various stakeholders and land owners notifying them of the project start. A news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

Design Charette

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

Open Houses

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



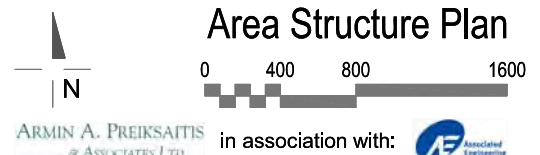
Legend

	Keyano College Lands		Tele-Mobility Co. Lease
	Forest Management Agreement		OK Radio Group Lease
	Regional Municipality of Wood Buffalo		Power Antenna Mfg. Lease
	Other (Freehold and other Dept.)		Atco Electric Ltd. Easement
	Rotary Club of Fort McMurray Lease		Atco Gas and Pipelines Ltd. Pipeline Agreement
	H. Wilson Industries Ltd. Lease		H. Wilson Industries Ltd. Easement
	Telus Comm. Inc. Easement		ASP Boundary
	Rogers Wireless Inc. Lease		

Map 2 Land Disposition



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

Public Hearing

A Public Hearing was held on April 24, 2007.

2.0 STATUTORY PLAN AND POLICY CONTEXT

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

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

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

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

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

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

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

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

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

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

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

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

2.3 Fort McMurray Mineable Oil Sands Integrated Resource Management Plan

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

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

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

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

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

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

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

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

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

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

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

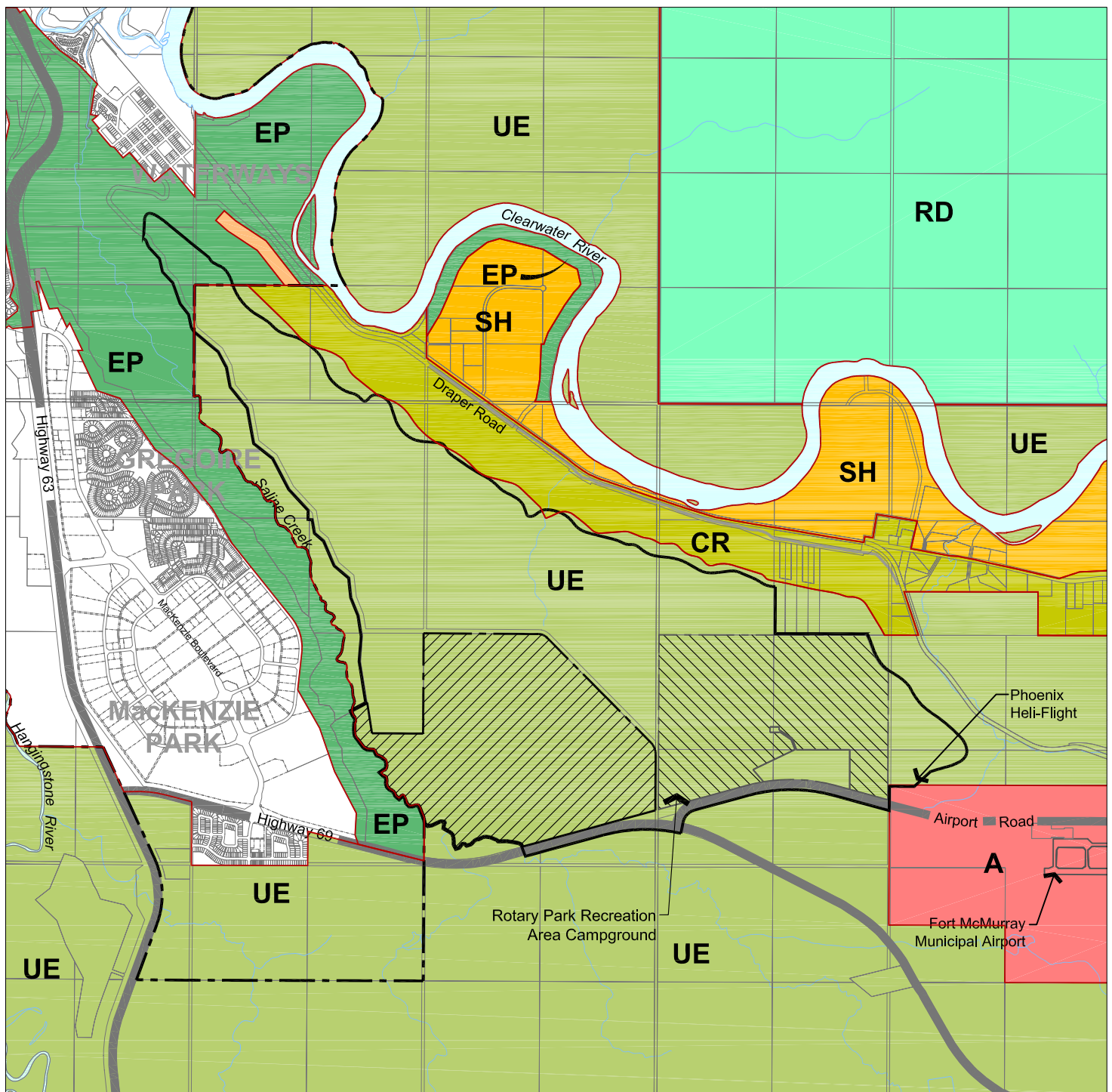
These recommendations are reflected on *Map 6 – Development Concept* and *Map 8 - Open Space System* of the Saline Creek Plateau Area Structure Plan.

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

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

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

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



Legend

Keyano College Lands

Rotary Club Lease Area

RD - Rural District

UE - Urban Expansion

A - Airport District

EP - Environmental Protection

CR - Country Residential

SH - Small Holdings

DC-UER - Direct Control
(Urban Estate Residential)

Rivers

Highways

Urban Service Area

ASP Boundary

Map 3 Existing Zoning



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3.0 SITE CONTEXT AND DEVELOPMENT CONSTRAINTS

3.1 Existing and Surrounding Land Uses

Refer to *Map 5 – Existing Zoning*.

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

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

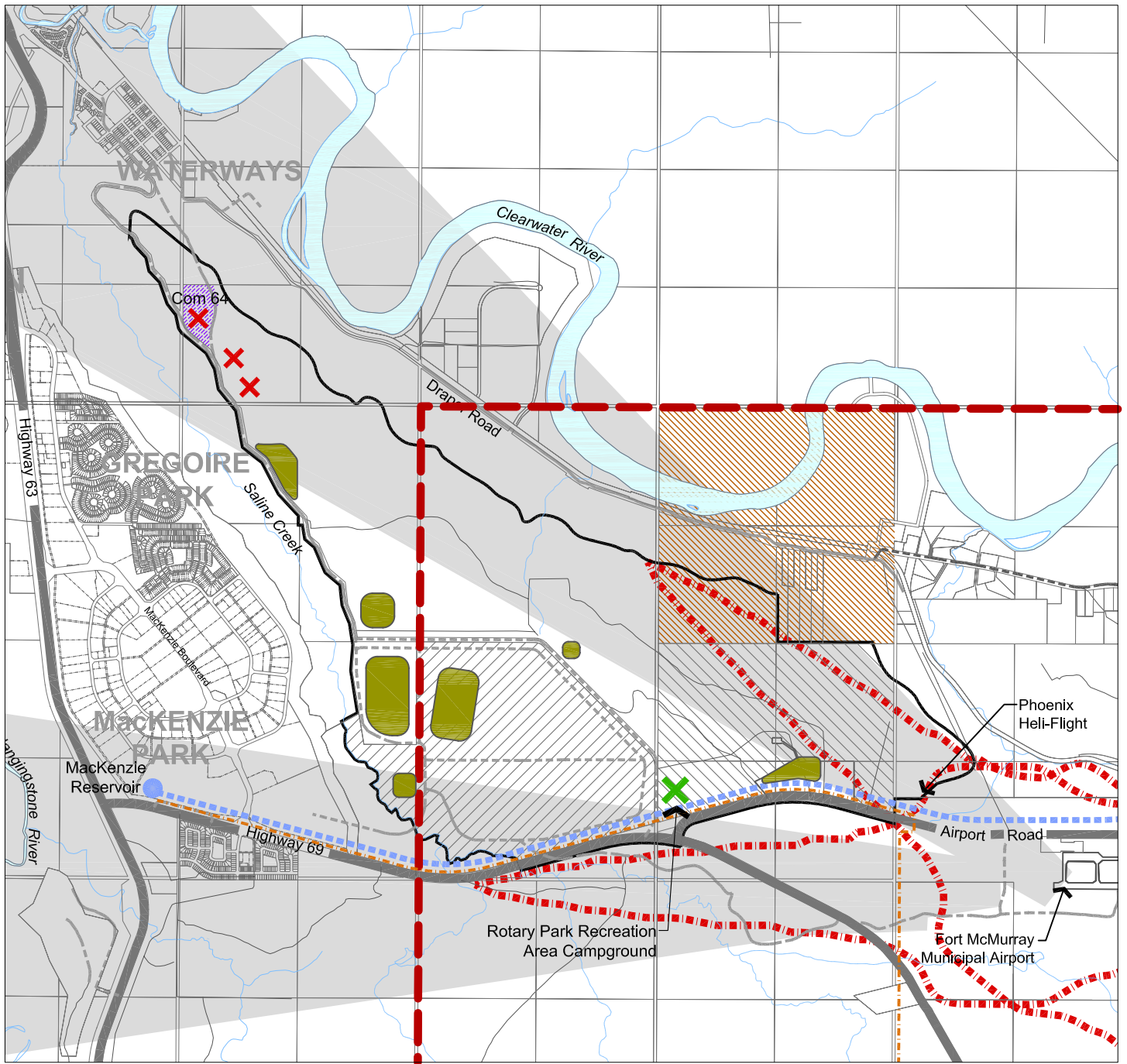
3.2 Topography and Natural Drainage

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

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

3.3 Soils and Vegetation

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



Legend

- | | | | |
|--|--|--|-------------------------------|
| | Keyano College Lands | | Existing Water Pipeline |
| | Rotary Club Lease Area | | Existing ATCO Gas Pipeline |
| | Highways | | Historical Resource Site |
| | Resource Road | | Transmission Tower Site |
| | Unimproved Road | | Gravel Workings / Excavations |
| | Cutline | | Existing Transmission Tower |
| | Noise Exposure Forecast Contour (2020) | | Existing Campground |
| | Airport Approach Surface | | ASP Boundary |
| | Airport Outer Surface | | |

Map 5 Existing Development Constraints



REGIONAL MUNICIPALITY
OF WOOD BUFFALO

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

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

3.4 Natural Constraints

3.4.1 Top of Bank Setbacks

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

Table 3-1: Recommended Development Setbacks

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

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

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

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

subdivision design.

3.4.2 Poorly Drained Areas

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

3.4.3 Need for Fire Guard

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

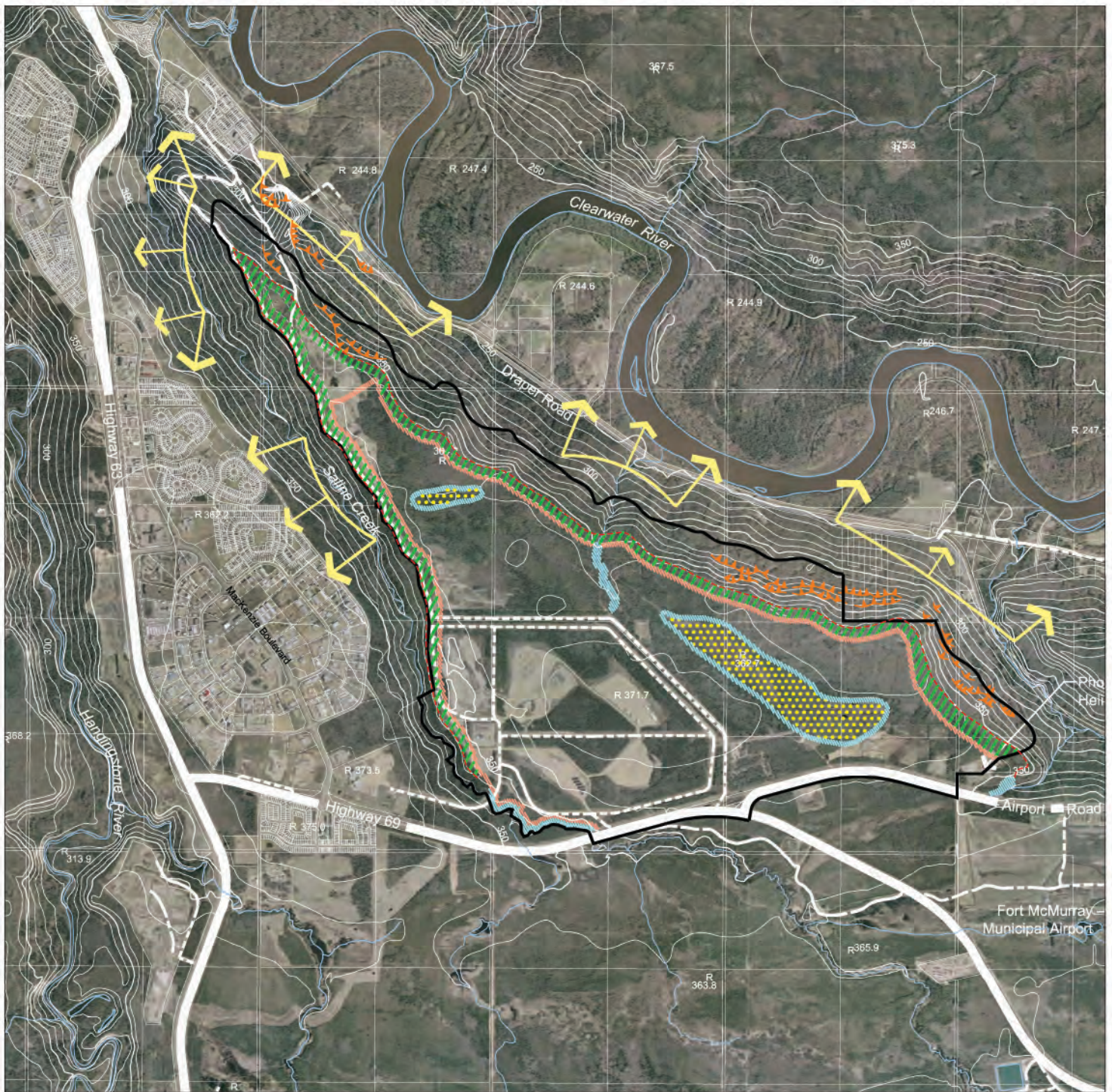
3.5 Man Made Constraints

3.5.1 Fort McMurray Municipal Airport

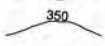











Refer to *Map 4 – Existing Development Constraints*. The Fort McMurray Municipal Airport is located approximately one (1) kilometre south east of the Area Structure Plan area. Noise impacts and obstruction zoning requirements for development in proximity to the Airport apply to the Area Structure Plan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

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

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



Legend

- | | | | |
|--|--------------------------------|---|----------------------------|
|  | 10m Contour Interval |  | Highway |
|  | 30m Fire Break |  | Resource / Unimproved Road |
|  | Possible Unfavorable Areas |  | Water Courses |
|  | Setback From Water / Wet Areas |  | ASP Boundary |
|  | Visible Slope Failures | | |
|  | Top of Bank Setback | | |
|  | Existing Views | | |
|  | Top of Bank | | |

Map 4 Site Analysis



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

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

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

3.5.2 Phoenix Heli-Flight

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

3.5.3 Gravel Workings / Keyano College Excavations

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

3.5.4 Telecommunications Towers

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

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

3.5.5 Pipelines

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

A South East Regional Water Supply Line runs parallel to the ATCO Gas pipeline, between the Fort McMurray Water Treatment Plant and the Hamlet of Anzac.

None of the land uses proposed in this Area Structure Plan will be unduly impacted by location of these pipelines and right-of-ways. These pipelines are located within the existing road right-of-ways or within the proposed 30 metre buffer strip on the north side of Highway 69/Airport Road.

3.5.6 Historical and Archaeological Resources

In the vicinity of the Saline Creek Plateau Area Structure Plan area, there is one site containing a historical resource with a value of “four” (4). Historical Resource Value is assigned by the Heritage Resource Management Branch, Alberta Community Development, as a number from one (1) to five (5), with one (1) being the most significant. This resource is located in Sec. 31-88-8 W4M, in legal subdivisions 1-16. A Historical Resource Impact Assessment must be conducted at the Outline Plan stage, if deemed necessary by Alberta Community Development.

Specific locations of historical resources are not illustrated. This information is withheld in order to prevent potential disturbances to unattended sites in remote locations. Refer to *Map 4 – Existing Development Constraints*.

4.0 PLANNING PRINCIPLES AND OBJECTIVES

The following eleven (11) key planning principles and objectives shape the future development concept for the Saline Creek Plateau Area Structure Plan.

4.1 Planning Principles and Objectives

Principle #1: *Develop the Saline Creek Plateau Area Structure Plan area as a complete and integrated mixed-use community that provides opportunities to live, work, shop, play and learn.*

Objectives:

- a. Develop three (3) compact, walkable neighbourhoods surrounding a mixed-use Village Centre.
- b. Provide for shopping and employment opportunities by allocating land for Mixed Use – Office / Commercial / Residential uses in the Area Structure Plan area.
- c. Arrange the mix of land uses so they function in a mutually supportive fashion to minimize land use conflicts while maximizing synergies amongst them e.g. locating higher density residential uses close to shopping areas, services, schools, parks and open space.
- d. Centrally locate schools, parks, and community facilities so they are easily accessible from each neighbourhood through a well-designed interconnected network of roads, pathways and open spaces.

Principle #2: *Create a centrally located mixed-use Village Centre, linked to the Grand Boulevard, to serve as a focal point, gathering place and community service centre for the surrounding residential neighbourhoods.*

Objectives:

- a. Incorporate a wide range of uses including a community centre, joint high school site with playfields, recreation complex, community health centre, daycare, neighbourhood commercial and services, emergency service facilities and residential uses to create a vibrant Village Centre.
- b. Encourage the development of higher density residential uses within or near the Village Centre to provide housing for a range of household types, incomes, and ages.
- c. Provide transit and vehicular access to the Village Centre, from the surrounding neighbourhoods and region.
- d. Provide pedestrian access to the Village Centre through a system of interconnected multi-use pathways and sidewalks.

Principle #3: *Take advantage of the site's natural systems and assets by preserving and, where possible, integrating natural features into the design of the community.*

Objectives:

- a. Maintain the recommended top of the bank setbacks from the Clearwater River Valley and Saline Creek Ravine, as recommended in geotechnical studies.
- b. Integrate natural drainage courses, wetlands and low-lying areas into the stormwater management system where practical.
- c. Connect the 30 metre Firesmart Firebreak setback, riparian areas along the creek, and natural areas with pathways to provide a linked network of greenways.

Principle #4: *Apply best practices in neighbourhood design that foster identity, livability, interaction, safety and a sense of place.*

Objectives:

- a. Ensure that each neighbourhood is designed around a focal point such as park / school sites, neighbourhood commercial uses or community services uses to provide opportunities for interaction amongst residents.
- b. Promote walkability by providing safe, interconnected, pedestrian friendly streets and pathways, including a central green space spine, to ensure that recreation opportunities, convenience goods and services, are provided within a 10 minute (800 metre) walking distance from residences.
- c. Prepare and adopt, at the Outline Plan stage and subdivision, architectural design guidelines to ensure high quality buildings, streetscapes and park designs that create attractive and livable neighbourhoods.
- d. Utilize Crime Prevention Through Environmental Design principles (CPTED), at the subdivision and site planning stages, to enhance public safety.
- e. Require laned subdivisions with shallow front yards (i.e. 3 metre versus 6 metre setbacks) to have dwelling units with front doors located closer to the street encouraging "eyes on the street" and creating larger, useable backyard areas.
- f. Locate services and amenities such as transit, schools, parks and shops centrally in each of the three neighbourhoods within a 400 metre radius, or five-minute walk of residences, to encourage walkability.
- g. Locate mixed use office / commercial / residential along the Grand Boulevard and in the Village Centre to provide exposure and easy access from arterial roadway network.
- h. Reinforce the unique character of each neighbourhood through "placemaking" by providing distinctive entrances, gateways, focal points, memorable parks, open spaces and legible neighbourhood centres and boundaries, while discouraging gated communities. These will be described in more detail at the Outline Plan and architectural design guideline stages.

- i. Utilize winter city design principles at the Outline Plan and subdivision stage to create a community that is functional and enjoyable year round.
- j. Provide for a landscaped buffer along Highway 69 and Airport Road for noise attenuation and visual screening, and to beautify the major entrance way from the airport to Fort McMurray.

Principle #5 *Apply the wildfire hazard mitigation measures from the Firesmart "Protecting Your Community from Wildfire" guide.*

Objectives:

- a. Provide a 30 metre Firesmart firebreak adjacent to natural open areas, such as the top of bank setback from the Clearwater River and Saline Creek valleys.
- b. Ensure a looped collector roadway network, where feasible, to facilitate emergency vehicle access and public evacuation.
- c. Ensure adequate municipal water servicing to the Area Structure Plan area for fire suppression purposes.

Principle #6: *Provide a range of housing choice to address the needs of various demographic and income groups for long-term community sustainability.*

Objectives:

- a. Ensure provisions for a wide range of housing choice, including apartments, rowhousing, single family detached, work / live accommodation, co-housing and secondary suites within the Area Structure Plan area.
- b. Allow for secondary suites in areas proposed for Low Density Residential uses, to provide alternative housing options as well as "mortgage helper" opportunities for the homeowner.
- c. Encourage an increased proportion of higher density housing products in comparison to the current housing mix in the Urban Service Area of Fort McMurray, including ground-oriented multiples (duplexes, rowhousing, stacked row-housing and apartments) to make better use of a limited land base.
- d. Encourage opportunities for locating aging in place seniors complexes in the Village Centre with easy access to shopping, recreation, community and support services.

Principle #7: *Conserve energy and natural resources through best practices of sustainability consistent with the Leadership in Energy and Environmental Design for Neighbourhood Developments (LEED-ND) Rating System (Preliminary Draft).*

Objectives

- a. Create complete, compact, mixed-use and walkable neighbourhoods within the Area Structure Plan area to promote public health. Also reduce air pollution, energy consumption, and greenhouse gas emissions through community design.

- b. Wherever possible, protect and integrate existing natural areas and wildlife habitats into the parks and open space system and development sites by minimizing clearing of vegetation and grading.
- c. Implement a stormwater management plan that utilizes existing wetlands and low-lying areas where feasible. Other stormwater management methods such as bioswales, engineered wetlands and other best practices will also be utilized to capture and treat stormwater runoff.
- d. Use untreated stormwater for irrigation and other uses to conserve water.
- e. Orient buildings to take advantage of solar energy relative to the sun, by maximizing the amount of south facing glass in relation to the building's thermal mass.
- f. Encourage the use of "green building technologies" such as energy efficient mechanical systems, geothermal heating and cooling, green roofs and low energy lighting, where physically and economically feasible, through the application of architectural design guidelines to be adopted at the Outline Plan stage.

Principle #8: Provide a balanced transportation network for the Area Structure Plan area, create a choice of transportation modes for future residents and encourage walkability.

Objectives

- a. Implement the principles of fused grid roadway system by creating pedestrian and vehicular connections that enhance mobility and circulation within the Area Structure Plan area.
- b. Provide a hierarchy of roads including arterial, collector and local roadways to ensure efficient vehicular and public transit access within the Area Structure Plan area, directing traffic towards destinations, while discouraging short cutting through neighbourhoods.
- c. Connect the Area Structure Plan area to the surrounding region and the Lower Townsite, by providing two access points to Highway 69, a roadway connection to Draper Road and, potentially, a roadway connection across Saline Creek to MacKenzie Park.
- d. Manage parking through the use of lanes, encourage site design which avoids large parking areas and orients buildings towards the street, and take advantage of opportunities for shared parking facilities.
- e. Provide a functional and attractive Grand Boulevard with mixed uses along it, as a central access to the Area Structure Plan area from Highway 69 to the Village Centre.
- f. Undertake streetscape treatment of the Grand Boulevard as a means of enhancing the identity and character of the Area Structure Plan area.
- g. Provide for roads with reduced cross sections, to minimize land consumed by road and to reduce the total area of hard surfacing. Seek alternative roadway design standards to accommodate streetscaping.

- h. Design arterial and collector roadways to accommodate both city transit and highway coaches, used for commuting workers to plant sites. Central pick-up and drop off locations for commuters will be designated in each neighbourhood at the Outline Plan stage.

Principle #9: Provide recreational uses, educational uses, and social gathering opportunities in the Area Structure Plan area, interconnected by a pathway network.

Objectives:

- a. Centrally locate opportunities for indoor and outdoor recreation such as parks, gathering spaces and social areas for special events and programming.
- b. Strategically site and link stormwater management facilities, parks, schools and associated playfields using multi-use pathway connections thus increasing their accessibility for community use and enhancing walkability.
- c. Utilize the 30 metre Firesmart Setback and 30 metre highway buffer to create a multi-purpose pathway connection around the perimeter of the Area Structure Plan area, with attractive connections to the Village Centre and individual neighbourhoods.

Principle #10: Provide a framework that will facilitate financial viability of future development through the orderly and economic extension of services and strategic allocation of land uses.

Objectives:

- a. Provide a phasing plan for the orderly, economic and efficient extension of roadways, and utility servicing.
- b. Ensure the full utilization of existing gravel deposits within the Area Structure Plan area prior to development for other uses.
- c. Provide for construction of a mix of land uses and residential densities in the each phase of development.

Principle #11: Foster the safety of residents to enhance livability.

Objectives:

- a. Consider 1st Generation (physical) Crime Prevention Through Environmental Design (CPTED) principles when evaluating development proposals.
- b. Consider 2nd Generation (social) Crime Prevention Through Environmental Design (CPTED) principles during the Outline Plan and subdivision approval process.

5.0 LAND USE CONCEPT

5.1 Overview of Land Use Concept

Refer to *Map 6 – Development Concept*. The Saline Creek Plateau Area Structure Plan area proposes a range of land uses to create a vibrant and diverse community. A Village Centre, comprised of a mix of office, commercial, and residential uses is centrally located and acts as a focal point for the social and economic interaction of residents in the area. In the Village Centre, a community recreation facility and a joint high school are proposed. East of the Village Centre, a joint junior high school is proposed.

Surrounding the Village Centre, three (3) neighbourhoods are planned. Each neighbourhood is generally contained within a ten minute walking distance of an elementary school site or park space and contains a mixture of residential, commercial, and public uses. Pedestrian and vehicular connectivity between the Village Centre and neighbourhoods is provided via a fused grid road network. A network of interconnected green spaces is proposed, linked by pathways and sidewalks. Refer to *Map 7 – Neighbourhood Units*.

Neighbourhood one (1) is bordered by the Grand Boulevard and Village Centre to the east, the Saline Creek valley to the west, Highway 69 to the south and the east – west collector roadway extending from the terminus of the Grand Boulevard to the north.

Neighbourhood two (2) is bordered by the east – west collector and arterial roadways extending from the terminus of the Grand Boulevard to the south, and the Clearwater River and Saline Creek valleys to the east and west, respectively.

Neighbourhood three (3) is bordered by the Grand Boulevard to the west, the Clearwater River valley to the east, Airport Road and Highway 69 to the south, and the east – west arterial roadway extending from the terminus of the Grand Boulevard to the north.

It must be recognized that the Rotary Club currently operates a campground within their recreational lease area. Given Council's policy on campgrounds within the Urban Service Area, this is viewed as an interim use that will be phased out with the future residential development planned for this portion of the Area Structure Plan area.

5.2 Need for Architectural Design Guidelines

Detailed architectural design guidelines need to be developed at the Outline Plan and subdivision stage to ensure detailed implementation of planning principles and objectives. These architectural design guidelines are important in implementing the sustainable development and urban design concepts promoted in this Area Structure Plan. These concepts include, but are not necessarily limited to, a fused grid roadway network, an integrated open space and pathway system, innovative housing forms, mixed use areas, location and configuration of parking, landscaping and architectural treatment of buildings. These design considerations will contribute to the attractiveness, livability and sustainability of the Area Structure Plan area.

Map 6 Development Concept

Legend

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Convenience Commercial
- Airport Commercial
- Mixed Use - Office / Commercial / Residential
- Parks / Schools / Open Spaces
- Public / Separate High School
- Public / Separate Jr. High School
- Public / Separate Elementary School
- Community Recreation Facility
- Stormwater Management Facility
- Environmental Reserve
- Golf Course
- Top of Bank
- Top of Bank Setback
- Surface Material Lease Area
- Highway
- Arterial Roadway
- Collector Roadway
- Potential Collector Roadway
- Firesmart Roadway
- 30m Landscaped Highway Buffer
- Existing Transmission Tower
- Village Centre
- ASP Boundary

NOTE: All roadway locations are approximate and intended to be used for presentation purposes only.

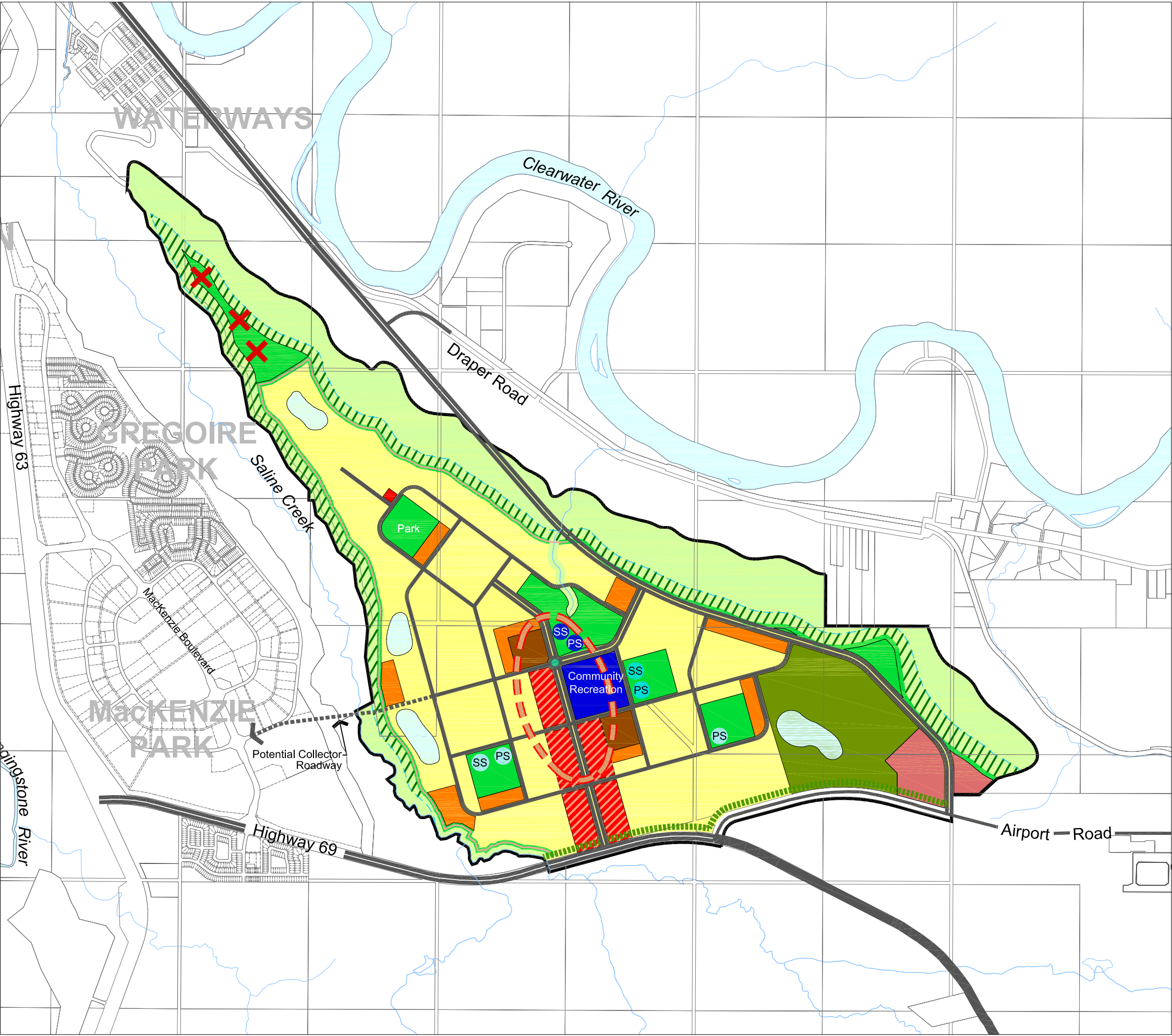
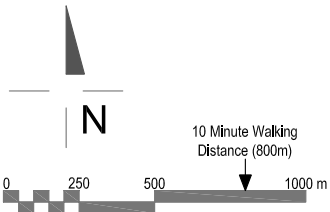
Saline Creek Plateau Area Structure Plan

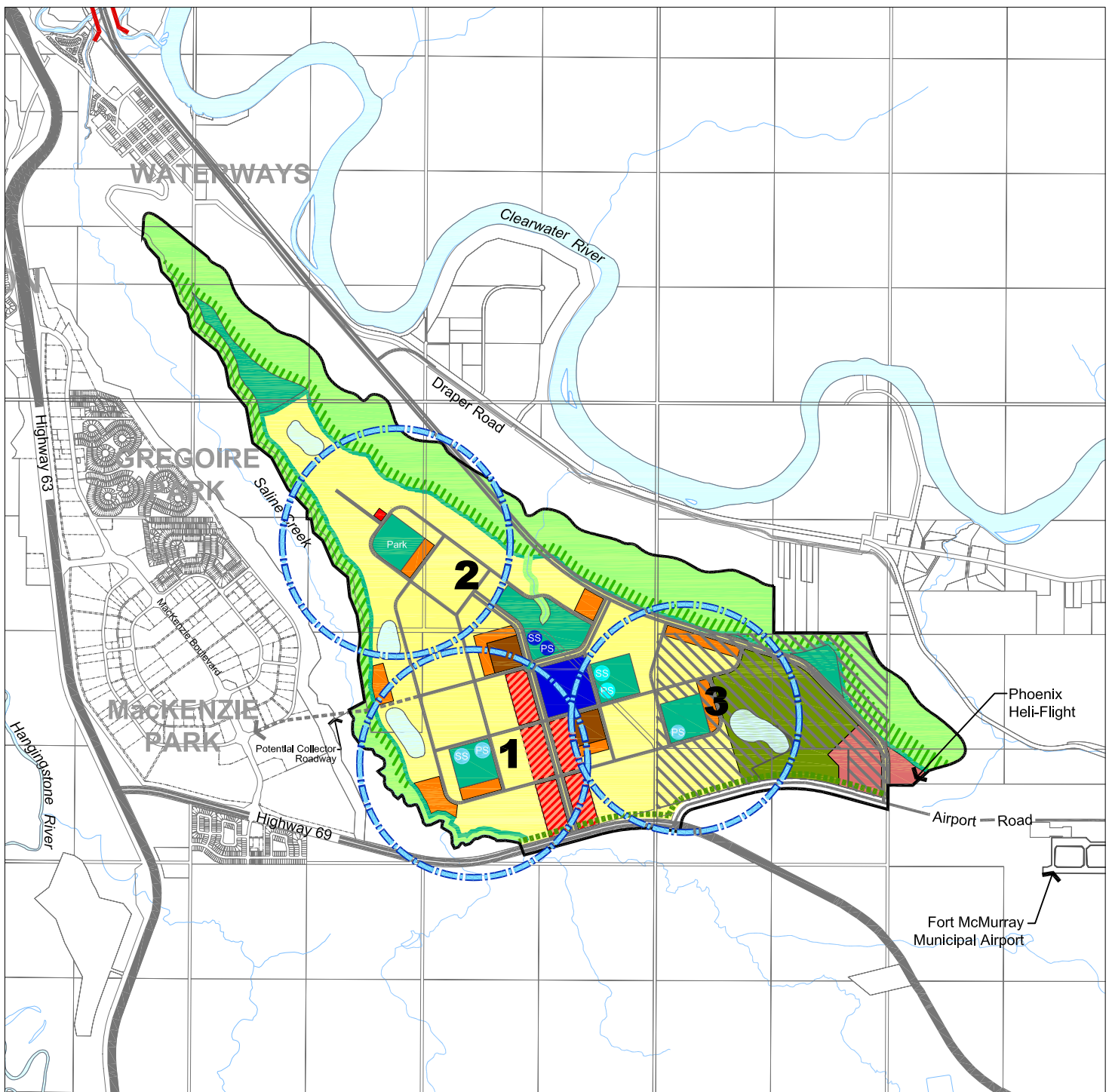
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Date: March, 2007





Legend

-  Rotary Club Lease Area
- 1** Neighbourhood Cell Number
-  10 Minute Walking Distance (800m)
-  Highway
-  Arterial Roadway
-  Collector Roadway
-  Potential Collector Roadway
-  Rivers

 ASP Boundary

NOTE: See Figure 6 - Development Concept for the complete future land use legend.

Map 7 Neighbourhood Units



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5.3 Village Centre

Adjacent to the Grand Boulevard, a Village Centre is proposed as a central gathering place and focal point for residents of the Area Structure Plan area. Mixed use office, commercial, and residential uses are planned to create a “high street” style of development. These uses encourage round-the-clock use along the Grand Boulevard, thus creating a safe and attractive Village Centre.



Figure 5-1: Village Centre; examples of mixed use “high street” style of development

Uses that could be located in the Village Centre include fire and police services, medical services, and professional offices. The joint high school and community recreation uses planned directly east of the Grand Boulevard will further contribute to the development of a vibrant centre for the Area Structure Plan area.

5.4 Convenience Commercial

In the north west of the Area Structure Plan area, an approximately ± 0.4 hectare (± 1 acre) commercial site has been designated to serve day to day convenience commercial needs. This site is intended as a small commercial site for the northernmost neighbourhood. It is located adjacent to a proposed joint elementary school site and is within ten minute walking distance of residences.

5.5 Airport Commercial

Approximately ± 16 hectares (± 40 acres), or 3 per cent of the GDA, has been designated for airport commercial uses. Permitted uses may include office and light industrial uses such as gas stations, car rentals, car washes, and convenience commercial uses primarily targeted for patrons of the Fort McMurray Municipal Airport.

5.6 Mixed Use Office / Commercial / Residential

Mixed use office, commercial and residential uses are proposed for approximately ± 20 hectares (± 49 acres) of land, or 4 per cent of the Gross Developable Area (GDA), adjacent to the Grand Boulevard. Good visibility from Highway 69 and access from the Area Structure Plan area and the surrounding region are provided at this location. Residential uses,

professional offices, business support services, hotels and retail commercial uses could be developed in this area. This area may consist of residential units mixed vertically or horizontally, with commercial and/ or office uses.



Figure 5-2: Mixed Use; examples of vertically stacked mixed use development and large retail development incorporating a strong street edge

A “high street” style of development adjacent to the Grand Boulevard is envisioned as the focus of the Village Centre thereby creating a pedestrian friendly, street-oriented environment. Parking is to be provided in underground structured facilities or at the rear of buildings to create a strong street edge with active frontages along the Grand Boulevard.

5.7 Residential Uses

A total of approximately ± 234 hectares (± 578 acres), or 45 per cent of the GDA, are proposed for residential uses. A range of housing choice is proposed to meet the housing needs of a variety of age, income, and household types.

5.7.1 Low Density Residential

Low density residential uses are proposed for approximately ± 198 hectares (± 489 acres) of land, or 38 per cent of the GDA. Single family detached, semi-detached, duplex and modular home housing formats are proposed to accommodate both young and mature families and to provide opportunities for shared accommodation. Low density residential units comprise approximately 70 per cent of the total residential units planned for the Area Structure Plan area. Lot sizes will range from approximately 230 metres² to 270 metres² (2,454 feet² to 2,905 feet²). Street oriented, laned development will be utilized to provide sufficient vehicular access and parking while creating safe and attractive residential streets.



Figure 5-3: Low Density Residential; examples of secondary suites and street oriented low density residential development

Secondary suites may be considered in low density residential areas to provide additional housing without changing the character of the neighbourhood. This type of development functions as a “mortgage helper”, making home ownership more accessible. The allocation of secondary suites will be dependent on the servicing capacity of the Area Structure Plan area during implementation.

5.7.2 Medium Density Residential

Medium density residential uses are proposed for approximately ± 27 hectares (± 67 acres), or 5 per cent of the GDA. Multiplex residential development consisting of three (3) to six (6) unit “big house” style residential buildings and townhouses are proposed to accommodate young families, singles, empty nesters, and to provide for shared accommodation. Medium density residential units comprise approximately 18 per cent of the total residential units planned for the Area Structure Plan area. Lot sizes will vary in relation the format of medium density residential development, with a minimum lot area of ± 186 metres² ($\pm 1,997$ feet²). Buildings will be situated to address the street. Lanes and parking structures will be utilized to provide sufficient vehicular access including provisions for emergency and fire services accessibility to residential development.



Figure 5-4: Medium Density Residential; examples of multiplex and townhouse forms of medium density residential development

Medium density residential areas are located in proximity to collector roads in order to provide efficient vehicular access to the Area Structure Plan area, Highway 69, Airport Road, the Urban Service Area and the surrounding region. Proximity to schools, community services, mixed use development and amenity areas was considered when locating Medium density residential sites. A significant amount of medium density

residential area is located in proximity to the Grand Boulevard and Village Centre. This location is complimentary to mixed use development, parks and open space, and the community recreation site, thus providing a critical mass of future residents within walking distance of these uses. Additional medium density residential areas are located adjacent to the Clearwater River and Saline Creek valleys, providing excellent views and access to the proposed pathway network.

5.7.3 High Density Residential

High density residential uses are proposed for approximately ± 9 hectares (± 22 acres) of land, or 2 per cent of the GDA. High density residential development will consist of low and mid-rise apartments of four to six stories and will provide housing for singles, empty nesters and provide opportunities for shared accommodation. High density residential units will comprise approximately 12 per cent of all residential units in the Area Structure Plan area, with apartment sites averaging approximately ± 5 hectares (± 12 acres) in size. Parking should be primarily accommodated using underground structured facilities. Individual entrances should be provided to ground level units in order to create active street frontages and promote “eyes on the street” surveillance.



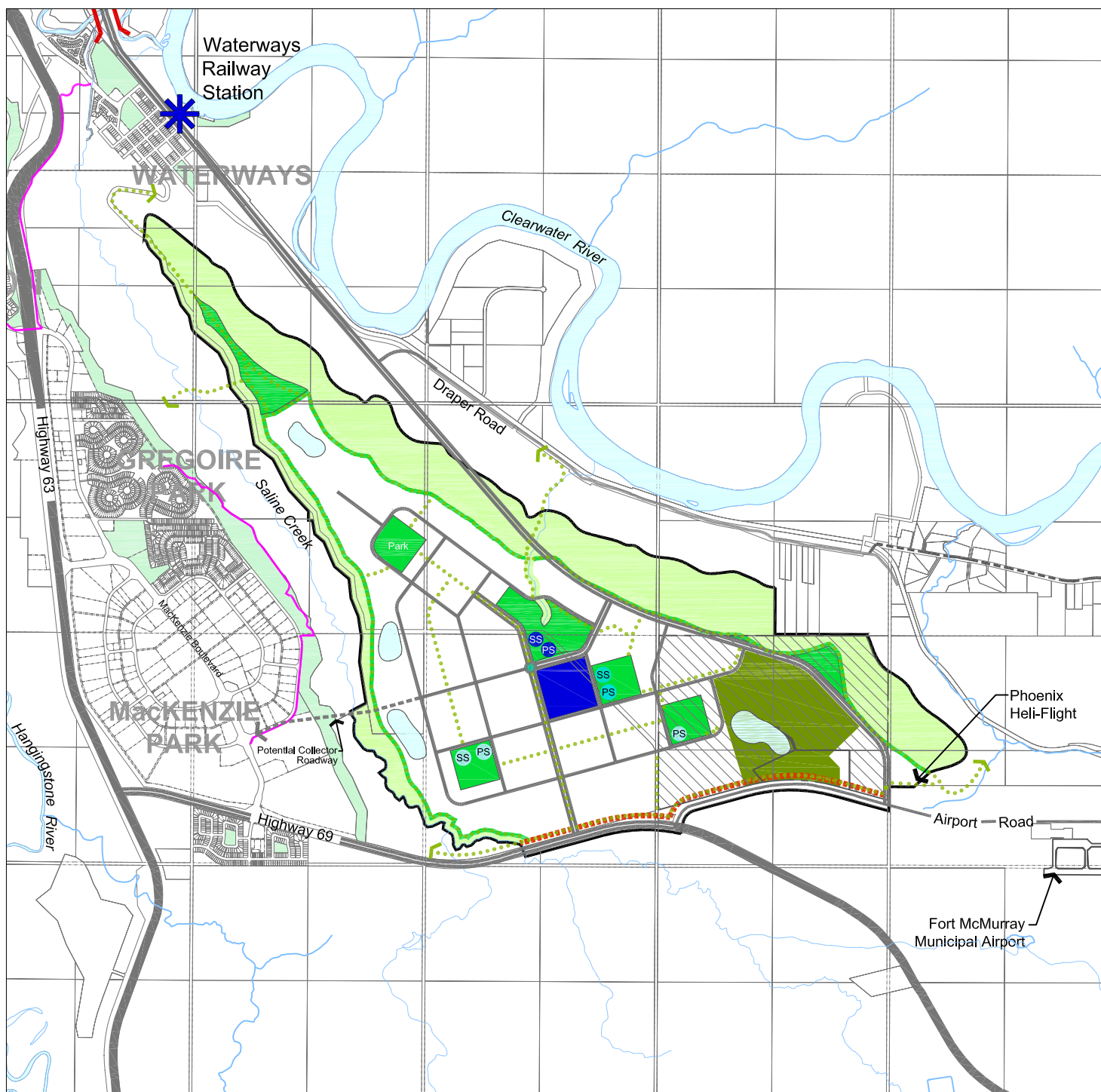
Figure 5-5: High Density Residential; examples of apartments with individual ground level entrances

High density residential areas are located in proximity to the Grand Boulevard in order to provide accessibility of services to future residents thus reducing vehicular traffic dependency and traffic congestion within the Area Structure Plan area.

5.8 Parks, Schools and Open Spaces

Refer to *Map 8 – Open Space System*. A total of approximately ± 95 hectares (± 312 acres), or 18 per cent of the GDA, is dedicated as parks, schools and other open spaces in the Area Structure Plan area.

A pathway system, interconnected to the roadway network is proposed for the plan area. This pathway system will provide pedestrian and non-motorized access to parks, schools, and open spaces within the Area Structure Plan area. On the top of bank perimeter surrounding the Area Structure Plan area, a pathway is proposed within the 30 metre firebreak, providing opportunities for pathway looping and connections to the regional pathway system. These



Legend

	Rotary Club Lease Area		Urban Connectors
	Existing Open Space		30m Landscaped Highway Buffer
	Environmental Reserve		Highway
	Parks / Schools / Open Spaces		Arterial Roadway
	Community Recreation		Collector Roadway
	Stormwater Management Facility		Potential Collector Roadway
	Golf Course		Rivers
	Potential Pathways		ASP Boundary

Map 8 Open Space System



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connections to the regional pathway network are planned to provide connections to the Urban Service Area and surrounding region and to enhance passive recreation opportunities for future residents.

The general sizes and locations of all school sites described in this Area Structure Plan are made in consultation with the Fort McMurray Public School District No. 2833. The specific numbers, locations, and sizes of school sites and the methodologies for student generation must be further assessed at a more detailed Outline Plan and subdivision stage with the participation of the Fort McMurray Public School District.

5.8.1 Public Elementary School

One (1), approximately ± 8 hectare (± 20 acre), site is identified for a public elementary school within the Area Structure Plan area. This school site is located centrally relative to the south east neighbourhood within the Area Structure Plan area. As previously discussed, the public elementary school site will be connected by pathways to the local and regional pathway system.

5.8.2 Joint Elementary School

One (1), approximately ± 8 hectare (± 20 acre), site is identified for a joint elementary school within the Area Structure Plan area. This school site is located centrally relative to the south west neighbourhood within the Area Structure Plan area. As previously discussed, the joint elementary school site will be connected by pathways to the local and regional pathway system.

5.8.3 Joint Junior High School

One (1), approximately ± 8 hectare (± 20 acre), site has been identified for a joint junior high school, east of the Village Centre and Grand Boulevard. As previously discussed, the joint junior high school site will be connected by pathways to the local and regional pathway system.

5.8.4 Joint High School

One (1), approximately ± 16 hectare (± 40 acres), site is identified for a joint high school within the Area Structure Plan area. This school is located in proximity to the Village Centre and community recreation facility. It is anticipated that this school will accommodate students from nearby Urban Growth Areas. At the Outline Plan stage the possibility of accommodating playfields in stormwater management "dry pond" facilities should be considered. As previously discussed, the joint high school site will be connected by pathways to the local and regional pathway system.

5.8.5 Park Space

One (1), approximately ± 8 hectare (± 20 acre), site is identified for a park space within the Area Structure Plan area. This school site centrally relative to the north west neighbourhood within the Area Structure Plan area. At the Outline Plan stage, in consultation with the Fort McMurray Public School District, this site could be utilized to accommodate an additional elementary school site if necessary.

5.8.6 Community Recreation Facility

A total of approximately ± 13 hectares (± 32 acres), or 3 per cent of the GDA, is proposed for a community recreation facility consisting of recreational and community service uses. This facility is intended to serve the residents of the Area Structure Plan area. Permitted services could include ice arenas, swimming pools, a library, a gymnasium, community agencies, meeting rooms, a food court, playfields and associated parking.

The community recreation facility is located centrally within the Area Structure Plan area adjacent to the Grand Boulevard. This location provides accessibility to residents of the Area Structure Plan area and adjacent neighbourhoods. The community recreation facility will be connected by multi-use pathways to the local and regional pathway system.

5.8.7 Other Open Spaces

Other open spaces comprise approximately ± 17 hectares (± 42 acres) of the Area Structure Plan area and are to remain undeveloped. These open spaces are located to the north west of the Area Structure Plan area, lands surrounding the existing transmission towers, and between the Clearwater Parkway and the environmental reserve located along the top of bank of the Clearwater River and Saline Creek valleys.

5.8.8 30 Metre Firesmart Firebreak

A 30 metre Firesmart Firebreak, adjacent to the top of bank setback established by the Preliminary Geotechnical Assessment, comprises approximately ± 29 hectares (± 72 acres) of land. A local road right of way will be located within the firebreak adjacent to residential uses. This local road will enhance the effectiveness of the firebreak by providing easy access for emergency vehicles. It also provides pedestrian access to the neighbourhoods with natural views of the top of bank.

5.8.9 30 Metre Landscaped Highway Buffer

A 30 metre landscaped highway buffer, parallel to the north side of the Highway 69 and Airport Road rights-of-way, provides attenuation of noise and nuisance effects

related to development in proximity to the Area Structure Plan area. In addition, this landscaped buffer will provide an opportunity to beautify the Highway 69 and Airport Road access as a major gateway to the Urban Service Area for visitors and residents arriving from the Fort McMurray Municipal Airport. A pathway connection is proposed within this buffer, connected to the local and regional pathway network.

5.9 Golf Course

Approximately ±63 hectares (±156 acres) of land are planned for the development of a golf course within Rotary Club's current recreational lease area. This development will provide a recreational amenity to residents of the Area Structure Plan area and the surrounding region. The golf course site is complimentary to proposed residential uses in adjacent lands. The development of a golf course in this area is an appropriate transitional use considering existing limitations to residential development due to the close proximity of the area to the Fort McMurray Municipal Airport.

6.0 TRANSPORTATION

6.1 Regional Transportation Network

Map 9 – Transportation, illustrates the recommended transportation network for the Area Structure Plan. The Area Structure Plan area is accessible from the Urban Service Area and surrounding region via Highway 69 that connects to Highway 63 west of the Area Structure Plan area. Highway 63 is the principle thoroughfare for the Regional Municipality of Wood Buffalo.

Currently, Highway 69 is a two lane provincial Highway carrying an average annual daily traffic (AADT) volume of 5100. Highway 69 provides the main access to the Fort McMurray Municipal Airport as well as other industrial and residential developments further east. Highway 69 will be the main connection for the Saline Creek Plateau Area Structure Plan area with two arterial road connections. These two proposed connections will provide access to an estimated 70 per cent of the traffic generated by the Area Structure Plan area. Therefore significant improvements to Highway 69 will be required. A Traffic Impact Assessment is required to assess impacts on the Highway 63 and Highway 69 intersection and to confirm the need for an interchange.

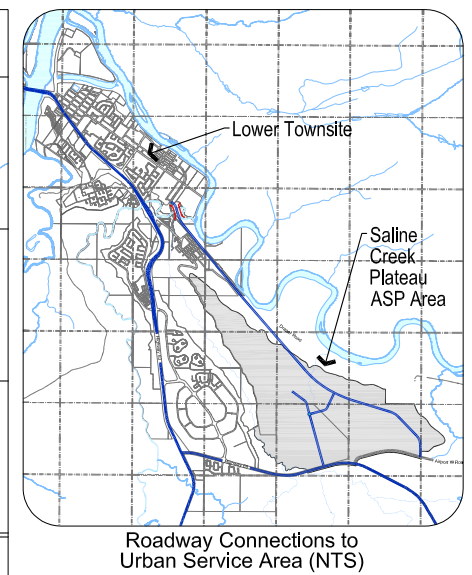
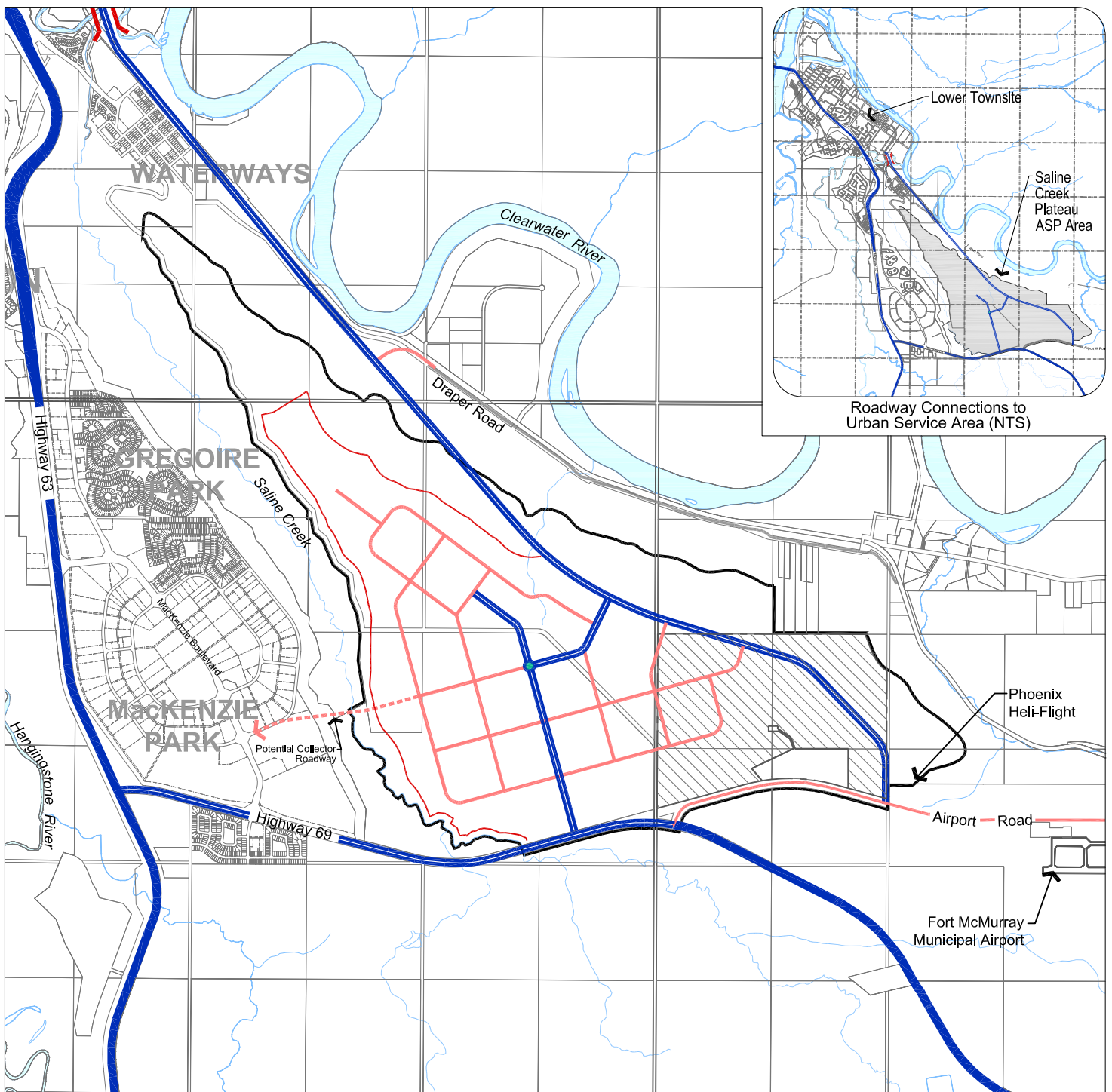
In addition to the connection to Highway 63, Highway 69 also provides access to other regional transportation modes including air travel through the Fort McMurray Municipal Airport and rail through the Lynton Siding rail yards. The Fort McMurray Municipal Airport services commercial and private air travel for Urban Service Area. Lynton Siding rail yard is being used as a major depot for logging to destinations south of the Urban Service Area.

6.2 Transportation Analysis







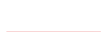


The Area Structure Plan area trip rates were developed from the Institute of Transportation Engineers' (ITE) Trip Generation manual, 7th Edition, based on proposed land uses and distribution. Based on these volumes, the size and number of arterial roadways were determined from the Regional Municipality of Wood Buffalo Engineering Servicing Standards.

6.2.1 Trip Generation

The Saline Creek Area Structure Plan area has a proposed gross developable area of ±517 hectares which will house an estimated 20,817 people. Table 6.1 summarizes the trip generation rates and the estimated number of residential units used to calculate the total number of trips generated for the Area Structure Plan area. The number of residential units, 6796, is taken from the Land use and Population Statistics and includes the Rotary Club Lease Area and Surface Material Lease Area. To estimate the number of each residence type, a factor is applied which represents an expected housing mix to accommodate the population in the low, medium and high densities.



Legend

-  Rotary Club Lease Area
-  ASP Boundary
-  Highway
-  Future Arterial Roadway
-  Future Collector Roadway
-  Potential Future Collector Roadway
-  Future Firesmart Roadway
-  Proposed Bridge Crossing
-  Rivers

Map 9 Transportation



Saline Creek Plateau Area Structure Plan



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Using the trip generation rates from the expected residential development a conservative estimate of the average annual daily traffic volume for the Area Structure Plan Area is provided. The average annual daily traffic volume is used to establish the required road network. This estimate assumes that the destination for trips generated within the Area Structure Plan area offsets the number of trips generated outside the Area Structure Plan area to employment and commercial destinations within the Area Structure Plan area. Given the development principles discussed earlier, some of the traffic generated will be internal only, and therefore trip origin and destination will be within the Area Structure Plan area.

Table 6-1: Trip Generation Rates

Land Use	Number of Units	Daily Trips per Unit	Estimated Number of trips (AADT)
Low Density Residential	4762	9.57	45,571
Medium Density Residential (Condominium/Townhouses)	1206	5.86	7,067
High Density Residential (Apartments)	828	6.72	5,564
Mixed Use – Residential (Condominium/Townhouses)	383	5.86	2,241
Total Estimated Number of Trips Generated			60,443

Based on potential 60,443 trips generated from the Saline Creek Area Structure Plan area, three arterial accesses are proposed for connection to the Area Structure Plan area. Assuming a relatively equivalent division of choice of accesses, it is assumed that 30 per cent (18,133 trips) will use the Draper Road connection, and 35 per cent (21,155 trips) will use each of the southern accesses to Highway 69 and Airport Road.

Using the Regional Municipality of Wood Buffalo Engineering and Servicing Standards, the capacity of an urban arterial divided road is 12,000 to 30,000 vehicles per day. For the southern accesses to Highway 69 and Airport Road, a site-specific cross-section is proposed in light of the development principles to be implemented. Parking along portions of the Grand Boulevard is proposed although this may result in a reduction in capacity of the roadway. However, provided that the parking lanes are of sufficient width and the through traffic is not interfered with, the proposed cross section should provide the required capacity.

Using the Regional Municipality of Wood Buffalo Engineering Servicing Standards, the capacity of an undivided arterial road is 5,000 to 12,000 vehicles per day. For the

Clearwater Parkway an urban arterial undivided may provide the necessary capacity without a significant drop in the level of service. The roadway will not have any on-street parking and is free of other accesses or intersections that cause traffic delays. Detailed design of the roadway may incorporate a raised center median, as a safety feature, should the horizontal geometry warrant the median.

6.3 External Roadway Circulation

A four lane arterial Grand Boulevard is proposed to provide access to the Area Structure Plan area, the Village Centre, and to Highway 69. A mix of land uses and streetscape treatments are planned for the Grand Boulevard, to create a functional and attractive access to the Area Structure Plan area and to establish a sense of place. With the future development of Rotary Club's recreational lease area, an additional access off Airport Road will be required. It is anticipated that a similar arterial road design will be used, with less emphasis on the entrance features to provide the required access capacity.

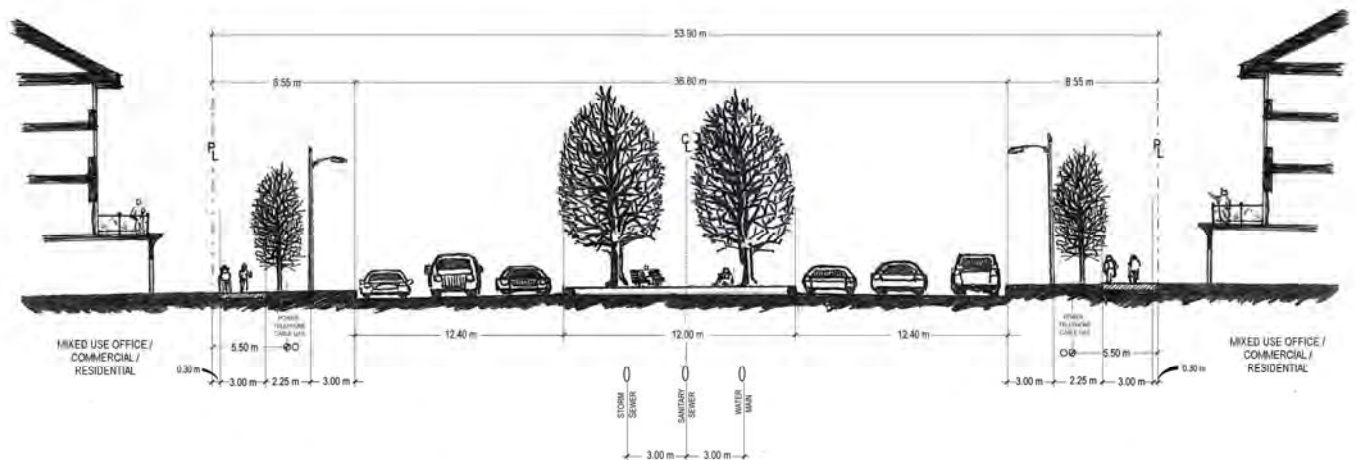


Figure 6-1: Cross section of Grand Boulevard; showing wide “park block” median

In addition to the proposed southern connections, an access to the northwest, connecting the Area Structure Plan area to Draper Road is also proposed. This access, referred to as the Clearwater Parkway, is estimated to carry approximately 30 per cent of the traffic generated within the Area Structure Plan area. The construction of the proposed Clearwater Parkway will require that Draper Road also be upgraded to accommodate the additional volume of traffic and to safely convey the traffic to the Lower Townsite. The Regional Municipality of Wood Buffalo is currently reviewing the improvements required to Draper Road and the connection to the Lower Townsite.

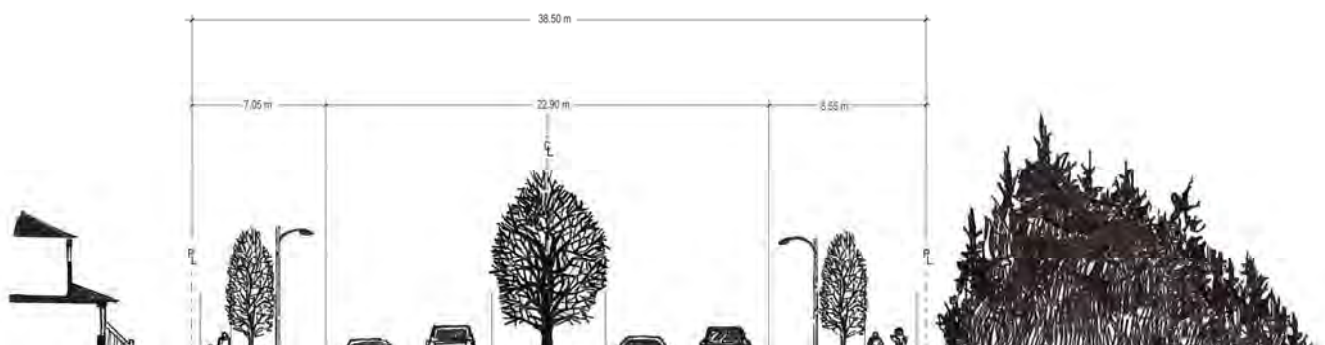


Figure 6-2: Cross section of Clearwater Parkway

The Draper Road Detailed Planning Report (Associated Engineering, May 2006) proposes an alignment that will have Draper Road extend past the community of Waterways connecting to the Lower Townsite East Loop Road (Clearwater Drive) on the north side of the Hangingstone River. Given the expected volume of traffic, the Clearwater Parkway will need to be classified as a minor arterial roadway. A detailed Traffic Impact Assessment is required to establish the road classification needed, as well as a Community Impact Assessment to address the impacts of the proposed alignment on the Waterways community. However, a four lane, minor arterial roadway connecting Airport Road to Draper Road is expected. The arterial road classification must also be carried through to Draper Road through Waterways to connect to the proposed Clearwater Drive. The connection point will be the extension of Mills Avenue in the Lower Townsite and will require a signalized intersection with channelized turning movements to provide an acceptable level of service.

The additional volume of traffic will impact the capacity of Clearwater Drive. The Traffic Impact Assessment must consider the directional split from Draper Road. It is expected that the traffic entering Clearwater Drive will be divided equally westbound (to Highway 63) and eastbound to (Franklin Avenue and Lower Townsite). The resulting increase in traffic may require additional lane capacity be added to Clearwater Drive. As such the Regional Municipality of Wood Buffalo must protect the land required for future widening. Updating the Lower Townsite Transportation Master Plan is recommended.

In addition to the roadway accesses proposed from Highway 69, Airport Road and Draper Road, a potential collector roadway connection across Saline Creek to MacKenzie Industrial Park is shown. This potential access could connect to MacKenzie Boulevard through MacLennan Crescent. A more detailed Traffic Impact Assessment is required to confirm the merits of this connection. The purpose of this connection is to provide local access to Mackenzie Industrial Park, an area that could be a potential destination for local employment opportunities. The proposed connection will require a bridge structure crossing Saline Creek. This potential connector is not necessarily the main access to the Saline Creek Plateau Area Structure Plan area.

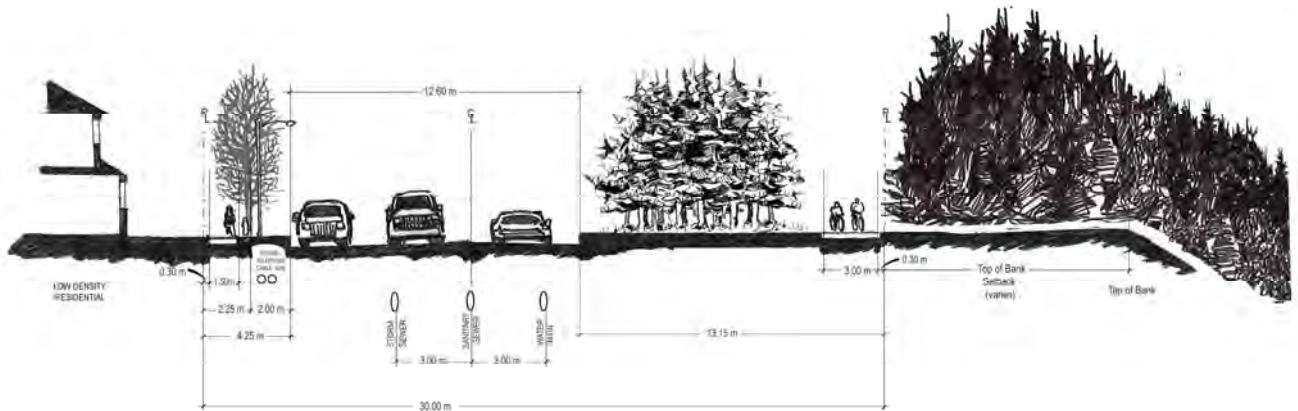


Figure 6-3: Cross section of Firebreak Road; showing pathway in wooded area

6.4 Internal Roadway Circulation

A system of collector and local roadways is proposed to provide a hierarchical vehicular circulation network and public transit access within the Area Structure Plan area. This network is based on the principle of fused grid design that enhances vehicular and pedestrian circulation. Parking is to be provided through the use of lanes where possible. Parking lots are to be dispersed and oriented towards the interiors of lots, wherever possible.

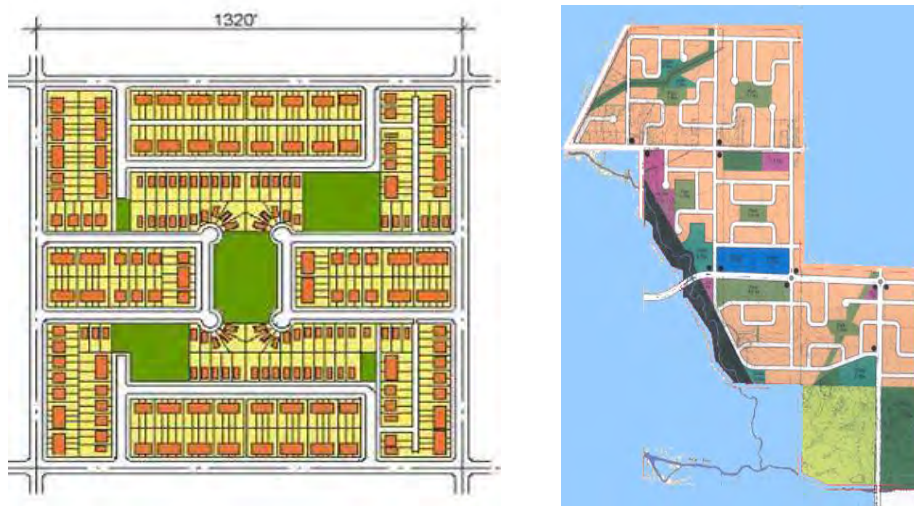


Figure 6-4: Fused Grid Design; examples of conceptual block and neighbourhood designs

Collector roads will be situated within the Area Structure Plan area to direct traffic to the arterial road network. Cross sections of the collector road will vary between neighbourhoods depending on the land use. Parking along collector roads will be dependent on adjacent land uses and development type. On-street parking may also be limited where heavier use of public

transportation is expected such as schools and other public buildings.

Adjacent to the top-of-bank setbacks from the Clearwater River and Saline Creek valleys, a local road is proposed within the 30 metre Firesmart Firebreak. The road should not be a continuous loop, as this may encourage shortcutting through neighbourhoods to access the collector roads. Breaks at locations based on the fused grid principle are recommended. Continuation of pedestrian walkways is encouraged to provide alternate modes of transportation such as cycling, public transportation and walking.

6.5 Transit

Many of the oilsands sites are relatively far away from the Urban Service Area, which is the residential base for most of the population. Industry has responded to the travel requirements of its employees by providing busing for employees to each of the plant sites thus effectively creating a private busing system.

This creates a unique situation, where two public busing systems result in a higher number of buses entering the neighbourhoods. With the relatively higher population density proposed for the Area Structure Plan area, providing the necessary access to both busing systems is vital. Public transportation through the Area Structure Plan area will be provided along the collector roads. It is anticipated that routes from Saline Creek Plateau to Mackenzie Industrial Park and to the Lower Townsite will be the most heavily used. A public bus transfer station in Mackenzie Industrial Park or the Village Center planned for the Saline Creek Plateau Area Structure Plan area may also be warranted.

Buses going to the oilsands plant sites outside of the Urban Service Area should be directed to the highway connections. Using the principle of the fused grid system, non-vehicle oriented residential development is encouraged, and therefore access to the oilsands busing system must be accommodated. Buses routed along the collector roadways could be accommodated, provided the buses use established and marked stop locations. For convenience, the public busing system stops should be used. Stops along heavily traveled collector roads or along arterial roads should include off road pullouts. The pullouts provide the buses with a marked location for stops that can be design to accommodate the repeated loading with out interfering with traffic.

7.0 ENGINEERING SERVICES

7.1 Water Distribution

Potable water supply in the Urban Service Area is provided through a centralized water treatment plant on the shore of the Athabasca River. Currently, the existing water treatment plant has a capacity to service 85,000 people in the Urban Service Area. The Regional Municipality of Wood Buffalo is in the process of implementing improvements to the existing water treatment plant to supply potable water to a population of 100,000. Due to the topography of the Urban Service Area, distribution is divided into separate pressure zones.

The Regional Municipality of Wood Buffalo is currently reviewing the water distribution system to existing areas south of the Athabasca River. As part of this study the population proposed in the Saline Creek Plateau Area Structure Plan area will be accommodated. The proposed improvement includes dedicating an existing water supply line from the Water Treatment Plant (WTP) through the Lower Townsite to the Mackenzie Industrial Park Reservoir and Pumphouse.

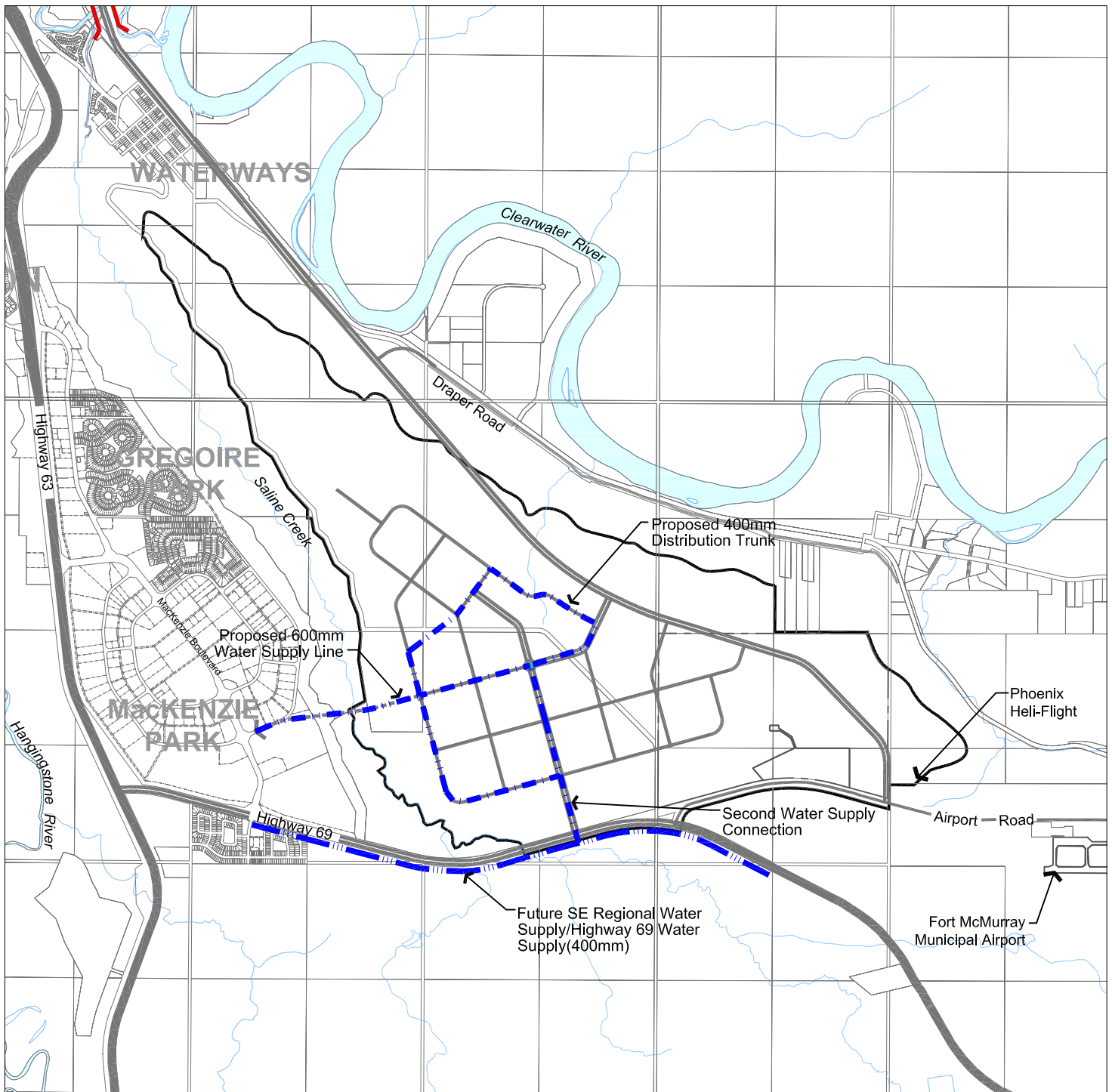
To provide water service to Area Structure Plan area, a water supply main from the MacKenzie Industrial Park Reservoir is proposed. The supply line will provide water from the Mackenzie Reservoir and Pumphouse to a new reservoir and pumphouse within the Area Structure Plan area. The expansion of the Mackenzie Reservoir will provide the necessary storage for consumption and fire protection for the Area Structure Plan area. A second connection from a supply line servicing the Southeast Regional Water Supply and Highway 69 Corridor systems is also proposed to provide some redundancy and allow the Regional Municipality of Wood Buffalo flexibility in servicing the Area Structure Plan area. The size of the line along Highway 69 is under review.

Using the Regional Municipality of Wood Buffalo Engineering Servicing Standards, the Area Structure Plan area will have the following expected demands:

Table 7-1: Potable Water Supply

Population	Average Day Demand Per Capita (liters /capita/day)	Average Day Demand (liters/second)	Peak Day Demand (liters/second)
20,817	360	87	174

Refer to *Map 10 – Water Servicing* for the recommended pipeline alignment. The final sizing and detailed alignment of the water distribution system will be analyzed in the Outline Plan stage. The size of internal water mains will depend on the actual fire flow requirements for each Neighbourhood area. A 600 millimetre loop around the proposed Village Center is expected to provide the necessary capacity to reach the other neighbourhoods.



Legend

- - - - - Proposed 400mm Watermains
- Proposed 500mm or 600mm Watermains
- Future SE Regional Water Supply
- Highway
- Arterial Roadway
- - - - - Collector Roadway
- Potential Collector Roadway
- ~~~~~ Rivers
- ASP Boundary

Map 10 Water Servicing



Saline Creek Plateau Area Structure Plan



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7.2 Sanitary Drainage

7.2.1 Offsite Collection and Disposal

Wastewater from the Urban Service Area is collected at a centralized Wastewater Reclamation Facility. The Wastewater Reclamation Facility is currently under construction. When operational it will have the capacity to service 133,000 people.

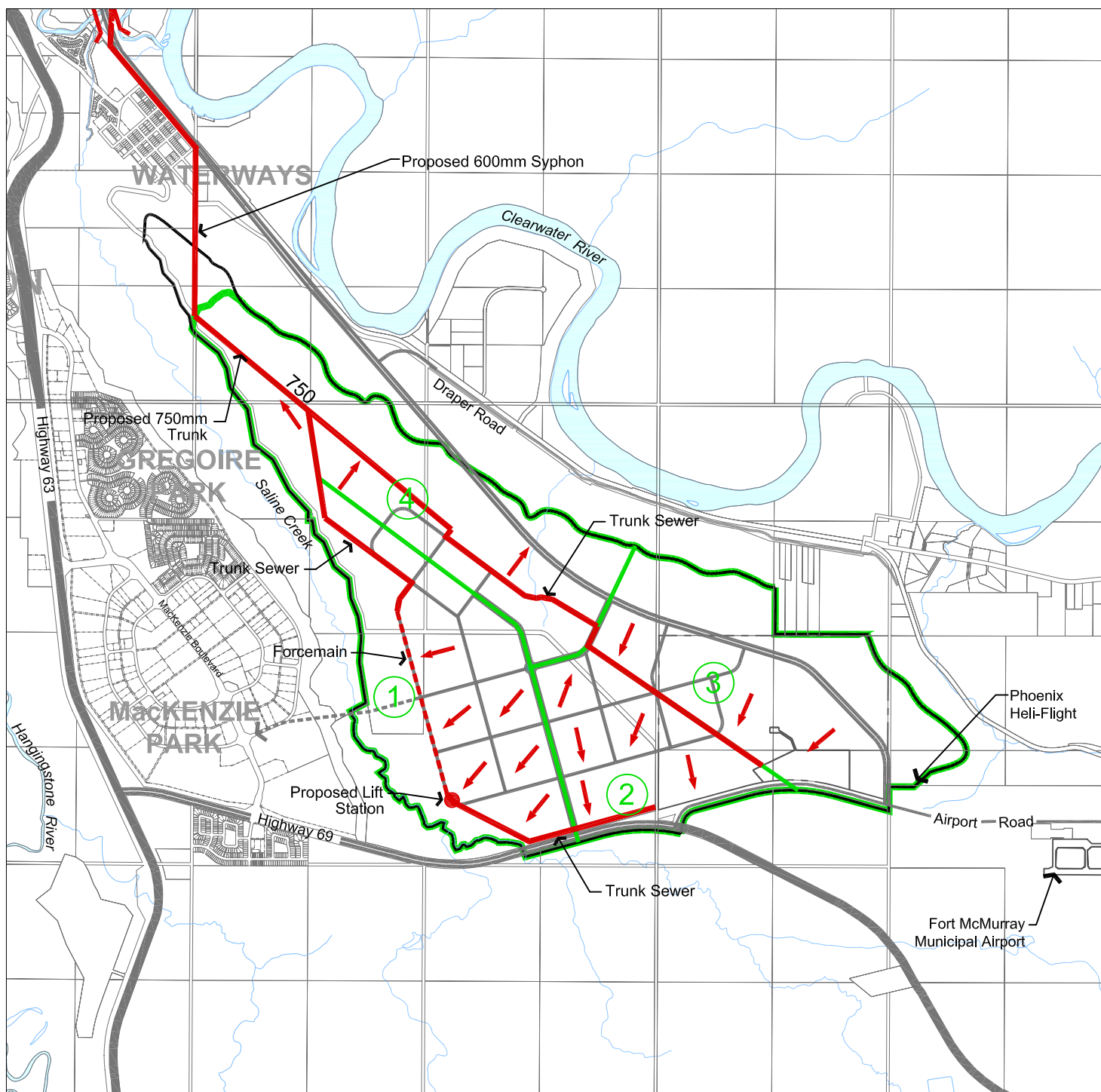
The Lower Townsite East End, Waterways, Beacon Hill, Gregoire and Abasand areas are currently connected to the East Sanitary Trunk. Several studies have reported that the existing sanitary sewer trunk is at its design capacity and during a wet weather event is likely to surcharge. Past inspections of the East Sanitary Trunk by the Regional Municipality of Wood Buffalo indicated that significant maintenance is required and the pipe is currently operating at a higher capacity than it is designed for, thus increasing the odds of surcharging and possible flood damage in the Lower Townsite.

Based on the design capacity and considering the current conditions, the East Sanitary Trunk cannot accept additional flows from new developments. A new lift station (LS1B) in the Lower Townsite is currently under construction connecting to the existing trunk sewer temporarily. A new forcemain will be required to bypass the existing gravity sewer and pump the wastewater directly to the Wastewater Reclamation Facility.

Sanitary Sewer Servicing for the Area Structure Plan area can be accommodated through a combination of gravity and siphon connections to Lift Station 1B. The Waterways community is currently serviced through a separate local collection system which flows to an existing lift station and forcemain, and discharges directly onto the East Trunk on Penhornwood Street.

7.2.2 Onsite Collection

Refer to *Map 11 – Sanitary Servicing*. Table 7.2: Sanitary Sewer Servicing summarizes the expected sanitary sewer flows using the Regional Municipality of Wood Buffalo Engineering Servicing Standards. Due to the elevation difference between the Area Structure Plan area and Waterways community, significant discharge pressures could cause surcharging in the existing Waterways system. Therefore, a combination of a 750 millimetre gravity trunk in the upper plateau, and a 600 millimetre siphon pipe directly to the new collection trunk on the Lower Townsite East End lands is proposed.



Legend

- | | | | |
|--|-------------------------------|--|-----------------------------|
| | Proposed Sanitary Trunk Sewer | | Potential Collector Roadway |
| | Proposed Sanitary Forcemain | | Rivers |
| | Catchment Number | | ASP Boundary |
| | Catchment Area Boundary | | |
| | Drainage Pattern | | |
| | Highway | | |
| | Arterial Roadway | | |
| | Collector Roadway | | |

Map 11 Sanitary Servicing



Saline Creek Plateau Area Structure Plan



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Table 7-2: Sanitary Sewer Contributions

Population	Average Day Contribution Per Capita (liters/cap/day)	Average Day Flow (liters/sec)	Peaking Factor	Area (ha)	Infiltration (liters/sec)	Total Flow (liters/sec)
20,817	360	87	2.6	245.1	69	297

7.3 Stormwater Drainage

Map 12 – Stormwater Management illustrates the proposed stormwater management concept for the Saline Creek Plateau Area Structure Plan area.

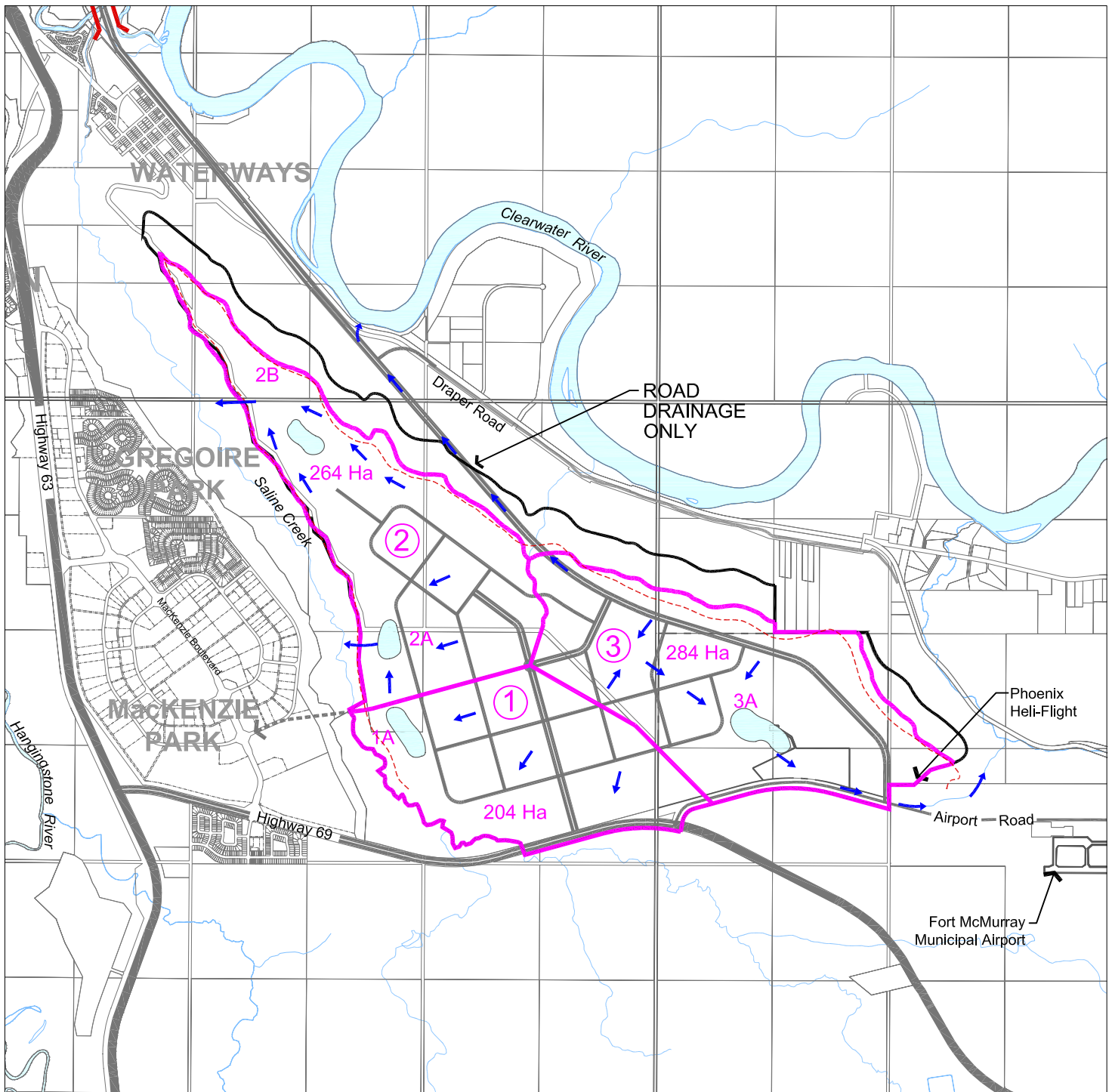
From the contour information available, there is a highpoint in the center of the Area Structure Plan area close to the southern boundary. Given the area's triangular shape and the bounding river and creek valleys, the area can be divided into three basic catchment areas: the southwest basin which naturally drains to the west to Saline Creek; the northwest catchment area which drains west and east; and the east basin which drains to the north and south.

Although the topography suggests that the Area Structure Plan area is well drained, the nature of the soil and the vegetation suggests that much of the rainfall is retained in the plateau. In the east catchment area, contours show a relatively low-lying area. Air photographs suggest the area is boggy and retains water. The tree cover and natural vegetation in the other catchments will also retain rainfall. Several drainage courses or ephemeral draws within the catchment to carry the run off to the bounding creeks.

The development of the Area Structure Plan area will increase run off. This increased run off will further aggravate the potential for slope instability. Therefore, it is recommended that stormwater management methods be implemented to reduce the impact of increased runoff. Generally, drainage outlets should be limited to existing drainage courses. Runoff water should be directed to the Saline Creek or other existing unnamed creeks.

The Water Act is the provincial legislation governing the management of water bodies. The Alberta Environment Code of Practice for Outfall Structures On Water Bodies provides the necessary guidance for the construction of new outfalls to water bodies. The classification of a river or creek specifies the restricted activity period and the special conditions for some water bodies. The restricted activity period is based on the potential risk to fish habitat to the water body.

Alberta Environment classifies the Clearwater River as a "Class C" water body with a restricted activity period from September 16 to July 15. Saline and Saprae Creek are classified as "Class C" water bodies with a restricted activity period of April 16 to July 15. Prior to development of the Area Structure Plan area, an Environmental Assessment of Saline Creek must be completed by a qualified aquatic environment specialist to establish the following:



Legend

- | | | | |
|--|---------------------------------------|--|-------------------------|
| | Rotary Club Lease Area | | Overland Flow Direction |
| | Stormwater Management Facility | | Top of Bank |
| | Catchment Number | | |
| | Catchment Area Boundary | | |
| | Stormwater Management Flow Connection | | |
| | Potential Collector Roadway | | |
| | Rivers | | |
| | ASP Boundary | | |

Map 12 Stormwater Management



Saline Creek Plateau Area Structure Plan



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- Existing flows in the creek.
- Capacity of the creek to accommodate additional flow.
- Fish habitat and wildlife sensitive areas.
- Geologically sensitive areas and areas at risk of erosion.
- Areas of high risk of slope failure.

From the results of the study above, the Regional Municipality of Wood Buffalo can establish the Saline Creek Plateau Area Structure Plan area post-development run-off release rate. The study will also confirm requirements for water quality management of run off. Solid removal through settlement ponds or mechanical traps will be required at each outfall. Wet ponds near the top of bank are not recommended if slope stability is a concern. Minimizing the number of outfalls to the Creek will also be important.

7.3.1 Southwest Catchment Area (1)

Refer to *Map 12 - Stormwater Management*.

The southwest catchment area (1) has a topography that slopes in a radial pattern to the south and the west. The natural runoff is to Saline Creek. The catchment area is ± 204 hectares. The anticipated pond area is estimated to be ± 5 hectares. A review of the contours available suggests that there is an existing low-lying area near the top of bank of the creek that will lend itself to construction of a wet pond. The actual size of the pond will be determined by the allowable runoff to Saline Creek.

It is recommended that the outlet of this pond be routed through pond 2A in Catchment 2. The outlet for these ponds should be combined and constructed to outlet to Saline Creek. Minimizing removal of vegetation on the slope and the disturbance to the natural slope is recommended. A piped outfall down the slope with provision for energy dissipaters is recommended.

7.3.2 Northwest Catchment Area (2)

The Northwest Catchment Area (2) naturally drains to the top of bank of the Saline Creek Valley on the west and the Clearwater River Valley on the north. The area is ± 264 hectares requiring ± 7 hectares of pond area for storage. The topography of the catchment area is relatively flat, and the shape linear, therefore two ponds are proposed to accommodate the stormwater.

Pond 2A should share the outfall with Pond 1. The outfall should be a piped outlet to the creek level with provisions for energy dissipation at the outlet to avoid erosion to the creek bed. Armoring the creek bed at the outlet may be required.

The outlet for Pond 2B should also be to Saline Creek. The impact of the runoff flow from the piped outlet, at creek level needs to be considered in the design of the outfall.

7.3.3 Southeast Catchment Area (3)

The southeast catchment area (3) drains from the outside in. The contours suggest there is a low-lying boggy area in the center of the catchment. Overflow from the boggy area appears to drain to the southwest then easterly along Highway 69 to a tributary of Sapræ Creek and through Sapræ Creek to the Clearwater River.

The catchment area is ± 284 hectares. The proposed Stormwater management facility required is estimated to be ± 7 hectares. The existing boggy area is the recommended location for the facility. However, as mentioned in Section 3.5, much of the southeast catchment area and the proposed location of the facility lie within the Fort McMurray Municipal Airport Vicinity Protection Area. Under Land Use Bylaw 99/059 Appendix D Section 3.2 proposed development that will attract birds will not be permitted in the Fort McMurray Municipal Airport Vicinity Protection Area. Therefore the stormwater management facility in this catchment must be designed as a dry pond.

The development concept proposed identifies the area surrounding the proposed location of dry pond 3A as a potential golf course. This land use lends itself to incorporating the design of the dry pond in the golf course. A suggested approach may be to distribute the required storage area within the boggy land.

7.3.4 Clearwater Parkway Drainage

The construction of the Clearwater Parkway will be challenging on the slopes of the Clearwater River Valley. One issue is the removal of vegetation that assists in maintaining slope stability. The other issue to be considered is exposing the slope to erosion from surface water runoff. Paving the road will significantly increase the volume of surface water runoff and may concentrate the runoff that accelerates erosion and therefore contributes to the instability of the slope.

Drainage of the surface of the Clearwater Parkway through a dedicated storm sewer within the road way is required. The outfall of the storm sewer will be at the bottom of the road to the Clearwater River. Catchment of the storm sewer must be limited to the roadway only to minimize the runoff. Stormwater quality can be managed either by a mechanical treatment at the outfall or by extending the storm sewer to the north and constructing an area in the flood plain to allow settlement of particles and to dissipate the energy from the grade.

7.4 Shallow Utilities

7.4.1 Natural Gas

ATCO Gas provides distribution servicing throughout the Urban Service Area. Currently the Area Structure Plan area is not serviced with gas. A high pressure Gas pipelines along Highway 69 may be able to provide the required supply from

Mackenzie Industrial Park. Since the Area Structure Plan area is outside the current Urban Service Area Limits, the Regional Municipality of Wood Buffalo should review the current agreement with ATCO Gas to include the Area Structure Plan area in ATCO's plans for expansion and gas distribution.

The Regional Municipality of Wood Buffalo is also considering alternative modes of heating to reduce natural gas consumption. The proposed development concept lends itself to connecting different buildings through centralized heating plants. For example, within the Village Center there is potential to use a central heating plant for several public buildings such as schools and the community recreation facility.

7.4.2 Power

ATCO Electric is the electrical service provider in the Urban Service Area. The franchise agreement should be reviewed to ensure that the Area Structure Plan area is included in ATCO's plans for expansion. Detailed servicing and extension of existing utilities must be reviewed at the Outline Plan stage.

7.4.3 Communications – Telephone and Cable TV

The existing telephone service provider for the Urban Service Area is TELUS. In addition to telephone service, supernet installations to the proposed school sites must also be considered to avoid future disruption to roadways.

Shaw Cable currently has a franchise agreement with the Regional Municipality of Wood Buffalo to provide television services in the Urban Service Area.

8.0 IMPLEMENTATION

The Saline Creek Plateau Area Structure Plan will be implemented through the following planning approvals.

8.1 Amendment to the Municipal Development Plan

An amendment will be required to the Municipal Development Plan Bylaw No. 00/005 to remove the Saline Creek Plateau Area Structure Plan area from the Rural Service Area and including it within the Urban Service Area boundary.

8.2 Amendment to Highway 69/Clearwater River Valley Area Structure Plan

An amendment would be required to the Highway 69/Clearwater River Valley Area Structure Plan Bylaw No. 99/058 removing the Saline Creek Plateau Area Structure Plan area from that Area Structure Plan Bylaw so as to avoid overlap of the two (2) Area Structure Plans.

8.3 Adoption of the Saline Creek Plateau Area Structure Plan

Adoption of the Saline Creek Plateau Area Structure Plan will provide the basis for the preparation of more detailed outline plans (Refer to Section 8.5), and amendments to the Land Use Bylaw establishing detailed zoning and plans of subdivision.

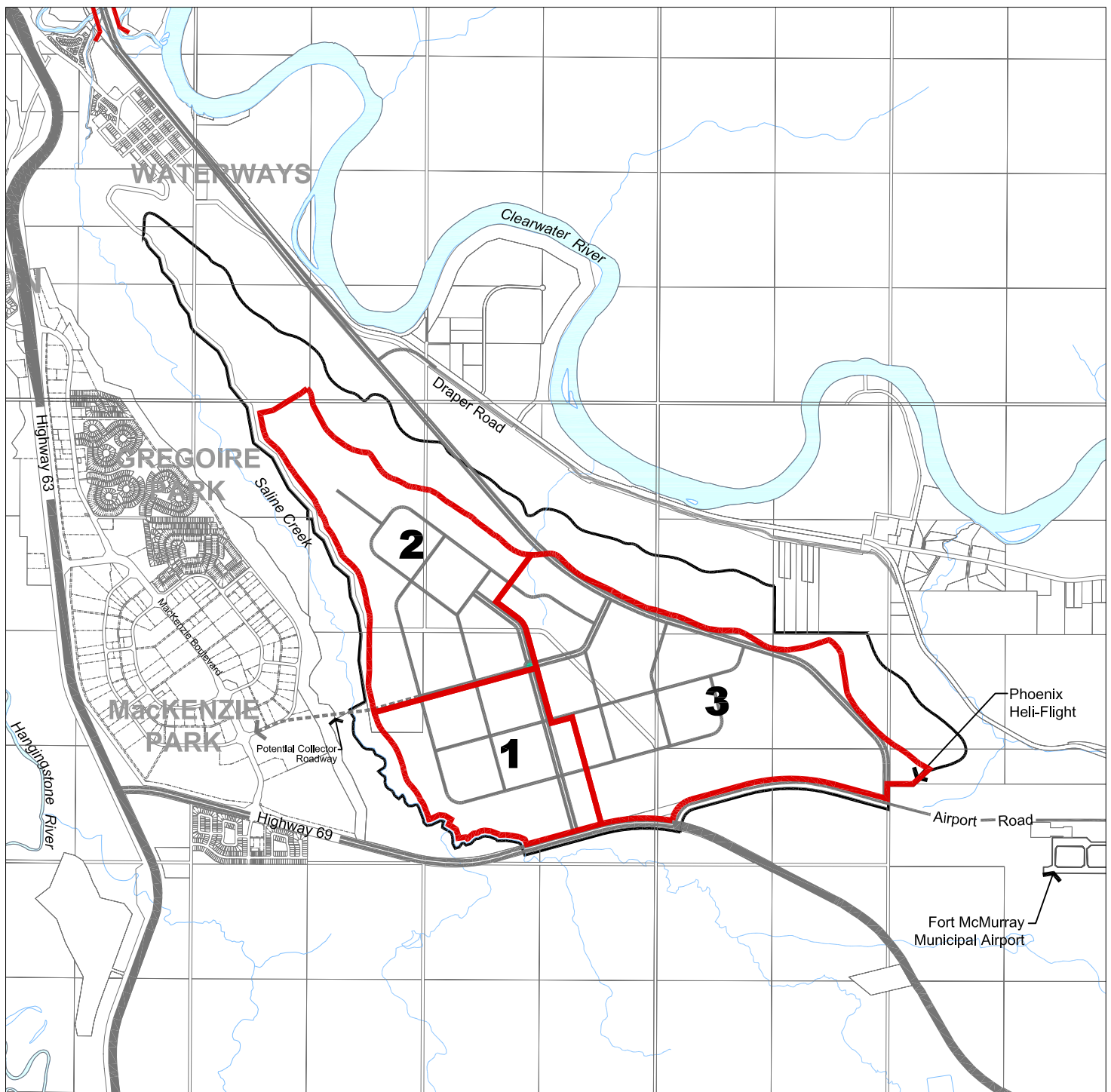
Other implementation actions include the following:

8.4 Development Staging

The staging of development within the Saline Creek Plateau Area Structure Plan area should proceed in a logical manner based upon the orderly, economic and efficient extension of roadways, and utility servicing. *Map 13 – Staging* illustrates a logical sequence for extending roadways and services. The construction of the Grand Boulevard will be required to provide areas from Highway 69 to the Keyano Lands as the first phase of development. Development staging will be from south to north and west to east. Development of lands within the Rotary Club Lease area requires the construction of the Clearwater Parkway. It is envisioned that these lands would be developed at a later stage.

The staging of development for the Saline Creek Area Structure Plan will be dependent on the timely construction and completion of several major off-site infrastructure projects in order to enable a full build out. These projects include some of the following: -

- A new sanitary sewer trunk line to the Wastewater Treatment Plant
- Arterial road construction of the Lower Townsite East End Loop
- Upgrades to the Draper Road
- Bridges on the Hangingstone and Athabasca Rivers



Legend

- Staging Boundary
- ASP Boundary
- 2** Stage Number
- Highway
- Arterial Roadway
- Collector Roadway
- Potential Collector Roadway
- ~ Rivers

Map 13 Staging



REGIONAL MUNICIPALITY
OF WOOD BUFFALO

Saline Creek Plateau Area Structure Plan



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- Linkages of the Plan area servicing requirements to Sewer, Water and Stormwater Master Plans

As discussed, the staging of the development of Saline Creek Area Structure Plan will be dependent on whether any development can occur, in advance of the completion of major offsite infrastructure projects.

8.5 Outline Plan Requirements

Outline plans will be required for each of the proposed neighbourhoods and village centre as an intermediate planning document to bridge the gap between the large-scale Saline Creek Plateau Area Structure Plan and individual plans of subdivision. All outline plans shall include:

- A statement of compliance with the Municipal Development Plan and this Area Structure Plan and an identification of amendment requirements, if applicable;
- An examination of existing land uses and physical features including vegetation, watercourses and topographic information (1 metre contours);
- A detailed geotechnical study to confirm the location of the top of the bank and required set-backs as well as addressing any other geotechnical limitations such as gravel pits and excavations on Keyano College Lands;
- The identification of environmentally sensitive features and measures for their protection;
- An Environmental Overview or Impact Assessment and/or Audit;
- An Archeological / Historical Impact Overview and/or Assessment;
- A detailed land use plan illustrating all residential, commercial, mixed use, and institutional areas by type, location, and area;
- A summary of land use areas and population generation in tabular form;
- Proposed land use districting, as provided under the Land Use Bylaw;
- The location of all playgrounds, linear parks, and pathways, and their integration with Fort McMurray's overall regional pathway network;
- Elementary, junior high, and high school site areas and locations;
- Arterial, collector and local road alignments and sizes supported by a Transportation Impact Assessment (TIA);
- Proposed transit routes;
- Proposed sanitary sewer, storm drainage, and water distribution facilities, alignments and locations;
- Surface drainage patterns, storm pond and outfall locations, and proposed trunk mains;
- Public utility lots and easement locations;

- q. Ties to existing sanitary facilities, lift station and proposed trunk main locations;
- r. Ties to existing water supplies, proposed trunk main locations;
- s. How sustainable infrastructure practices and site designs have been effectively used to reduce the consumption of water, energy, and materials consistent with Leadership in Energy and Environmental Design for Neighbourhood Developments (LEEDS-ND Rating System – Preliminary Draft)
- t. Details of the landscaped buffer of proposed noise attenuation measures along Highway 69;
- u. Develop staging plans based on the logical extension of roadways infrastructure and proposed shallow utility networks; and
- v. Any other matters the Municipality deems necessary.

8.6 Supporting Technical Studies

At the time of land use redesignation (rezoning), subdivision or approvals, additional technical information may be required in order to confirm the technical feasibility and design of the proposed land uses in the Area Structure Plan.

8.7 Subdivision and Development

Ensure that any applications for subdivision and development are consistent with the approved Saline Creek Plateau Area Structure Plan.

8.8 Functional Planning Study for Clearwater Parkway

A functional planning study will also be required for the Clearwater Parkway to establish its alignment, address geotechnical issues and integration with the regional transportation network. This study may also evaluate the impacts of the proposed roadway alignment through local communities and recommended options for mitigation.

8.9 Development Servicing Agreements

Require on-site and off-site costs associated with new development of roadways and infrastructure be borne by the developers through development charges and levies in accordance with specific development agreements.

8.10 Provincial Land Release Strategy

Continue discussions with the Province of Alberta regarding the timely release of Crown Lands within the Saline Creek Plateau Area Structure Plan area including the establishment of a Land Trust (or Land Bank).

8.11 Plan Amendments

The Regional Municipality of Wood Buffalo will provide for an orderly amendment process that includes community consultation for any proposed amendments to this Area Structure Plan. Applicants applying to amend the Saline Creek Area Structure Plan must provide a supporting technical report so that the Regional Municipality of Wood Buffalo can properly evaluate the proposed changes. The technical report must consider the following:

- a. Justification for the amendment and, if applicable, why additional areas are needed for the proposed use;
- b. The extent to which existing areas for the proposed use are available for development;
- c. The cumulative effects the proposed amendment and related development will have on the natural environment and surrounding land uses;
- d. The cumulative effect the proposed use will have on the roads, water, sewer, and stormwater system; and
- e. Any other consideration the Regional Municipality of Wood Buffalo deems necessary.

8.12 Reviewing and Updating the Area Structure Plan

The Regional Municipality of Wood Buffalo will undertake to review and update, if necessary, the Area Structure Plan at five (5) year intervals from the date of adoption. This review should determine whether any changes are required to the current land use designations.

9.0 GLOSSARY OF TERMS

Adjacent	Refers to those lands that are next to the parcel of land in question and includes lands that would be next to the subject parcel if not for a river, stream, railway, road, utility right-of-way, or reserve land.
Area Structure Plan	An intermediate level statutory plan, adopted by bylaw, which details the intended land uses, road patterns, utilities and municipal services for subdivision and development of a specified area within the Municipality.
Building	Includes anything constructed or placed on, in, over or under land. This includes supporting structures of any type but does not include a highway or public roadway or a bridge forming part of a highway or public roadway.
Buffer	A natural or designed linear area of trees, shrubs, grass, earth berms, or fencing providing visual or physical separation and/or noise attenuation between water bodies, lots, roads, and other land uses.
Council	The Municipal Council of the Regional Municipality of Wood Buffalo.
Development	Development is defined in the <i>Municipal Government Act</i> specifically as: <ul style="list-style-type: none"> a) an excavation or stockpile and the creation of either of them; b) a building or an addition to or replacement or repair of a building and the construction or placing of any of them in, on, over, or under land; c) a change of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the use of the land or building; or d) a change in the intensity of use of land or a building or an act done in relation to land or a building that changes or is likely to change the intensity of use of the land or building.
Dwelling Unit	A complete building or self-contained portion of a building used by a household, containing sleeping, kitchen and sanitary facilities intended as a permanent residence and having an independent entrance either directly from the outside of the building or through a common area inside the building.
Environmental Reserve (ER)	A lot created by a plan of subdivision, as required under the <i>Municipal Government Act</i> , which is not suitable for development because of slope instability, groundwater, steep valley banks, flooding, soil conditions, pollution concerns, etc. Environmental Reserve lots may consist of a swamp, gully, ravine, coulee or natural drainage course, or a strip of land abutting the bed and shore of any lake, river, stream or other body of water in order to provide public access. An environmental reserve lot is identified

by the “ER” suffix on the lot number in the legal description.

Environmentally Sensitive Area

An undisturbed or relatively undisturbed site that because of its natural features has value to society and ecosystems worth preserving but is susceptible to further disturbance.

Geotechnical

Pertaining to the condition of land and soils in an area, typically as it relates to use or potential use of the area for development.

Greenway

Open space linkages that include environment preservation areas, ravines, municipal and environmental reserves, farm trails, abandoned railways, wildlife habitats, and woodlands. Greenways connect various land uses throughout a community, thus serving as recreational destinations and transportation corridors.

Highway

A road that is designated as a primary highway or a secondary highway pursuant to the *Public Highways Development Act*.

Historical Resources Impact Assessment

An analysis of the potential impacts of development on archaeological and/or historical resources as defined in the *Historic Resources Act*.

Infrastructure

Systems and facilities (e.g. roads, sanitary sewers, water treatment and distribution networks, power lines, and telephone and cable TV systems) that service development.

Land Use District

An area of the Municipality established as a land use district by the Land Use Bylaw.

Lot

- a) A quarter section;
- b) a river lot shown on an official plan, as defined in the Surveys Act, that is filed or lodged in a land titles office;
- c) a settlement lot shown on an official plan, as defined in the Surveys Act, that is filed in a land titles office;
- d) a part of a parcel of land described in a certificate of title if the boundaries of the part are described in the certificate of title other than by reference to a legal subdivision; or
- e) a part of a parcel of land described in a certificate of title if the boundaries of the part are described in a certificate of title by reference to a plan of subdivision.

Municipal Development Plan

A statutory plan adopted by Municipal Council under the authority of Section 632 of the *Municipal Government Act*. A Municipal Development Plan outlines direction and scope of future development, the provision of required transportation systems and municipal services, the coordination of municipal services and programs, environmental matters, and economic development with a given region. It is intended to provide direction for land

use decisions that would satisfy the present and future needs of residents of the Municipality.

Municipal Government Act	The Statutes of Alberta, 1994, Chapter M-26.1, as amended, which govern the operation of a municipality in Alberta.
Muskeg	Waterlogged, spongy ground, consisting primarily of mosses, containing acidic, decaying vegetation that may develop into peat. Muskeg is generally unfit for intensive development.
Natural Features	Includes landscapes that are found in their natural state and may be remnant, undisturbed, diverse or contain unique environmental characteristics.
Objective	Directional statements that are usually phrased in measurable terms for given time frames.
Outline Plan	An intermediate planning document, required in specific circumstance, in order to bridge the gap between a large scale Area Structure Plan and an individual plan of subdivision.
Policy	A statement identifying a specific course of action for achieving objectives.
Rural Service Area	Lands whose boundaries are described by Order in Council and are generally regarded as those lands not identified as part of the Urban Services Area- Fort McMurray.
Stakeholder	Any group or individual who has a stake in what happens including those who will be directly and indirectly affected by a project.
Statutory Plans	A Municipal Development Plan, Area Structure Plan, Area Redevelopment Plan, or Intermunicipal Development Plan adopted by Municipal Council pursuant to the <i>Municipal Government Act</i> .
Subdivision	The division of a parcel of land into one or more smaller parcels by a plan of subdivision or other instrument.
Sustainable Development	Development that meets the economic, social, environmental and physical need of residents today without compromising the ability of future generations to meet their own needs. This means that a community needs to sustain its own quality of life, yet ensure that future growth does not impede the economic, social, environmental and physical resources of future generations.
Technical Report	A summary of background information relevant to the Area Structure Plan. A Technical Report is used to inform the Area Structure Plan but is not adopted as part of the Area Structure Plan bylaw.

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**APPENDIX A: LAND USE AND POPULATION STATISTICS
SALINE CREEK PLATEAU AREA STRUCTURE PLAN**

	Area (ha)	% of GDA
GROSS AREA	862.3	
Arterial Roadways	31.5	
Highway 69	16.4	
Environmental Reserve		
<i>Slope</i>	155.7	
<i>Slope Setback</i>	75.3	
<i>Stream Buffer</i>	3.1	
	234.1	
Recreational Uses		
<i>Golf Course</i>	63.3	
	63.3	
GROSS DEVELOPABLE AREA	517.0	100.00%
Non-Residential Uses		
Circulation (22% GDA)	113.7	22.00%
Stormwater Management	25.9	5.00%
Public Service		
<i>Open Space*</i>	17.3	
<i>30m Firesmart Fire Break**</i>	29.4	
	46.7	
Park / School		
<i>Joint Elementary School Site</i>	8.1	
<i>Public Elementary School Site</i>	8.1	
<i>Joint Jr. High School Site</i>	8.1	
<i>Joint High School Site</i>	16.2	
<i>Park</i>	8.1	
	48.6	9.40%
Community Recreation	12.6	2.44%
Convenience Commercial	0.4	0.08%
Airport Commercial	16.0	3.09%
Mixed Use - Office / Commercial	19.7	3.81%
	282.6	54.66%
Residential Developable Area	234.4	45.34%

RESIDENTIAL LAND USE ANALYSIS

	Area (ha)	Density (units/ ha)	Units	Persons/ Unit	Population
Low Density Residential	198.4	24	4762	2.9	13809
Medium Density Residential	26.8	45	1206	2.9	3497
High Density Residential	9.2	90	828	2.9	2401
Mixed Use - Residential	8.5	45	383	2.9	1109
TOTAL	234.4		6796		20817

Note to Reader:

The Land Use Statistics summary does not form part of the Area Structure Plan Bylaw and may be subject to change over time. (March, 2007)

Due to municipal servicing constraints, population for this Potential Growth Area is capped at 20,000 people.

* Open Space areas are to remain undeveloped for public use and are not parks spaces.

** A local road right-of-way shall be located to within the 30m Firesmart firebreaks where feasible.

APPENDIX B: STUDENT GENERATION SALINE CREEK PLATEAU AREA STRUCTURE PLAN

Total Population	Student Generation					
	Public			Separate		
	K-6	7-9	10-12	K-6	7-9	10-12
20,000	895	402	530	597	268	353

Public School Student Generation:

913 students per	10,000	people =	1,826
	K-6	49%	895 students
	7-9	22%	402 students
	10-12	29%	530 students

Separate School Student Generation:

609 students per	10,000	people =	1,218
	K-6	49%	597 students
	7-9	22%	268 students
	10-12	29%	353 students

Total Student Generation: 3,044

K-6	49%	1,492 students
7-9	22%	670 students
10-12	29%	883 students

Attachment 4

SALINE CREEK PLATEAU ASP **CHRONOLOGY OF EVENTS**

DATE	DESCRIPTION
September 30, 2005	Project Start Up Meeting <ul style="list-style-type: none"> internal meeting with Consultant
October 12, 2005	Steering Committee Meeting #1
November 23, 2005	Steering Committee Meeting #2
November 23, 2005	Meeting with Public and Catholic School Boards
February 14-17, 2006	Sustainable Community Design Charette <ul style="list-style-type: none"> B. Bailey, G. Shantz , S. Osteneck participated.
March 10, 2006	Meeting with Valerie Hoover, ASRD <ul style="list-style-type: none"> B. Sanders and A. Preiksaitis
March 27, 2006	Charette Results Open House <ul style="list-style-type: none"> S. Osteneck, G. Shantz , G. Armitage attended.
March 27, 2006	Steering Committee Meeting #3
May 3, 2006	Internal Meeting: Transportation and Access <ul style="list-style-type: none"> A. Preiksaitis, H. Kuehne, D. Elder, S. Cook, B. Sanders, L. Viarobo and L. Arsenault
May 3, 2006	Meeting with Rotary Club <ul style="list-style-type: none"> G. Shantz and G. Armitage A. Preiksaitis and B. Sanders
May 17, 2006	Meeting with Rotary Club B. Sanders
July 12, 2006	Meeting with Rotary Club <ul style="list-style-type: none"> B. Bailey, G. Armitage, M. Radke L. Arsenault <p>RMWB received the draft site concept plan at this meeting. No further updates were received as the representatives expressed that they were waiting for the ASP draft to make further plans.</p>
August 17, 2006	Meeting with Keyano College <ul style="list-style-type: none"> B. Sanders, L. Viarobo, S. Cook and L. Arsenault

Attachment 4

DATE	DESCRIPTION
August 30, 2006	<p>Meeting with Rotary</p> <ul style="list-style-type: none"> ▪ B. Bailey ▪ B. Sanders, L. Viarobo, L. Arsenault <p>RMWB informed the Club that it has been struggling to come up with a suitable concept plan and that RMWB will provide this when it is achieved.</p> <p>Rotary Club informed the Municipality they were looking at hiring Les Furber, golf course architect, to move ahead with their planning. They had also met with Stephen Clarke, Vista Ridge, Kinsmen to discuss facilities and possible partnerships. They are looking at 3 pillars in their plans: revenue generation, residential development and partnerships in the community.</p>
September 22, 2006	<p>Internal Meeting on Land Use Concept</p> <ul style="list-style-type: none"> ▪ L. Viarobo, B. Sanders, Darcy Elder, W. MacIntosh, D. Peck, L. Arsenault
September 28, 2006	<p>Meeting with Provincial Departments</p> <ul style="list-style-type: none"> ▪ L. Markovich (AIT), W. Jackson (MA) and V. Hoover (ASRD) ▪ B. Sanders
September 29, 2006	<p>Performance Review with Consultant</p> <ul style="list-style-type: none"> ▪ L. Viarobo and Lesley Arsenault
October 13, 2006	<p>Meeting with Local ASRD</p> <ul style="list-style-type: none"> ▪ Lee Baker and Noel St. Jean ▪ B. Sanders, Steve Cook, L. Viarobo, L. Arsenault
October 16, 2006	<p>Meeting:</p> <ul style="list-style-type: none"> ▪ B. Bailey, M. Radke ▪ L. Viarobo, L. Arsenault <p>RMWB made proposal to the Club on the possibility of finding other suitable land for their activities in discussion with ASRD.</p>
October 18, 2006	Steering Committee Meeting #4
November 14/17, 2006	<p>Rotary Meeting</p> <p>Meeting rescheduled, then cancelled.</p>
December 6, 2006	Steering Committee Meeting #5

Attachment 4

DATE	DESCRIPTION
December 7, 2006	<p>Meeting with Rotary Club</p> <ul style="list-style-type: none"> ▪ Colin Hartigan, B. Bailey, G. Shantz , M. Radke, J. Bonville, T. Langis ▪ B. Sanders, Steve Cook, L. Arsenault <p>Rotary Club made a presentation on their proposal for the development of the Lease area and updates on discussions with Provincial representatives.</p> <p>The Land Manager and Manager of Planning and Development outlined the need for Rotary to pursue discussions with Provincial representatives of Municipal Affairs, Infrastructure and Transportation and Sustainable Resource Development.</p>
February 21, 2007	<p>Meeting with Rotary Club</p> <ul style="list-style-type: none"> ▪ C. Hartigan, B. Bailey, G. Shantz, M. Radke, ▪ B. Sanders, L. Viarobo, N. Karanja <p>Rotary Club presented an updated concept plan on their proposed development for the leased land. The Club would like to have the proposed multi-plex facility relocated from the neighborhood core (Village Center) to land adjacent to the proposed golf course site.</p> <p>This meeting however, clarified the different expectations of such a facility from Planning and Development and Rotary Club. The ASP prescribes that the facility on Saline Creek Plateau will serve the immediate local population of 20 000 residents. The Rotary Club, however, would like a larger, regional recreational facility, that would be located off Highway 69, on approximately 80 acres of land, adjacent to the proposed golf course site on their current lease.</p> <p>Planning and Development proposed other suitable sites for such a regional facility such as south of Highway 69, or west of Highway 63. Rotary Club was advised to bring this issue forward to Council for resolution during the public hearings.</p> <p>Rotary also has concerns about the Draper Road arterial way placement due to geotechnical instability of the slope. Rotary requested a meeting with the Engineering & Consultant Team during the open houses scheduled for Feb 27 & 28th, 2007.</p>

Attachment 4

DATE	DESCRIPTION
February 21, 2007	<p>Meeting with Keyano College Board of Governors</p> <ul style="list-style-type: none"> ▪ B. Sanders, S. Cook <p>The purpose of the meeting was to orient the Board to the proposed Saline Creek Area Structure Plan, the process of its creation, its content, and the principles incorporated in the ASP. Planning and Development Manager also provided an overview of Council's role in legislating land use and the process that has yet to occur for Council to adopt the ASP.</p> <p>The Board appeared to be pleased with the process by which the ASP was created, as well as excited about the ASP itself.</p>
February 27 & 28, 2007	<p>Saline Creek Plateau ASP Open Houses</p> <p>The draft ASP and Development concept plan were presented to the general public at the Stone Bridge Hotel. Comments were received from the general public regarding the proposed development plans.</p> <p>About seventy people attended the Open Houses.</p>
February 28, 2007	<p>Meeting with Rotary Club & Associated Engineering</p> <p>Rotary Club met with the consulting team and Associated Engineering (N. Dos Santos) to address the Club's queries on the proposed Clearwater Parkway alignment, multiplex location and other issues.</p> <p>This meeting was aimed at addressing the geotechnical concerns on the location of the roadway, including slope stability, road classification and the rationale for selecting the proposed alignment.</p> <p>The Engineering consultant provided a detailed presentation on the proposed Parkway and answered questions regarding alternative access routes, cost/benefit, and the overall transportation system proposed in the development concept.</p>

Attachment 4

DATE	DESCRIPTION
March 16, 2007	<p>Keyano College</p> <ul style="list-style-type: none"> ▪ A. Adibi <p>Planning and Development Manager received support from the Vice President of Keyano College on the development concept plan and the ASP as it goes to Regional council. Planning and Development is in agreement that their concerns regarding the impact of the development on college lands can be addressed at a detailed Outline Plan stage following the adoption of the ASP.</p>
March 21, 2007	<p>Meeting with Engineering L. Viarobo, N. Karanja, W. MacIntosh, S. Abushawashi, J. McIlveen, J. Ramjohn</p> <p>Engineering Department reviewed the ASP's transportation and development concepts. They support the general concept of the proposed Clearwater Parkway, however, they have asked that its specific alignment be subject to more detailed geotechnical reports and Transportation Impact Assessments.</p> <p>Planning and Development will work cooperatively to ensure that there is consistency of planning principles in the ASP and how it may impact Engineering projects, near or adjacent to, the proposed Clearwater Parkway. These include the Lower Townsite East End Loop and the Draper Road Pre-Design study.</p> <p>It was noted that a Community Impact Assessment is required to assess and address impacts on the Waterways/Draper community. There is also a need to begin the planning process for updating the Waterways Area Redevelopment Plan, By-Law No. 86/09.</p>

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Community Services – Parks and Outdoor Recreation Division
Date:	April 24, 2007
Subject:	Bylaw No. 07/032 - Debenture Borrowing Bylaw – Beacon Hill /Good Shepherd Community Park Upgrades

ISSUE:

Approval of Debenture Bylaw No. 07/032 to borrow \$600,000 for the improvement and upgrade of park amenities provided to the Beacon Hill subdivision.

REFERENCE:

1. Municipal Government Act Section 251(1)
2. 2007 Capital Budget

HISTORY:

This item was approved in the 2007 Capital Budget and requires a Debenture Borrowing Bylaw. A soccer pitch, informal ball diamond and playground currently exist on this site. The purpose of this project is to upgrade the current amenities (which are in poor condition) and to add new amenities such as a multi-use pad to better meet the needs of the community.

ANALYSIS:

On December 12, 2006 Regional Council approved the 2007 Capital Budget. Part of this budget included the Beacon Hill/ Good Shepherd Community Park Upgrades. The Municipal Government Act Section 251(1) requires Regional Council to pass Bylaws approving Debenture Financing for Capital Projects.

ATTACHMENTS:

1. Bylaw No. 07/032
2. Amortization Schedule

ADMINISTRATIVE RECOMMENDATION:

1. THAT Bylaw No. 07/032, being a borrowing bylaw for the Beacon Hill/Good Shepherd Community Park Upgrades, be read a second time.
2. THAT Bylaw No. 07/032 be read a third and final time.

BYLAW NO. 07/ 032

BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO AUTHORIZE THE COUNCIL OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO INCUR AN INDEBTEDNESS BY THE ISSUANCE OF DEBENTURES IN THE AMOUNT OF SIX HUNDRED THOUSAND DOLLARS (\$600,000.00) FOR THE PURPOSE OF THE BEACON HILL/GOOD SHEPHERD COMMUNITY PARK UPGRADES.

WHEREAS the Council of the Regional Municipality of Wood Buffalo has decided to issue a bylaw pursuant to Section 258 of the Municipal Government Act to authorize the financing, undertaking and completion of the Beacon Hill/Good Shepherd Community Park Upgrades;

WHEREAS the Regional Municipality of Wood Buffalo has made plans, specifications and estimates for the project and confirms the total cost of the Beacon Hill/Good Shepherd Community Park Upgrades is \$600,000.00.

WHEREAS in order to complete the said project, it will be necessary for the Regional Municipality of Wood Buffalo to borrow the sum of \$600,000.00, for a period not to exceed ten (10) years, from the Alberta Capital Finance Authority or another authorized financial institution, by the issuance of debentures and on the terms and conditions referred in this bylaw.

WHEREAS the principal amount of the outstanding debt of the Regional Municipality of Wood Buffalo at December 31, 2005 is \$56,136,951.00 and no part of the principal or interest is in arrears;

WHEREAS the estimated lifetime of the project financed under this bylaw is equal to, or in excess of ten (10) years;

AND WHEREAS all required approvals for the project have been obtained and the project is in compliance with all Acts and Regulations of the Province of Alberta;

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

1. That for the purpose of the Beacon Hill/Good Shepherd Community Park Upgrades the sum of SIX HUNDRED THOUSAND DOLLARS (\$600,000.00) be borrowed from the Alberta Capital Finance Authority or another authorized financial institution by way of debenture on the credit and security of the Regional Municipality of Wood Buffalo at large, of which amount the full sum of \$600,000.00 is to be paid by the Regional Municipality of Wood Buffalo at large.
2. The proper officers of the Municipality are hereby authorized to issue debentures on behalf of the Municipality for the amount and purpose as authorized by this bylaw, namely the Beacon Hill/Good Shepherd Community Park Upgrades.
3. The Municipality shall repay the indebtedness according to the repayment structure in effect,

namely semi-annual or annual equal payments of combined principal and interest installments not to exceed ten (10) years calculated at a rate not exceeding the interest rate fixed by the Alberta Capital Finance Authority or another authorized financial institution on the date of the borrowing, and not to exceed fourteen (14) percent.

4. The Municipality shall levy and raise in each year municipal taxes sufficient to pay the indebtedness.
5. The indebtedness shall be contracted on the credit and security of the Municipality.
6. The net amount borrowed under the bylaw shall be applied only to the project specified by this bylaw.
7. This bylaw comes into force on the date it is passed.

READ a first time this 27th day of March, 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

Debenture Schedule

Beacon Hill/Good Shepherd Community Park Upgrades

Principal	\$600,000.00
Interest	5.00%
Term	10
Payments	\$77,702.74

Year	Beginning Balance	interest	payment	principal	End Balance
					\$600,000.00
1	\$600,000.00	\$30,000.00	\$77,702.74	\$47,702.74	\$552,297.26
2	\$552,297.26	\$27,614.86	\$77,702.74	\$50,087.88	\$502,209.37
3	\$502,209.37	\$25,110.47	\$77,702.74	\$52,592.28	\$449,617.10
4	\$449,617.10	\$22,480.85	\$77,702.74	\$55,221.89	\$394,395.21
5	\$394,395.21	\$19,719.76	\$77,702.74	\$57,982.98	\$336,412.22
6	\$336,412.22	\$16,820.61	\$77,702.74	\$60,882.13	\$275,530.09
7	\$275,530.09	\$13,776.50	\$77,702.74	\$63,926.24	\$211,603.85
8	\$211,603.85	\$10,580.19	\$77,702.74	\$67,122.55	\$144,481.29
9	\$144,481.29	\$7,224.06	\$77,702.74	\$70,478.68	\$74,002.61
10	\$74,002.61	\$3,700.13	\$77,702.74	\$74,002.61	\$0.00
	Totals	Interest \$177,027.45	Debenture Cost \$777,027.45	Principal \$600,000.00	

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning and Development
Date:	April 24, 2007
Subject:	Bylaw No. 07/039 - Community Identification Committee Bylaw

ISSUE:

Adoption of a bylaw to establish the Community Identification Committee.

REFERENCE:

Municipal Government Act, RSA 2000, c.M-26, s.145
Community Identification System Policy PRL-040-2006

HISTORY:

In May, 1987, the Regional Municipality of Wood Buffalo developed and implemented a policy for the naming of streets, subdivisions and facilities within the Municipality. Since its initial adoption, the Policy has been revised six times, with the last revision taking place in August, 2006. The current Policy identified the role of the Community Identification Committee, however, there is no bylaw in place establishing the Committee and its functions.

OPTIONS:

1. Adopt a bylaw establishing the Community Identification Committee
2. Do nothing.

ANALYSIS:

Section 145 of the *Municipal Government Act* authorizes a Council to pass bylaws in relation to the establishment, function and conduct of Council Committees. In order for the Community Identification Committee to make recommendations to Council, as per the provisions of the Community Identification System Policy, a bylaw must be passed which establishes the committee and sets out its function and conduct. Without adoption of a bylaw, there is no authority in place to make recommendations under the existing Policy.

Upon adoption of the Community Identification Committee Bylaw, an amendment will be required to the definition of "Community Identification Committee" contained with the Community Identification System Policy to ensure consistency between the two documents.

As the proposed bylaw is administrative in nature, it is recommended that it receive all three readings at one sitting.

ATTACHMENTS:

1. Proposed Bylaw No. 07/039

ADMINISTRATIVE RECOMMENDATIONS:

1. THAT Bylaw No. 07/039, being a bylaw to establish a Community Identification Committee, be read a first time.
2. THAT Bylaw No. 07/039 be read a second time.
3. THAT Bylaw No. 07/039 be considered for third reading.
4. THAT Bylaw No. 07/039 be read a third and final time.
5. THAT Council Policy # PRL-040-2006 be amending by deleting the existing text from Section 01.02 and inserting the following: “Community Identification Committee – A Committee of Council established for the purpose of recommending the naming (identifying) of communities, subdivisions, public facilities, streets, multi-family projects and addressing of lots.”

BYLAW NO. 07/039

BEING A BYLAW OF THE MUNICIPALITY OF WOOD BUFFALO TO PROVIDE FOR THE ESTABLISHMENT OF A COMMUNITY IDENTIFICATION COMMITTEE.

WHEREAS section 145 of the *Municipal Government Act*, RSA 2000, c.M-26 as amended, provides that a Council may pass Bylaws in relation to the establishment and functions of Council Committees;

WHEREAS the Council of the Regional Municipality of Wood Buffalo wishes to establish the Community Identification Committee for the purpose of establishing, organizing and maintaining an orderly system for the naming of communities, subdivisions, public facilities, streets and multi-family projects, the appropriate addressing of lots, and implementing the Community Identification System

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

1. The Community Identification Committee is hereby established.

SHORT TITLE

2. This Bylaw shall be cited as the “Community Identification Committee Bylaw”.

FUNCTION

3. The Community Identification Committee shall make recommendations to Regional Council with respect to naming of communities, subdivisions, public facilities, streets and multi-family projects and appropriate addressing of lots, as identified in the Community Identification System Policy No. PRL 040-2006, as may be amended from time to time, or any successor policy or legislation.

MEMBERSHIP OF THE COMMITTEE

4. Membership of the Community Identification Committee shall consist of:
 - (a) Two (2) Members of Council;
 - (b) One (1) member representing the Historical Society;
 - (c) Four (4) members, from the public-at-large.

ADMINISTRATION

5. The Planning and Development Department shall provide the administrative support and resources necessary to enable the Community Identification Committee to carry out its mandate, as identified in Section 3. of this bylaw.

TERMS OF OFFICE

6. Members of the Community Identification Committee shall be appointed for a two-year term, with initial terms being staggered for one (1) and two (2) years. All terms of office shall expire on the 31st of December of a given year.

REPLACEMENT OF MEMBERS

7. In the event that any appointed member of the Community Identification Committee is unable or unwilling to continue to serve as a member, for whatever reason, then, Regional Council may appoint a replacement to serve for the remainder of the existing term.
8. Members of the Community Identification Committee, including the chair, shall serve at the pleasure of the Council without remuneration excepting only reimbursement of reasonable out-of-pocket expenses (for Committee member of the general public) incurred in conducting the affairs of carrying out the authorized business of the Committee.

QUORUM

9. A quorum of the Community Identification Committee is a majority of its members, from time to time, including the chair;
10. Decisions and directions cannot be given by the Committee unless there is a quorum of members present.
11. Any member who is unable to attend shall inform the chairperson.

APPOINTMENT OF CHAIRPERSON

12. The Community Identification Committee shall elect one (1) Council Member to serve as chairperson.

DUTIES OF THE CHAIR

13. The duties of the chair of the Community Identification Committee are as follows:
 - (a) The preservation of order and quorum;
 - (b) The deciding of all questions of procedure and the provisions of reasons therefore; and
 - (c) The scheduling of meetings of the Community Identification Committee

ABSENCE OF CHAIRPERSON

14. If the chairperson is absent or leaves for any reason, the other Council Member shall be the acting chair to preside during the Chair's absence.

15. If both Members of Council are absent or leave the meeting for any reason, the remaining members shall appoint an Acting Chair from among those in attendance.

PUBLIC MEETINGS

16. Deliberations of the Community Identification Committee shall be held in Fort McMurray, or elsewhere in Alberta as required, and shall be open to the public in accordance with the *Municipal Government Act*, except where the matter under discussion falls within one of the categories of information referred to in the *Freedom of Information and Protection of Privacy Act*, c. F-18.5, as amended.

PROCEDURE

17. The following rules apply to the Community Identification Committee:
- (a) Motions need not be seconded;
 - (b) Informal discussion of a subject is permitted when no motion has been made;
 - (c) There is no limit to the number of times a member may speak to a question;
 - (c) The chair (or acting chair) may make motions, participate and debate and vote on all motions without leaving the chair.

FREQUENCY OF MEETINGS

18. The Community Identification Committee shall meet on an as-needed basis.

ENACTMENT

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

READ A FIRST TIME THIS _____ DAY OF _____, A.D. 2007.

READ A SECOND TIME THIS _____ DAY OF _____, A.D. 2007.

READ A THIRD TIME THIS _____ DAY OF _____, A.D. 2007.

SIGNED AND PASSED THIS _____ DAY OF _____, 2007.

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning and Development
Date:	April 24, 2007
Subject:	Bylaw No. 07/004 - Closure of Undeveloped Road Allowance in Parcel F Area of Timberlea.

ISSUE:

Rescinding of Bylaw No. 06/015 that was executed to close part of an undeveloped government road allowance located within the Parcel F area of Timberlea due to ambiguity in the legal description, and adoption of a replacement bylaw.

REFERENCE:

Municipal Government Act

HISTORY:

On May 9, 2006 Council passed Bylaw No. 06/015 to close a 1.01 ha portion of land within an undeveloped government road allowance between NW 6-90-9-W4M and NE 1-90-10-W4M, for the Parcel F area of Timberlea. When the Bylaw was submitted to Land Titles for registration, it was noted that the legal description is ambiguous and the application was subsequently rejected. Land Titles has since provided the proper legal description and requested that existing bylaw be rescinded and a new bylaw adopted to effect the closure. This will necessitate the scheduling of a further public hearing and obtaining ministerial approval before proceeding with second and third readings, and it is anticipated that this process may take several months to complete.

ALTERNATIVES:

1. Rescind Bylaw No. 06/015 and adopt a new bylaw to close the portion of road allowance.
2. Do nothing.

ANALYSIS:

The Land Management Division supports the closure of the undeveloped road allowance that falls within the subject area as it would allow the 1.01ha to be included in the Parcel F development area.

ATTACHMENTS:

1. Proposed Bylaw No. 07/004
2. Subject Area Map
3. Standing Committee Report dated April 18, 2006

4. Letter of Request from FOCUS Corporation on behalf of ASHC
5. Aerial Photo property identification.

ADMINISTRATIVE RECOMMENDATION:

THAT Bylaw No. 07/004, being a bylaw to close an undeveloped government road allowance located within Parcel F - Timberlea, be read a first time, and a public hearing scheduled to take place on May 8, 2007.

A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO FOR THE PURPOSE OF CLOSING AND CREATING TITLE TO UNDEVELOPED GOVERNMENT ROAD ALLOWANCES

AND WHEREAS the Council of the Regional Municipality of Wood Buffalo deems it expedient to provide for a bylaw for the purpose of closing certain roads, or portions thereof, situated in the said municipality, and thereafter disposing of same;

AND WHEREAS, Council was not petitioned for an opportunity to be heard by any person claiming to be prejudicially affected by the bylaw.

1. All that portion of road, generally, as shown on schedule 'A', described as follows:

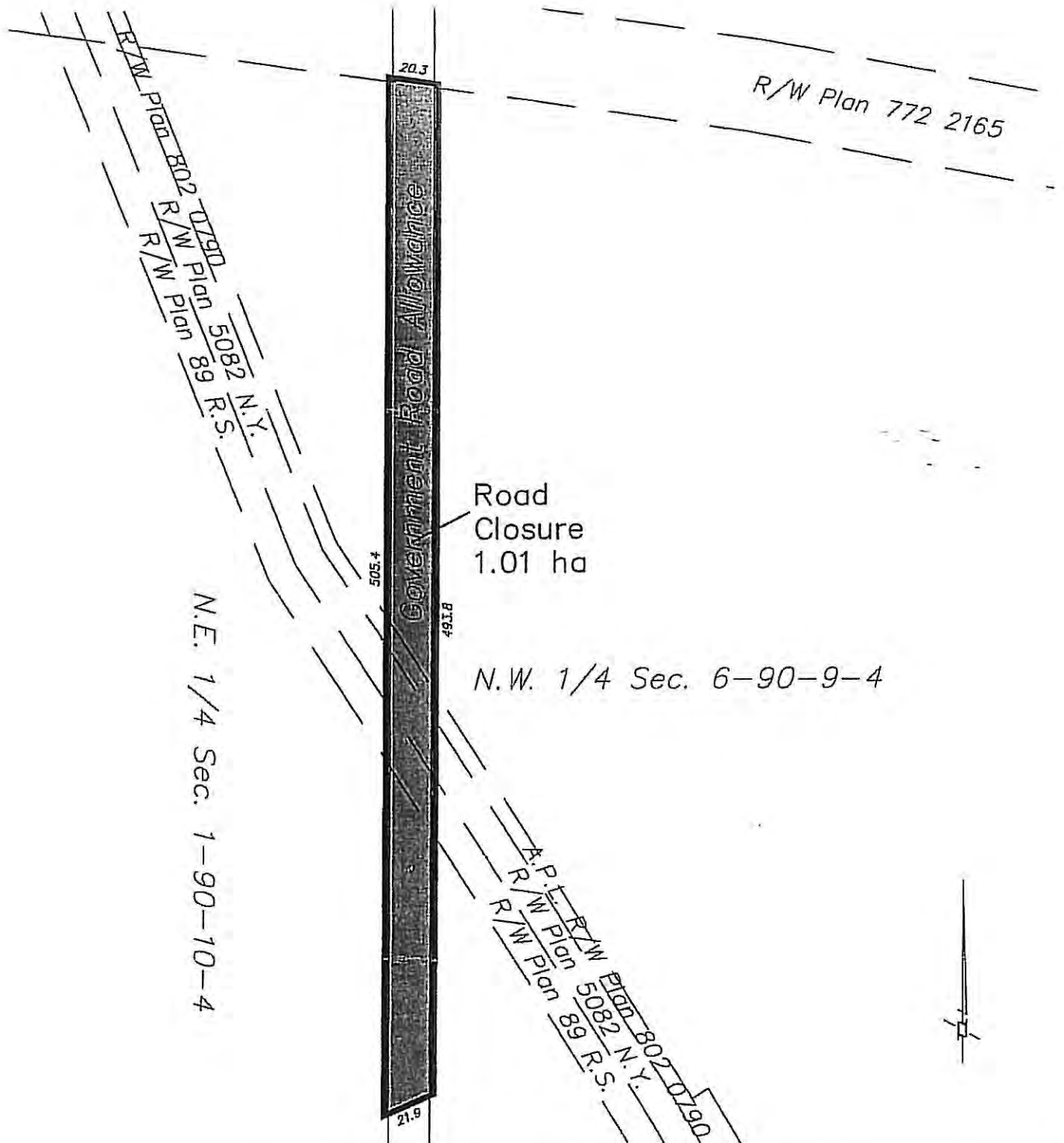
2. This Bylaw shall be become effective when it has received third and final reading and has been signed by the Mayor and Chief Legislative Officer.

APPROVED this _____ day of _____, 2007.

SIGNED and PASSED this day of , 2007.

MAYOR

CHIEF LEGISLATIVE OFFICER



Area of Road to be Closed

TIMBERLEA
"North Parsons"

FOCUS

Road Closure Plan
Government Road Allowance

N:\101117\Planning\101117-11\101117-11-RC-0.dwg

REGIONAL MUNICIPALITY OF WOOD BUFFALO STANDING COMMITTEE REPORT

To:	Planning and Development Standing Committee
From:	Administration
Date:	April 18 th , 2006
Subject:	Closure of Undeveloped Road Allowance in Parcel F Area of Timberlea.

ISSUE:

Closure of Undeveloped Road Allowance is required to facilitate the sale and development of land in the North Parsons Creek area within Parcel F.

REFERENCE:

1. Road Closure Request
2. Map

HISTORY:

Alberta Social Housing Corporation (ASHC) is in the process of acquiring approximately 76.15 hectares from Sustainable Resources Development (SRD) in NW 6-90-9-W4M and NE 1-90-10-W4M – North Parsons Creek area. There is a government road allowance within that area, and they are requesting to close a portion that is about 1.01 hectares. Section 18 of the Municipal Government Act states that a municipality has direction, control and management of all roads within the municipality, however, Section 16 of the MGA states that title to all roads in a municipality, other than a city, are vested in the Crown in right of Alberta. Therefore, a municipality maintains administrative control over them, but ownership still lies with the Crown. Upon closure of the road allowance, title would remain vested in the Crown, but administration would be transferred from the Minister of Infrastructure to the Minister of Sustainable Resource Development. This will allow this portion of the undeveloped road allowance to be incorporated into the lands ASHC is acquiring from SRD.

ALTERNATIVES:

1. Approve closure of the portion of road allowance application by ASHC.
2. Deny closure of the portion of road allowance application by ASHC.

ANALYSIS:

The closure of the road allowance that falls within NW 6-90-9-W4M and NE 1-90-10-W4M is required so that the 1.01ha will be included in the Parcel F development area.

ADMINISTRATIVE RECOMMENDATION:

THAT Bylaw 06/015 to close the road in Parcel F be brought forward under the bylaw process.

ATTACHMENTS:

1. Proposed Bylaw.
2. Schedule "A" (Air photo overlay)
3. Schedule "B" Road Closure Request with Map

BYLAW NO. 06/015

A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO FOR THE PURPOSE OF CLOSING AND CREATING TITLE TO UNDEVELOPED GOVERNMENT ROAD ALLOWANCES IN ACCORDANCE WITH SECTION 22 OF THE MUNICIPAL GOVERNMENT ACT, CHAPTER M26.1, REVISED STATUTES OF ALBERTA 2000, AS AMENDED

WHEREAS application has been made to Regional Council to have the road allowance closed, and

WHEREAS the Regional Council of the Regional Municipality of Wood Buffalo deems it expedient to provide for a bylaw for the purpose of closing certain roads, or portions thereof, situated in the said municipality, and thereafter disposing of same, and

WHEREAS, notice of the intention of Regional Council to pass a bylaw has been given in accordance with Section 606 of the Municipal Government Act, and

WHEREAS, Regional Council was not petitioned for an opportunity to be heard by any person claiming to be prejudicially affected by the bylaw.

NOW THEREFORE BE IT RESOLVED that the Regional Council of the Regional Municipality of Wood Buffalo in the Province of Alberta does hereby close for the purpose of creating title to the following described road allowances, subject to the rights of access granted by other legislation:

A 1.01ha portion of land within Undeveloped Government Road Allowance between NW 6-90-9-W4M and NE 1-90-10-W4M, **excepting thereout all mines and minerals.**

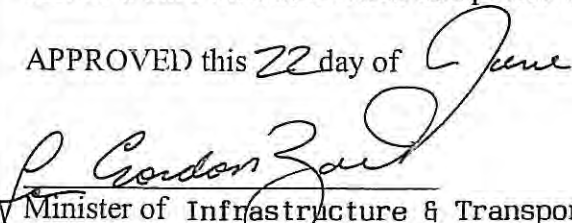
This Bylaw shall become effective when it has received third and final reading and has been signed by the Mayor and Chief Legislative Officer.

READ a first time in Council this 25th day of April, 2006.

READ a second time in Council this 9th day of May, 2006.

READ a third time in Council and passed this 9th day of May, 2006.

APPROVED this 22 day of June, 2006.

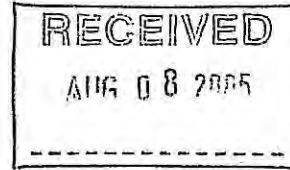

Minister of Infrastructure & Transportation

CERTIFIED A TRUE COPY

CHIEF LEGISLATIVE OFFICER


MAYOR


CHIEF LEGISLATIVE OFFICER



August 2, 2005

File No.:101117-11

Sally Hilton
Land Management
Regional Municipality of Wood Buffalo
9909 - Franklin Avenue
Fort McMurray, AB.
T9H 2K4

Dear Sally:

**RE: 'Government Road Allowance' Road Closure Application
North Parsons, Timberlea**

On behalf of our client, Alberta Social Housing, please accept this letter as an application for road closure within the above-mentioned area.

The Government Road Allowance area lies within the developable area of North Parsons and is located between N.E. ¼ Sec. 1-90-10-4 and N.W. ¼ Sec. 6-90-9-4. The total area consists of 1.01 ha. A map indicating the subject area is attached for your reference.

As discussed in our telephone conversation, the application and road closure fees can not be determined at this time. Once the Regional Municipality Wood Buffalo has determined the fee, payment will be forwarded to your offices.

We trust this letter of application and the attached to be satisfactory, however should you have any questions or concerns then please do not hesitate to contact me.

Yours truly,

THE FOCUS CORPORATION LTD.

A handwritten signature in cursive script, reading "Michelle Hartlaub".

Michelle Hartlaub, Community Planner

MH/mh
encl.

cc: Ray Riou, Alberta Social Housing

N.W ¼ Sec 6-90-9-W4M

N.E. ¼ Sec 1-90-10-W4M

APPROXIMATE AREA
OF ROAD ALLOWANCE
TO BE CLOSED

FORT McMURRAY URBAN BOUNDARY



REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning and Development
Date:	April 24, 2007
Subject:	Bylaw No. 07/036 - Land Use Bylaw Amendment – Servicing Capacity

ISSUE:

Text amendments to the Land Use Bylaw 99/059 are necessary as a result of sewer infrastructure capacity limitations within the Urban Service Area (USA) South of the Athabasca River.

REFERENCE:

1. *Municipal Government Act* RSA 2000, Chapter M-26 Part 17
2. Bylaw No. 00/005 - Municipal Development Plan
3. Bylaw No. 00/005 - Land Use Bylaw
4. Lower Townsite East End Servicing Study, March 2002
5. Fort McMurray Sanitary Trunk Assessment, October 2006
6. South Sanitary Servicing Study, February 2007

HISTORY:

While improvements have been undertaken to the municipal waste water collection system to allow us to house an additional 7,500 persons on the south side of the Athabasca River since a study was completed in 2002, the rate of growth has exceeded the pace of improvements, leaving us with a surcharged system. The 2005 Census identified an additional 7,536 people living in the Study's area of interest. A 2006 study confirmed the sewer system in downtown Fort McMurray is now challenged.

However, as the two previous studies were limited in geographic scope, a more comprehensive overview of the sewer mains in the Urban Service Area south of the Athabasca River was undertaken in January and February of 2007. This report draws a clear conclusion that there is no spare capacity in this section of the Municipality's sewer system. To summarize, 88% of the system is operating over one hundred percent (100%) capacity (and some 12% of those lines are operating at more than 250% over capacity). Evidence of surcharging is found in the system. This doesn't mean the system is failing, it means that we have a vertical build-up in some parts of the system at certain times instead of the gravity fed system that was designed.

In addition, Operations and Maintenance staff report that lift station 1A (which forces this entire portion of the community's sewer to the treatment facility) is operating with an on/off cycle of less than ten minutes. On occasion, the pumps operate continuously due to the increase in sewage flows. When the pump system was initially installed (1976), the pump cycles would occur 3-4 times for 1-2 hours over a 24 hour period.

OPTIONS:

1. Adopt the proposed amendments.
2. Reject the proposed amendments.

ANALYSIS:

A Land Use Bylaw allows for Permitted and Discretionary Uses. A proposed development that meets all the provisions of the relevant District, and is a Permitted Use, must be approved and issued an unconditional development permit. In the cases of Discretionary Uses, the Municipality has much greater control to approve or refuse an application and can apply a greater test of acceptability.

Legal counsel has confirmed that the Municipal Government Act intends that where a permitted use is authorized, an applicant is entitled, as a right, to a permit if the project meets the bylaw requirements (parking, siting etc.). A discretionary use provides the flexibility needed to ensure development is appropriate to the situation. Under the proposed amendment, development will be possible where no net increase is made to effluent load in the current system.

The wastewater collection system is adequate to handle existing loads, but it is surcharged in certain locations and can not adequately handle more without increased breach of sewer lines, backups, or spillage. This amendment is a first step to mitigate the servicing challenge south and east of the Athabasca River in Fort McMurray to give us time to design and construct a forcemain to take effluent directly from Lift Station 1B to the Waste Water Treatment Plant. We believe that can be accomplished by the end of 2008. This addition to the waste water collection system allows us to take the pressure off the Lower Townsite and Lift Station 1a for an interim period. It also allows us to explore other initiatives for Council's consideration, such as:

1. Water conservation program
2. Video inspection of sewer mains
3. Flushing program
4. Infiltration and inflow analysis
5. Enhanced leak detection
6. Audit water servicing bleeders
7. Develop programs for low flow fixtures (toilets, showers, etc)

ATTACHMENTS

1. Proposed Bylaw No. 07/036

ADMINISTRATIVE RECOMMENDATION:

1. THAT Bylaw No. 07/036, being a Land Use Bylaw Amendment, be read a first time, and a public hearing scheduled to take place on May 8, 2007.
2. THAT Administration immediately plan, budget and complete the design and construction, within two (2) years, of the sanitary sewer upgrading, force main from Lift Station 1B to Wastewater Treatment Plant, to meet peak design flows;

THAT Administration conduct further flow monitoring within the South Sanitary Trunk Sewer Basin;

THAT Administration consider further development east of the Athabasca River within Fort McMurray after consideration of sanitary system constraints and mitigating measures; and

THAT the sanitary sewer master plan be completed prior consideration of further development east of the Athabasca River within Fort McMurray that increases the load on the sanitary system.

BYLAW NO. 07/036

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

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

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

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

1. THAT Bylaw No. 99/059 is hereby amended by adding an asterisk (*) after the heading "Permitted Uses" in Sections 93.2, 95.2, 96.2, 97.2, 98.2, 99.2, 100.2, 101.3, 105.2, 106.2, 107.2, 108.2, 109.2, 112.2, 113.2, 114.2, 119.2, 124.2, 200.2, 201.2 and 205.2 and by placing a further asterisk (*) at the end of the aforesaid sections followed by the words:

"The uses listed as Permitted Uses apply only to those areas of the Regional Municipality of Wood Buffalo which lie outside of the Urban Service Area or those areas within the Urban Service Area to the North and West of the Athabasca River. In those parts of the Urban Service Area to the South and East of the Athabasca River all uses listed as Permitted Uses under this section shall be considered Discretionary Uses – Development Officer and shall not be considered as Permitted Uses."

2. THAT the Chief Administrative Officer is authorized to consolidate this bylaw.
3. THAT this bylaw shall be passed and become effective when it receives third reading and is signed by the Mayor and Chief Legislative Officer.

READ a first time this day of

READ a second time this day of , 2007.

READ a third time this day of , 2007.

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

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning and Development
Date:	April 24, 2007
Subject:	Bylaw No. 07/038 - Land Use Bylaw Amendment – Lot 2, Block 23, Plan 762 0533 (140 MacAlpine Crescent)

ISSUE:

Rezoning of Lot 2, Block 23, Plan 762 0533 (140 MacAlpine Crescent) from BI-Business Industrial to PS-Public Service to accommodate the future MacKenzie Pumphouse Project.

REFERENCE:

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

HISTORY:

An application has been submitted to amend the Land Use Bylaw (Bylaw No. 99/059) for 140 MacAlpine Crescent (Lot 2, Block 23, Plan 762 0533) to allow for the rezoning of the subject property from BI – Business Industrial District to PS – Public Services District. The purpose of the amendment is to allow for the development of the proposed future MacKenzie Pumphouse project.

OPTIONS:

1. Adopt the proposed amendments.
2. Reject the proposed amendments.

ANALYSIS:

The subject property is currently the site of the Municipality of Wood Buffalo's water reserve in the MacKenzie Industrial Park. This site is the proposed location for the future MacKenzie Pumphouse but recent findings show that a transfer of title for this property has not been completed to date. Alberta Housing Corporation is the current registered owner on Title and has agreed to transfer full title to the Regional Municipality of Wood Buffalo once the subject property has been rezoned to the appropriate designation.

The PS – Public Service District allows for government services to be successfully delivered for the use of the public. The MacKenzie Pumphouse project, a future development subsequent to

this rezoning, proposes to develop a Public Use, a land use within permitted within the PS District. An amendment to the zoning district will ensure the applicant, the Regional Municipality of Wood Buffalo, has access to develop this site as the future MacKenzie Pumphouse project.

ATTACHMENTS

1. Proposed Bylaw No. 07/038

ADMINISTRATIVE RECOMMENDATION:

THAT Bylaw No. 07/038, being a Land Use Bylaw Amendment – Lot 2, Block 23, Plan 762 0533, be read a first time, and a public hearing scheduled to take place on May 8, 2007.

BYLAW NO. 07/038

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

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

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

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

1. THAT the Municipal Land Use Bylaw (Bylaw 99/059) is hereby amended by changing the land use designation of Lot 2, Block 23, Plan 762 0533, as depicted on Schedule "A", from BI – Business Industrial District to PS – Public Service District.
2. THAT the Chief Administrative Officer shall be authorized to consolidate this bylaw.
3. THAT this bylaw shall be passed and become effective when it receives third reading and is signed by the Mayor and Chief Legislative Officer.

READ a first time in Council this day of , 2007.

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

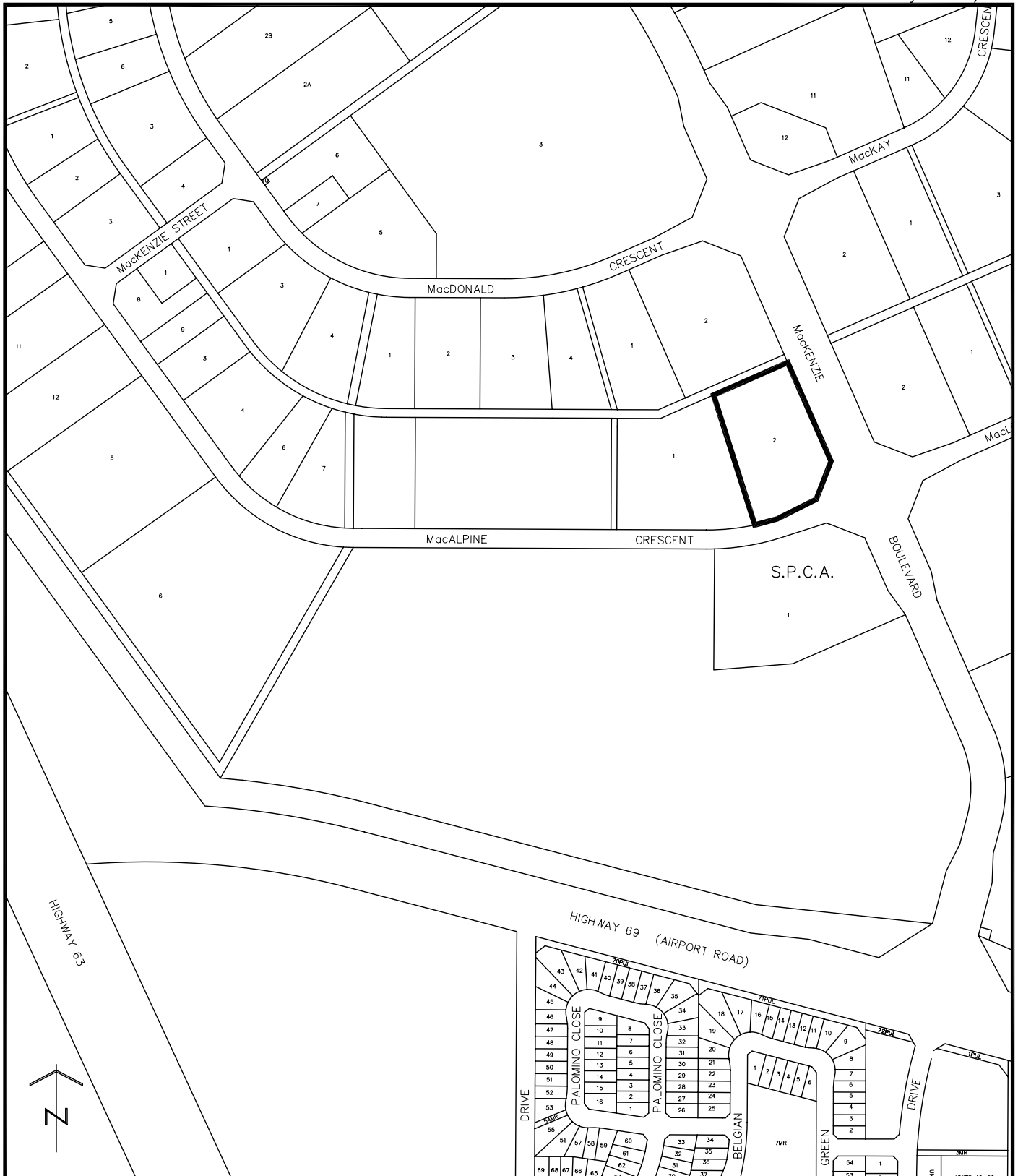
READ a third time in Council and passed this day of , A.D. 2007.

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER



Land Use Bylaw Amendment

From BI (Business Industrial District) To PS (Public Services District)

Lot 2, Block 23, Plan 762 0533 (140 MacAlpine Crescent)

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning and Development
Date:	March 27, 2007
Subject:	Bylaw No. 07/040 - Debenture Borrowing Bylaw – Confederation Way - Third Eastbound Lane - Millennium Drive to Highway 63

ISSUE:

Approval of debenture borrowing, in the amount of \$4,930,295, for the design and construction of a third eastbound lane on Confederation Way from Millennium Drive to the future Highway 63 Interchange.

REFERENCE:

1. Municipal Government Act Section 251(1)
2. 2007 Capital Budget

HISTORY:

This item was approved in the 2007 Capital Budget and requires Debenture Borrowing.

ANALYSIS:

On December 12, 2006 Regional Council approved the 2007 Capital Budget. Part of this budget included the Confederation Way Third Eastbound Lane. Section 251(1) of the Municipal Government Act requires that a bylaw be passed approving debenture financing for capital projects.

ATTACHMENTS:

1. Bylaw No. 07/040
2. Amortization Schedule
3. 2007 Capital Budget Request Sheet

ADMINISTRATIVE RECOMMENDATION:

THAT Bylaw No. 07/040, being a debenture borrowing bylaw for the Confederation Way Third Eastbound Lane, be read a first time.

BYLAW NO. 07/040

BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO AUTHORIZE THE COUNCIL OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO INCUR AN INDEBTEDNESS BY THE ISSUANCE OF DEBENTURES IN THE AMOUNT OF FOUR MILLION NINE HUNDRED THIRTY THOUSAND TWO HUNDRED NINETY FIVE DOLLARS (\$4,930,295.00) FOR THE PURPOSE OF THE CONFEDERATION WAY – THIRD EASTBOUND LANE.

WHEREAS the Council of the Regional Municipality of Wood Buffalo has decided to issue a bylaw pursuant to Section 258 of the Municipal Government Act to authorize the financing, undertaking and completion of the Confederation Way – Third East Bound Lane;

WHEREAS the Regional Municipality of Wood Buffalo has made plans, specifications and estimates for the project and confirms the total cost of the Confederation Way – Third East Bound Lane is \$5,000,000.00.

WHEREAS in order to complete the said project, it will be necessary for the Regional Municipality of Wood Buffalo to borrow the sum of \$4,930,295.00, for a period not to exceed twenty (20) years, from the Alberta Capital Finance Authority or another authorized financial institution, by the issuance of debentures and on the terms and conditions referred in this bylaw.

WHEREAS the principal amount of the outstanding debt of the Regional Municipality of Wood Buffalo at December 31, 2005 is \$56,136,951.00 and no part of the principal or interest is in arrears;

WHEREAS the estimated lifetime of the project financed under this bylaw is equal to, or in excess of twenty (20) years;

AND WHEREAS all required approvals for the project have been obtained and the project is in compliance with all Acts and Regulations of the Province of Alberta;

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

1. That for the purpose of the Confederation Way – Third East Bound Lane the sum of FOUR MILLION NINE HUNDRED THIRTY THOUSAND TWO HUNDRED NINETY FIVE DOLLARS (\$4,930,295.00) be borrowed from the Alberta Capital Finance Authority or another authorized financial institution by way of debenture on the credit and security of the Regional Municipality of Wood Buffalo at large, of which amount the full sum of \$4,930,295.00 is to be paid by the Regional Municipality of Wood Buffalo at large.
2. The proper officers of the Municipality are hereby authorized to issue debentures on behalf of the Municipality for the amount and purpose as authorized by this bylaw, namely the Confederation Way – Third Eastbound Lane.
3. The Municipality shall repay the indebtedness according to the repayment structure in effect,

namely semi-annual or annual equal payments of combined principal and interest installments not to exceed twenty (20) years calculated at a rate not exceeding the interest rate fixed by the Alberta Capital Finance Authority or another authorized financial institution on the date of the borrowing, and not to exceed fourteen (14) percent.

4. The Municipality shall levy and raise in each year municipal taxes sufficient to pay the indebtedness.
5. The indebtedness shall be contracted on the credit and security of the Municipality.
6. The net amount borrowed under the bylaw shall be applied only to the project specified by this bylaw.
7. 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 _____, 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 _____, 2007.

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER

Debenture Schedule

Confederation Way - Third Eastbound Lane

Principal	\$4,930,295.00
Interest	6.00%
Term	20
Payments	\$429,845.59

Year	Beginning Balance	Interest	Payment	Principal	End Balance
					\$4,930,295.00
1	\$4,930,295.00	\$295,817.70	\$429,845.59	\$134,027.89	\$4,796,267.11
2	\$4,796,267.11	\$287,776.03	\$429,845.59	\$142,069.56	\$4,654,197.56
3	\$4,654,197.56	\$279,251.85	\$429,845.59	\$150,593.73	\$4,503,603.82
4	\$4,503,603.82	\$270,216.23	\$429,845.59	\$159,629.36	\$4,343,974.47
5	\$4,343,974.47	\$260,638.47	\$429,845.59	\$169,207.12	\$4,174,767.35
6	\$4,174,767.35	\$250,486.04	\$429,845.59	\$179,359.54	\$3,995,407.81
7	\$3,995,407.81	\$239,724.47	\$429,845.59	\$190,121.12	\$3,805,286.69
8	\$3,805,286.69	\$228,317.20	\$429,845.59	\$201,528.38	\$3,603,758.31
9	\$3,603,758.31	\$216,225.50	\$429,845.59	\$213,620.09	\$3,390,138.22
10	\$3,390,138.22	\$203,408.29	\$429,845.59	\$226,437.29	\$3,163,700.93
11	\$3,163,700.93	\$189,822.06	\$429,845.59	\$240,023.53	\$2,923,677.40
12	\$2,923,677.40	\$175,420.64	\$429,845.59	\$254,424.94	\$2,669,252.46
13	\$2,669,252.46	\$160,155.15	\$429,845.59	\$269,690.44	\$2,399,562.02
14	\$2,399,562.02	\$143,973.72	\$429,845.59	\$285,871.86	\$2,113,690.15
15	\$2,113,690.15	\$126,821.41	\$429,845.59	\$303,024.18	\$1,810,665.98
16	\$1,810,665.98	\$108,639.96	\$429,845.59	\$321,205.63	\$1,489,460.35
17	\$1,489,460.35	\$89,367.62	\$429,845.59	\$340,477.96	\$1,148,982.39
18	\$1,148,982.39	\$68,938.94	\$429,845.59	\$360,906.64	\$788,075.74
19	\$788,075.74	\$47,284.54	\$429,845.59	\$382,561.04	\$405,514.70
20	\$405,514.70	\$24,330.88	\$429,845.59	\$405,514.70	\$0.00

	Interest	Payment	Principal
Total	\$3,666,616.71	\$8,596,911.71	\$4,930,295.00



PROJECT NAME: **Confederation Way - Third East Bound Lane** **\$5,000,000**
Millennium Drive to Hwy 63

PROJECT LOCATION: Fort McMurray ▼
SPONSOR DEPARTMENT: Planning & Development ▼
SPONSOR DIVISION: Engineering Services ▼
MUNICIPAL FUNCTION: 31 - Common Services ▼

Type of Cost Estimate

- ☐ Detailed (+/-15%)
☐ Preliminary (+/-30%)
☒ Conceptual (+/- 50%)
☐ Strategic (+/- 100%)

Project Timeline

Pre-Design		Design		Construction or Purchase	
Start (mmm/yy)	Finish (mmm/yy)	Start (mmm/yy)	Finish (mmm/yy)	Start (mmm/yy)	Finish (mmm/yy)
Jan-06	Jan-07	Mar-06	Jan-07	Apr-07	Oct-07

Description of Project:

Timberlea is serviced by Confederation Way. Presently, Confederation Way has three uphill lanes and two downhill lanes. The ultimate build out of Timberlea to the design population of 40,000 people will require the addition of a 3rd downhill lane from Millennium Drive to the future Confederation Way/ Hwy 63 interchange (2.5 km).

Funding Information:

Infrastructure oversizing is typically funded by the Municipality through an Off-Site Levy Reserve. The rapid rate of infrastructure expansion, coupled with rising infrastructure costs has resulted in funding shortages. The required funding for the Third East Bound Lane on Confederation Way from Millenium to the Hwy 63 Intersection improvements is \$5,000,000. \$69,705 of this project cost can be funded from an existing Area G reserve.

Year	Annual Cost	Federal Grants	Provincial Grants	Reserves	Operating Budget	Other Sources	Debenture Financing
Prior	-						
2007	5,000,000					69,705	4,930,295
2008	-						
2009	-						
2010	-						
2011	-						
TOTAL	5,000,000	-	-	-	-	69,705	4,930,295

Operating Budget Impacts:

O&M are required to provide road maintenance after Final Acceptance of the work. (2007).

Have operating impacts been budgeted in years 2007 - 2009? Yes ▼

Accountability Roles:

Sponsor Department: Planning and Development
Project Lead Contact: Salem Abushawashi, Superintendent of Engineering Services
(if known)
Business Case Contact: Wayne MacIntosh, Senior Engineering Technologist
(if completed)

Dept. Priority

Priority Score

75