



Council Meeting

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

Tuesday, July 10, 2007
6:00 p.m.

Agenda

Call to Order

Opening Prayer

Adoption of Agenda

Minutes of Previous Meetings

- A. Regular Meeting – June 26, 2007

Delegations

- A. Mr. John Stelter, KPMG re: 2006 Audited Consolidated Financial Statements
 - Report: 2006 Audited Consolidated Financial Statements
- B. Mr. Rod McDonald, Future Forward Chair, and Ms. Lonny Gabinet, Director, Gabinet & Associates re: Future Forward: Fort McMurray 2030
 - Report: Future Forward: Fort McMurray 2030
- C. Chief Vern Janvier, Chipewyan Prairie First Nation re: Water Treatment Plant Service Charges
 - Report: Chipewyan Prairie First Nation (CPFN) Interest Cancellation Request
- D. Mr. Dave Kirschner re: Northern Alberta Development Council

(The Chair will also 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. 07/046 - Bylaw No. 07/046 - Timberlea Area Structure Plan Amendment; and Bylaw No. 07/047 – Land Use Bylaw Amendment - Part of Lot 1, Block 17, Plan 052 3653 (Parcel D)
- B. Public Hearing re: Highway 63/881 Corridor Area Structure Plan (Bylaw No. 07/049 - Municipal Development Plan Amendment; Bylaw No. 07/050 - Highway 63/881 Corridor Area Structure Plan; and Bylaw No. 07/051 - Hamlet of Anzac Area Structure Plan Amendment
- C. Public Hearing re: Bylaw No. 07/053 - Bylaw No. 07/053 – Municipal Development Plan Amendment; Bylaw No. 07/054 - Highway 63 North Area Structure Plan Amendment; and Bylaw No. 07/055 - Land Use Bylaw Amendment - Part of Lot 3, Block 1, Plan 042 1905 (Eco-Industrial Park)
- D. Public Hearing re: Bylaw No. 07/058 – Saline Creek Area Structure Plan

Updates

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

Bylaws

- A. Bylaw No. 07/046 - Timberlea Area Structure Plan Amendment – Part of Lot 1, Block 17, Plan 052 3653 (*2nd & 3rd Readings*)
- B. Bylaw No. 07/047 – Land Use Bylaw Amendment - Part of Lot 1, Block 17, Plan 052 3653 (*2nd & 3rd Readings*)
- C. Highway 63/881 Corridor Area Structure Plan
 - Bylaw No. 07/049 - Municipal Development Plan Amendment (*2nd & 3rd Readings*)
 - Bylaw No. 07/050 - Highway 63/881 Corridor Area Structure Plan (*2nd & 3rd Readings*)
 - Bylaw No. 07/051 - Hamlet of Anzac Area Structure Plan Amendment (*2nd & 3rd Readings*)
- D. Eco Industrial Park Bylaw Amendments - Part of Lot 3, Block 1, Plan 042 1905
 - Bylaw No. 07/053 – Municipal Development Plan Amendment (*2nd & 3rd Readings*)
 - Bylaw No. 07/054 - Highway 63 North Area Structure Plan Amendment (*2nd & 3rd Readings*)
 - Bylaw No. 07/055 - Land Use Bylaw Amendment (*2nd & 3rd Readings*)
- E. Bylaw No. 07/058 – Saline Creek Area Structure Plan (*2nd & 3rd Readings*)
- F. Bylaw No. 07/006 - Debenture Borrowing Bylaw – Vista Ridge Lodge Expansion (*2nd & 3rd Readings*)
- G. Bylaw No. 07/048 - Debenture Borrowing Bylaw Amendment – MacDonald Island Redevelopment Project (*2nd & 3rd Readings*)
- H. Bylaw No. 07/041 – Debenture Borrowing Bylaw - Rural Core Amenities (*1st Reading*)
- I. Bylaw No. 07/043 – Solid Waste Bylaw (*1st Reading*)
- J. Bylaw No. 07/052 - Closure of Undeveloped Government Road Allowance for Suncor Lease (*1st Reading*)
- K. Bylaw No. 07/059 – Land Use Bylaw Amendment – Eagle Ridge Subdivision - R3 District (*1st Reading*)

Reports

- A. Subdivision of Timberlea North Central Phase 8 (Consortium Lands)
- B. Eco-Industrial Park Subdivision
- C. Residential Parking Strategy
- D. Proposed Development and Street Names
- E. Lease of Office Space in Timberlea
- F. TELUS Mobility Lease – Vista Ridge Ski Hill
- G. Sale of Municipal Land - Lot 31U, Plan 752 0462
- H. Capital Budget Amendment – Forestry Building Renovation
- I. Request for Support - 2007 Blueberry Festival
- J. Request for Support - 2007 Northern Lights Air Show & Benefit
- K. Council Expense Summary – Period Ended June 30, 2007
- L. Award of Contract for the South Wastewater System Force Main
- M. Proposal for New Full Time Positions as 911 Operators/Dispatchers

New and Unfinished Business**Adjournment**

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To: Mayor and Council
From: Corporate Services
Date: July 10, 2007
Subject: 2006 Audited Consolidated Financial Statements

ISSUE:

To approve the Regional Municipality's 2006 audited consolidated financial statements.

REFERENCE:

2006 Audited Consolidated Financial Statements

HISTORY:

As per Bylaw No. 02/078, the 2006 year end operating surplus is to be transferred to the 2007 Emerging Issues Reserve. Year end procedures are now complete and the actual 2006 operating budget surplus is \$12,996,237. Significant growth in the region, resulting in increased revenues, as well savings in several expenditure areas have resulted in this favorable position.

Operational Area	Total (in Millions of \$)
Net permit fees/subdivision approval fees	\$3.5
Unbudgeted Ambulance Grant & Increased call volume	1.4
Increased Landfill activity	1.0
Power/Gas franchise fees	.5
RCMP contracted savings (due to vacancies)	2.1
Net salary/benefit savings (due to unfilled positions)	.9
Other savings	3.6
TOTAL SURPLUS	\$13.0

The Regional Municipality of Wood Buffalo has one of the fastest growing economies, which results in significant demands for financial resources to fund current and future capital infrastructure needs. Regional Council has recognized the significant funding shortfalls to fund capital development, thus financial strategies such as transfers to the Capital Infrastructure Reserve and Emerging Issues Reserve have been employed to assist in meeting future requirements.

The consolidated financial statements of the Regional Municipality of Wood Buffalo for the year ended December 31, 2006, have been audited by KPMG and are attached for Council's review and approval. One of Council's priorities is to utilize any additional revenues or cost savings to assist in dealing with the growing capital infrastructure challenges of the region.

ADMINISTRATIVE RECOMMENDATION:

That the audited consolidated financial statements of the Regional Municipality of Wood Buffalo for the year ended December 31, 2006 be approved.



REGIONAL MUNICIPALITY
OF **WOOD BUFFALO**

The management of the Regional Municipality of Wood Buffalo is responsible for the integrity of the accompanying consolidated financial statements. The consolidated financial statements have been prepared by management in accordance with generally accepted accounting principles established by the Canadian Institute of Chartered Accountants. The preparation of the consolidated financial statements necessarily includes some amounts which are based on the best estimates and judgments of management.

To assist in meeting its responsibility, management maintains accounting, budget and other internal controls. These controls provide reasonable assurance that transactions are appropriately authorized and accurately recorded, and that assets are properly accounted for and safeguarded, in order that the integrity of financial records is maintained.

The consolidated financial statements have been audited by the independent firm of KPMG, LLP, Chartered Accountants. Their report to the Mayor and members of Council, stating the scope of their examination and opinion on consolidated financial statements, follows.

William Newell
Chief Administrative Officer

Patricia King
Acting Chief Financial Officer

May 31, 2007



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AUDITORS' REPORT TO HER WORSHIP THE MAYOR AND MEMBERS OF COUNCIL OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO

We have audited the consolidated balance sheet of the Regional Municipality of Wood Buffalo ("the Municipality") as at December 31, 2006 and the consolidated statements of revenue, expenditures and changes in fund balances and changes in financial position for the year then ended. These financial statements are the responsibility of the Municipality's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with Canadian generally accepted auditing standards. Those standards require that we plan and perform an audit to obtain reasonable assurance whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by the Municipality's management, as well as evaluating the overall financial statement presentation.

In our opinion, these consolidated financial statements present fairly, in all material respects, the financial position of the Municipality as at December 31, 2006 and the results of its financial activities and the changes in its financial position for the year then ended in accordance with Canadian generally accepted accounting principles.

Chartered Accountants

Edmonton, Canada
May 31, 2007

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Consolidated Balance Sheet

December 31, 2006, with comparative figures for 2005

	2006	2005 (Restated, note 16)
Financial Assets		
Cash	\$20,255,509	\$2,809,630
Investments (Note 2)	233,938,882	123,376,451
Taxes and grants in lieu receivable (Note 3)	2,297,080	2,880,251
Trade and other receivables	30,005,232	14,666,325
Prepaid expenses	49,028	112,188
Investment in subsidiary corporations (Note 13)	31,278,317	21,200,945
Land held for resale	1,859,259	3,037,114
Total Financial Assets	319,683,307	168,082,904
Physical Assets		
Consumable inventories	1,193,619	1,178,277
Capital assets (Note 4)	529,384,661	392,990,498
	\$850,261,587	\$562,251,679
Liabilities		
Accounts payable and accrued liabilities	\$49,946,832	\$23,079,685
Accrued vacation pay and overtime bank	2,299,092	2,074,991
Deposit liabilities	3,481,785	1,923,725
Landfill closure and post-closure obligation (Note 5)	1,377,163	501,144
Deferred revenue (Note 6)	34,024,754	31,856,343
Capital leases payable (Note 7)	2,546,282	2,324,263
Long-term debt (Note 8)	199,350,004	53,812,688
Total Liabilities	293,025,912	115,572,839
Municipal Equity		
Operating Fund (Schedule 1)	124,538	124,538
Capital Fund (Schedule 2)	80,272,002	(5,755,797)
Reserve Fund (Schedule 3)	149,350,760	115,456,552
	229,747,300	109,825,293
Equity in capital assets	327,488,375	336,853,547
Municipal Equity	557,235,675	446,678,840
	\$850,261,587	\$562,251,679

Commitments and contingent liabilities (Note 14)

See accompanying notes to consolidated financial statements.

Approved by:

Acting Chief Financial Officer

Chief Administrative Officer

REGIONAL MUNICIPALITY OF WOOD BUFFALO
Consolidated Statement of Revenue, Expenditures and Changes in Fund Balances

Year ended December 31, 2006, with comparative figures for 2005

	Budget 2006 (unaudited)	2006	2005 (Restated, note 16)
Revenue:			
Net taxes available for municipal purposes (Schedule 4)	\$108,550,449	\$116,474,994	\$96,966,946
Sales to other governments	1,015,412	1,118,437	1,039,436
Sales and user charges (Schedule 6)	21,178,349	22,129,122	17,427,769
Penalties and costs on taxes	520,222	700,252	614,565
Licenses and permits	2,761,085	9,222,184	5,385,580
Fines	1,942,300	2,245,894	1,873,549
Franchise and concession contracts	3,307,042	3,843,824	3,749,851
Returns on investments	2,354,450	9,330,765	3,723,113
Rentals	219,841	355,354	270,536
Federal government conditional transfers (Schedule 5)	8,014,148	3,653,722	1,716,605
Provincial government unconditional transfers (Schedule 5)	1,455,179	1,575,391	3,121,224
Provincial government conditional transfers (Schedule 5)	46,950,321	30,746,300	7,407,141
Transfers from local boards and agencies	-	62,000	62,059
Developers' agreements and levies	6,009,147	16,194,404	4,372,256
Subsidiary operations (Note 13)	-	10,077,372	4,548,918
Proceeds on disposal of capital assets	-	395,545	146,708
Other	2,891,056	8,796,236	3,155,838
	207,169,001	236,921,796	155,582,094
Expenditures (Schedule 7):			
Council and other legislative	1,274,876	934,687	933,317
General administration	18,529,428	15,487,592	14,040,479
Other general government	720,615	965,488	623,980
Police	24,042,008	21,074,815	11,268,848
Fire	32,538,222	19,830,410	18,387,223
Disaster and emergency measures	472,607	275,880	221,327
Bylaws enforcement	1,791,781	1,648,358	984,901
Common and equipment pool	6,157,418	6,640,036	5,375,493
Roads, streets, walks, lighting	44,560,600	28,697,347	19,474,785
Public transport	7,554,838	6,772,802	4,639,163
Storm sewers and drainage	2,388,989	2,362,387	410,513
Water supply and distribution	56,869,684	26,212,788	13,767,720
Wastewater treatment and disposal	164,843,964	54,443,524	12,392,355
Waste management	10,880,912	5,878,566	4,042,907
Family and community support	2,607,087	3,572,238	3,327,856
Day care	10,000	10,000	10,000
Cemeteries and crematoriums	91,978	59,563	97,585
Land use planning, zoning and development	4,006,126	9,128,819	5,020,828
Subdivision land and development	17,213,715	8,985,078	4,031,028
Public housing operations	2,447	532,933	1,198
Recreation boards	568,215	475,942	496,437
Parks and recreation	62,278,223	43,508,260	17,623,135
Culture: libraries, museums, halls	5,392,612	3,623,131	2,156,743
Other	125,371	1,638,480	400,404
	464,921,716	262,759,124	139,728,225
Excess (deficiency) of revenue over expenditures	(257,752,715)	(25,837,328)	15,853,869
New debt	184,055,921	150,566,914	4,767,379
Debt repayment	(5,290,973)	(4,807,579)	(4,762,534)
Change in fund balances	(78,987,767)	\$119,922,007	\$15,858,714

See accompanying notes to consolidated financial statements.

REGIONAL MUNICIPALITY OF WOOD BUFFALO
Consolidated Statement of Changes in Financial Position

Year ended December 31, 2006, with comparative figures for 2005

	2006	2005 (Restated, note 16)
Cash provided by (used in):		
Operations:		
Excess (deficiency) of revenue over expenditures	(\$25,837,328)	\$15,853,869
Deduct non-cash items:		
Subsidiary operations	(10,077,372)	(4,548,918)
Change in non-cash operating working capital:		
Taxes and grants in lieu receivable	583,171	(528,268)
Trade and other receivables	(15,338,907)	(2,648,516)
Prepaid expenses	63,160	(70,540)
Land held for resale	1,177,855	(3,037,114)
Consumable inventories	(15,342)	61,956
Accounts payable and accrued liabilities	26,867,147	5,421,423
Accrued vacation pay and overtime bank	224,101	299,186
Deposit liabilities	1,558,060	424,950
Landfill closure and post-closure obligation	876,019	82,738
Deferred revenue	2,168,411	19,254,849
	<u>(17,751,025)</u>	<u>30,565,615</u>
Investing:		
Increase in investments	(110,562,431)	(33,179,070)
	<u>(110,562,431)</u>	<u>(33,179,070)</u>
Financing:		
Proceeds from capital leases	995,500	2,376,805
Repayment of capital leases	(773,481)	(724,125)
Proceeds of long-term debt	149,571,414	2,390,574
Repayment of long-term debt	(4,034,098)	(4,038,409)
	<u>145,759,335</u>	<u>4,845</u>
Change in cash	17,445,879	(2,608,610)
Cash beginning of year	2,809,630	5,418,240
Cash end of year	<u>\$20,255,509</u>	<u>\$2,809,630</u>

See accompanying notes to consolidated financial statements.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Operating Fund

Statement of Revenue, Expenditures and Fund Balance

Schedule 1

Year ended December 31, 2006, with comparative figures for 2005

	Budget 2006 (unaudited)	Actual 2006	Actual 2005 (Restated, note 16)
Revenues:			
Net taxes available for municipal purposes (Schedule 4)	\$108,550,449	\$116,474,994	\$96,966,946
Sales to other governments	1,015,412	1,118,437	1,039,436
Sales and user charges (Schedule 6)	21,178,349	22,129,122	17,427,769
Penalties and costs on taxes	520,222	700,252	614,565
Licenses and permits	2,761,085	9,222,184	5,385,580
Fines	1,942,300	2,245,894	1,873,549
Franchise and concession contracts	3,307,042	3,843,824	3,749,851
Returns on investments	2,354,450	5,222,342	3,014,573
Rentals	219,841	355,354	270,536
Federal government conditional transfers	244,599	1,370,228	1,340,910
Provincial government unconditional transfers	1,455,179	1,575,391	3,121,224
Provincial government conditional transfers	1,180,014	6,693,504	1,868,082
Subsidiary operations (Note 13)	-	10,077,372	4,548,918
Other	139,856	5,132,735	1,725,462
	<u>144,868,798</u>	<u>186,161,633</u>	<u>142,947,401</u>
Expenditures:			
Council and other legislative	1,062,876	857,801	866,679
General administration	16,328,724	15,267,691	12,924,186
Other general government	720,615	965,488	623,980
Police	13,316,139	11,008,088	10,483,888
Fire	18,778,313	18,292,029	16,045,451
Disaster and emergency measures	337,607	275,880	221,327
Bylaws enforcement	1,791,781	1,442,708	984,901
Common and equipment pool	5,797,090	6,505,721	5,276,707
Roads, streets, walks, lighting	12,871,530	12,637,412	11,101,959
Public transport	5,515,168	5,443,137	4,395,004
Storm sewers and drainage	150,496	159,658	70,567
Water supply and distribution	10,784,063	10,076,839	9,067,698
Wastewater treatment and disposal	4,873,732	7,267,096	2,162,911
Waste management	3,372,340	4,656,072	2,861,195
Family and community support	2,607,087	3,572,238	3,327,856
Day care	10,000	10,000	10,000
Cemeteries and crematoriums	91,978	59,563	60,458
Land use planning, zoning and development	3,906,126	9,128,819	4,890,189
Subdivision land and development	1,103,616	918,111	468,690
Public housing operations	2,447	532,933	1,198
Recreation boards	568,215	475,942	496,437
Parks and recreation	10,502,353	9,925,367	8,256,639
Culture: libraries, museums, halls	1,395,293	1,841,553	1,707,175
Other	125,371	1,638,480	400,404
	<u>116,012,960</u>	<u>122,958,626</u>	<u>96,705,499</u>
Excess of revenue over expenditures	28,855,838	63,203,007	46,241,902
Repayment of capital fund long-term debt	(4,979,473)	(4,034,098)	(4,038,409)
Repayment of capital leases	(311,500)	(472,348)	(473,359)
Net transfer (to) from reserve fund	(1,125,500)	(15,904,674)	(5,636,247)
Net transfer to capital fund	(22,439,365)	(42,791,887)	(36,093,887)
	<u>(28,855,838)</u>	<u>(63,203,007)</u>	<u>(46,241,902)</u>
Change in fund balance	-	-	-
Operating fund, beginning of year	-	124,538	124,538
Operating fund, end of year	-	<u>\$124,538</u>	<u>\$124,538</u>

See accompanying notes to consolidated financial statements.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Capital Fund

Statement of Revenue, Expenditures and Fund Balance

Schedule 2

Year ended December 31, 2006, with comparative figures for 2005

	Budget 2006 (unaudited)	2006	2005
Revenue:			
Federal government conditional transfers	\$7,769,549	\$2,283,494	\$375,695
Provincial government conditional transfers	45,770,307	24,052,796	5,539,059
Returns on investments	-	4,108,423	708,540
Transfers from local boards and agencies	-	62,000	62,059
Proceeds on disposal of capital assets	-	395,545	146,708
Developers' agreements and levies	6,009,147	16,194,404	4,372,256
Other	2,751,200	3,663,501	1,430,376
	<u>62,300,203</u>	<u>50,760,163</u>	<u>12,634,693</u>
Expenditures:			
Council and other legislative	212,000	76,886	66,638
General administration	2,200,704	219,901	1,116,293
Police	10,725,869	10,066,727	784,960
Fire	13,759,909	1,538,381	2,341,772
Disaster and emergency measures	135,000	-	-
Bylaws Enforcement	164,195	205,650	-
Common and equipment pool	360,328	134,315	98,786
Roads, streets, walks, lighting	31,689,070	16,059,935	8,372,826
Public transport	2,039,670	1,329,665	244,159
Storm sewers and drainage	2,238,493	2,202,729	339,946
Water supply and distribution	46,085,621	16,135,949	4,700,022
Wastewater treatment and disposal	159,970,232	47,176,428	10,229,444
Waste management	7,508,572	1,222,494	1,181,712
Cemeteries and crematoriums	-	-	37,127
Land use planning, zoning & development	100,000	-	130,639
Subdivision land and development	16,110,099	8,066,967	3,562,338
Parks and recreation	51,775,870	33,582,893	9,366,496
Culture: libraries, museums, halls	3,997,319	1,781,578	449,568
	<u>349,072,951</u>	<u>139,800,498</u>	<u>43,022,726</u>
Excess of expenditures over revenue	(286,772,748)	(89,040,335)	(30,388,033)
Additional funding provided by:			
Net transfers (to) from reserve fund	95,918,261	(17,989,534)	(13,481,189)
Net transfers from operating fund	6,798,566	42,791,887	36,093,887
Proceeds from capital leases	-	995,500	2,376,805
Repayment of capital leases	-	(301,133)	(250,766)
New debt issued	184,055,921	149,571,414	2,390,574
	<u>286,772,748</u>	<u>175,068,134</u>	<u>27,129,311</u>
Change in fund balance	-	86,027,799	(3,258,722)
Capital fund, beginning of year	-	(5,755,797)	(2,497,075)
Capital fund, end of year	-	<u>\$80,272,002</u>	<u>(\$5,755,797)</u>

See accompanying notes to consolidated financial statements.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Reserve Fund

Statement of Changes in Fund Balance

Schedule 3

Year ended December 31, 2006, with comparative figures for 2005

	2006	2005 (Restated, note 16)
Transfer from operating fund	\$28,750,419	\$16,255,035
Transfer to operating fund	(12,845,745)	(10,618,788)
Net transfer from operating fund	15,904,674	5,636,247
Transfer from capital fund	55,561,968	37,611,554
Transfer to capital fund	(37,572,434)	(24,130,365)
Net transfer from capital fund	17,989,534	13,481,189
Change in fund balance	33,894,208	19,117,436
Reserve fund, beginning of year	115,456,552	96,339,116
Reserve fund, end of year (Note 9)	\$149,350,760	\$115,456,552

See accompanying notes to consolidated financial statements.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Schedule of Taxes Levied

Schedule 4

Year ended December 31, 2006, with comparative figures for 2005

	Budget 2006	Actual 2006	Actual 2005
Taxation:			
Real property taxes	\$131,225,846	\$139,006,334	\$117,758,084
Business revitalization zone	40,000	43,912	35,409
Government grants in lieu of property taxes	1,087,647	903,867	894,987
Special assessments and local improvement taxes	453,387	454,049	457,146
Well drilling	198,408	250,405	197,934
	133,005,288	140,658,567	119,343,560
Requisitions:			
Alberta School Foundaton Fund	22,131,825	21,757,253	20,131,655
School boards	1,012,677	1,008,261	1,039,964
Business Revitalization Zone	40,000	43,912	35,410
Ayabaskaw House Seniors' Lodge	231,204	324,651	351,172
Rotary House Seniors' Lodge	1,039,133	1,049,496	818,413
	24,454,839	24,183,573	22,376,614
Net taxes available for municipal purposes	\$108,550,449	\$116,474,994	\$96,966,946

See accompanying notes to consolidated financial statements.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Schedule of Government Transfers

Schedule 5

Year ended December 31, 2006, with comparative figures for 2005

	2006	2005
Federal transfers:		
Conditional shared cost agreements and grants	\$3,653,722	\$1,716,605
Provincial transfers:		
Conditional shared cost agreements and grants	30,746,300	7,407,141
Unconditional shared cost agreements and grants	1,575,391	3,121,224
Total provincial transfers	32,321,691	10,528,365
Total government transfers	\$35,975,413	\$12,244,970

See accompanying notes to consolidated financial statements.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Schedule of Sales and User Charges

Schedule 6

Year ended December 31, 2006, with comparative figures for 2005

	Budget 2006	Actual 2006	Actual 2005
Sales and user charges:			
General administration	\$153,366	\$180,518	\$188,058
Other general government	4,614	4,204	7,262
Police	58,000	248,005	144,795
Fire	697,300	898,961	800,980
Disaster and Emergency Measures	-	1,780	2,590
Bylaws enforcement	-	-	534
Common and equipment pool	4,400	-	5,335
Roads, streets, walks, lighting	657,473	867,457	665,301
Public transport	1,014,274	1,111,875	970,498
Storm Sewers and Drainage	-	-	302
Water supply and distribution	10,288,790	11,074,580	8,988,485
Wastewater treatment and disposal	5,014,613	3,262,368	2,682,387
Waste management	2,624,153	3,413,190	2,132,941
Family and community support	13,000	11,685	11,209
Day care	38,276	29,596	29,143
Land use planning, zoning and development	212,548	573,537	434,123
Subdivision land and development	-	257	204
Recreation boards	32,000	19,881	23,634
Parks and recreation	365,542	431,228	339,988
Total sales and user charges	\$21,178,349	\$22,129,122	\$17,427,769

See accompanying notes to consolidated financial statements.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Schedule of Consolidated Expenditures by Object

Schedule 7

Year ended December 31, 2006, with comparative figures for 2005

	2006	2005
Expenditures:		
Salaries, wages and benefits	\$52,578,353	\$42,241,465
Contracted and general services	34,770,608	26,642,107
Purchases from other governments	8,091,188	8,258,214
Materials, goods, supplies and utilities	12,279,668	9,977,929
Provision for allowances	492,198	27,445
Transfers to local boards and agencies	1,207,308	1,233,787
Transfers to individuals and organizations	6,628,952	4,088,535
Bank charges and short-term interest	96,738	121,274
Interest on long-term debt and capital leases	7,247,513	3,740,775
Additions to capital assets	137,507,121	42,458,309
Other	1,859,477	938,385
Total expenditures	\$262,759,124	\$139,728,225

See accompanying notes to consolidated financial statements.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Notes to Consolidated Financial Statements

Year ended December 31, 2006

1. Significant accounting policies:

The consolidated financial statements of the Regional Municipality of Wood Buffalo (the Municipality), are prepared by management in accordance with accounting principles established for local governments by the Public Sector Accounting Board of the Canadian Institute of Chartered Accountants. Significant aspects of these accounting policies are:

(a) Basis of presentation:

The consolidated financial statements consist primarily of tax supported and self-supporting activities and entities whose operations and assets are under the control of the municipal council. In addition to general municipal tax supported operations, they include :

- (i) Water and Sewer Operations
- (ii) Regional Municipality of Wood Buffalo Library Board
- (iii) Family and Community Support Services (FCSS)

The schedule of taxes levied also includes requisitions for education and other external organizations that are not part of the municipal reporting entity.

Interdepartmental and organizational transactions and balances are eliminated.

Certain subsidiary corporations are accounted for on a modified equity basis, consistent with generally accepted accounting treatment for government business enterprises (Note 13). Under the modified equity basis, the business enterprises' accounting principles are not adjusted to conform with those of the Municipality, and inter-organizational transactions and balances are not eliminated. Subsidiary corporations accounted for in this manner are:

Fort McMurray Regional Airport Commission
Wood Buffalo Housing & Development Corporation
MacDonald Island Park Corporation

The statements exclude trust assets that are administered for the benefit of external parties.

(b) Basis of accounting:

Revenues are accounted for in the period in which the transactions or events occurred that gave rise to the revenues. Funds from external parties and earnings thereon restricted by agreement or regulation are accounted for as deferred revenue until used for the purpose identified. Expenditures are accounted for in the period the goods and services are acquired and a liability is incurred or transfers are due.

(c) Fund accounting:

Management funds consist of the operating, capital and reserve funds. Transactions between funds are recorded as interfund transfers. Capital fund debt principal repayments are recorded as a transfer amount and capital debt interest payments are recorded as an operating fund expenditure.

(d) Government transfers:

Government transfers are recognized in the financial statements as revenues in the period that the events giving rise to the transfer occurred, providing the transfers are authorized, any eligibility criteria have been met by the Municipality, and reasonable estimates of the amounts can be made.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Notes to Consolidated Financial Statements, continued

Year ended December 31, 2006

1. Significant accounting policies, continued:

(e) Investments:

Temporary fixed income investments are recorded at the lower of amortized cost and market. Investment premiums and discounts are amortized proportionately over the term of the respective investments.

Long term fixed income investments are recorded at amortized cost. Investment premiums and discounts are amortized proportionately over the term of the respective investments. Declines in value that are other than temporary in nature are recorded in the year the decline occurs.

(f) Land held for resale:

Land held for resale is recorded at the lower of cost and net realizable value. Cost includes costs for land acquisition and improvements required to prepare the land for servicing such as clearing, stripping and leveling charges. Related development costs incurred to provide infrastructure such as water and sewer services, roads, sidewalks and street lighting are recorded as capital assets under their respective function.

(g) Capital assets:

Capital assets are recognized as expenditures in the period they are acquired. Capital assets are recorded at cost except for donated assets, which are recorded at estimated fair value when acquired.

Government contributions for the acquisition of capital assets are recorded as capital revenue and do not reduce the related capital asset costs.

No amortization is recorded on capital assets.

(h) Consumable inventories:

Consumable inventories are valued at the lower of average cost and replacement cost.

(i) Prepaid local improvement charges:

Construction and borrowing costs associated with local improvement projects are recovered through annual special property assessments during the period of the related borrowings. These levies are collectible from property owners for work performed by the Municipality.

Where a taxpayer has elected to prepay the outstanding local improvement charges, such amounts are recorded as deferred revenue. Deferred revenue is amortized to revenue on the same terms as the related borrowings.

(j) Allowances for asset valuations:

Allowances for asset valuations are recorded as a reduction against the carrying value of the pertinent asset. Increases in allowances are recorded as an expenditure while decreases in allowances are recorded as a revenue in the operating fund.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Notes to Consolidated Financial Statements, continued

Year ended December 31, 2006

1. Significant accounting policies, continued:

(k) Reserves for future expenditures:

The reserve fund has been established at the discretion of Council to set aside funds for future operating and capital expenditures. Changes in the operating reserves are reflected as transfers to and/or from the operating fund while changes in the capital reserves are shown as transfers to and/or from the capital fund.

(l) Equity in capital assets:

Equity in capital assets represents the Municipality's investment in its capital assets, after deducting the portion financed by third parties through debenture, bond, and mortgage debts, long-term capital borrowing, capitalized leases, and other capital liabilities.

(m) Excess collections and under-levies:

Excess collections and under-levies arise from the difference between the actual levy made to cover each requisition and the actual amount requisitioned. If the actual levy exceeds the requisition, the excess collection is accrued as a liability. Where the actual levy is less than the requisition amount, the under-levy is accrued as a receivable.

Requisition mill-rates in the subsequent year are adjusted for any excess collections or under-levies of the prior year.

(n) Land fill closure and post-closure obligation

The *Alberta Environmental Protection and Enhancement Act* sets out the regulatory requirements to properly close and maintain all active landfill sites. Under environmental law, there is a requirement for closure and post-closure care of solid waste landfill sites. The estimated costs relating to this requirement are being accrued over the estimated remaining life of the landfill site based on usage.

The reported obligation may be affected by changes and factors such as the estimated total expenditures, regulatory requirements, inflation, and interest rates. Due to inherent uncertainty involved in making such estimates and assumptions, actual costs reported in future periods could differ from those estimates.

(o) Use of estimates:

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements, and the reported amounts of revenues and expenditures during the period. Actual results could differ from those estimates.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Notes to Consolidated Financial Statements, continued

Year ended December 31, 2006

2. Investments:

	2006		2005	
	Cost	Market	Cost	Market
<u>Temporary investments</u>				
Bankers acceptances, notes and bonds with effective interest rates from 3.050% to 6.050% (2005 -2.722% to 7.50%), with maturities of less than one year.	\$160,741,274	\$162,337,541	\$73,200,224	\$73,448,080
Consolidated Cash Investment Trust Fund	480,121	480,121	1,084,929	1,084,929
<u>Long term investments</u>				
Cash	\$847,605	\$847,606	\$608,581	\$608,581
Investments with effective interest of 3.85%. (2005 - 2.95% to 6.6%), with maturities of less than one year, held for other than current purposes.	679,659	870,847	25,260,654	24,745,356
Government and government guaranteed bonds, with effective interest rates from 3.00% to 9.00% (2005 - 4.25% to 6.375%), with maturity dates from June, 2008 to June, 2037.	52,490,092	51,231,933	19,807,212	20,489,493
Corporate bonds and debentures, with effective interest rates from 3.60% to 8.29% (2005 - 4.1% to 4.75%) with maturity dates from January, 2009 to July, 2040.	17,509,843	17,082,571	2,990,788	3,007,806
Accrued interest	1,190,288	1,190,288	424,063	424,063
	\$233,938,882	\$234,040,907	\$123,376,451	\$123,808,308

The market value of certain investments fluctuate with changing market interest rates. The carrying value of certain investments has not been written down to market value because management has concluded, based on a review of market information for these investments, there is no obvious indication of significant impairment that is other than temporary.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Notes to Consolidated Financial Statements, continued

Year ended December 31, 2006

3. Taxes and grants in lieu receivable:

	2006	2005
Current	\$1,522,085	\$2,038,554
Arrears**	2,550,766	2,344,519
	<u>4,072,851</u>	<u>4,383,073</u>
Less allowance for doubtful accounts	1,775,771	1,502,822
	<u>\$2,297,080</u>	<u>\$2,880,251</u>

** levies which were imposed prior to January 1, 2006

4. Capital assets:

	2006	2005
Land	\$25,115,202	\$14,387,266
Buildings	149,713,764	114,593,567
Engineering structures	292,974,232	212,463,154
Machinery and equipment	30,780,115	26,268,533
Vehicles	27,666,938	22,874,523
Leased tangible capital assets	3,134,410	2,403,455
	<u>\$529,384,661</u>	<u>\$392,990,498</u>

5. Landfill closure and post-closure obligation:

The obligation recorded at December 31, 2006 for the landfill closure was \$1,377,163 (2005-\$501,144) and represents the present value of closure and post-closure costs for 99% of the current site, using assumed annual rates of 4.70% for inflation and 4.580% for interest. The remaining capacity of the landfill is estimated at 130,000 cubic meters. This range is dependent on soil testing on an unused portion (for landfill purposes) of the existing landfill. The capacity is expected to be reached in 2008. Closure will involve covering the site with topsoil and vegetation. The groundwater monitoring wells are already in existence. Post closure care activities are expected to occur for 25 years and will involve surface and ground water monitoring, and landfill cover maintenance as per Alberta Environment guidelines. The Municipality has not yet designated assets for settling the closure and post closure obligation.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Notes to Consolidated Financial Statements, continued

Year ended December 31, 2006

6. Deferred revenue

Deferred revenue is comprised of the funds noted below, the use of which, together with any earnings thereon, is restricted by agreement. These funds are recognized in the period they are used for the purpose specified.

	2005	Increases	Decreases	2006
Operating:				
Alberta Health/Wellness-Ambulance Grant	-	\$1,632,637	\$1,224,478	\$408,159
Community Housing Plan Grant	282,612	1,093,158	1,360,615	15,155
Economic Development Strategy Grant	-	100,000	2,400	97,600
Alberta Municipal Affairs - Project Management Grant	-	150,000	-	150,000
RCMP Grant	221,389	953,762	936,710	238,441
Other	123,724	284,487	202,797	205,414
	627,725	4,214,044	3,727,000	1,114,769
Capital:				
Alberta Municipal Infrastructure Program Grant (AMIP)	12,307,318	13,376,616	9,463,169	\$16,220,765
Alberta Municipal Waste Water Grant (AMWWP)	7,779,032	5,183,109	6,544,581	\$6,417,560
Alberta Environment Landfill Grant	2,316,352	87,826	298,366	\$2,105,812
Alberta Infrastructure Transportation Grant	5,471,033	4,062,780	6,607,067	\$2,926,746
New Deal for Cities and Communities Grant (NDCC)	911,275	2,471,896	1,776,103	\$1,607,068
Alberta City Special Transportation Grant (CSTG)	452,341	17,920	68,618	\$401,643
Alberta Centennial Legacies Grant	432,075	49,771	481,846	-
Alberta Municipal Affairs Sponsorship Grants	362,622	23,589	131,456	\$254,755
Alberta Centennial Per Capita Municipal Grant	88,724	987	89,711	-
Corporate Donations	343,643	2,537,500	366,161	\$2,514,982
Other	764,203	130,470	434,019	\$460,654
	31,228,618	27,942,464	26,261,097	32,909,985
	\$31,856,343	\$32,156,508	\$29,988,097	\$34,024,754

The use of the capital and operating funds is restricted to eligible expenditures, as defined within the funding agreements. Interest earned from related investments is also included in the deferred revenue balance.

The Municipality received a Centennial Legacies Grant in 2005, from the Province of Alberta, in the amount of \$1,700,000. Expenditures in 2005 and 2006 relate to the construction of the Timberlea Athletic Park. The grant and all interest earned have been used to bring this project to completion in 2006.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Notes to Consolidated Financial Statements, continued

Year ended December 31, 2006

7. Capital leases payable:

The Municipality has entered into lease agreements for computer and mobile equipment.

	2006	2005
Supported by general tax levies	<u>\$2,546,282</u>	<u>\$2,324,263</u>

The payments on principal and interest for the next five years are as follows:

	Principal	Interest	Total
2007	\$604,799	\$136,074	\$740,873
2008	783,044	94,739	877,783
2009	691,214	50,728	741,942
2010	314,731	21,465	336,196
2011	152,495	7,164	159,660
	<u>\$2,546,282</u>	<u>\$310,171</u>	<u>\$2,856,453</u>

Implicit interest has been calculated at rates ranging from 0.50% to 8.95% on the outstanding balances.

8. Long-term debt:

	2006	2005
Supported by general tax levies	\$46,239,777	\$36,360,839
Supported by utility rates	153,110,227	17,451,849
	<u>\$199,350,004</u>	<u>\$53,812,688</u>

The payments on principal and interest for the next five years are as follows:

	Principal	Interest	Total
2007	\$4,471,644	\$10,641,049	\$15,112,693
2008	4,470,657	10,359,363	14,830,020
2009	4,460,712	10,078,409	14,539,121
2010	6,320,049	9,793,068	16,113,117
2011	8,438,307	9,367,032	17,805,339
Thereafter	171,188,635	88,009,685	259,198,320
	<u>\$199,350,004</u>	<u>\$138,248,606</u>	<u>\$337,598,610</u>

Debenture debt repayable to Alberta Capital Finance Authority has interest rates ranging from 3.3% to 12.00% per annum, and matures in years 2007 through 2031.

Interest on long-term debt amounted to \$7,122,213 (2005 - \$3,602,744)

The Municipality's total cash payments for interest in 2006 were \$7,122,213 (2005 - \$3,602,744)

The Alberta Capital Finance Authority advanced a \$136 million loan to the Municipality on June 15, 2006. Proceeds from this loan are being used to fund the Wastewater Treatment Plant project. The Province of Alberta has provided a special grant to subsidize the full amount of semi-annual interest cost for the first four years on the loan. In addition, the principal repayment is deferred for four years, starting in 2010.

Debenture debt is issued on the credit and security of the Municipality.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Notes to Consolidated Financial Statements, continued

Year ended December 31, 2006

9. Reserve fund:

Operating reserves:

	2005	Increases	Decreases	2006
General administration	\$26,557,115	\$18,465,527	\$12,836,290	\$32,186,352
Common services	145,003	-	-	145,003
Roads and streets	57,231	-	-	57,231
Municipal planning	33,526	-	-	33,526
Land and housing	547	-	-	547
Recreation	366,199	11,647	9,455	368,391
Urban parks	289,777	-	-	289,777
	<u>\$27,449,398</u>	<u>\$18,477,174</u>	<u>\$12,845,745</u>	<u>\$33,080,827</u>

Capital reserves:

	2005	Increases	Decreases	2006
General	\$58,586,935	\$46,321,005	\$30,882,829	\$74,025,111
Equipment	275,326	145,317	37,470	383,173
Firefighting and preventive services	86,179	28,138	-	114,317
Common services	431,355	140,836	-	572,191
Roads and streets	175,325	6,488,257	6,459,567	204,015
Water supply	1,734,101	104,810	-	1,838,911
Sewage	2,059,227	79,881	-	2,139,108
Recreation	2,834,875	2,246,330	192,568	4,888,637
	<u>\$66,183,323</u>	<u>\$55,554,574</u>	<u>\$37,572,434</u>	<u>\$84,165,463</u>

Subsidiary operations:

	2005 (Restated)	Increases	Decreases	2006
Fort McMurray Regional Airport	\$3,820,311	\$2,546,805	-	\$6,367,116
Fort McMurray Public Library	622,886	203,267	-	826,153
MacDonald Island Park Corporation	612,136	997,831	-	1,609,967
Wood Buffalo Housing and Development Corporation	16,768,498	6,532,736	-	23,301,234
	<u>\$21,823,831</u>	<u>\$10,280,639</u>	<u>-</u>	<u>\$32,104,470</u>
	<u>\$115,456,552</u>	<u>\$84,312,387</u>	<u>\$50,418,179</u>	<u>\$149,350,760</u>

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Notes to Consolidated Financial Statements, continued

Year ended December 31, 2006

10. Salary and benefits disclosure:

Disclosure of salaries and benefits for elected municipal officials, the chief administrative officer and designated officers by Alberta Regulation 313/00 is as follows:

	Salary (1)	Partial Annual Leave Payout	Benefits and Allowances (2,3)	Total 2006	Total 2005
** Mayor Blake	\$93,806		\$12,491	\$106,297	\$100,124
Councillor Carberry	27,624		86	27,710	26,197
Councillor Chadi	27,624		3,861	31,485	29,850
Councillor Clarkson	27,624		3,126	30,750	28,986
Councillor Flett	27,624		590	28,214	26,522
Councillor Germain	27,624		3,126	30,750	28,937
Councillor Meagher	27,624		2,937	30,561	28,778
Councillor Rebus	27,624		4,969	32,593	31,008
Councillor Slade	27,624		7,143	34,767	33,007
Councillor Vyboh	27,624		6,035	33,659	31,898
Councillor Wiltzen	27,624		951	28,575	26,938
** Regional Manager	237,918	7,161	14,589	259,668	70,622
Designated Officer	133,771	9,410	20,852	164,033	138,819
	\$741,735	\$16,571	\$80,756	\$839,062	\$601,686

** See Note (4)

(1) Salary includes regular base pay, lump sum payments, gross honoraria and any other remuneration.

(2) Employer's share of all employee benefits and contributions or payments made on behalf of employees including retirement pension, Canada pension plan (CPP), employment insurance (EI), health care, dental coverage, vision coverage, group life insurance, accidental disability and dismemberment insurance, long and short term disability plans, professional memberships and tuition.

(3) Benefits and allowances figures also include the employer's share of the costs of additional taxable benefits including special leave with pay, travel and car allowances.

(4) An automobile is provided and no amount is included in the benefits and allowances figure.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Notes to Consolidated Financial Statements, continued

Year ended December 31, 2006

11. Debt limits:

Section 276(2) of the *Municipal Government Act* requires that debt and debt service limits as defined by Alberta Regulation 255/00 for the Municipality be disclosed as follows:

Debt limit as at December 31, 2006

Total debt limit	\$401,016,268
Total debt (including loan guarantee of \$275,000)	<u>202,171,286</u>
Amount of total debt limit available	<u>\$198,844,982</u>

Debt service limit as at December 31, 2006

Service on debt limit	\$70,177,847
Service on debt	<u>15,853,566</u>
Amount of service on debt limit available	<u>\$54,324,281</u>

The debt limit is calculated at 2.0 times revenue of the municipality (as defined in Alberta Regulation 255/00 and amended by Ministerial Order L:038/06) and the debt service limit is calculated at 0.35 times such revenue. Incurring debt beyond these limitations requires approval by the Minister of Municipal Affairs.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Notes to Consolidated Financial Statements, continued

Year ended December 31, 2006

12. Pension Plans

(a) Local Authorities Pension Plan

Employees of the Municipality participate in the Local Authorities Pension Plan (LAPP), which is covered by the *Public Sector Pension Plans Act*. LAPP serves approximately 168,334 employees and approximately 408 employer organizations such as municipalities hospitals and schools (non-teachers). It is financed by employer, employee and Government of Alberta contributions and investment earnings of the LAPP Fund.

The Municipality is required to make current service contributions to LAPP of 7.75% (2005 7.40%) of pensionable earnings up to the Canada Pension Plan Year's Maximum Pensionable Earnings and 10.64% (2005-10.14%) for the excess. Employees of the Municipality are required to make current service contributions of 6.75% (2005-6.4%) of pensionable salary up to the year's maximum pensionable salary and 9.64% (2005-9.14%) on pensionable salary above this amount. Contributions for current service are recorded as expenditures in the year in which they become due.

Total current service contributions by the Regional Municipality of Wood Buffalo to LAPP were \$2,512,860 (2005-\$2,141,690). Total current service contributions by the employees of the Regional Municipality of Wood Buffalo to LAPP in 2006 were \$2,228,991 (2005-\$1,880,686).

At December 31, 2006, LAPP disclosed an actuarial deficiency of \$746,651,000

(b) APEX Supplementary Pension Plans

The APEX supplementary pension plan, an Alberta Urban Municipality Association (AUMA) sponsored defined benefit pension plan covered under the provisions of the *Alberta Employment Pension Plans Act*, commenced on January 1, 2003 and provides supplementary pension benefits to a prescribed class of employees (approximately 37 beneficiaries). The plan supplements the Local Authorities Pension Plan (LAPP).

Contributions are made by the prescribed class of employees and the Municipality. Employees and the Municipality are required to make current service contributions to APEX of 2.5% and 3 % respectively of pensionable earnings up to \$118,186.

Total current service contributions by the Municipality to APEX in 2006 were \$98,224 (2005 - \$87,013). Total current service contributions by the employees of the Municipality were \$81,854 (2005 -\$72,514).

APEX PLUS is a supplementary employee pension plan, which commenced on January 1, 2003 and administered by AUMA, that is designed to provide supplementary pension benefits to a prescribed class of employees (14 beneficiaries), with pensionable earnings in excess of Canada Revenue Agency maximums. APEX PLUS supplements APEX and LAPP and is a voluntary, non-contributory defined benefit pension plan. Total current and past service costs to the Municipality were \$78,370 (2005 - \$52,562).

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Notes to Consolidated Financial Statements, continued

Year ended December 31, 2006

13. Subsidiary corporations:

(a) Fort McMurray Regional Airport Commission

Fort McMurray Regional Airport Commission, incorporated under the *Companies Act* (Alberta) as a not-for-profit Part IX corporation, is wholly owned by the Regional Municipality of Wood Buffalo. The Commission operates and maintains the Fort McMurray airport.

The following table provides condensed supplementary financial information for the Fort McMurray Regional Airport Commission.

	2006	2005
Financial Position:		
Current assets	\$3,343,934	\$1,631,310
Capital assets	14,475,725	7,708,831
Total assets	17,819,659	9,340,141
Current liabilities	2,107,021	732,878
Non-current liabilities	9,345,522	4,786,952
Total liabilities	11,452,543	5,519,830
Net assets	\$6,367,116	\$3,820,311
Results of Operations:		
Revenues	\$6,407,412	\$3,545,474
Administration and operating expenditures	(3,863,290)	(2,933,953)
Other	2,683	18,888
Increase in net assets	\$2,546,805	\$630,409

If the Commission fails to diligently operate, maintain, and manage the airport during the period from March 31, 1999 to March 30, 2009, the federal government has the option to repurchase the airport lands and chattels for \$1.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Notes to Consolidated Financial Statements, continued

Year ended December 31, 2006

13. Subsidiary corporations, continued:**(b) Wood Buffalo Housing & Development Corporation**

Wood Buffalo Housing & Development Corporation (Corporation), incorporated under the *Companies Act* (Alberta) as a not-for-profit Part IX corporation, is wholly owned by the Regional Municipality of Wood Buffalo. The Corporation operates housing and undertakes land development activities in the Fort McMurray Region.

The following table provides condensed supplementary financial information for the Corporation.

	2005 (As previously reported)	Increase (Decrease)	2005 (As Restated)	2006
Financial Position:				
Current assets	\$13,596,921	\$ -	\$13,596,921	\$15,996,701
Restricted cash	3,779,187	-	3,779,187	-
Mortgages and notes receivable	2,179,037	-	2,179,037	8,201,061
Property inventory	-	2,350,658	2,350,658	10,662,416
Capital assets	60,373,339	-	60,373,339	88,472,361
Total assets	79,928,484	2,350,658	82,279,142	123,332,539
Current liabilities	17,430,498	-	17,430,498	26,607,083
Non-current liabilities	44,122,351	3,957,795	48,080,146	73,424,222
Total liabilities	61,552,849	3,957,795	65,510,644	100,031,305
Net assets	\$18,375,635	(\$1,607,137)	\$16,768,498	\$23,301,234
Results of Operations:				
Revenues	\$29,838,165	(\$3,957,795)	\$25,880,370	\$19,240,787
Administration and operating expenditures	(24,904,983)	2,350,658	(22,554,325)	(12,708,051)
Excess of revenues over expenditures	4,933,182	(1,607,137)	3,326,045	6,532,736
Other contributions of net assets	444,788	-	444,788	-
Increase in net assets	\$5,377,970	(\$1,607,137)	\$3,770,833	\$6,532,736

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Notes to Consolidated Financial Statements, continued

Year ended December 31, 2006

13. Subsidiary corporations, continued:

(c) MacDonald Island Park Corporation

MacDonald Island Park Corporation, incorporated under the Companies Act (Alberta) on February 5, 2004 as a not-for-profit Part IX corporation, is wholly owned by the Regional Municipality of Wood Buffalo. The Corporation operates and maintains the recreational facility located on MacDonald Island and administers the assets, liabilities and operations of the MacDonald Island Park Society until dissolved.

The following table provides condensed supplementary financial information for the Corporation.

	2006	2005
Financial Position:		
Current assets	\$1,938,109	\$1,367,574
Capital assets	1,087,011	844,247
Total assets	3,025,120	2,211,821
Current Liabilities	866,152	1,277,033
Non-current liabilities	549,001	322,652
Total liabilities	1,415,153	1,599,685
Net assets	\$1,609,967	\$612,136
Results of Operations:		
Revenues	\$4,729,190	\$4,194,164
Operating expenditures	(5,732,107)	(5,296,488)
Deficiency of revenues over expenditures	(1,002,917)	(1,102,324)
Contributions by the Regional Municipality of Wood Buffalo	1,250,000	1,250,000
Transfers by the Regional Municipality of Wood Buffalo for the purchase of capital assets unspent at year end	750,748	-
Increase in net assets	\$997,831	\$147,676

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Notes to Consolidated Financial Statements, continued

Year ended December 31, 2006

14. Commitments and contingent liabilities:

(a) Operating leases

The Municipality has entered into lease agreements for the leasing of office space until 2018. The annual lease payments in each of the following years are:

2007	\$666,225
2008	1,500,597
2009	2,028,109
2010	1,874,876
2011	1,765,423
Thereafter	<u>1,765,423</u>
	<u>\$9,600,653</u>

(b) Capital commitments

The 2007 Capital Budget (as of May 31, 2007) has commitments of \$613,889,495 for infrastructure requirements within the Municipality. Projects include the building of the Waste Water Treatment Facility, the redevelopment of MacDonald Island recreation facility, a new RCMP building and other projects. Funding of \$296,308,043 will be financed by debenture borrowing, \$152,975,563 by provincial and federal grants, \$132,450,246 by reserves and the remainder by other sources.

(c) Borrowing facility (Line of credit)

Pursuant to section 256 of the Municipal Government Act and Municipal Bylaw 01/091, the Municipality is authorized to borrow from the Municipality's financial institution, on a revolving basis, up to \$7.5 million dollars for the purpose of meeting current operating expenditures and obligations of the Municipality when required. At December 31, 2006, the Municipality had authorized the line of credit available from its bank in the amount of \$7.5 million. At year end, no amounts were drawn against its available line of credit.

(d) Development agreements

Significant growth within the Regional Municipality of Wood Buffalo has resulted in increased development activities. Developers have entered into agreements with the Municipality in the amount of approximately \$100 million dollars and are committed to installing and constructing certain works to serve the development of lands within the Municipality. The Municipality has taken security from developers in the form of deposit liabilities in the amount of \$3,481,785 (2005 - \$1,923,725) and letters of credit in the amount of \$47.6 million to ensure performance by the developers under the agreements.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Notes to Consolidated Financial Statements, continued

Year ended December 31, 2006

14. Commitments and contingent liabilities, continued:

(e) Contingent liabilities:

The Municipality is defendant in various lawsuits as at December 31, 2006. Where the occurrence of future events is considered likely to result in a loss with respect to an existing condition, and the amount of loss can be reasonably estimated, amounts have been included in accrued liabilities. Where the resulting losses, if any, cannot be determined or the occurrence of future events is unknown, amounts have not been recorded, and the Municipality's administration believes there will be no material adverse effect on the financial position of the Municipality.

15. Employee Housing Initiatives:

(a) Designated housing units

On February 14, 2006, a designated housing unit program was established by the Municipality. Under this program, a specified number of rental units (18) will be provided by the Wood Buffalo Housing and Development Corporation for exclusive use by employees of the Municipality to assist with transitional housing needs.

The program is for new employees requiring transitional housing, or in unique cases, for an existing employee where affordable housing cannot be secured by the employee within the Municipality. The designated rental units will be allocated as per the qualifying incomes of the employees as determined by the Municipality and the Wood Buffalo Housing and Development Corporation. Units will be allocated based on merit and employees will enter into short term lease agreements for the rental of the designated rental units at an agreed upon monthly rental cost. The employee is responsible for the monthly rental cost and any required damage deposit.

The Municipality provided a contribution to Wood Buffalo Housing and Development Corporation under a rights holder agreement in the amount of \$360,000 to facilitate the establishment of the program. The rights holder agreement between the Municipality and Wood Buffalo Housing and Development Corporation is effective for a period of 25 years.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Notes to Consolidated Financial Statements, continued

Year ended December 31, 2006

15. Employee Housing Initiatives, continued:

(b) Home equity protection program

On February 14, 2006, a home equity protection program was established by the Municipality. Under this program, any employee approved for participation in the program will be compensated by the Municipality in an amount equal to any loss in value of the employee's principal residence between the date of the employee's approval for participation in the program and the date of sale of the principal residence by the employee. Existing employees of the Municipality are eligible to join the program until June 30, 2007. After June 30, 2007, only new employees of the Municipality will be eligible to join.

Employees who are approved for participation in the program become eligible for payment under the program after the employee has completed three years of uninterrupted permanent employment with the Municipality. If an employee ceases to be an employee of the Municipality within the three year period or if an employee is not in continuous occupancy of their principal residence, they are not eligible for payment under the program.

At December 31, 2006, no amounts have been accrued within the financial statements relating to this program as management is of the opinion that, based on current market conditions, no obligations exist with respect to the outstanding arrangements.

As of May 31, 2007, 169 employees were approved for participation under the program with an aggregate secured property value of \$79,937,598. Of the participating employees, 103 currently meet the eligibility requirements with a secured property value of \$35,617,950.

16. Comparative figures:

The Municipality has made the following adjustments on a retroactive basis to correct for an adjustment made by the Wood Buffalo Housing and Development Corporation to defer property sales that should not have been recorded at the end of the prior year (see note 13(b)):

	As previously reported	Increase (Decrease)	As Restated
Consolidated Balance Sheet:			
Investment in subsidiary corporations	\$22,808,082	(\$1,607,137)	\$21,200,945
Reserve Fund	117,063,689	(1,607,137)	115,456,552
Consolidated Statement of Revenue, Expenditures and Changes in Fund Balances			
Subsidiary operations	6,156,055	(1,607,137)	4,548,918
Excess of revenues over expenditures	17,461,006	(1,607,137)	15,853,869

Certain other 2005 comparative figures have been reclassified to conform with the financial presentation adopted in the current year.

17. Approval of financial statements:

These financial statements were approved by Council and Management.



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:	Rod McDonald, Future Forward Chair; Lonny Gabinet, Director, Gabinet & Associates Inc.
Mailing Address:	312 Deerbrook Mews SE, Calgary, AB T2J 6G4
Telephone Number:	(403) 278-7965 (780) 791-0077 - Rod (Day) If we cannot confirm your attendance, your request may be removed from the Agenda.
E-Mail Address (if applicable):	dgabinet@telusplanet.net
PRESENTATION INFORMATION	
Preferred Date of Presentation:	July 10, 2007
Topic:	Future Forward: Fort McMurray 2030
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. The Future Forward Community Visioning and stakeholder working group process has wrapped up and has resulted in the development of goals and an overall vision for Fort McMurray. They were created out of the public input gathered from dozens of events and opportunities from May 2006 through February 2007 for the citizens of Fort McMurray to have their say about the future of the city._ 2. Directly from the goals created by seven stakeholder teams representing all segments of the economy (health, education, infrastructure, etc.) the consulting team of Gabinet & Associates Inc. created the overarching vision which has had the benefit of comment by the stakeholders and subsequent modification. Both the goals and vision will be presented to Council for comment and approval. 3. A recommendation on creating a ‘sustainable structure’ that will enable the vision and goals to be embedded into ongoing planning processes throughout the city for the coming decades will also be presented to Council for their consideration and discussion. A further recommendation will be made on launching and celebrating the goals and vision at a public event in September 2007.

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

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.

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Communications
Date:	July 10, 2007
Subject:	Future Forward

ISSUE:

The outcome of a multi-stakeholder engagement project requires Council's approval and adoption.

Under the project title *Future Forward*, this community initiative has established a 30 year vision that municipal, business, industry, health, education, social, cultural and non-governmental organizations can work towards to create a legacy for future generations.

REFERENCE:

1. Report on Analysis of Public Input: Fort McMurray Future Forward Sector Workshops
2. Terms of Reference – Visioning Process

HISTORY:

Initiated in late 2005 as a means to harness phenomenal growth and rapid change, Future Forward, under the direction of the Future Forward Steering Committee, set in place a community project to create a vision for Fort McMurray. Central to the project were questions surrounding what Fort McMurray should look like in five, 10, 15 and 20 years; how the city should define "quality of life" for future generations; and how the city will meet the challenges of growth.

The project began with a series of guest speaker events designed to inspire the residents of Fort McMurray to think about the future. In October 2006, and again in March 2007, the public was invited to identify their vision of Fort McMurray during two premier gatherings facilitated by Cabinet and Associates.

Input collected during these two public gatherings was organized into seven topics and assigned to one of seven stakeholder teams representing industry, business, education, health, government, not-for-profit and personal interests. From January 2007 through May, the stakeholder teams met for three hours every three weeks to assemble the public's input into a community vision with supporting goals and proposed targets.

ALTERNATIVES:

1. Council may use its authority as the governing body to ratify the community’s long term vision for Fort McMurray.
2. Decline this expressed community vision.

ANALYSIS:

Fort McMurray is undergoing tremendous change. Growth as it pertains to population increases and economic expansion combined with shifts in values, expectations and issues have created a theater of governance that demands disciplined long-term planning.

Council makes decisions on all matters relating to the future growth of the Regional Municipality of Wood Buffalo, and specifically, the Urban Service Area of Fort McMurray. Direction in the form of *vision statements*, created independently by Council or in conjunction with advice from administration, provides essential guidance during the decision-making process.

Created by the community, the vision statement articulated by the Future Forward project provides a unique resource to Council. This vision synthesizes the hopes and aspirations – “sharing the dream” – that were collected on every aspect of Fort McMurray’s future and serves as a record of what the residents want.

The vision is intended to inspire collective action from Fort McMurray’s municipal, business, industry, health, education, social, cultural and non-governmental organizations. The challenge is to take to control of the future and plan city-wide innovations that will ensure that quality of life is protected and enhanced in the face of enormous growth. Additionally, the vision created through the Future Forward project is intended to link into RMWB’s broader *Integrated Community Sustainability Plan* that is currently under development.

ATTACHMENTS:

1. Executive Summary - *Future Forward 2030: The Vision*

ADMINISTRATIVE RECOMMENDATION:

1. THAT Council approve and adopt *Future Forward 2030: The Vision*
2. THAT administration be directed to launch the municipal-community partnership and begin implementing in corporate strategic and business plans the relevant goals of *Future Forward 2030: The Vision*.

Executive Summary – Future Forward 2030: The Vision

The future of Fort McMurray is in our hands. . . The one way to predict is to control it.

Rod McDonald, Executive Director Fort McMurray United Way

With the conception of Future Forward in 2005, Mayor Melissa Blake and other like-minded community leaders set in motion the first steps of a process to bring home control of Fort McMurray's future and place it firmly in the hands of the people of Fort McMurray. With the launch of the Future Forward Speaker Series in February 2006 the community took the first steps in one of the most exciting and comprehensive community visioning processes ever seen in Alberta.

Utilizing a multi-phased approach to developing a vision for the city, the citizens were offered every opportunity possible to engage in a conversation exploring: what Fort McMurray should look like 20 -25 years from now; how its people will define quality of life for their children and grandchildren; what it will be like to live, work, learn and play in the Fort McMurray of 2030; and how people will meet the challenges of growth in Fort McMurray brought on by massive industrial expansions in the oil sands.

First and foremost, Future Forward has been about the creation of a community-owned vision, a vision created by the people of Fort McMurray that they are committed to and will remain so as the necessary decisions are made to make it real in the years to come. What emerged is a people's vision that the Mayor, Council, and public at large can be confident truly represents the vision and underlying goals of the community. Thanks to the support of many corporate sponsors, businesses, local organizations, and the RMWB, the Future Forward process provided numerous ways to get involved and access points for public input.

Future Forward's asset-based approach ensured that participants in all events focused on identifying what they want Fort McMurray to become, rather than allowing themselves to be bogged down in the problems of getting there. The Future Forward Committee knew that good decisions only happen when decision-makers are well informed, and the Speaker Series was conceived as a means of introducing the public to new ways of thinking about what can be. Overlapping that initiative were the Sector Workshops held in May, 2006, where attendees were involved in answering and refining powerful questions about their community. Their input served as the basis for the October Future Forward Forums where nearly 200 citizens from all walks of life were engaged in sharing their hopes and dreams for Fort McMurray. The community was also offered opportunities to share their ideas in several mini-forums, the youth project, and an online survey . . . and all this was just the beginning!

Armed with all of this public input, over 50 volunteer stakeholders began working together in January, 2007 to translate the community input into a vision and goals for Fort McMurray. Empowered by the promise that the final product would provide direction for the Municipal Development Plan that was put on hold pending completion of the Future Forward process, these volunteers dedicated countless hours to ensuring a truly shared vision. Part way through this process the public was again invited to collaborate on the vision, this time at the Future Forward Summit. Preliminary work on the goals was presented and public input gathered to further inform the process. The stakeholders then pressed forward to complete the Future Forward goals and vision by the end of May 2007.

But the Fort McMurray Vision is not just the result of their work; it is the culmination of a city-wide initiative that touched thousands of lives and involved people who believe that they can and should have a say in the future of their City, a city where they want to raise their children, the place they call home and can proudly speak of as a world-class community. This is the vision of the people of Fort McMurray and one they are committed to creating.



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.

Name of Presenter:	Chippewyan Prairie First Nation
Mailing Address:	General Delivery Chard, AB T0P-1G0
Telephone Number:	1-(780) 559-2259 (Day) <small>If we cannot confirm your attendance, your request may be removed from the Agenda.</small>
E-Mail Address (if applicable):	director@chipp Prairie.com
Preferred Date of Presentation:	July 10/07
Topic:	Water Treatment Plant Service Charges
Please List Specific Points/Concerns:	<ol style="list-style-type: none"> 1. Request to Cancel Penalties 2. Resolution to Problem of lack of Communication 3.
If speaking at a Public Hearing, clearly state your support or opposition to the bylaw along with any related information:	
Action Being Requested of Council:	Cancellations of Penalties

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.



Chipewyan Prairie First Nation

General Delivery, Chard, AB T0P 1G0 • Phone: 780.659.2250 • Fax: 780.659.2213

June 19, 2007

Regional Municipality of Wood Buffalo
9909 Franklin Avenue
Fort McMurray, Alberta
T9H 2K4

Attention: Bill Newwill, CEO

Subject: Penalty Cancellation

Dear Bill

Thank you kindly, for permitting the Leadership of the Chipewyan Prairie First Nation to put forward this request.

As per numerous discussions, of the past, this leadership is just as desirous of resolving this long standing matter of the Chipewyan Prairies debt to the Regional Municipality and to arrive at some formal process to ensure that this is situation will not occur again.

The request that we would like the Mayor and Council to consider is the cancellation of the "interest Charges", which we tabulate to be in the \$ 76,000 (seventy six thousand) range. We site the following as our rational as to why our request should be supported:

- financially, the Band was not always in the position to resolve this matter and,
- our revenue form the Water Treatment Plant, was hampered and sabotaged by the previous appointees that controlled and operated the Computrol system and,
- this disarray was inherited by this current leadership and,
- the Department of Indian Affairs had excluded us from numerous meetings that they had with representatives of the MD, specifically on this topic and
- we now have some capacity resulting from Larry Hendricks assistance in programming the invoicing system
- this leadership will maintaining accountability as one pillar toward their success and
- we currently, are in the position to advise INAC to redirect Band Funds in a substantial amount toward this debt and,
- Last but not least we do not have the technical expertise here in the field other than INAC, to dialogue with your experts on matters pertaining to up-grades and such.

These, but not necessarily limited to, represent our rationale for warranting a favorable decision made for our governance the Chief and Council of the Chipewyan Prairie First Nation.

We look forward to a positive meeting with the Mayor and her Council on July 10, 2007.

Regards



Chief Vem Janvier

Cc

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Operations & Maintenance
Date:	July 10, 2007
Subject:	Chipewyan Prairie First Nation (CPFN) Interest Cancellation Request

ISSUE:

To consider the Chipewyan Prairie First Nation request for cancellation of the interest which have accrued on their accounts relative to their proportionate share of the operation and maintenance cost of the Janvier Water Treatment Plant.

REFERENCE:

1. December 19, 1996 - Agreement between Regional Municipality of Wood Buffalo and Chipewyan Prairie First Nation – Reserve #194.
2. September 22, 2005 – Letter from James Janvier (Councilor, Chipewyan Prairie First Nation) requesting forgiveness of interest on the overdue account, April 1, 2003 to December 31, 2004.
3. October 6, 2005 – Letter from Administration, response to Councilor Janvier.
4. June 19, 2007 – Letter from Chief Vern Janvier, Subject: Penalty Cancellation.

HISTORY:

On December 19, 1996 the Municipality entered into a contractual agreement with the Chipewyan Prairie First Nation for the construction, operation and maintenance of the Janvier Water Treatment Plant. Subsequent to the execution of this contract, the Municipality assumed operation of the plant because of the difficulty the Chipewyan Prairie First Nation had in supplying a certified operator to operate the plant.

Subsequently, the Municipality started operating the Plant and invoicing the Chipewyan Prairie First Nation for its proportionate share (60%) of the operation and maintenance cost. The 60% reflects the populations of the Reserve and the Hamlet.

For a number of reasons identified by Chief Janvier in his letter of 19 June 2007, interest charges have arisen due to non-payment of invoices. A request for forgiveness of penalties in September 2005, was denied and communications related to the outstanding account have continued over the past few years.

The total outstanding receivable as of June 25, 2007 is \$218,167.85, consisting of \$149,937.69 for operating and maintenance costs and \$68,230.16 in outstanding penalties.

ALTERNATIVES:

1. Deny the request
2. Approve the Request
3. Approve the Request with conditions

ANALYSIS

Governments are always concerned about treating their clients, constituents and partners fairly and consistently. The Regional Municipality has established a policy that interest is charged on outstanding invoices after 30 days. Council would need to consider if waiving the interest for CPFN would establish a precedent for dealing with interest cancellation requests on other accounts receivables related to construction, maintenance and/or operating agreements which the Municipality has with other business entities and/or government authorities. The interest is applied to recover the cost of using municipal funds to cover the portion of the water treatment plant partnership attributable to CPFN.

In this case, Council would need to consider the mitigating factors pointed out by Chief Janvier and, in addition, there are some factors in the existing agreement that are not practical.

- a) The intent of the agreement was to have the Chipewyan Prairie First Nation operate the water treatment plant. CPFN has been unable to retain a certified operator to operate the facility and the Municipality has been operating the Plant under its water license now for some time.
- b) There are no mechanisms for the discontinuation of service in the event of a dispute.
- c) There is no mechanism for the recovery of operating costs incurred by the Municipality as a result of operating the water treatment plant.

CPFN's offer to pay the principal and resolve the outstanding operating issues with the plant offer an attractive resolution to a years-old dispute. A new agreement could allow for the municipality to operate the plant, become a wholesaler for the sales of bulk water to recover the cost of operating the plant and provide for recourse for non-payment, which it doesn't have right now.

Council's authority to authorize cancellation of penalties in respect of accounts receivable is not directly addressed in the Municipal Government Act (MGA). However, under Section 6 of the MGA, a Municipality has natural person powers, except to the extent they are limited by the MGA or other enactment. Part 3 of the MGA, which addresses the limits on municipal powers, does not limit Council's authority with respect to canceling penalties for accounts receivable. As such, Council may consider and approve the cancellation of penalties on accounts receivable. It is also noted in "Rogers, The Law of Canadian Municipal Corporations, 2nd Edition", that "municipal councils are invested with considerable discretionary powers in the fiscal management" and further states: "The statutory fiscal framework, although it imposes obligations and restrictions on councils, allows them ample latitude in deciding on the policies of the municipality with regard to revenues and expenditures".

It is Administration's opinion that Council has the legislative authority to cancel interest charges.

ADMINISTRATIVE RECOMMENDATION:

THAT the Regional Municipality of Wood Buffalo forgive the interest penalty incurred by Chipewyan Prairie First Nation to July 10, 2007 of \$68,230.16, subject to the Chipewyan Prairie First Nation paying the outstanding principal amount by September 1, 2007, and entering into a new service agreement for the future operation of the water treatment plant in Janvier by January 1, 2008 that provides for:

- a) Recourse for future non-payment; and,
- b) Chipewyan Prairie First Nation to direct Indian and Northern Affairs to issue payments for all invoices from the municipality to Chipewyan Prairie First Nation, under the agreement, jointly to the Chipewyan Prairie First Nation and the Regional Municipality of Wood Buffalo, or similar mechanism which achieves the same result.



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:	Dave Kirschner	
Mailing Address:	156 Wood Buffalo Way	
Telephone Number:	780 792-7735 (Day)	If we cannot confirm your attendance, your request may be removed from the Agenda.
E-Mail Address (if applicable):	Serv.u@shawcable.com	

PRESENTATION INFORMATION

Preferred Date of Presentation:	July 10th
Topic:	Northern Alberta Development Council
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. As newly appointed member of the NADC. I want to introduce myself and give council a brief overview of my role within it and the committees that I sit on. 2. Through that role I wish to offer support to council's priorities and offer to share information from the NADC that can assist in sound municipal and northern development for everyone.
Action Being Requested of Council:	Share information that may be of benefit.

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.



Public Hearing

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

Tuesday, July 10, 2007 - 6:00 p.m.

Agenda

Call to Order

1. **Public Hearing re: Public Hearing re: Bylaw No. 07/046 - Bylaw No. 07/046 - Timberlea Area Structure Plan Amendment; and Bylaw No. 07/047 – Land Use Bylaw Amendment - Part of Lot 1, Block 17, Plan 052 3653 (Parcel D)**
 - A. Opening Statement
 - Mr. Dennis Peck, Manager, Current Planning
 - B. Written Presentations (*None received at this time*)
 - C. Verbal Presentations (*No requests received at this time*)
 - D. Other Verbal Presentations (*Time Permitting and with Consent of Council*)
 - E. Questions of Council
 - F. Closing Statement

2. **Public Hearing re: Highway 63/881 Corridor Area Structure Plan (Bylaw No. 07/049 - Municipal Development Plan Amendment; Bylaw No. 07/050 - Highway 63/881 Corridor Area Structure Plan; and Bylaw No. 07/051 - Hamlet of Anzac Area Structure Plan Amendment**
 - A. Opening Statement
 - Ms. Laurene Viarobo, Manager, Strategic Planning
 - Ms. Beth Sanders, General Manager, Planning & Development
 - B. Written Presentations
 - Mr. Richard Bruneau, Carillion Canada (*opposed*)
 - C. Verbal Presentations (*No requests received at this time*)
 - Mr. Richard Bruneau, Carillion Canada (*opposed*)
 - Mr. Wayne Woodhouse, Stony Valley Contracting (*opposed*)
 - D. Other Verbal Presentations (*Time Permitting and with Consent of Council*)
 - E. Questions of Council
 - F. Closing Statement

3. **Public Hearing re: Public Hearing re: Bylaw No. 07/053 - Bylaw No. 07/053 – Municipal Development Plan Amendment; Bylaw No. 07/054 - Highway 63 North Area Structure Plan Amendment; and Bylaw No. 07/055 - Land Use Bylaw Amendment - Part of Lot 3, Block 1, Plan 042 1905 (Eco-Industrial Park)**
 - A. Opening Statement
 - Mr. Dennis Peck, Manager, Current Planning
 - B. Written Presentations (*None received at this time*)
 - C. Verbal Presentations (*No requests received at this time*)
 - D. Other Verbal Presentations (*Time Permitting and with Consent of Council*)
 - E. Questions of Council
 - F. Closing Statement

4. **Public Hearing re: Public Hearing re: Bylaw No. 07/058 – Saline Creek Area Structure Plan**
 - A. Opening Statement
 - Mr. Herb Kuehne, Associated Engineering Ltd.
 - Ms. Beth Sanders, General Manager, Planning & Development
 - B. Written Presentations (*None received at this time*)
 - C. Verbal Presentations
 - Mr. Jim Haywood, Wood Buffalo Motorcycle Association (*opposed*)
 - Mr. Garry Shantz (*opposed*)
 - Mr. Byron Bailey, Fort McMurray Rotary Club (*opposed*)
 - D. Other Verbal Presentations (*Time Permitting and with Consent of Council*)
 - E. Questions of Council
 - F. Closing Statement

Closure of Public Hearings

 <p>REGIONAL MUNICIPALITY OF WOOD BUFFALO</p>	<p>Request To Make A Presentation At A Council Meeting Or Public Hearing</p>
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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:	Carillion Canada rep. Richard Brunneau
Mailing Address:	P.O. Box 40 Vegreville, Ab T9C 1R1
Telephone Number:	780-632-5062 (Day) If we cannot confirm your attendance, your request may be removed from the Agenda. cell 780-208-0084
E-Mail Address (if applicable):	rbrunneau@carillionalberta.ca
PRESENTATION INFORMATION	
Preferred Date of Presentation:	July 10 / 2007
Topic:	Public Hearing - Hwy 63-881 Corridor
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. Carillion is a road maintenance contractor maintaining 63 & 881 for Alta Trans 2. Carillion requires a yard for trucks, sand and salt for maintenance 3. A info package supporting needs will be provided.
Action Being Requested of Council:	Approval of site for road maintenance

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.



June 27, 2007

Regional Municipality of Wood Buffalo
9909 Franklin Avenue
Fort McMurray, AB
T9H 2K4

Attention: Anita Hawkins

Re: Public Hearing- Highway 63-881 Corridor

Carillion Canada Inc. is a road maintenance contractor for the Government of Alberta, Department of Infrastructure and Transportation. The contract expires July 31, 2013.

As part of the contract, Carillion is required to provide routine summer maintenance and winter snow and ice control. In order to do this properly, Carillion requires a site relatively close to Ft. McMurray.

For this past winter, we have worked out of temporary facilities near Diversified Bus and Tempo gas north of the Athabasca River. We also stored sand at the municipal facility. We have a site 35 km south of Ft. McMurray, however mobilizing from there makes it difficult to meet Transportation requirements.

The contract requires the following:

1. **Snow and ice control:**
Alberta Transportation requires quick service to Superstest hill, Beacon Hill, Athabasca bridges- a site reasonably close to the city satisfies the time lines to service these areas. This site satisfies those needs.
2. **Covered Sand and salt storage:**
In the interest of the environment, Alberta Transportation requires that treated sand be placed in an all weather structure. They also require that 45% of the annual requirement for salt be stored on-site for road safety needs.
3. **Access for staff**
Staff are on call for after hours summer and winter emergencies. A site close to Ft. McMurray will reduce response times. A shorter drive is also more economical for staff.

4. Efficiencies

A central site will allow efficient response to Hwy 63 through the city to Supertest Hill, Hwy 69 and 881, as well as Hwy 63 southerly. Each of the critical areas can be responded to within 30- 45 minutes from this central site.

Hwy 63 is being four laned, there will be more work required south of the city. This site will serve this need well.

From Hangingstone and from the Suncor area, responses will be greater than one hour by staff mobilized from the city.

5. Available Properties

Properties in Ft. McMurray are generally uneconomical for our company to purchase. Our contract pricing is fixed unit price with inflationary increases based on the Alberta averages.

We have a property 35km south of the city and a potential site near Suncor. Both are not optimum for servicing the highway through the city.

6. Summary

- The site gives good access to critical areas for winter snow and ice control
- The site allows faster response to emergencies
- The site is large enough to store necessary winter materials.

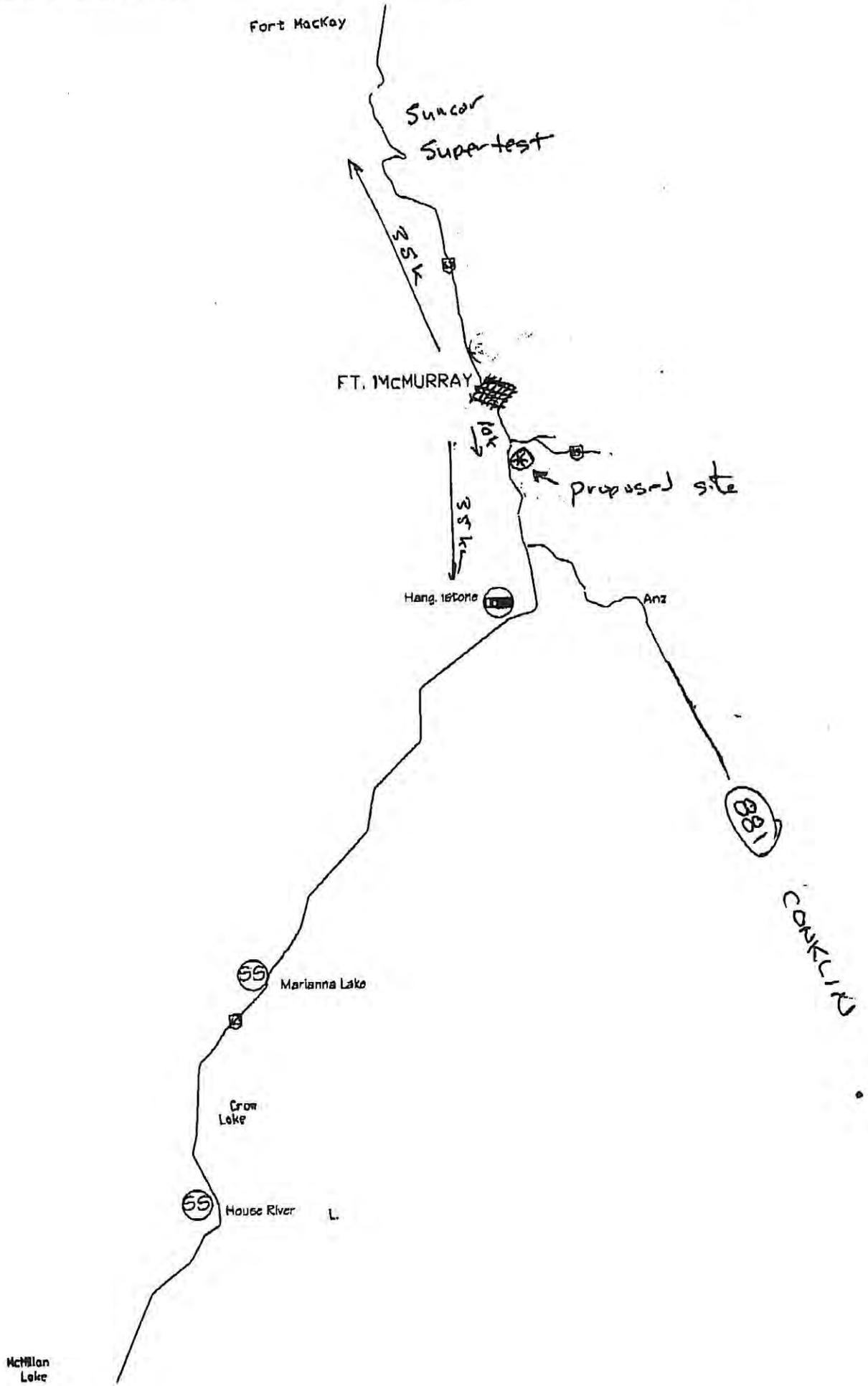
We are looking forward to a favourable response. This site will allow for efficient responses for snow and ice control as well as highway emergencies.

Sincerely,



Richard Bruneau
General Manager

attachment





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:	Stony Valley Contracting Wayne Woodhouse
Mailing Address:	P.O. Box 5636 Fort McMurray T9H-3G6
Telephone Number:	780-598-0504 (Day) If we cannot confirm your attendance, your request may be removed from the Agenda.
E-Mail Address (if applicable):	Wwoodhouse@stonyvalley.ca
PRESENTATION INFORMATION	
Preferred Date of Presentation:	July 10 107
Topic:	Hwy 63/801 Corridor Area Structure Plan
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. Stony Valley has made application on a piece of land within proposed corridor to store gravel. 2. Public lands has no no objection for the lands to store gravel. 3. Stony Valley has a number of locations along Hwy 63 and 801 that are permitted pits that fall within corridor.
Action Being Requested of Council:	Opposed to corridor as it effects existing and future operations.

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

RECEIVED

JUN 27 2007

LEGISLATIVE & LEGAL
SERVICES

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.



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:	Jim Haywood on behalf of the Wood Buffalo Motorcycle Association
Mailing Address:	Box 5974 Ft. McMurray, Alberta. T9H-4V9
Telephone Number:	1 780 799 0665 (Day) If we cannot confirm your attendance, your request may be removed from the Agenda.
E-Mail Address (if applicable):	jhaywood@telusplanet.net
PRESENTATION INFORMATION	
Preferred Date of Presentation:	July 10 th , 2007
Topic:	Saline Creek Plateau Housing Development
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. We have a ten year lease that runs out in July of 2008. This is a sub lease from the Rotary Club Of Ft. McMurray. 2. We would like to keep this land as we use it for our main fund raising area. We have raised over \$200,000.00 for the Ft. McMurray Food Bank, the Salvation Army and other non profit groups here in Ft. McMurray. 3. This year will mark our 25th year of our "Toys for Tots" fund raising for the Salvation Army.
Action Being Requested of Council:	We request that Council let the Rotary Club keep their lease that is in effect now.

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.

 REGIONAL MUNICIPALITY OF WOOD BUFFALO	<h2 style="margin: 0;">Request To Make A Presentation At A Council Meeting Or Public Hearing</h2>
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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:	Garry Shantz
Mailing Address:	Box 6108, Fort McMurray, AB, T9H 4W1
Telephone Number:	799-0266 (Day) <small>If we cannot confirm your attendance, your request may be removed from the Agenda.</small>
E-Mail Address (if applicable):	
PRESENTATION INFORMATION	
Preferred Date of Presentation:	July 10, 2007
Topic:	SALINE CREEK A.S.P. Public Hearing
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:	1. _____ 2. _____ 3. _____
Action Being Requested of Council:	Re alignment of proposed Draper Road extension around proposed golf course

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

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 REGIONAL MUNICIPALITY OF WOOD BUFFALO	<h2 style="margin: 0;">Request To Make A Presentation At A Council Meeting Or Public Hearing</h2>
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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:	ROTARY CLUB OF FORT McMurray
Mailing Address:	c/o Byron Bailey 164 ALDERWOOD DR. FORT McMurray AB
Telephone Number:	791-2466 (Day) <small>If we cannot confirm your attendance, your request may be removed from the Agenda.</small>
E-Mail Address (if applicable):	bybailey@shaw.ca
PRESENTATION INFORMATION	
Preferred Date of Presentation:	July 10, 2007
Topic:	Saline Creek ASP Public Hearing
Please List Specific Points/Concerns:	1. see attached letter
If speaking at a Public Hearing, clearly state your support or opposition to the bylaw along with any related information:	2. _____
	3. _____

Action Being Requested of Council:	Realignment of Arterial Road through Golf Course

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.



REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning & Development
Date:	July 10, 2007
Subject:	Bylaw No. 07/046 - Timberlea Area Structure Plan Amendment – Part of Lot 1, Block 17, Plan 052 3653

ISSUE:

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

REFERENCES:

- Municipal Government Act (MGA)
- Municipal Development Plan (MDP)
- Timberlea Area Structure Plan (ASP)
- Timberlea Area Structure Plan Amendment
- Bylaw 05/026

HISTORY:

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

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

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

OPTIONS:

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

ANALYSIS:

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

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

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

ATTACHMENTS:

1. Bylaw 07/046

ADMINISTRATIVE RECOMMENDATION:

1. THAT Bylaw No. 07/046, being a bylaw to amend the Timberlea Area Structure Plan, be read a second time; and
2. THAT Bylaw No. 07/046 be read a third and final time.

BYLAW NO. 07/046

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

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

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

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

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

READ a first time this 26th day of June, 2007.

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

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

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

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER

SCHEDULE "A" BYLAW 07/046

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



TIMBERLEA AREA STRUCTURE PLAN AMENDMENT - LAND USE CONCEPT

“Schedule B – 07/046”

Timberlea Consortium Inc.

TIMBERLEA AREA STRUCTURE PLAN AMENDMENT

APRIL 2007



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APPENDIX A – Letter from Thurber

1.0 INTRODUCTION

1.1 Amendment Purpose

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

1.2 Background

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

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

1.3 Amendment Proponent

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

2.0 DEVELOPMENT CONTEXT

2.1 Location

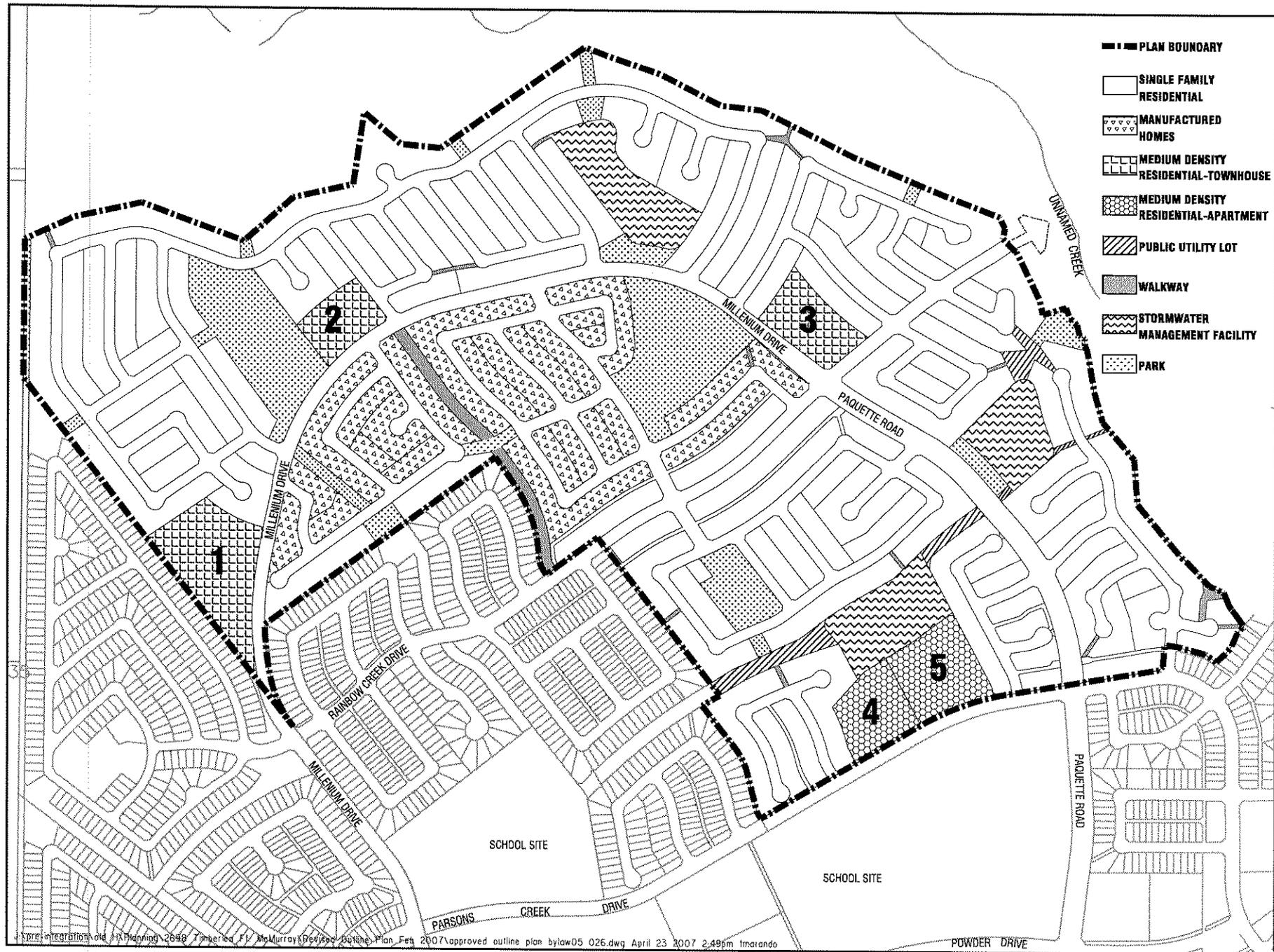
The Timberlea lands are located in the northwest sector of the Urban Service Area of Fort McMurray. As highlighted in **Exhibit 2**, the Amendment area is located north of Millenium Drive in the northwest of the approved Timberlea ASP.

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

The Amendment area encompasses lands totalling 32.9 ha.

2.2 Local Market Conditions/Community Need

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



APRIL 2007

AREA STRUCTURE PLAN AMENDMENT

**BYLAW 05/026
EXHIBIT 1 - LAND USE CONCEPT**



3.0 LAND USE & PLANNING

3.1 Policy Context

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

3.1.1 TIMBERLEA AREA STRUCTURE PLAN BYLAW NO. 01/020

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

3.1.2 LAND USE BYLAW 99/059

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

3.2 Surrounding Land Uses

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

3.3 Land Ownership

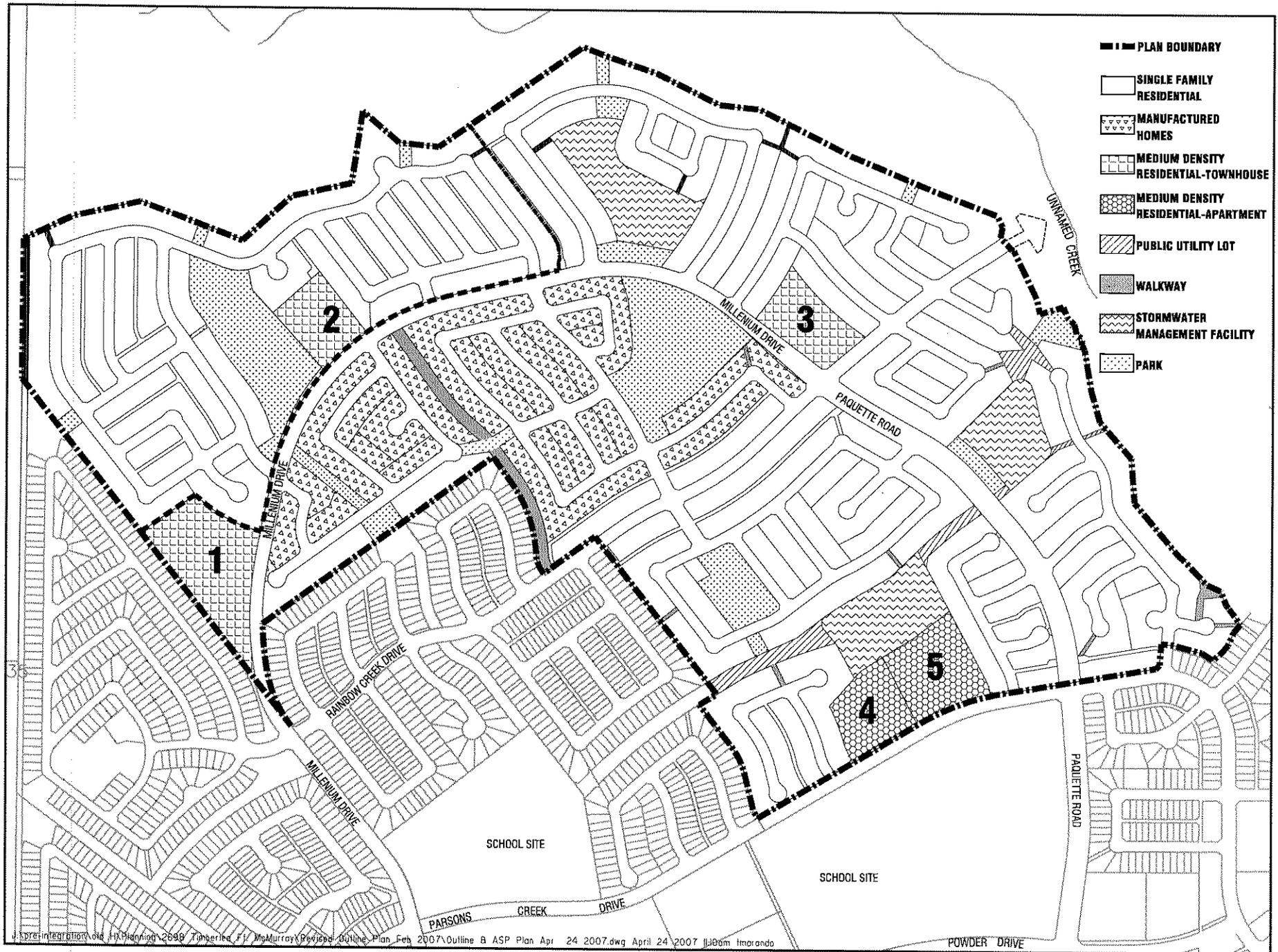
Timberlea Consortium Inc. under agreement of purchase with Alberta Social Housing Corporation (ASHC) currently owns the lands within the Area Structure Plan Amendment Area. Through this sales agreement with ASHC, Timberlea Consortium Inc. is endeavouring to develop these lands as a residential community.

4.0 DEVELOPMENT CONCEPT

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

4.1 Development Objectives

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



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APRIL 2007

AREA STRUCTURE PLAN AMENDMENT

EXHIBIT 3 - LAND USE CONCEPT



Exhibit 4
Approved Land Use & Population Statistics
(Bylaw 05/026)

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

* 90 units/ha

** 45 units/ha

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

Assumptions

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

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

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

Development Density:

54.04 ppgdha

Exhibit 5 Proposed Land Use & Population Statistics

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

* 90 units/ha

** 45 units/ha

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

Assumptions

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

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

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

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

Development Density:

53.38 ppgdha

4.2 Land Use Concept

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

4.2.1 CHANGE IN LOCATION OF PARK FRONTAGE & CONFIGURATION

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

4.2.2 INCREASE OF RESIDENTIAL USE & PARK ENCROACHMENT

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

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

4.2.3 RELOCATION OF PARKETTES

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

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

4.2.4 RECONFIGURATION OF MEDIUM DENSITY RESIDENTIAL SITE

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

4.2.5 RECONFIGURATION OF LOCAL ROADS

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

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

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

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

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

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

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

4.2.6 POPULATION DENSITY

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

5.0 SERVICING & IMPLEMENTATION

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

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

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

5.1 Water Distribution System

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

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

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

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

5.2 Stormwater Management System

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

Exhibit 6 Proposed Land Use & Population Statistics

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

* 45 units/ha

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

Assumptions

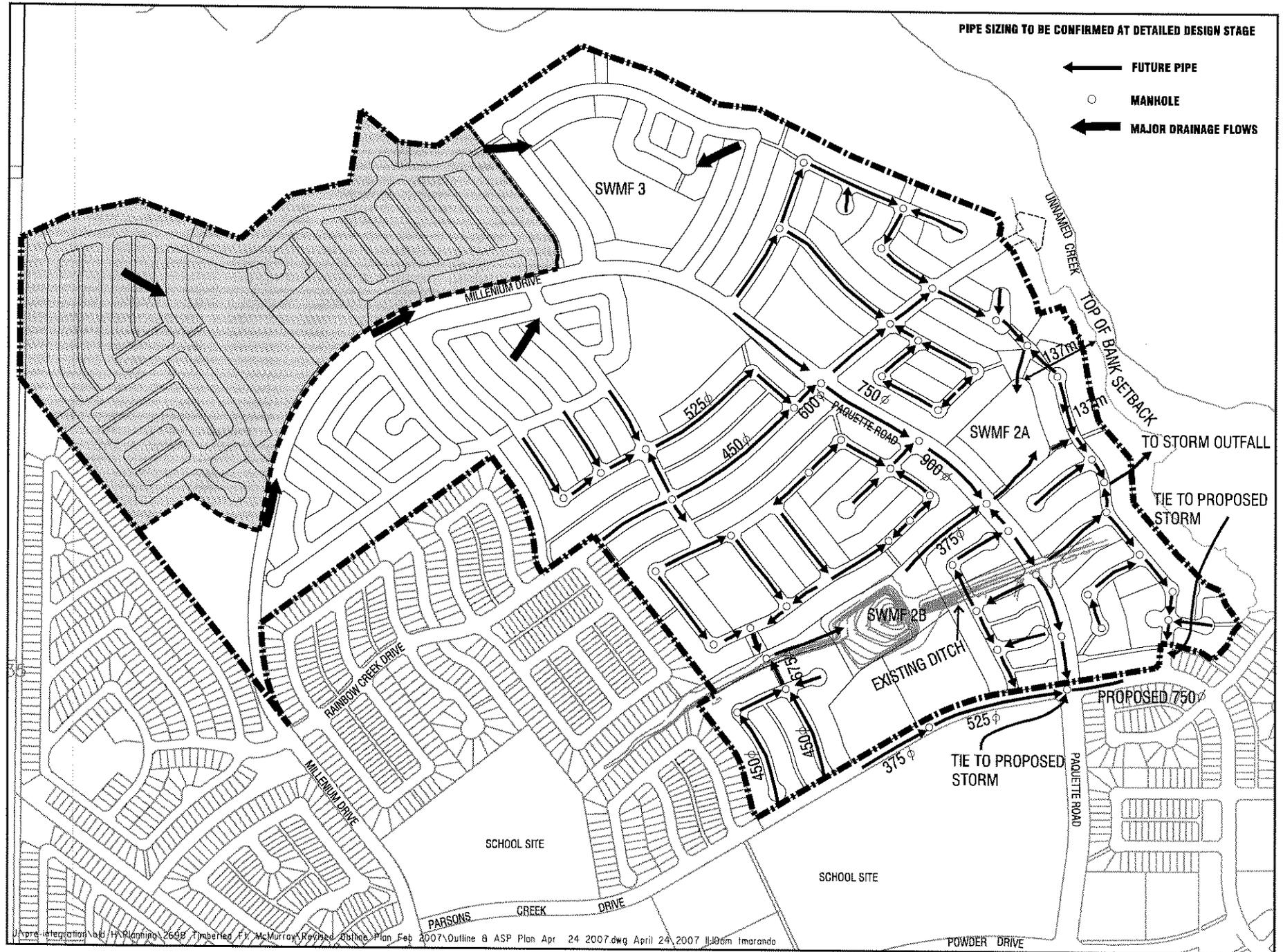
Single Family Residential - 3.5 persons per unit as per RMWB Engineering Standards

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

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

Development Density:

55.32 ppgdha



Site plan showing streets: UNWINDED CREEK, TOP OF BANK SETBACK, TO STORM OUTFALL, TIE TO PROPOSED STORM, EXISTING DITCH, PROPOSED 750", PAULETTE ROAD, POWDER DRIVE, SCHOOL SITE, PARSONS CREEK DRIVE, MILLENNIUM DRIVE, RAINBOW CREEK DRIVE, SWMF 3, SWMF 2A, SWMF 2B, PAULETTE ROAD, 525", 450", 600", 750", 900", 375", 375", 405", 200", 450", 375", 525", 137", 13".



APRIL 2007

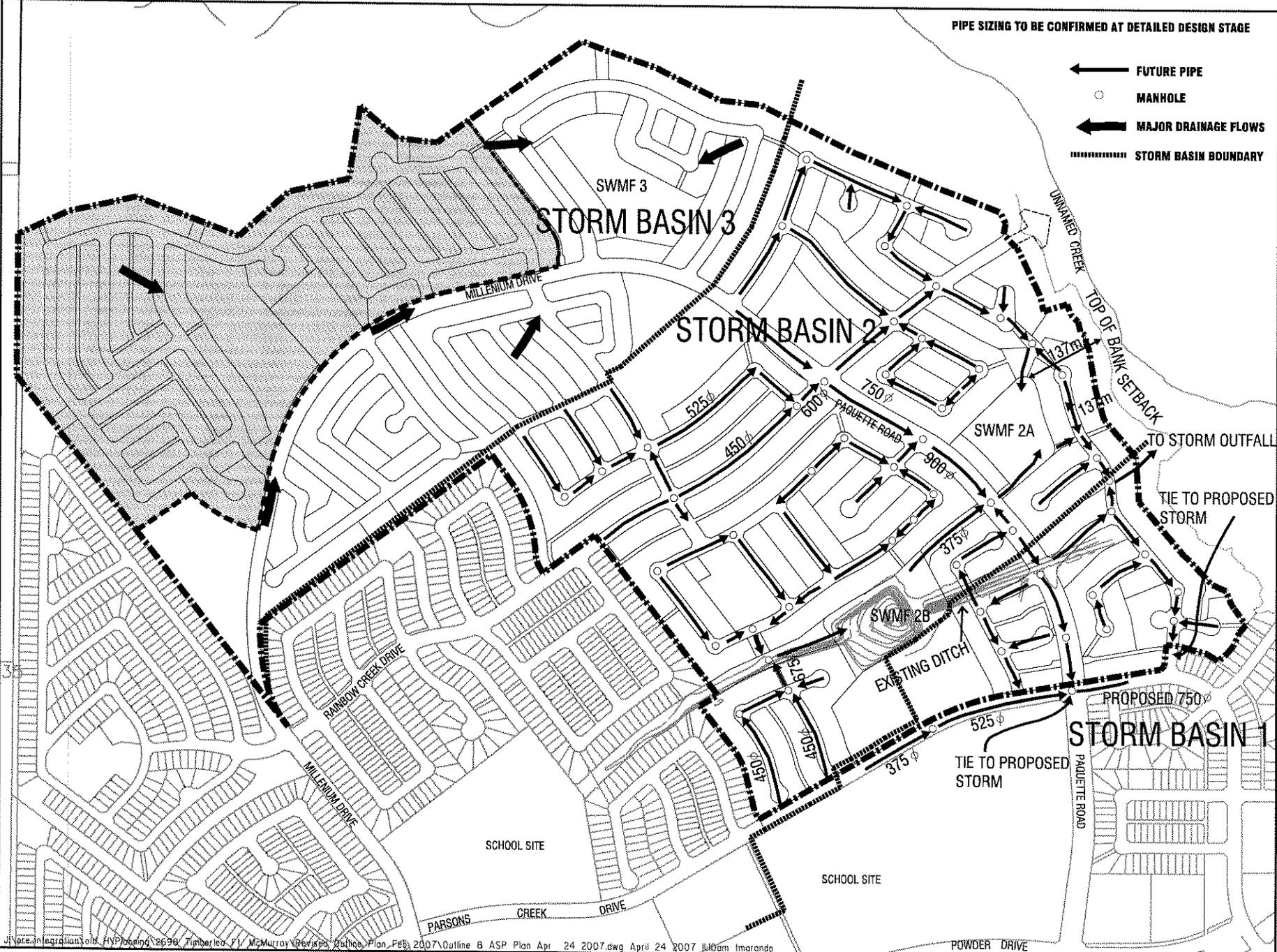
AREA STRUCTURE PLAN AMENDMENT

**EXHIBIT 8
STORMWATER MANAGEMENT SYSTEM**



PIPE SIZING TO BE CONFIRMED AT DETAILED DESIGN STAGE

- ← FUTURE PIPE
- MANHOLE
- ← MAJOR DRAINAGE FLOWS
- STORM BASIN BOUNDARY



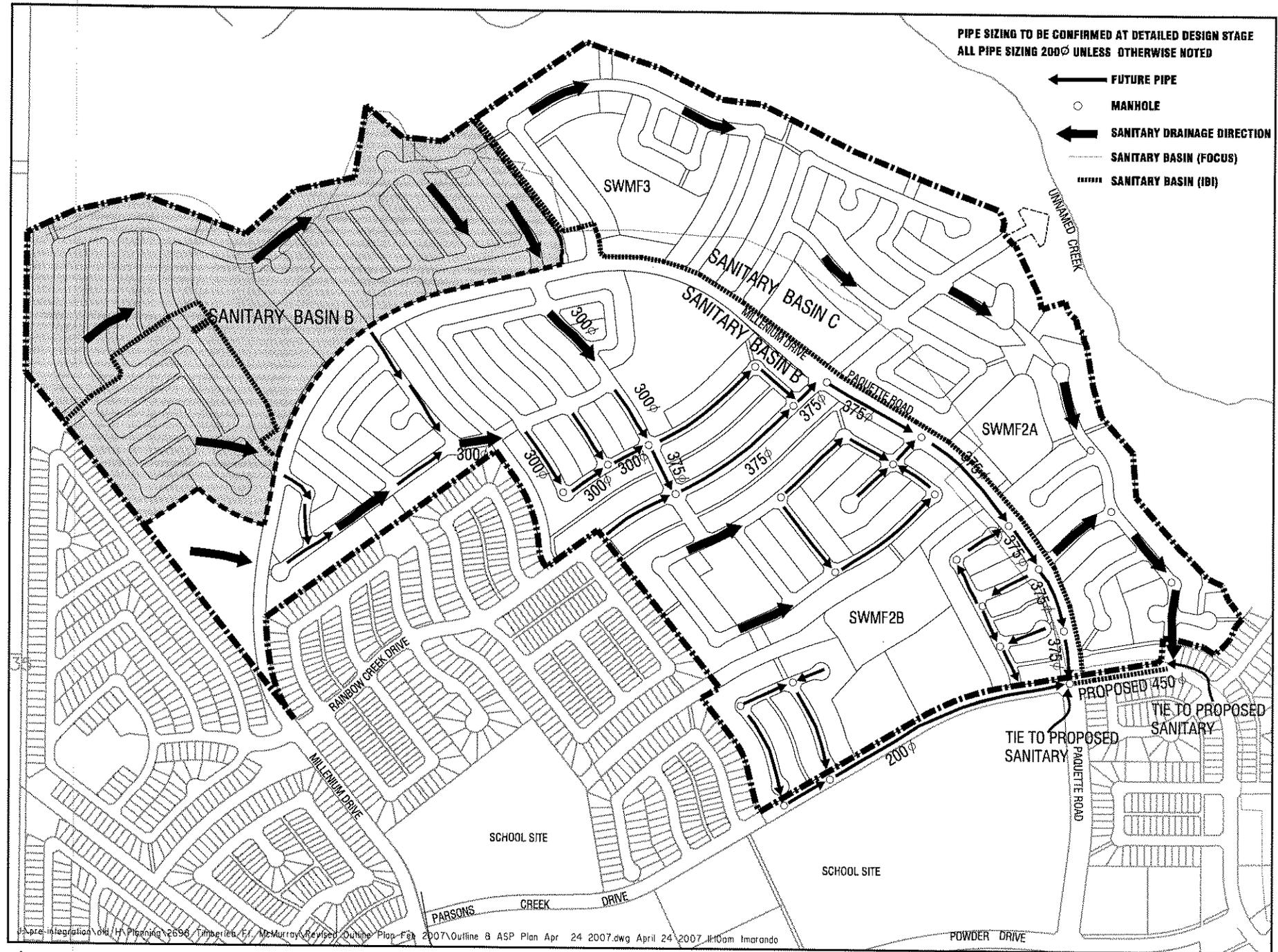
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AREA STRUCTURE PLAN AMENDMENT EXHIBIT 9 - STORMWATER BASIN PLAN (IBI)





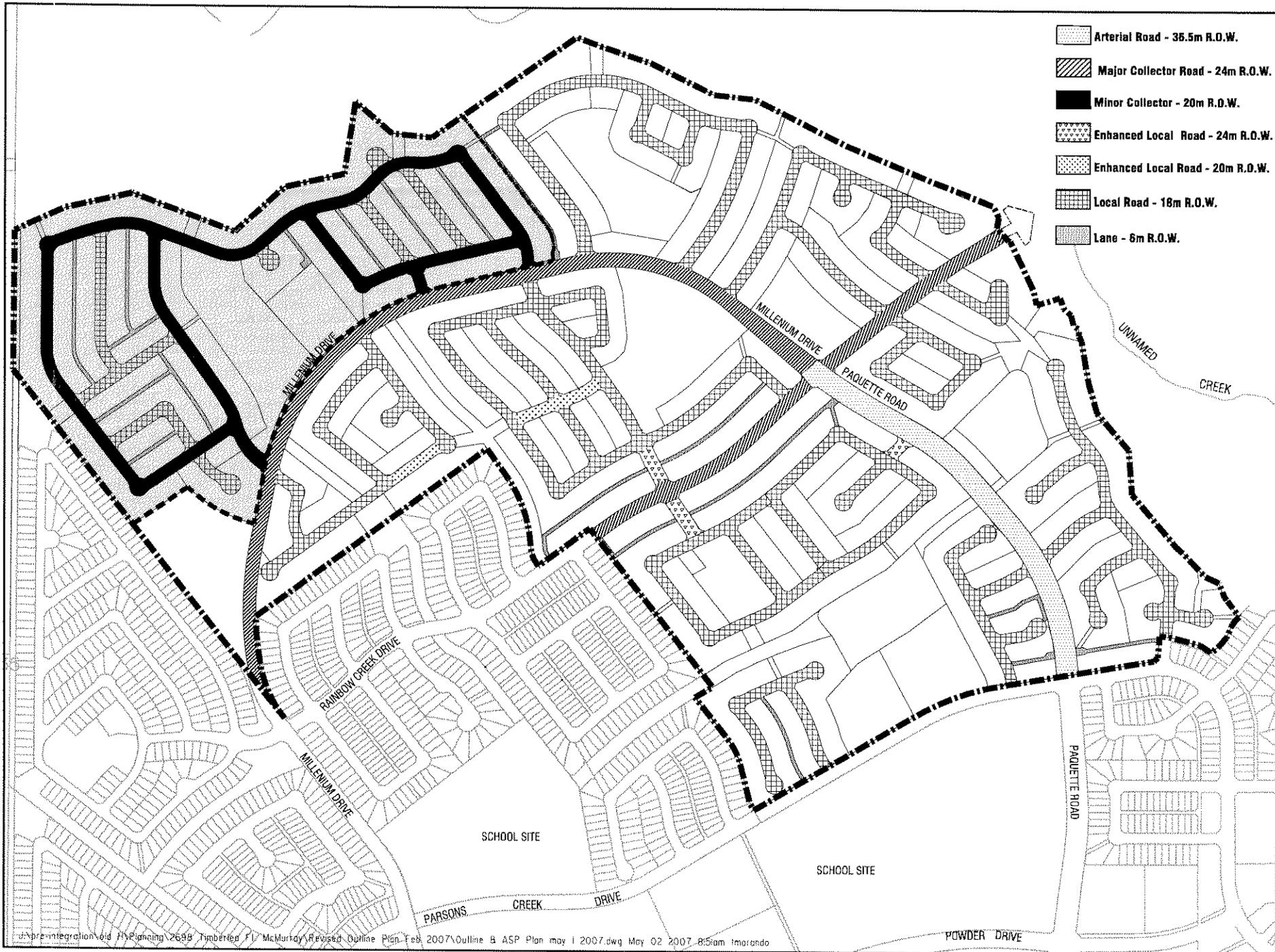
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APRIL 2007

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



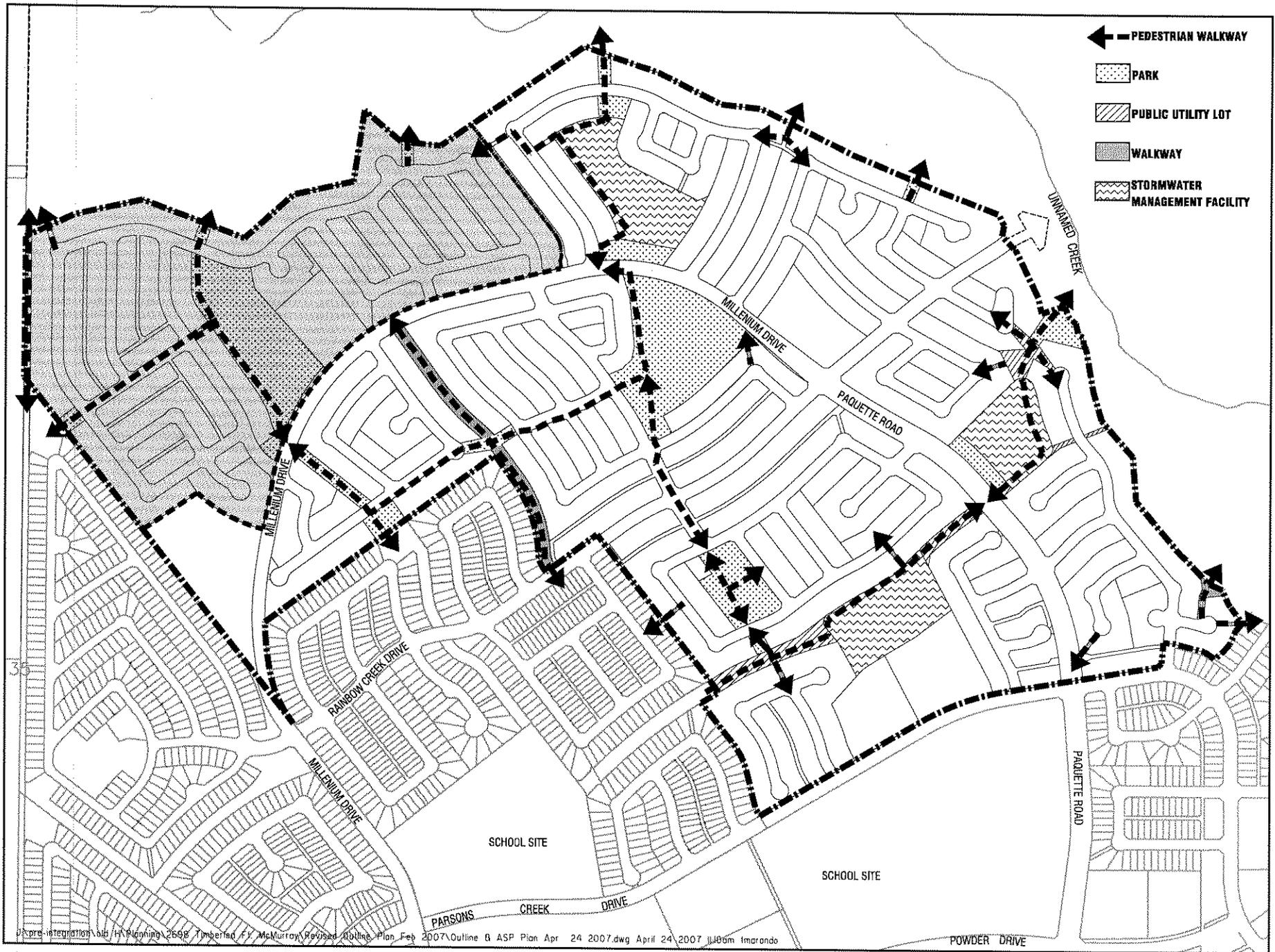


APRIL 2007

AREA STRUCTURE PLAN AMENDMENT

EXHIBIT 11 - ROAD NETWORK





Pre-integration Volo Planning 2698 Timberland F.Y. McMurray Revised Outline Plan Feb 2007 \Outline G ASP Plan Apr 24 2007.dwg April 24, 2007 11:06m Imcrando

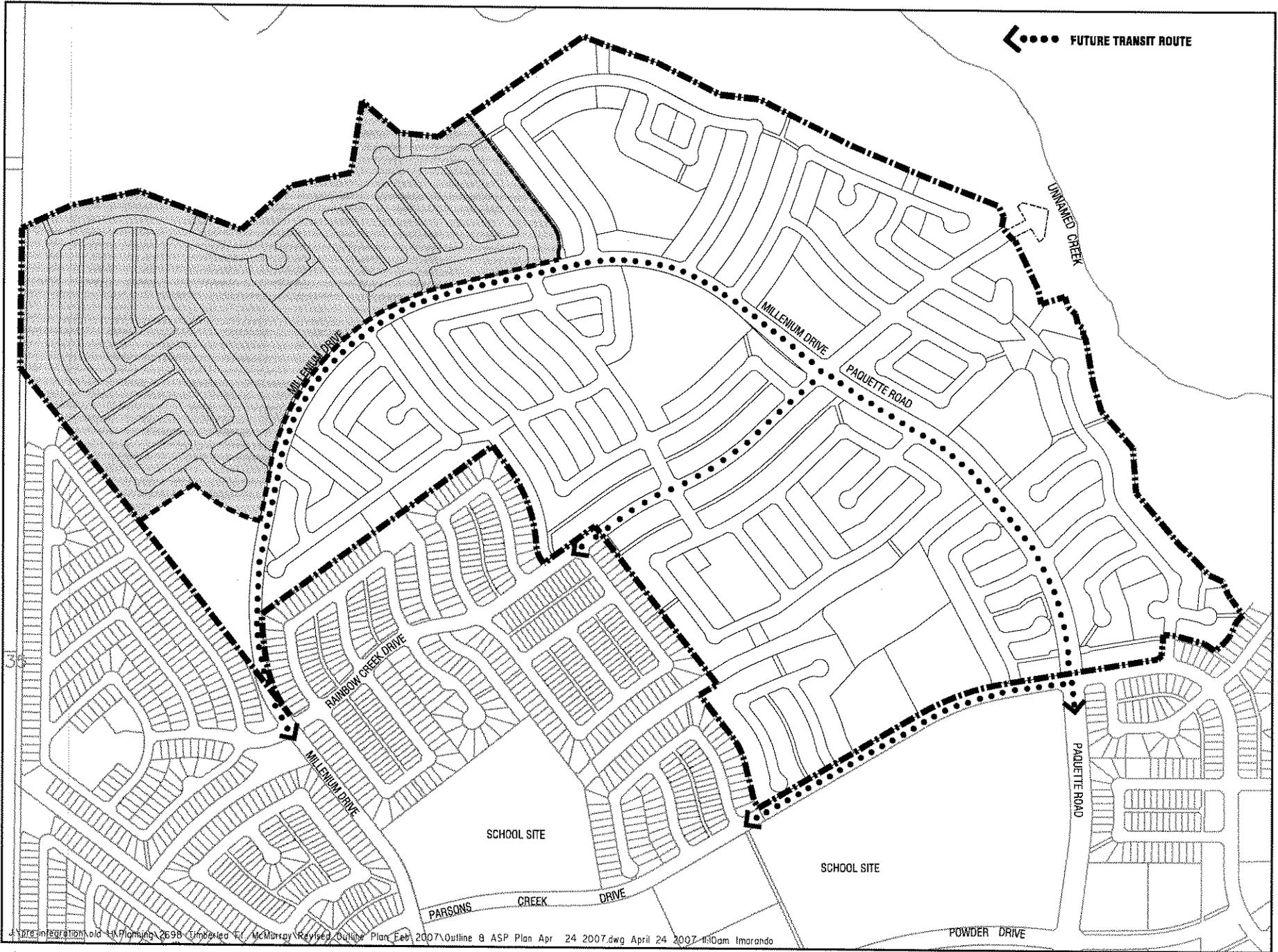


APRIL 2007

AREA STRUCTURE PLAN AMENDMENT

EXHIBIT 12 - PEDESTRIAN NETWORK



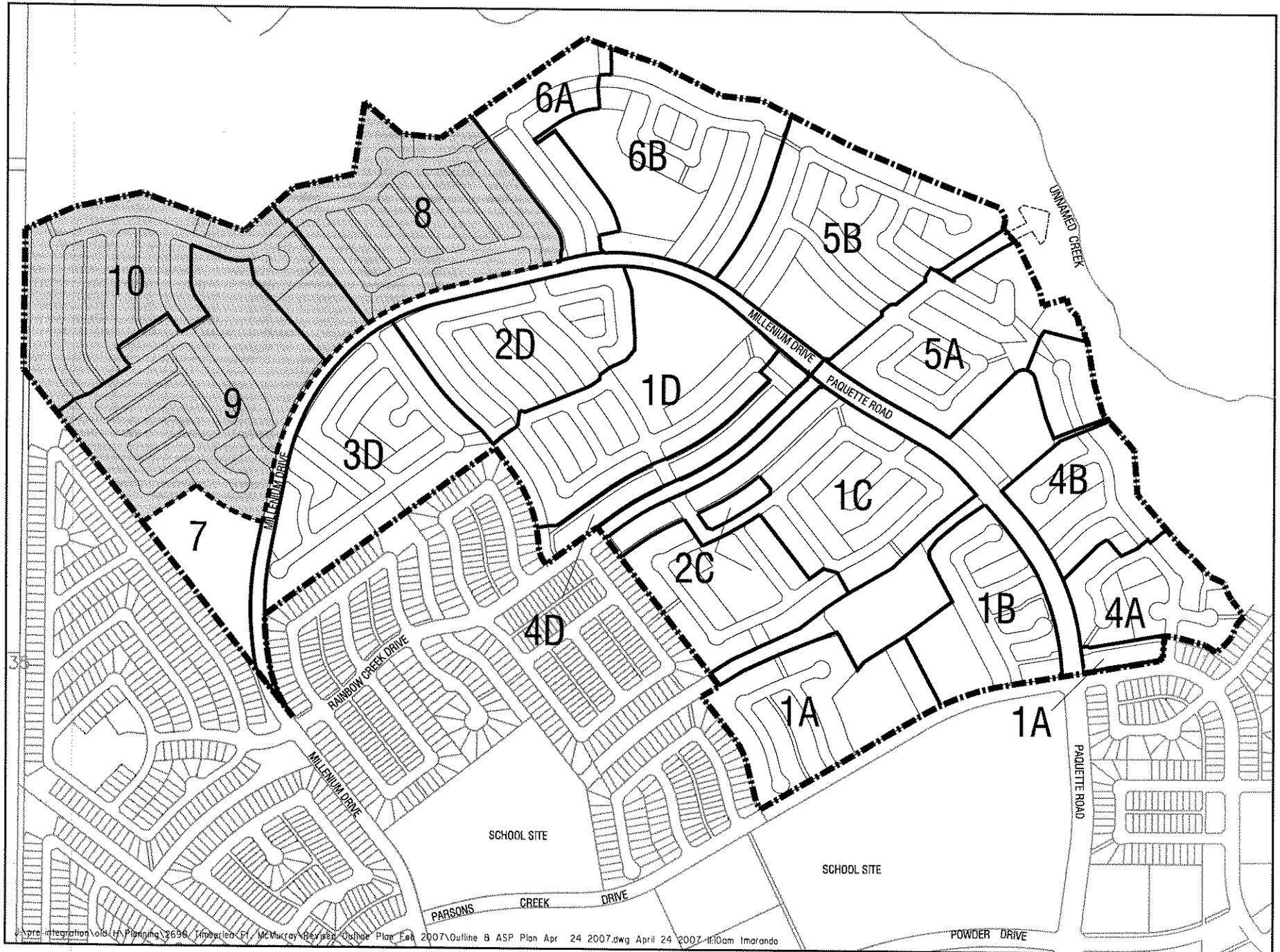


APRIL 2007

AREA STRUCTURE PLAN AMENDMENT

EXHIBIT 13 - TRANSIT ACCESS





APRIL 2007

AREA STRUCTURE PLAN AMENDMENT

EXHIBIT 14 - DEVELOPMENT PHASING



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

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

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

5.3 Sanitary Sewer System

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

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

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

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

5.4 Shallow Utilities

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

5.5 Road Network

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

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

6.0 IMPLEMENTATION

6.1 Timing of Staging

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

6.2 Co-operative Planning

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

7.0 SUMMARY

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

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

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

8.0 REFERENCES

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

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

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

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

APPENDIX A

LETTER FROM THURBER

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THURBER ENGINEERING LTD.
GEOTECHNICAL • ENVIRONMENTAL • MATERIALS

April 25, 2007

File: 19-4532-4

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

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

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

Dear Sir:

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

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

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

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

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



THURBER ENGINEERING LTD.

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

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

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

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

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

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

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

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

** TOTAL PAGE.03 **

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning & Development
Date:	July 10, 2007
Subject:	Bylaw No. 07/047 - Land Use Bylaw Amendment - Part of Lot 1, Block 17, Plan 052 3653

ISSUE:

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

REFERENCES:

- Municipal Government Act (MGA)
- Municipal Development Plan (MDP)
- Timberlea Area Structure Plan (ASP)
- Municipal Land Use Bylaw 99/059 (LUB)

HISTORY:

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

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

OPTIONS:

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

ANALYSIS:

The amendment adheres generally to the policies of the Municipal Development Plan (MDP) and the Timberlea Area Structure Plan (ASP), which encourage a variety of residential densities and the provision of space for both passive and active recreation. The zoning provisions of the Land

Use Bylaw would not be materially affected by the proposed development of the additional land or the modified land use and road pattern.

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

ATTACHMENTS:

1. Bylaw 07/047

ADMINISTRATIVE RECOMMENDATION:

1. THAT Bylaw No. 07/047, being a bylaw to amend the Land Use Bylaw, be read a second time.
2. THAT Bylaw No. 07/047 be read a third and final time.

BYLAW NO. 07/047

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

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

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

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

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

READ a first time this 26th day of June, A.D. 2007.

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

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

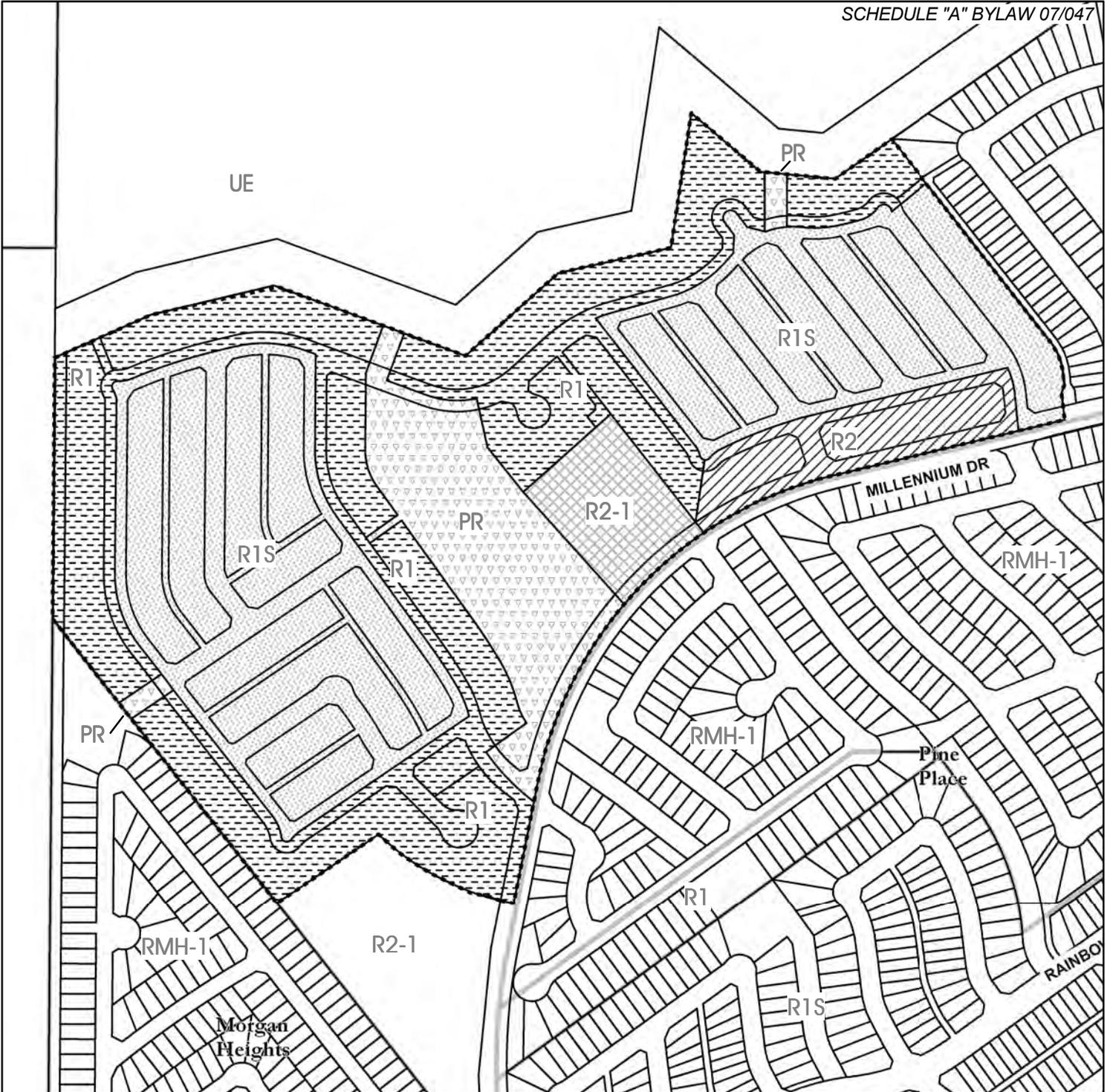
SIGNED and PASSED this _____ day of _____, A.D. 2007.

CERTIFIED A TRUE COPY

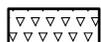
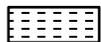
MAYOR

CHIEF LEGISLATIVE OFFICER

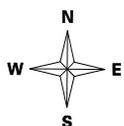
CHIEF LEGISLATIVE OFFICER



LEGEND

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

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



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

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning & Development
Date:	July 10, 2007
Subject:	Highway 63/881 Corridor Area Structure Plan
	- Bylaw No. 07/049 - Municipal Development Plan Amendment
	- Bylaw No. 07/050 - Highway 63/881 Corridor Area Structure Plan
	- Bylaw No. 07/051 - Hamlet of Anzac Area Structure Plan Amendment

ISSUE:

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

REFERENCE:

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

HISTORY:

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

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

OPTIONS:

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

ANALYSIS:

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

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

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

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

ATTACHMENTS:

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

ADMINISTRATIVE RECOMMENDATION:

Bylaw No. 07/049 – Municipal Development Plan Amendment

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

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

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

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

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

BYLAW NO. 07/049

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

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

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

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

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

READ a first time this 26th day of June, A.D. 2007.

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

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

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

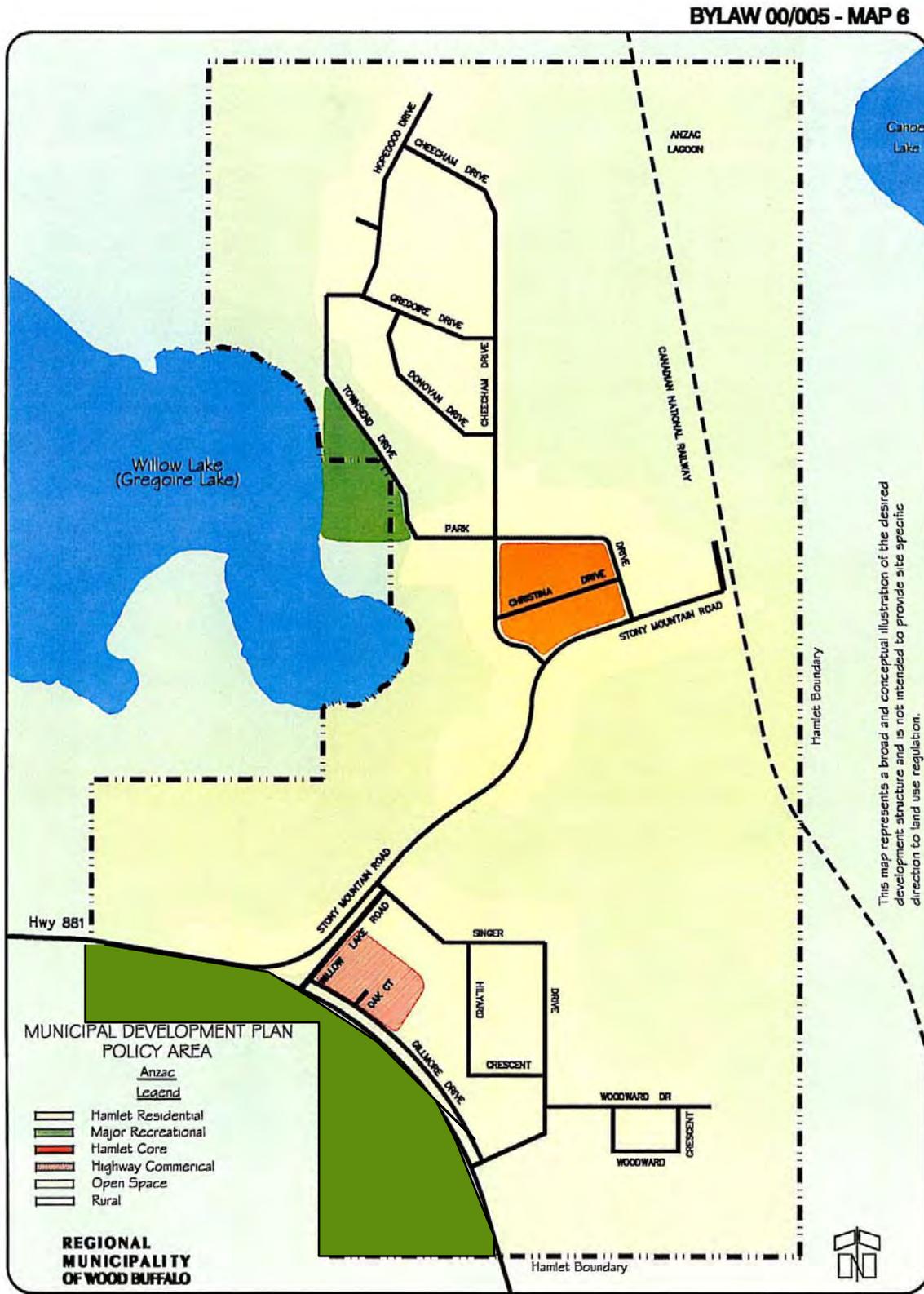
CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER

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





HIGHWAY 63 / 881 CORRIDOR
AREA STRUCTURE PLAN

Prepared for the

**Planning & Development Department
Regional Municipality of Wood Buffalo**

by

ARMIN A. PREIKSAITIS
& ASSOCIATES LTD.

in association with



March 2007

Acknowledgements

Regional Council

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

Steering Committee Members

Beth Sanders, Manager, Planning & Development, RMWB
Martin Frigo, Planner, Strategic Planning & Policy Division, RMWB
Laurene Viarobo, Superintendent, Strategic Planning & Policy Division, RMWB
Arjen de Klerk, Supervisor, Development Control and Permitting Branch, RMWB
Alanna McDonagh, Planner, Development Control and Permitting Branch, RMWB
Salem Abushawashi, Superintendent, Engineering Services Division, RMWB
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Armin A. Preiksaitis & Associates Ltd. Disclaimer

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PART I INTRODUCTION

1.0 Plan Goals and Objectives

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

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

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

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

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

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

2.0 Plan Area

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

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

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

Area A

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

Area B

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

Area C

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

Area D

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

Area E

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

Area F

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

Area G

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

3.0 Enabling Legislation

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

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

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

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

4.0 Planning Process

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

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

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

5.0 Community Consultation

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

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

6.0 Policy Context

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

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

7.0 Site Context and Development Considerations

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

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

PART II DEVELOPMENT ISSUES AND OPPORTUNITIES

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

1.0 Issues and Opportunities for the General Plan Area

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

1. Resource development activity along the Highway 881 Corridor

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

2. Dramatic increase in the project accommodation population

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

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

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

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

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

5. Impacts on natural and environmentally sensitive areas

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

6. Increased tourist traffic

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

2.0 Issues and Opportunities for Specific Areas

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

2.1 Area A Issues and Opportunities

881 / 63 Crossroads

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

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

881 / 63 Business Industrial Area

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

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

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

Trout Pond Day Use Area

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

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

2.2 Area B Issues and Opportunities

Anzac South Business / Industrial Park

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

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

Upgrades to Windsurfer Beach

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

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

Anzac Community Recreation Area

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

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

2.3 Area C Issues and Opportunities

La Loche Corner Truck Stop

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

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

La Loche Business / Industrial Park

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

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

2.4 Area D Issues and Opportunities

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

2.5 Area E Issues and Opportunities

"The Prairies" Recreational Area

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

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

2.6 Area F Issues and Opportunities

Janvier Interpretive Centre

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

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

Halfway Camp Day Use Area

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

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

Chard Day Use Area

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

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

2.7 Area G Issues and Opportunities

Conklin Business / Industrial Park

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

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

PART III FUTURE LAND USE CONCEPT

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

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

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

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

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

1.0 Land Use Policies for the General Plan Area

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

1.1 Residential Development

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

Growth Hamlets

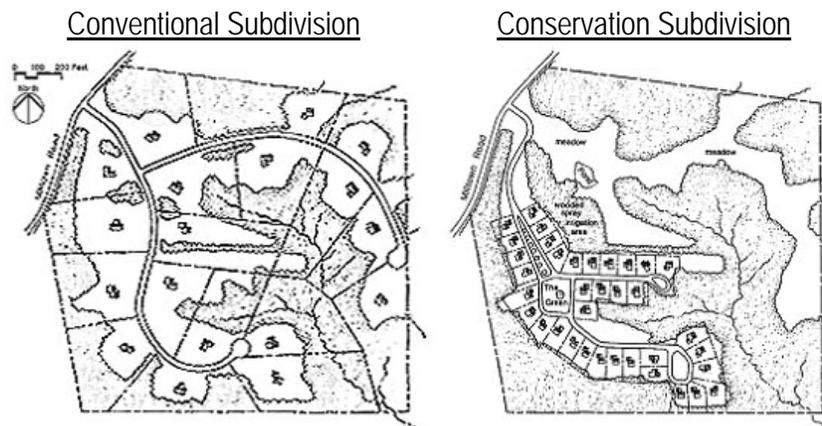
Priority for residential development for the Highway 63 / 881 Corridor will be directed towards the existing Hamlets of Anzac (Area B), Janvier South (Area F) and Conklin (Area G). These hamlets offer proximity to municipal services (including water, sewer and emergency services) and community services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

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

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

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

Figure 1: Illustration Showing Conservation Subdivision vs. Conventional Subdivision



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

Country Residential Development

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

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

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

Residential Policy

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

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

1.2 Commercial Development

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

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

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

Commercial Policy

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

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

1.3 Industrial Development

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

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

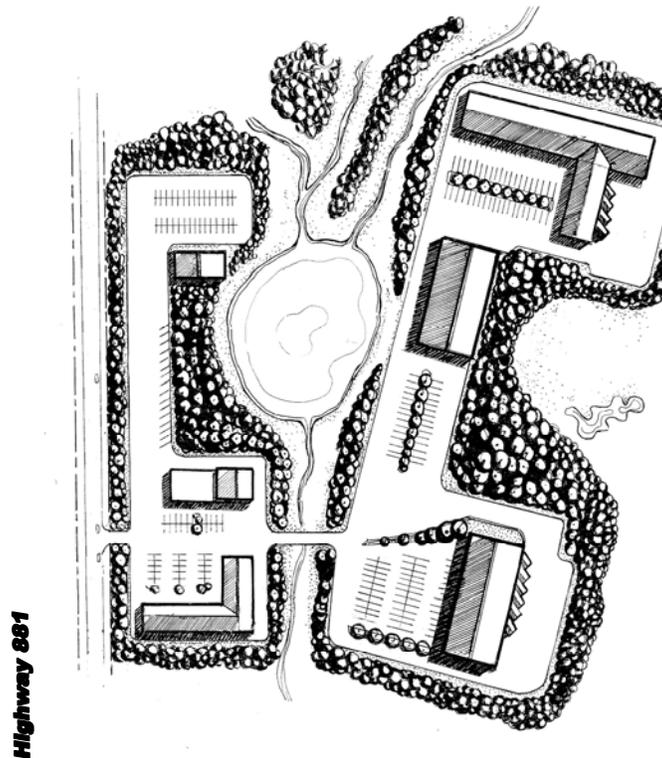
Industrial Policy

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

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

- d) the overall allowable density for the area shall not exceed one (1) industrial unit per developable hectare (2.47 acres). A net developable hectare is defined as a gross developable hectare minus areas deemed to be Environmental Reserve in Section 664 of the Municipal Government Act;
 - e) access by an internal roadway is required;
 - f) the minimum parcel size shall be 0.4 hectares (1 acre) if lots are to be serviced by a private potable water source and sewage disposal system. The minimum lot size may be reduced to 0.2 hectares (0.5 acres) if the subdivision can be serviced with a communal sewer and water system acceptable to the Regional Municipality of Wood Buffalo;
 - g) showing all federal and provincial regulations are adhered to, including provincial policies and regulations concerning wetlands; and
 - h) any on-site and off-site development costs associated with development of the subdivision will be borne by the developer.
- 1.3.3 All industrial development shall also meet the locational criteria listed in Part III of this ASP, in addition to providing evidence of:
- a) proximity to resource development requiring complementary industrial uses;
 - b) proximity to suppliers, service providers and urban centres;
 - c) proximity to labour market;
 - d) suitable separation distance / buffer from residential land uses to avoid conflict; and
- 1.3.4 The Municipality shall require through the provisions of the Land Use Bylaw and other municipal bylaws, that industrial developments mitigate off-site nuisances (i.e. noise, odour, dust) and ensure quality development. Key considerations include the siting and design of buildings, landscape treatment, and location and screening of parking and loading areas as illustrated in Figure 2. Additional considerations include signage at a scale and design that is appropriate to the surrounding natural and developed area.
- 1.3.5 The Municipality does not support subdivision or development that would compromise the future recovery of significant deposits of sand and gravel until an opportunity is provided for their extraction, consistent with the provisions of the Municipal Development Plan.

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



1.4 Recreation and Tourism Development

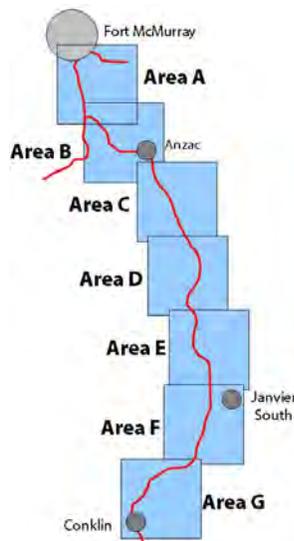
Tourism is Alberta's fourth largest industry. Rural tourism appeals to many North Americans. According to the American Tourism Commission, travelers between the ages of 15 – 55, are more likely than the over 55 group to go to a beach, lake or river for fishing, hunting or boating while visiting a small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

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

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

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

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



Recreation & Tourism Policy

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

1.5 Rural Policy Area

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

The Rural Policy area is defined as:

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

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

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

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

Rural Policy

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

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

1.6 Project Accommodations

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

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

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

*Project Accommodation
Policy*

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

1.7 Environmental Protection

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

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

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

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

Environmental Protection Policy

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

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

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

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

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

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

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

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

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

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

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

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

1.8 Parks, Recreation and Open Space

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

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

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

at the time of subdivision.

at the time of
subdivision.

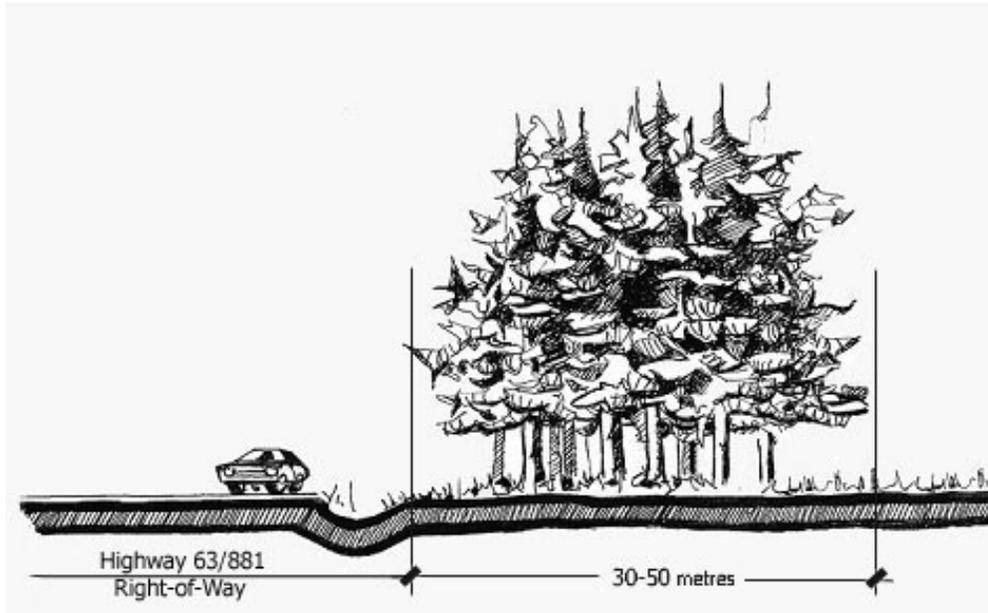
1.9 Aesthetics and Gateway Function

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

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

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

Figure 3: Natural Treed Buffer



Source: Gibbs, Brown & Johansson Landscape Architects

Figure 4: Example of sign elements

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

Identifier Signing



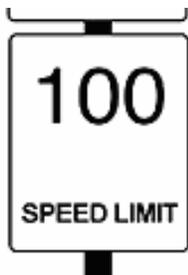
Identifier signage is used to identify route names and place locations (i.e. Urban Service Area – Fort McMurray, Highway 63, Highway 881).

Information & Directional Signing



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

Regulatory Signing



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

Ornamentation

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

1.10 Transportation

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

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

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

Transportation Policy

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

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

1.11 Municipal Services

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

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

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

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

Municipal Services Policy

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

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

2.0 Land Use Policies for Specific Areas

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

2.1 Area A

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

2.2 Area B

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

Area B Policy

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

2.3 Area C

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

2.4 Area D

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

2.5 Area E

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

2.6 Area F

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

Area F Policy

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

2.7 Area G

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

Area G Policy

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

PART IV IMPLEMENTATION

1.0 Overview

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

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

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

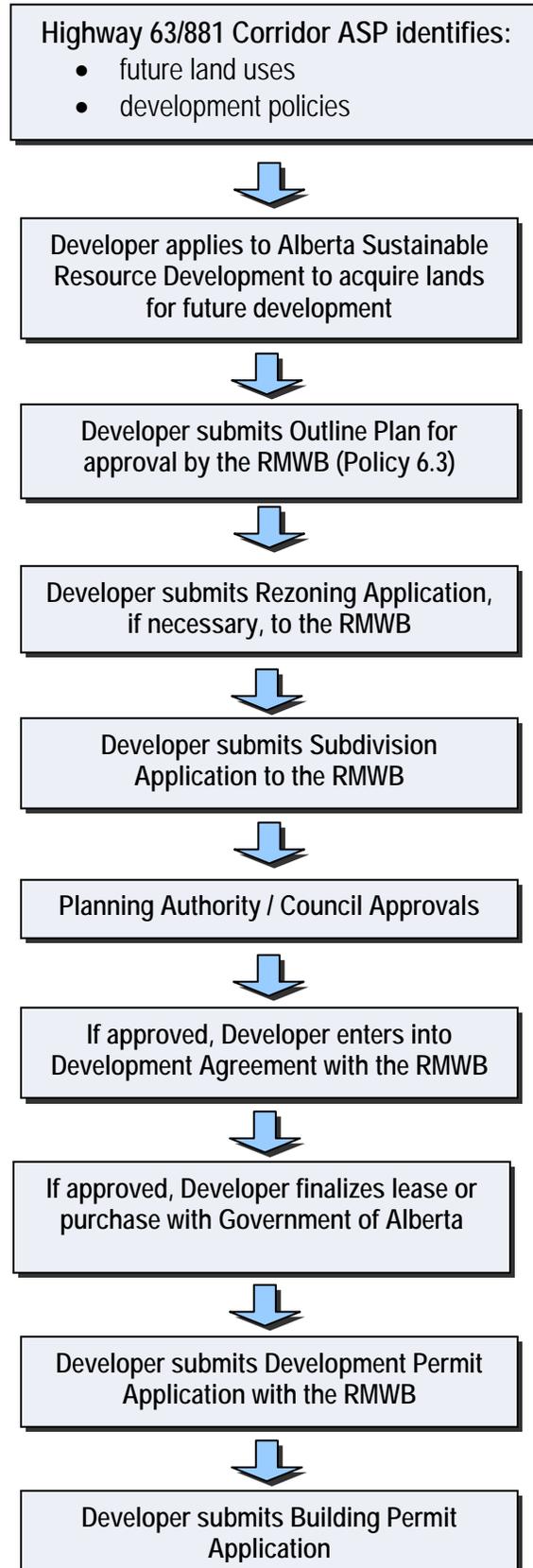
2.0 Objectives

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

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

Figure 5: Highway 63 / 881 Corridor Land Development Process

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



3.0 Implementation Policy

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

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

PART V RECOMMENDATIONS

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

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

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

PART VI GLOSSARY

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

from the outside of the building or through a common area inside the building.

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

Hamlet Residential	Applies to areas in hamlets that are primarily residential in nature. Uses may include various forms of residential development including single detached, mobile/manufactured homes, semi-detached, and duplexes, where appropriate. In addition, some commercial/retail uses that service the neighbourhood, (convenience stores, offices and personal service businesses), schools and other institutional uses, churches, fire halls, public utilities and municipal service facilities, as well as, park and playground uses may be considered within the Hamlet Residential Policy Area.
Hazard Lands	Land that is unsuitable for development in its natural state. This includes flood plains, steep and unstable slopes, and areas subject to erosion or other geotechnical limitations.
Highway	A road that is designated as a primary highway or a secondary highway pursuant to the <i>Public Highways Development Act</i> .
Highway Commercial Area	Identifies areas within the Municipality intended for commercial uses that primarily serve the travelling public along major transportation corridors. These uses may include hotels and motels, restaurants and bars, gas stations, automobile sales and service, and convenience stores.
Historical Resources Impact Assessment	An analysis of the potential impacts of development on archaeological and/or historical resources as defined in the <i>Historic Resources Act</i> .
Infill	The development of vacant parcels of land within otherwise built-up or mature areas.
Infrastructure	Systems and facilities (e.g. roads, sanitary sewers, water treatment and distribution networks, power lines, and telephone and cable TV systems) that service development.
Landscaping	To preserve, enhance or incorporate vegetative and other materials in a development and combine new or existing vegetative materials with architectural elements, existing site features or other development features including fences, walls or decorative walks.
Land Use District	An area of the Municipality established as a land use district by the Land Use Bylaw.
Lot	<ul style="list-style-type: none"> a) A quarter section; b) a river lot shown on an official plan, as defined in the Surveys Act, that is filed or lodged in a land titles office; c) a settlement lot shown on an official plan, as defined in the Surveys Act, that is filed in a land titles office; d) a part of a parcel of land described in a certificate of title if the boundaries of the part are described in the certificate of title other than by reference to a legal subdivision; or e) a part of a parcel of land described in a certificate of title if the

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

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

and do not require specific skills.

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

Highway 63/881 Corridor

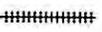
Area Structure Plan

Consolidated Legend

General

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

Transportation and Infrastructure

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

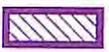
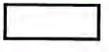
Man Made Constraints

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

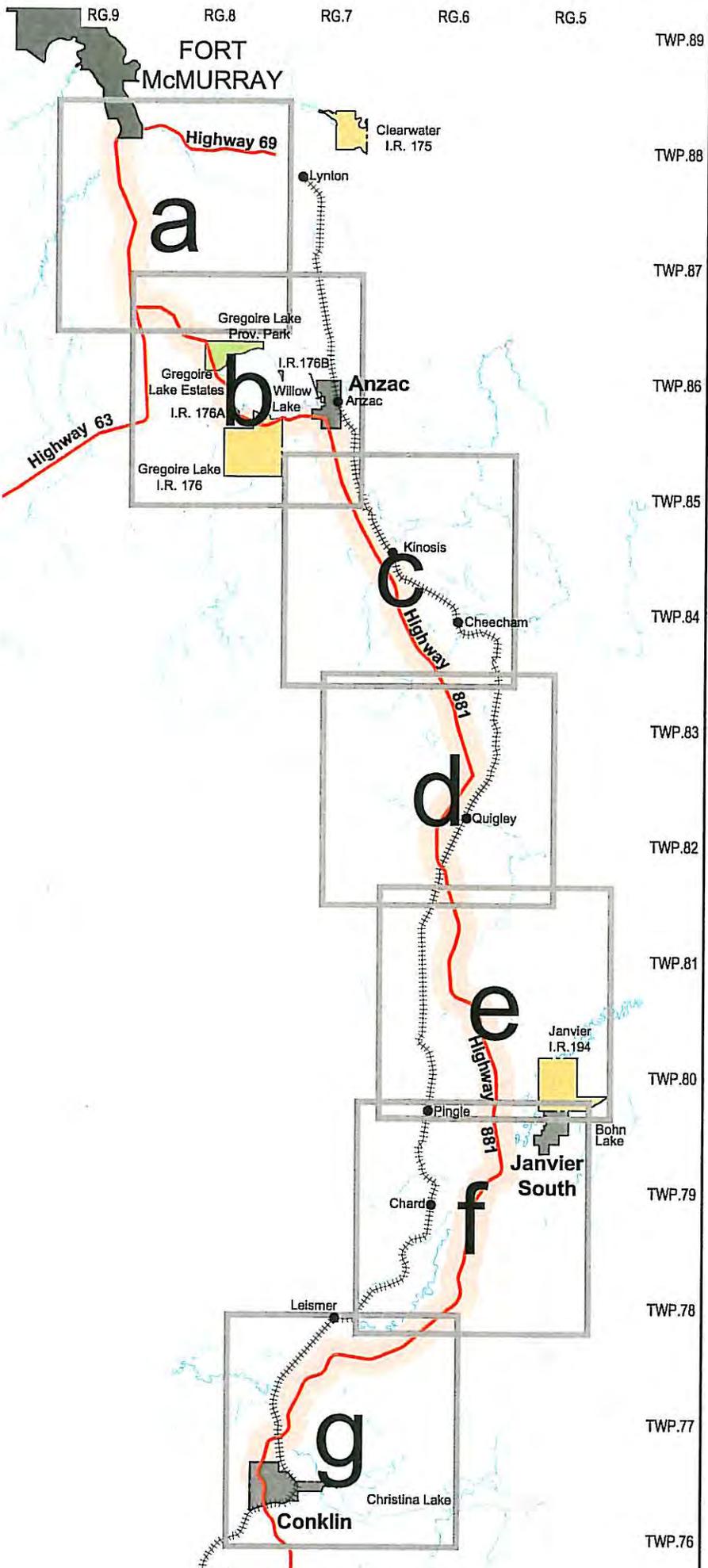
Existing Land Use

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

Future Land Uses

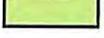
-  Commercial
-  Business / Industrial
-  Tourism / Recreation
-  Rural
-  Proposed Long Lake South SAGD Project
-  Future Pipeline and Powerline R/W
-  Lookout Point





Highway 63/881 Corridor Area Structure Plan

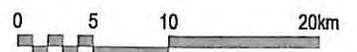
Legend

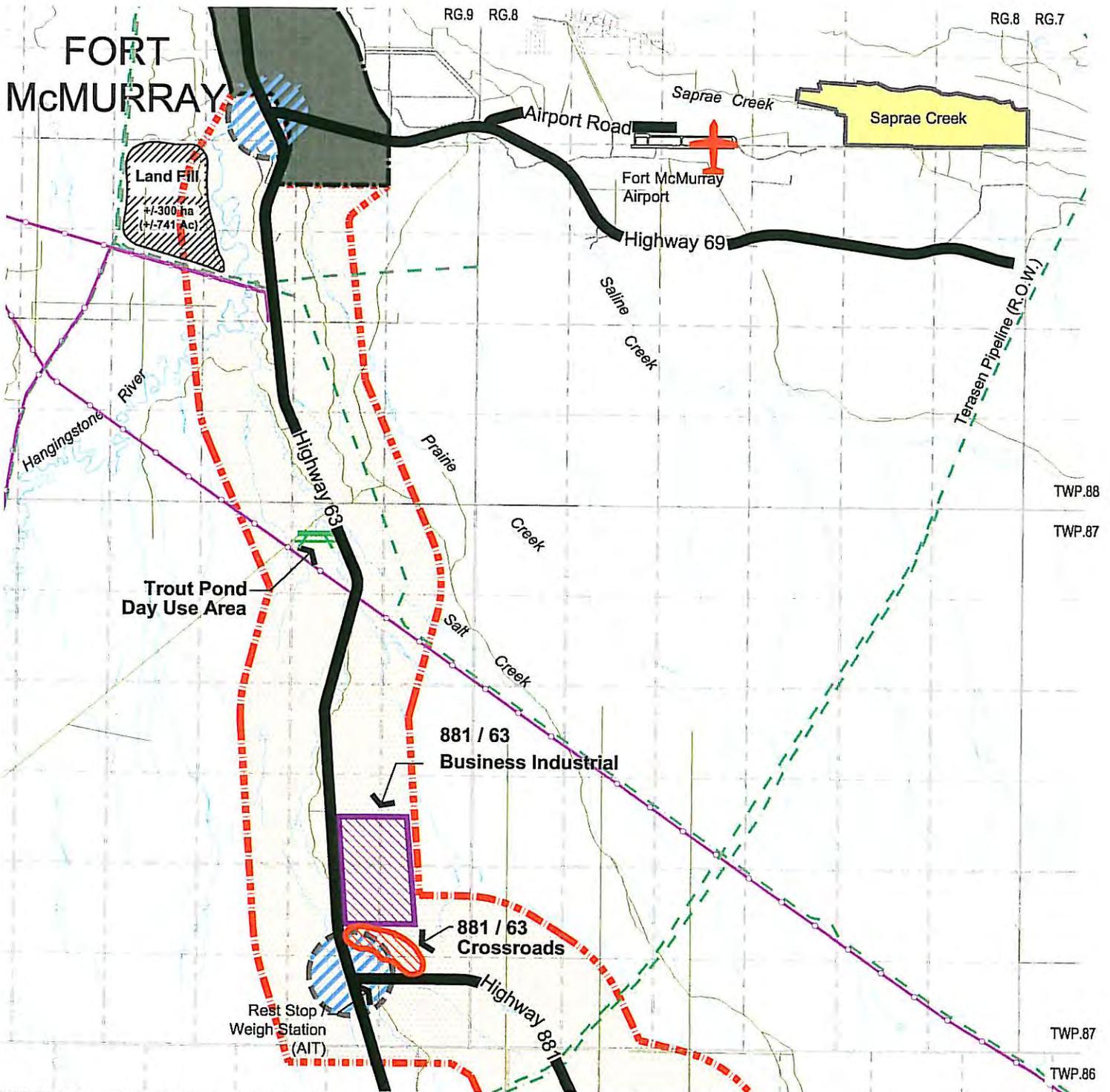
-  ASP Area
-  Urban Service Area
-  Hamlet
-  Indian Reserve
-  Provincial Park
-  Highway
-  Athabasca Northern Railway

Map 1 Plan Area

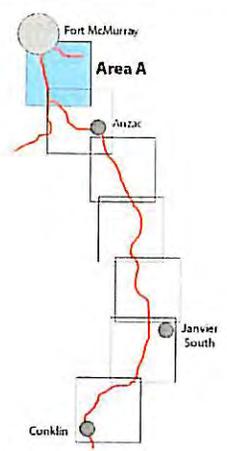


REGIONAL MUNICIPALITY
OF WOOD BUFFALO





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

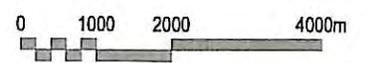
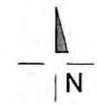


- Legend**
- ASP Boundary
 - Urban Service Area
 - Commercial
 - Business / Industrial
 - Rural Policy Area
 - Proposed Day Use Area
 - Provincial Highway
 - Future Grade Separated Intersection Upgrade

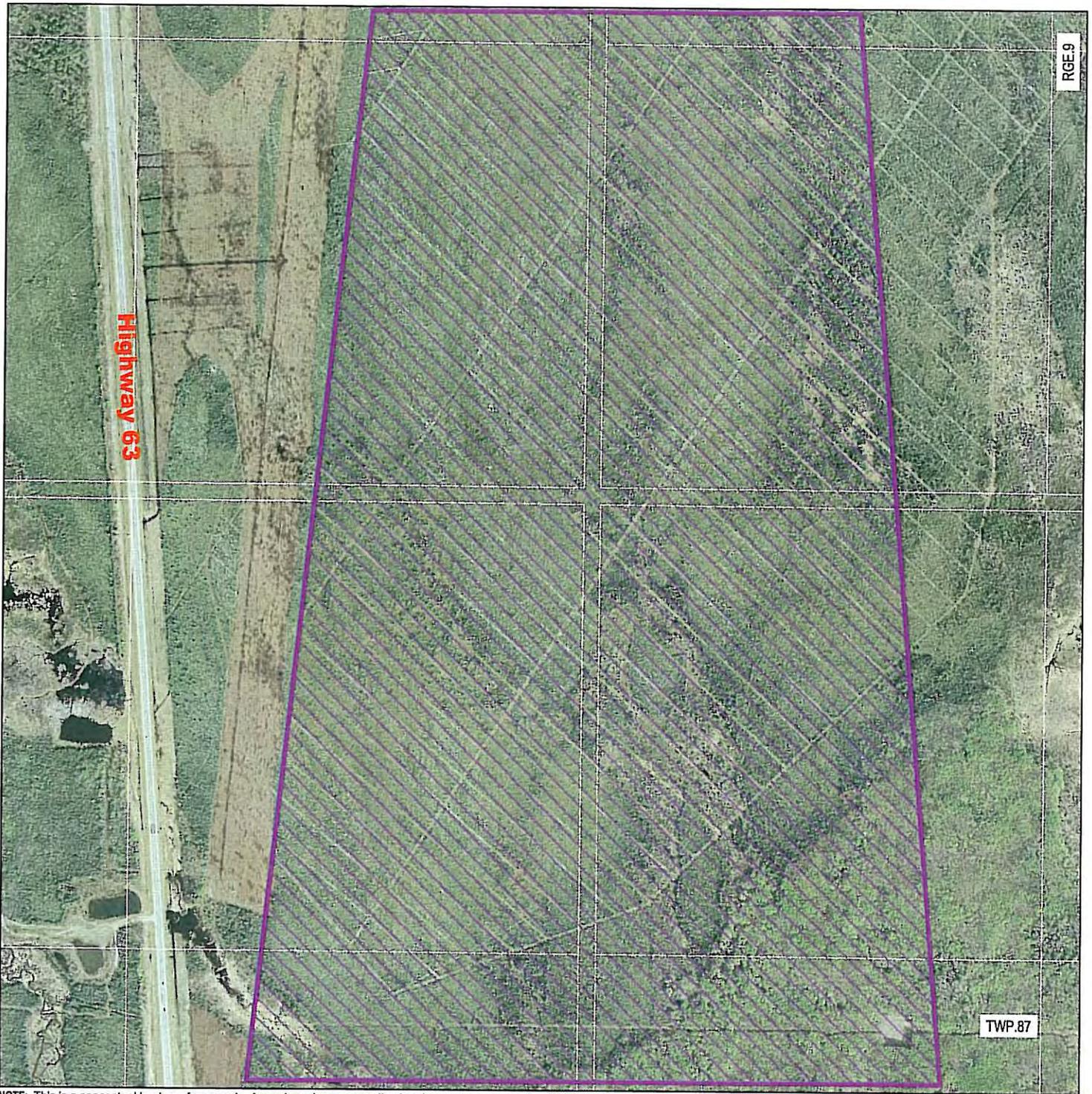
Map 2a Future Land Use Concept



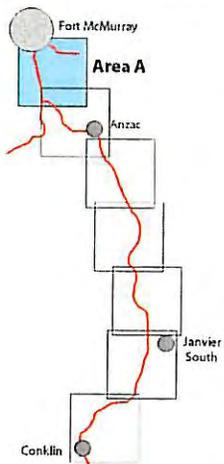
Highway 63/881 Corridor Area Structure Plan



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



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



Legend

 881 / 63 Business / Industrial

Map 2a-1
Future Land Use Concept



REGIONAL MUNICIPALITY
OF WOOD BUFFALO

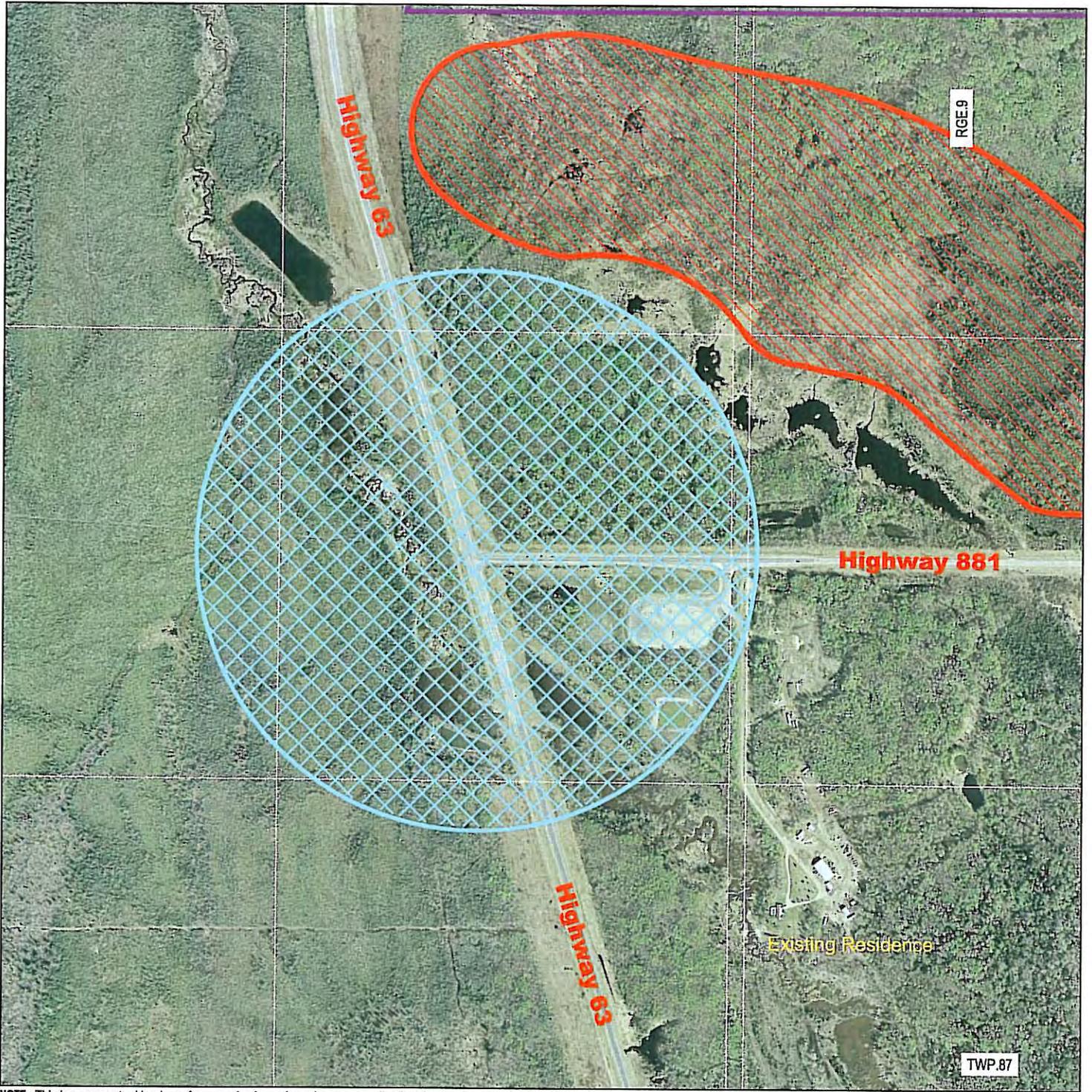
Highway 63/881 Corridor
Area Structure Plan



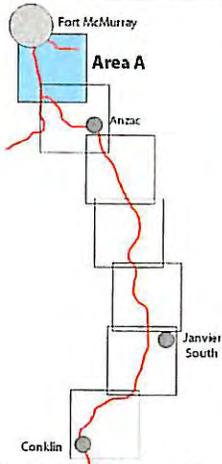
Scale: 1:10000

Photography Acquired May 2006

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



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



Legend

-  881 / 63 Commercial Crossroads
-  881 / 63 Future Intersection Upgrade

Map 2a-2 Future Land Use Concept



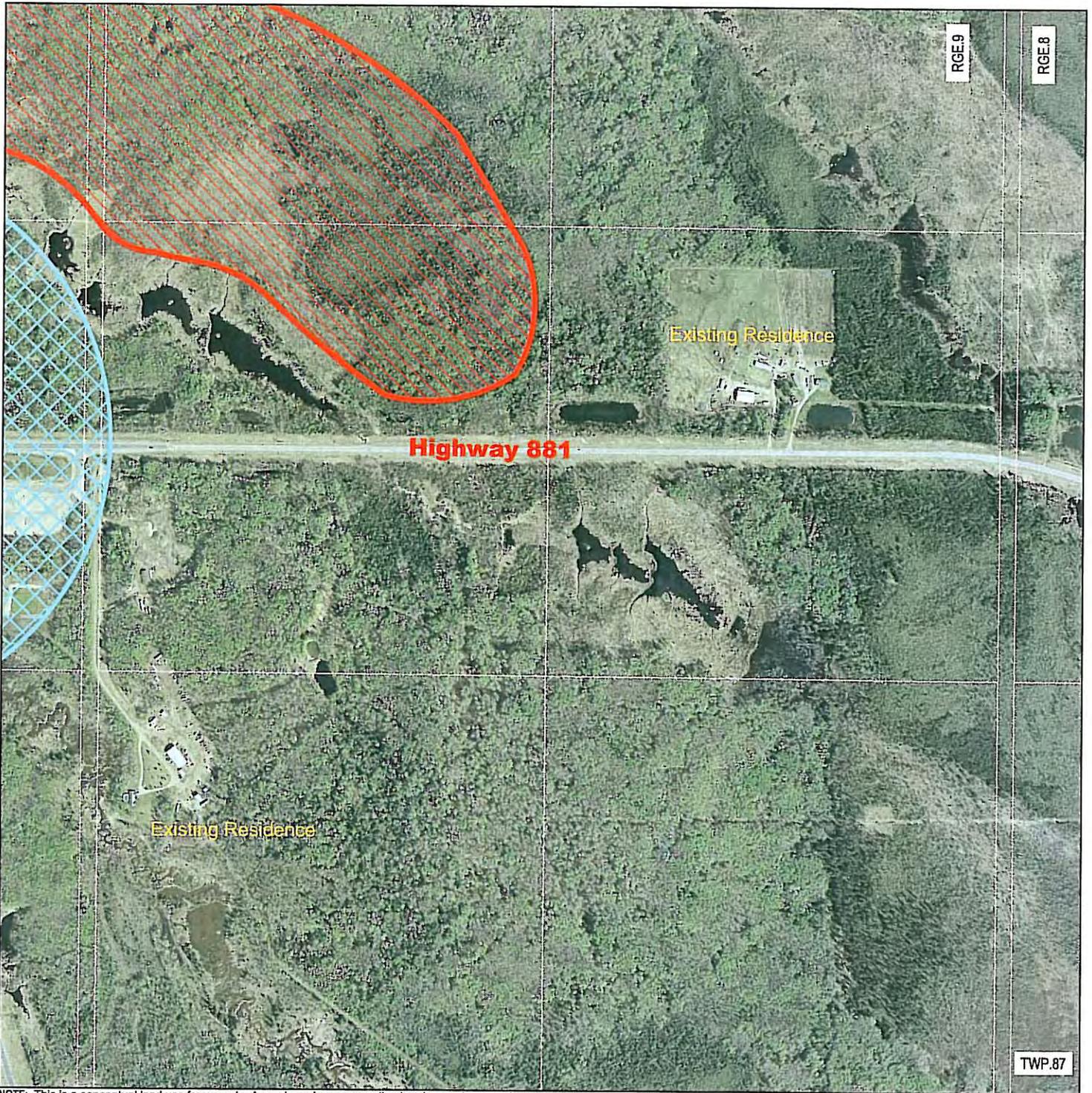
REGIONAL MUNICIPALITY
OF WOOD BUFFALO

Highway 63/881 Corridor Area Structure Plan

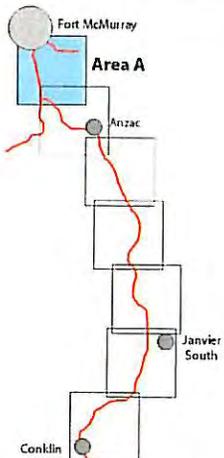


Scale: 1:10000
Photography Acquired May 2006

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



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



Legend

 881 / 63 Commercial Crossroads

 Future Intersection Upgrade

Map 2a-3 Future Land Use Concept



REGIONAL MUNICIPALITY
OF WOOD BUFFALO

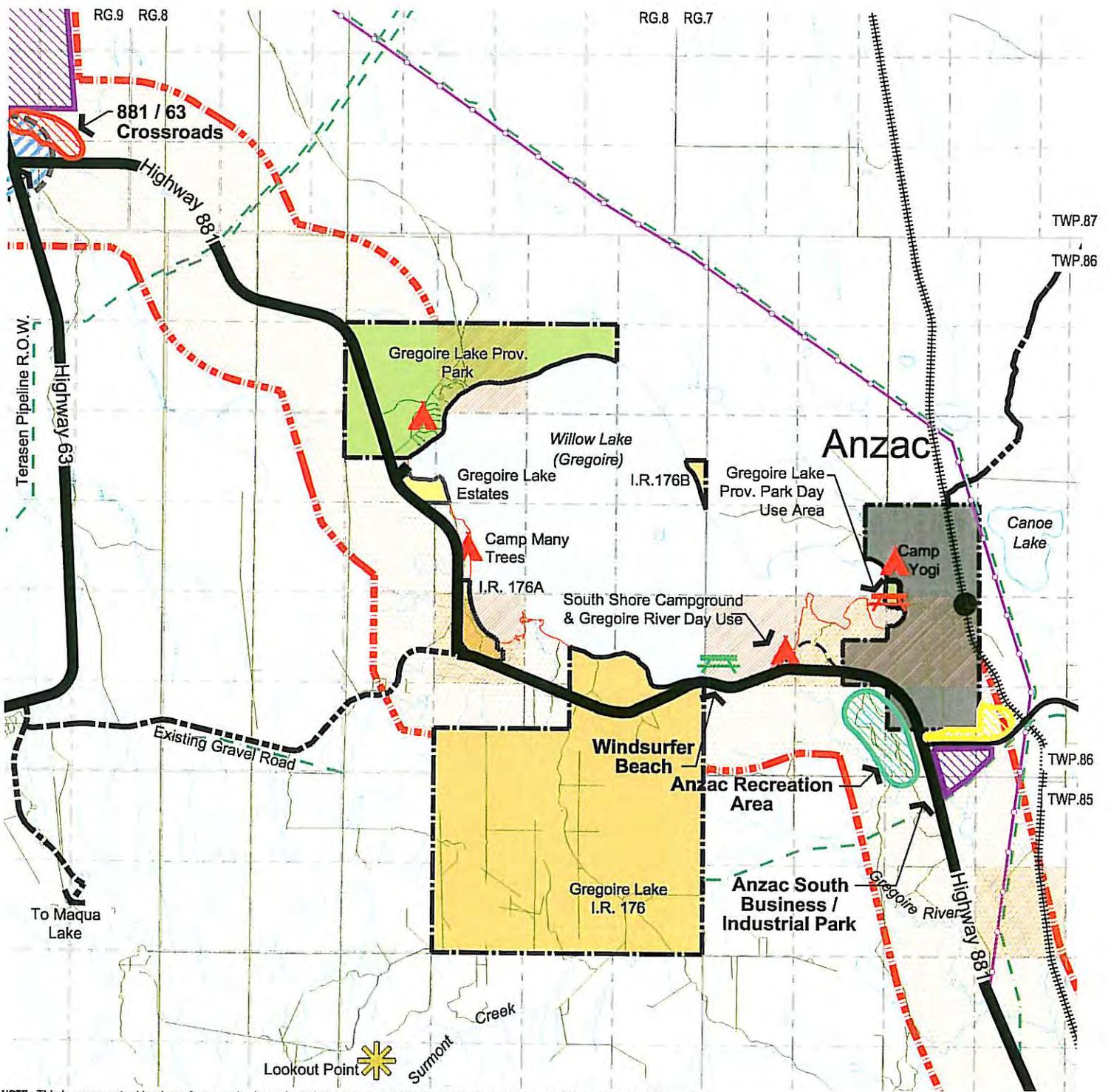
Highway 63/881 Corridor Area Structure Plan



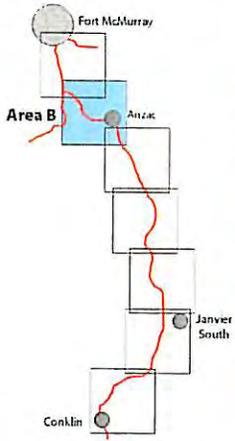
Scale: 1:10000

Photography Acquired May 2006

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



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

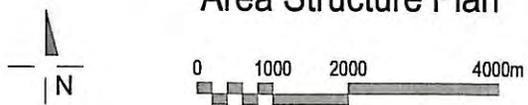


- Legend**
- ASP Boundary
 - Hamlet
 - Indian Reserve
 - Commercial
 - Business / Industrial
 - Residential (Anzac Area Structure Plan 2002)
 - Tourism / Recreation
 - Rural Policy Area
 - Historic / Archeological Resource Site
 - Provincial Highway
 - Future Intersection Upgrade
 - Proposed Day Use Area

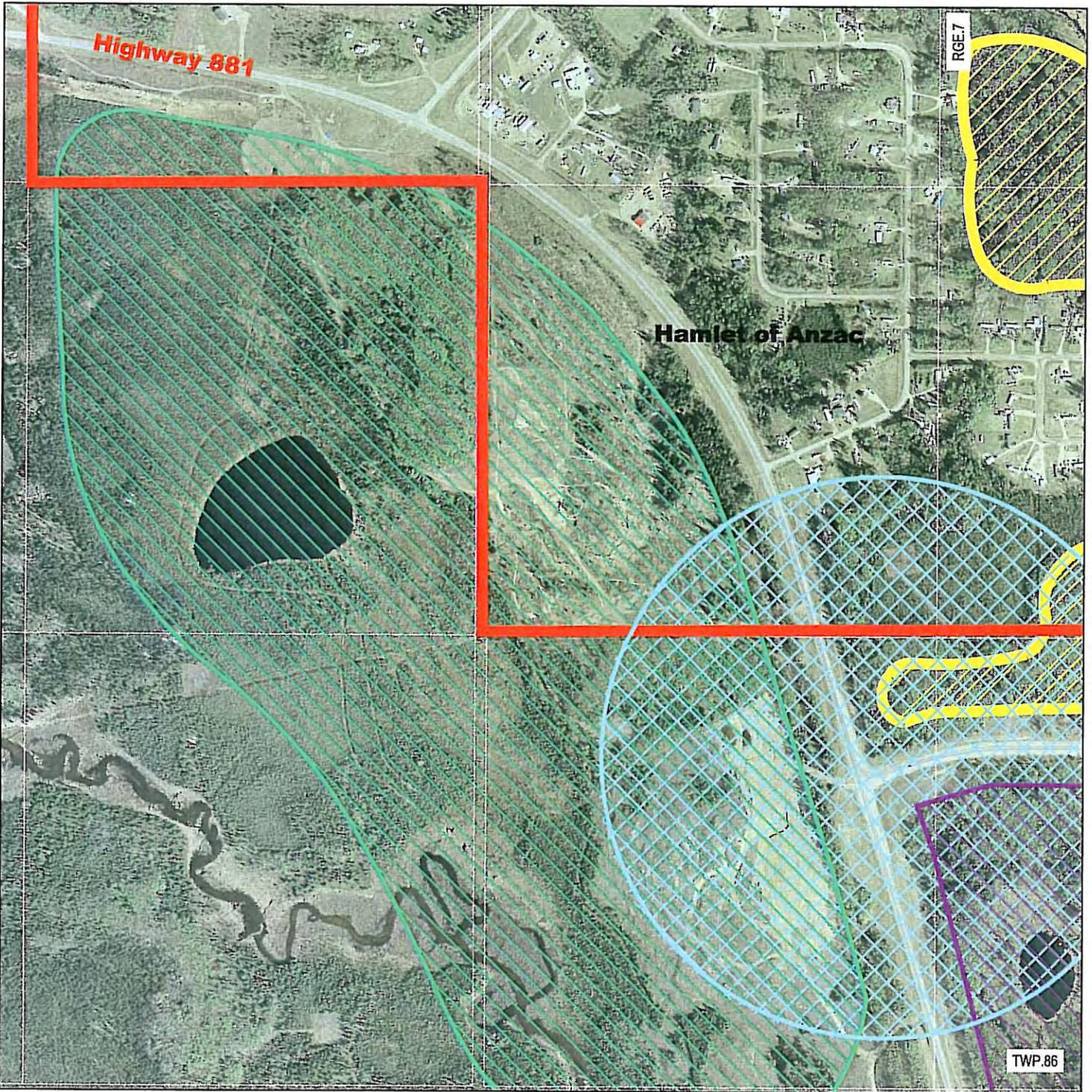
Map 2b Future Land Use Concept



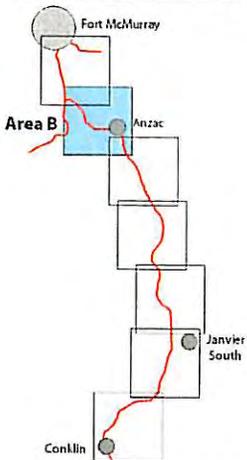
Highway 63/881 Corridor Area Structure Plan



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



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



Legend

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

Map 2b-1 Future Land Use Concept



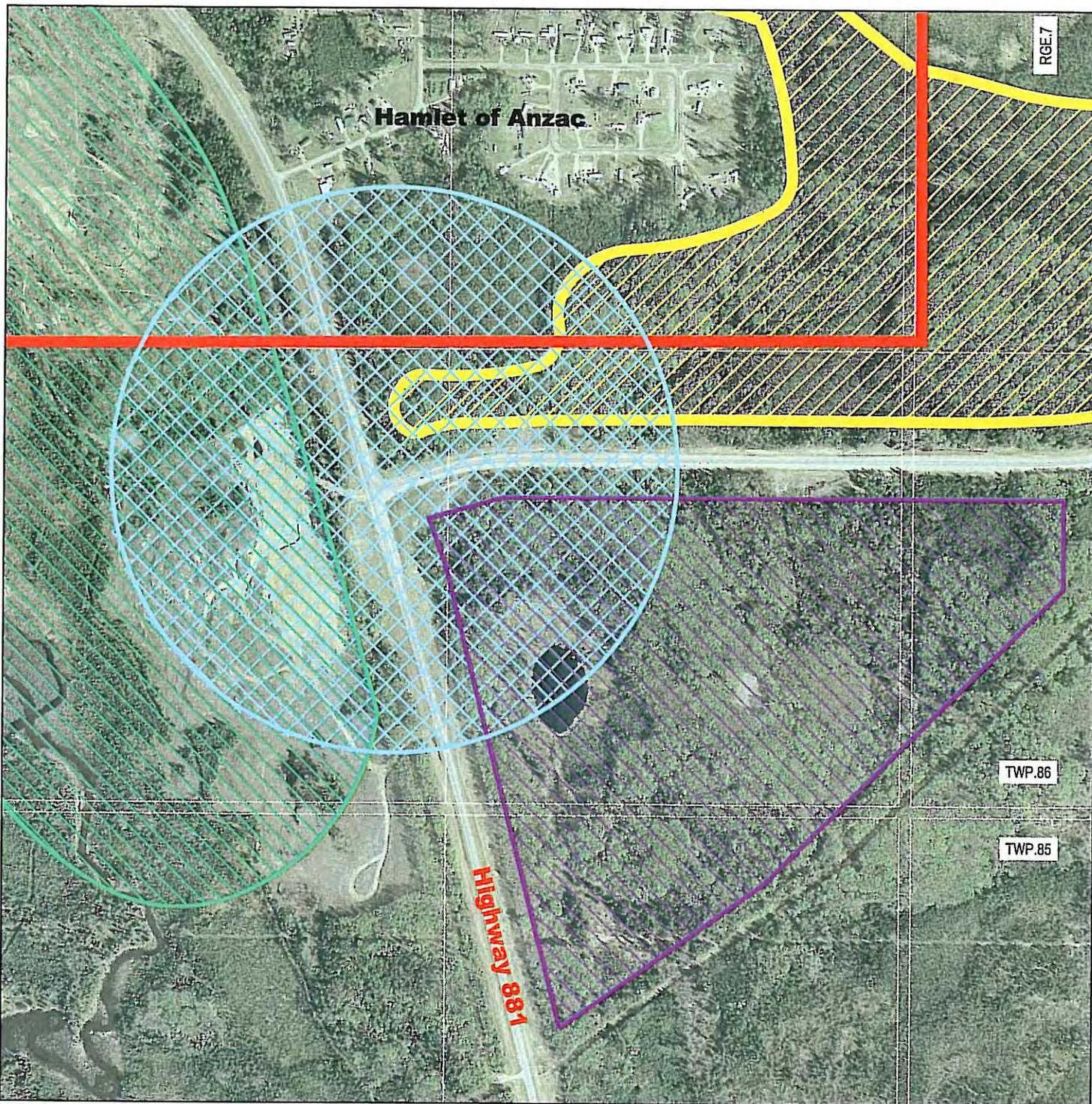
Highway 63/881 Corridor Area Structure Plan



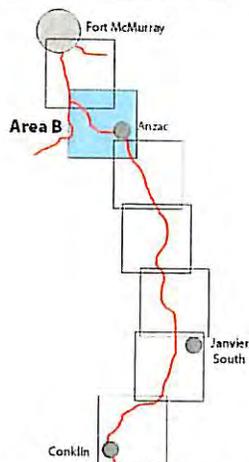
Scale: 1:10000

Photography Acquired May 2006

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



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



Legend

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

Map 2b-2 Future Land Use Concept



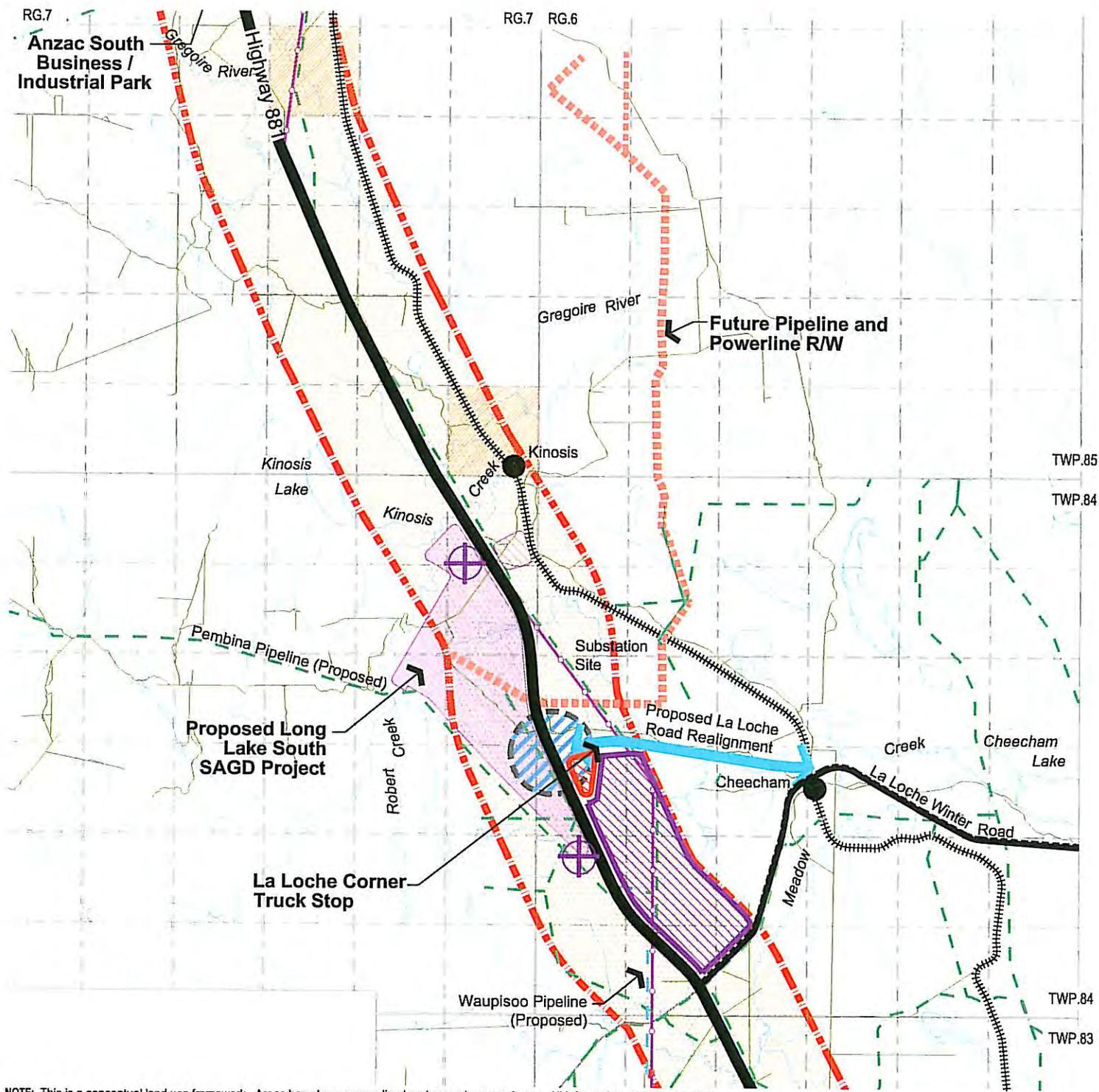
Highway 63/881 Corridor Area Structure Plan



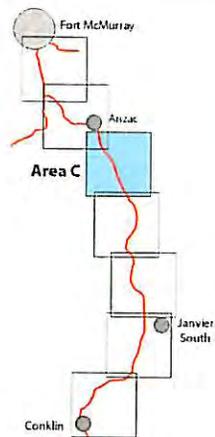
Scale: 1:10000

Photography Acquired May 2006

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



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



Legend

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

Map 2c Future Land Use Concept

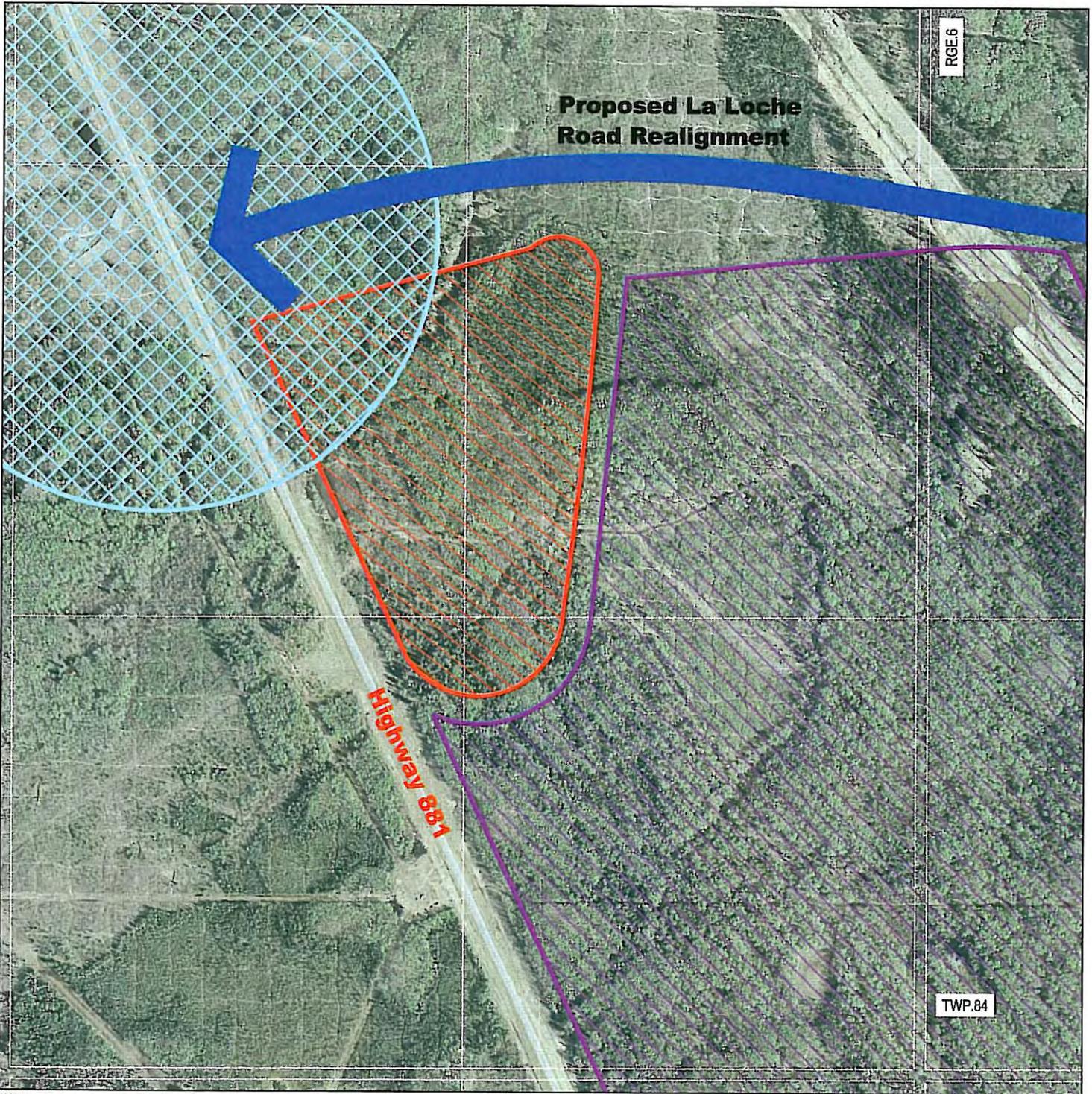


REGIONAL MUNICIPALITY
OF WOOD BUFFALO

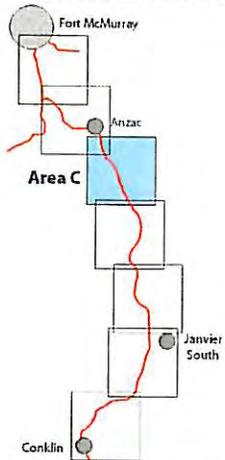
Highway 63/881 Corridor Area Structure Plan



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



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



Legend

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

Map 2c-1 Future Land Use Concept

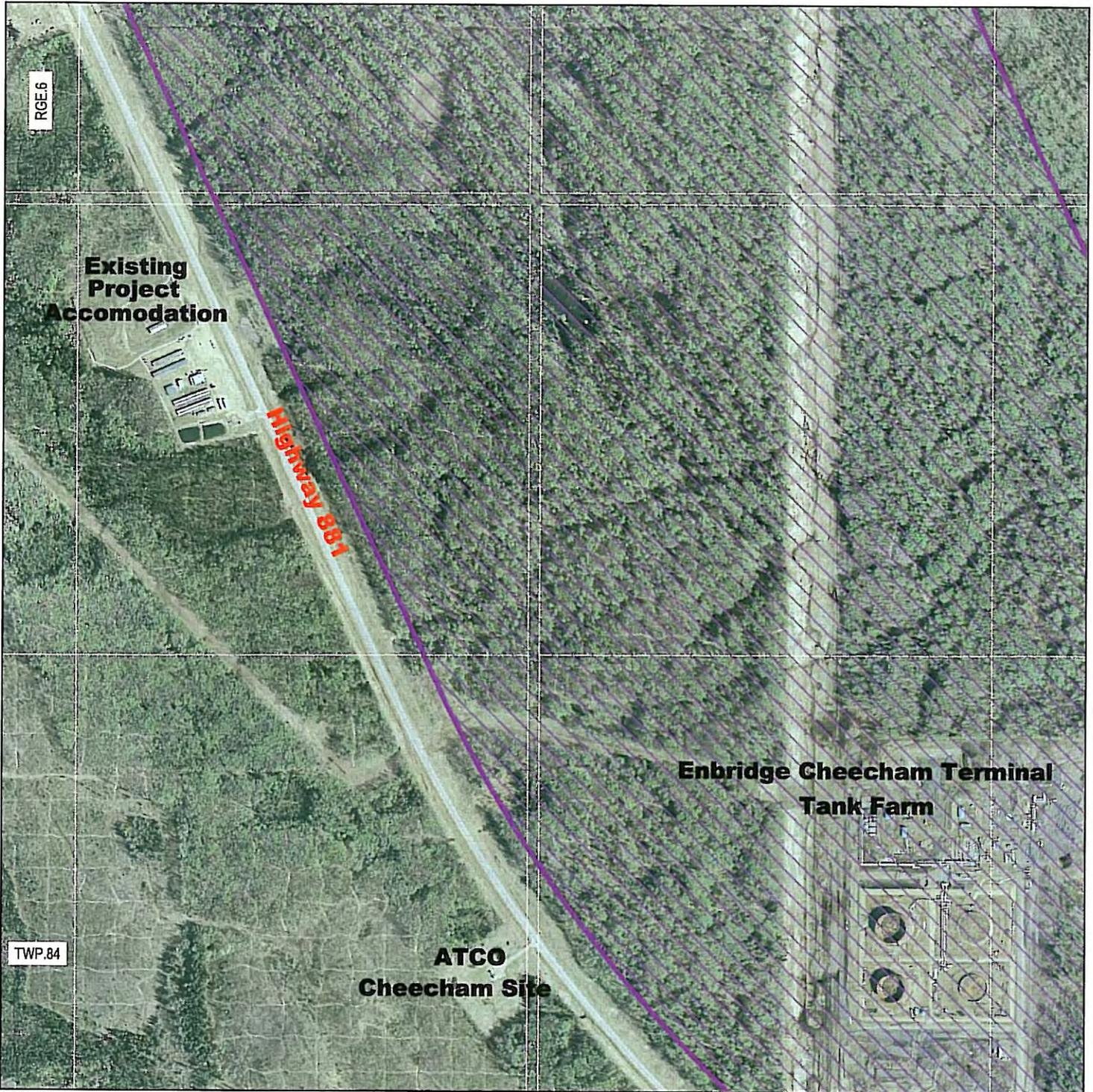


Highway 63/881 Corridor Area Structure Plan

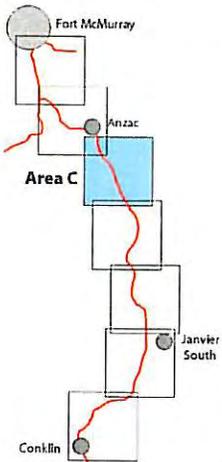


Scale: 1:10000
Photography Acquired May 2006

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



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



Legend

 La Loche Business / Industrial Park

Map 2c-2
Future Land Use Concept



Highway 63/881 Corridor
Area Structure Plan



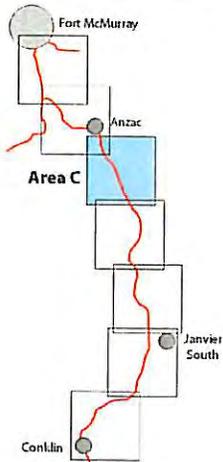
Scale: 1:10000

Photography Acquired May 2006

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



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



Legend

 La Loche Business / Industrial Park

Map 2c-3
Future Land Use Concept

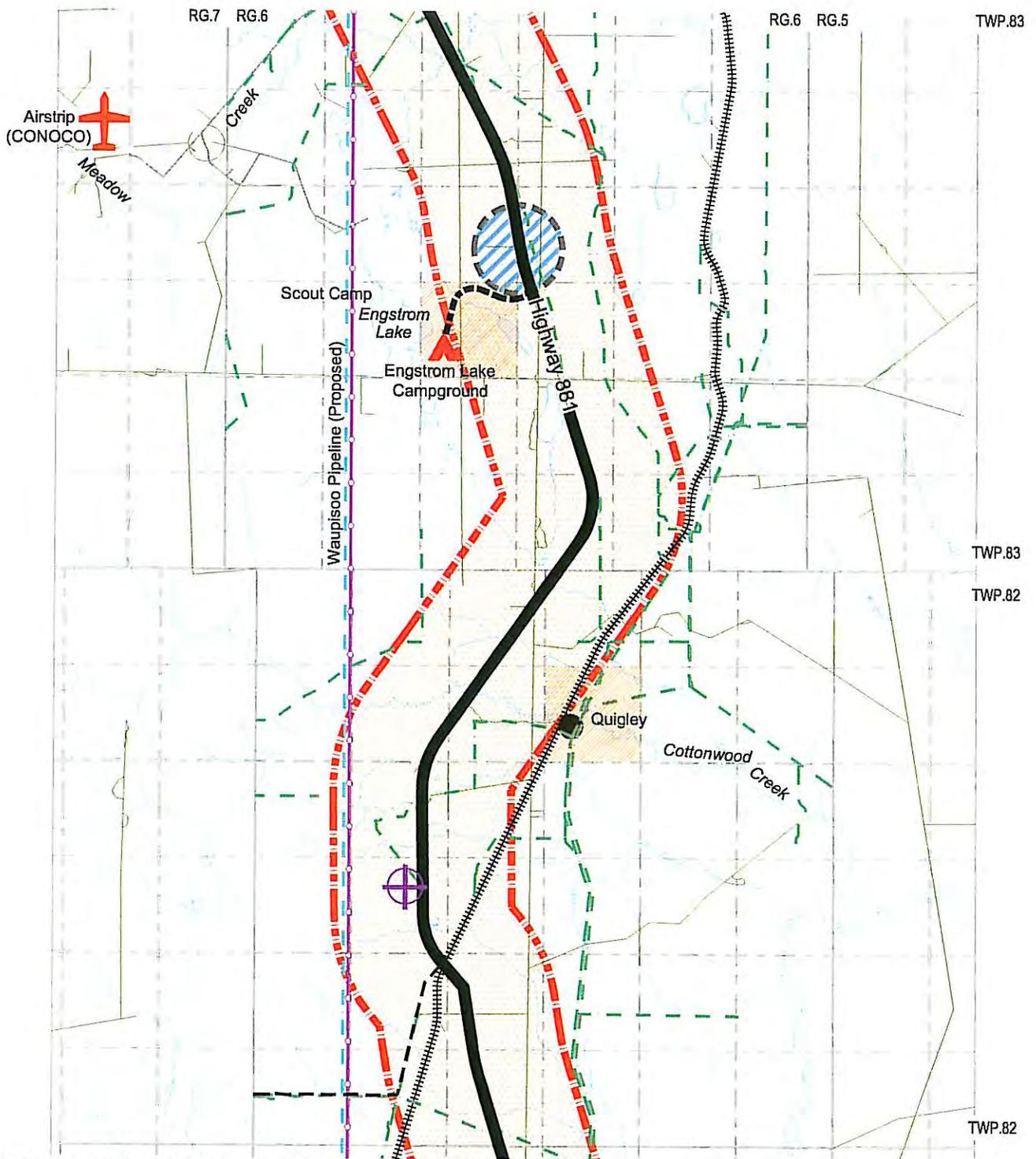


Highway 63/881 Corridor
Area Structure Plan

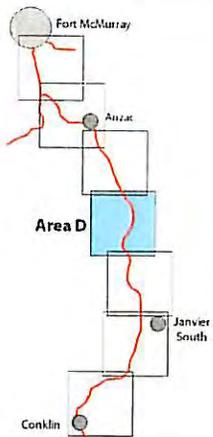


Scale: 1:10000
Photography Acquired May 2006

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



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



Legend

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

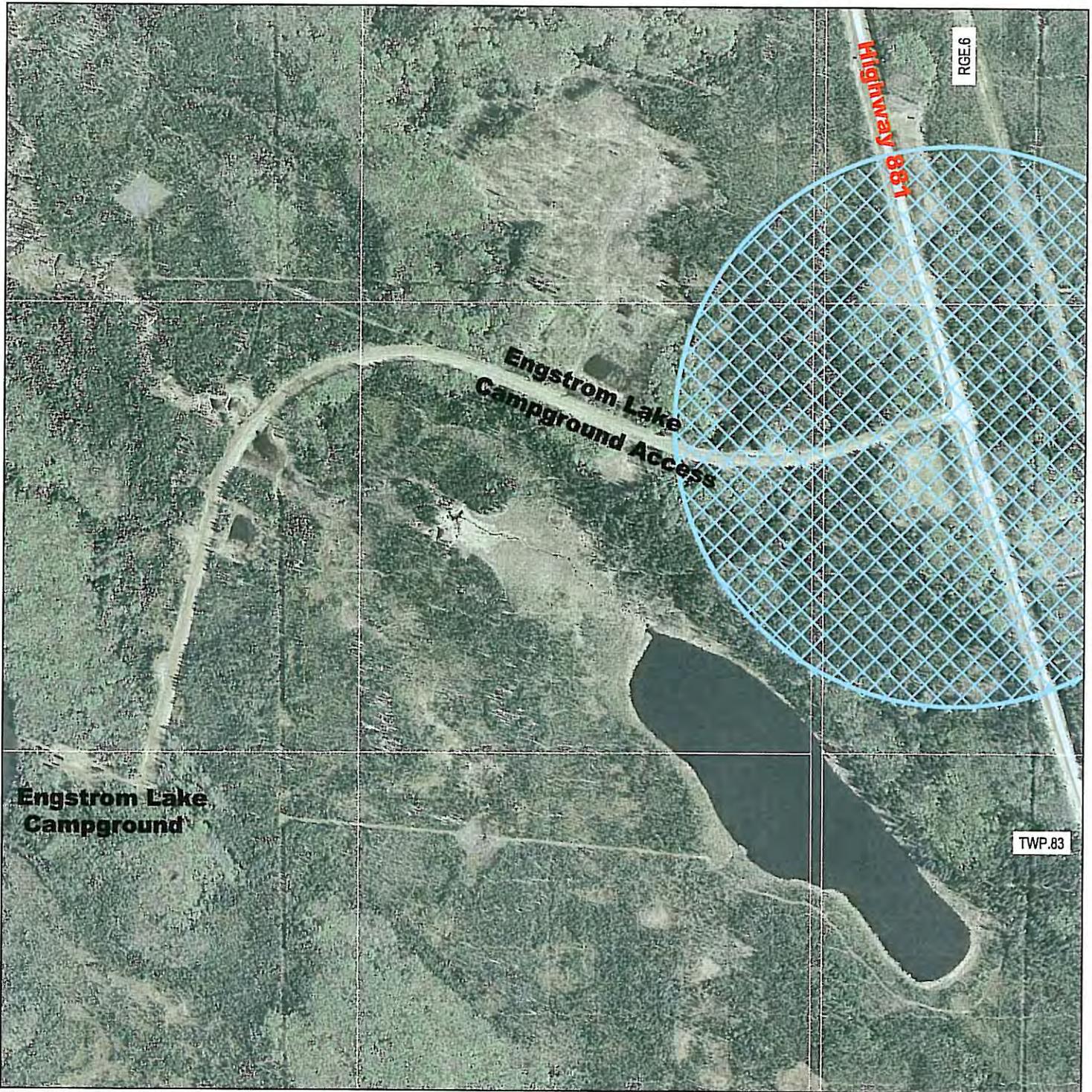
Map 2d Future Land Use Concept



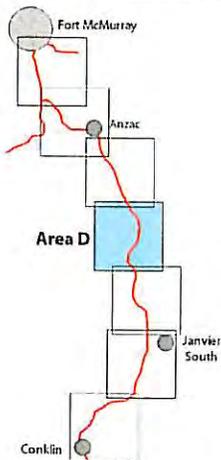
Highway 63/881 Corridor Area Structure Plan



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



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



Legend

 Future Intersection Upgrade

Map 2d-1
Future Land Use Concept

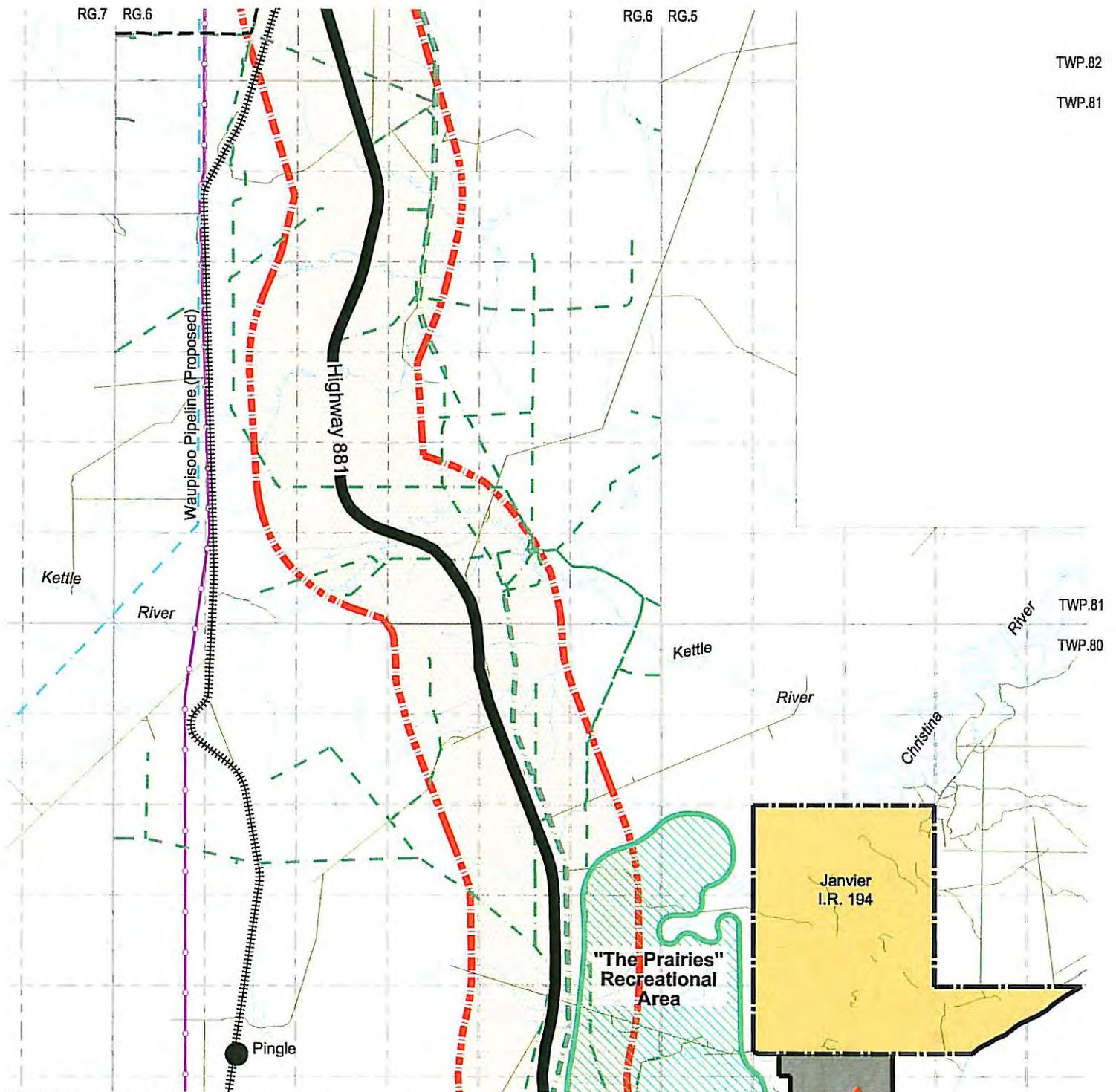


Highway 63/881 Corridor
Area Structure Plan

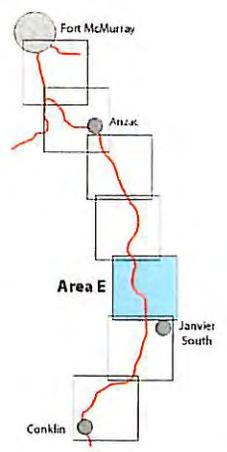


Scale: 1:10000
 Photography Acquired May 2006

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



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

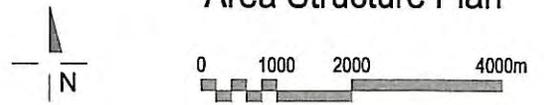


- Legend**
- - - - - ASP Boundary
 - Hamlet
 - Indian Reserve
 - Tourism / Recreation
 - - - - - Rural Policy Area
 - Historic / Archeological Resource Site
 - Provincial Highway

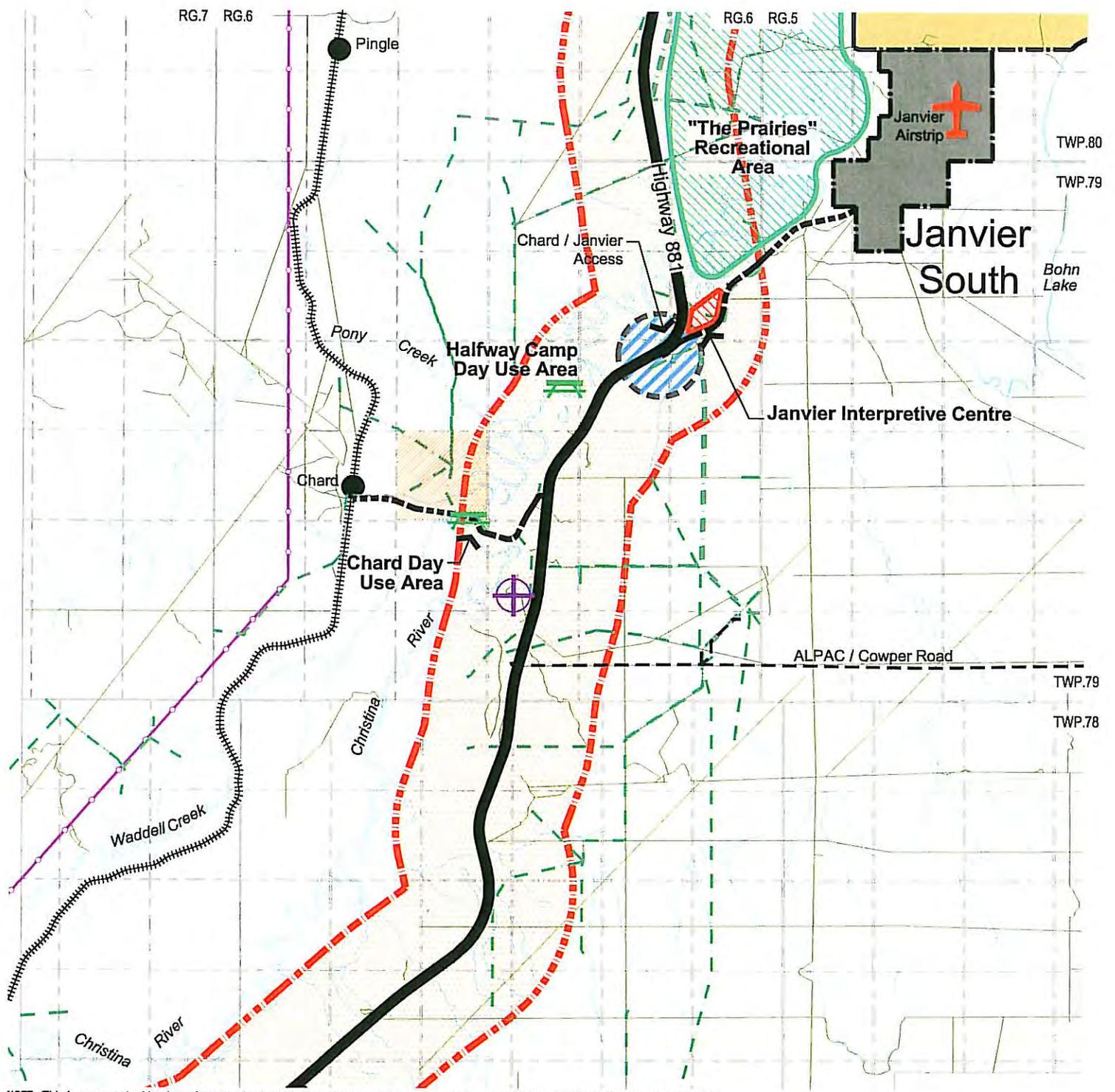
Map 2e Future Land Use Concept



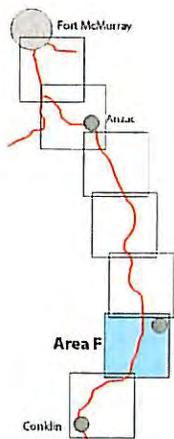
Highway 63/881 Corridor Area Structure Plan



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



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



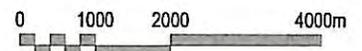
Legend

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

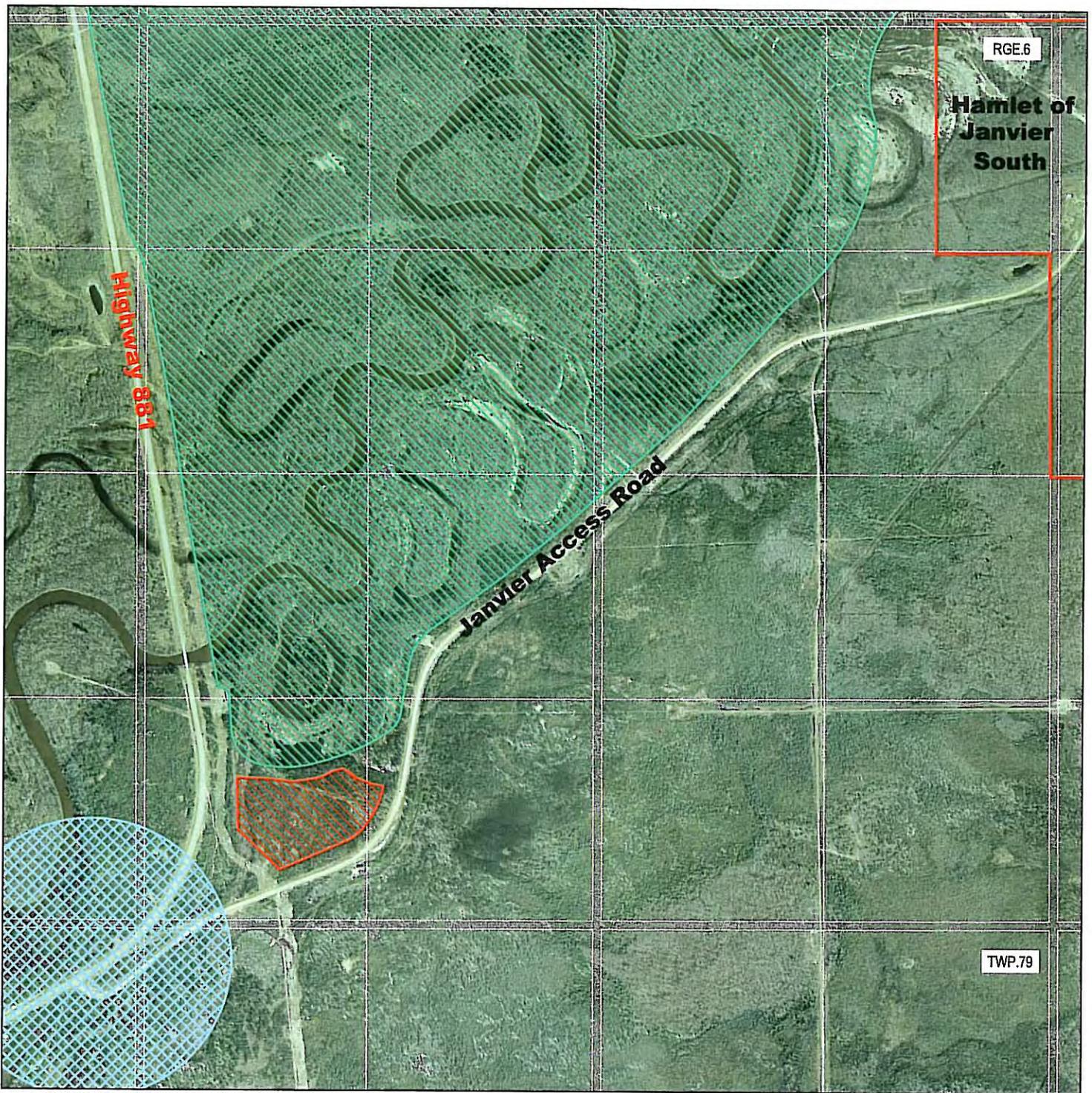
Map 2f Future Land Use Concept



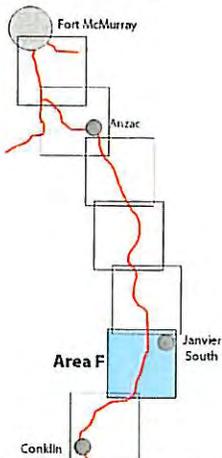
Highway 63/881 Corridor Area Structure Plan



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



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



Legend

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

Map 2f-1 Future Land Use Concept



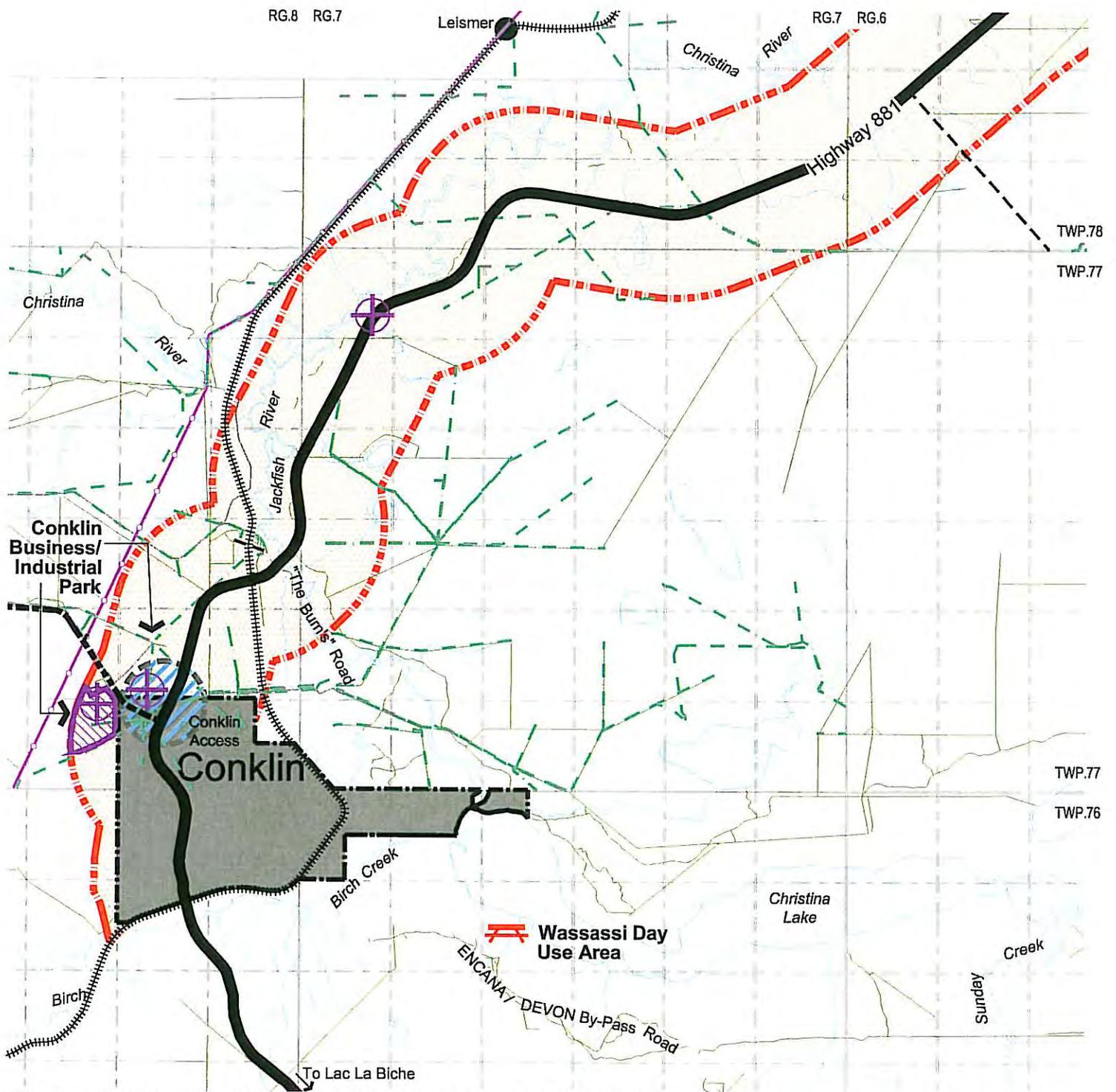
Highway 63/881 Corridor Area Structure Plan



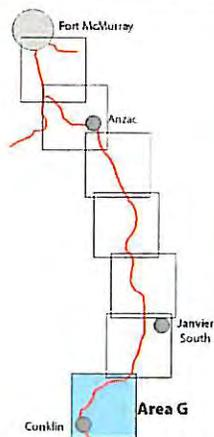
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Photography Acquired May 2006

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



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



Legend

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

Map 2g

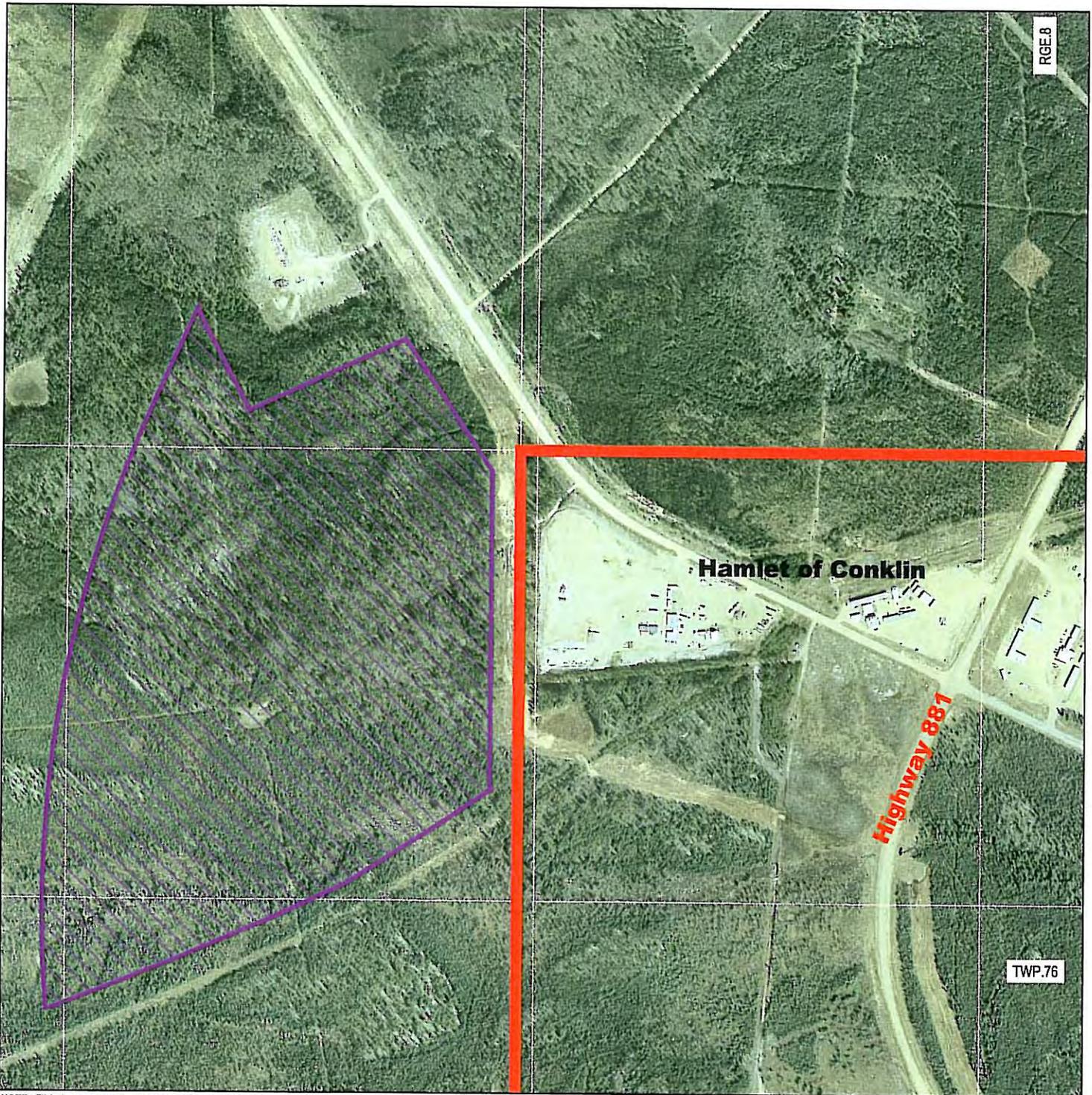
Future Land Use Concept



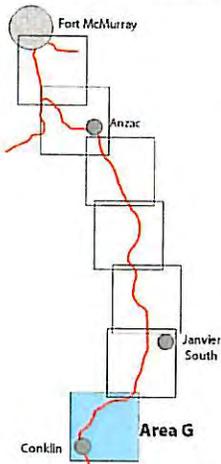
Highway 63/881 Corridor Area Structure Plan



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



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



Legend

 Conklin Business Industrial Park

Map 2g-1
Future Land Use Concept



Highway 63/881 Corridor
Area Structure Plan



Scale: 1:10000
Photography Acquired May 2006

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

Highway 63/881 Corridor

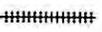
Area Structure Plan

Consolidated Legend

General

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

Transportation and Infrastructure

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

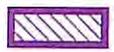
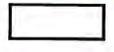
Man Made Constraints

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

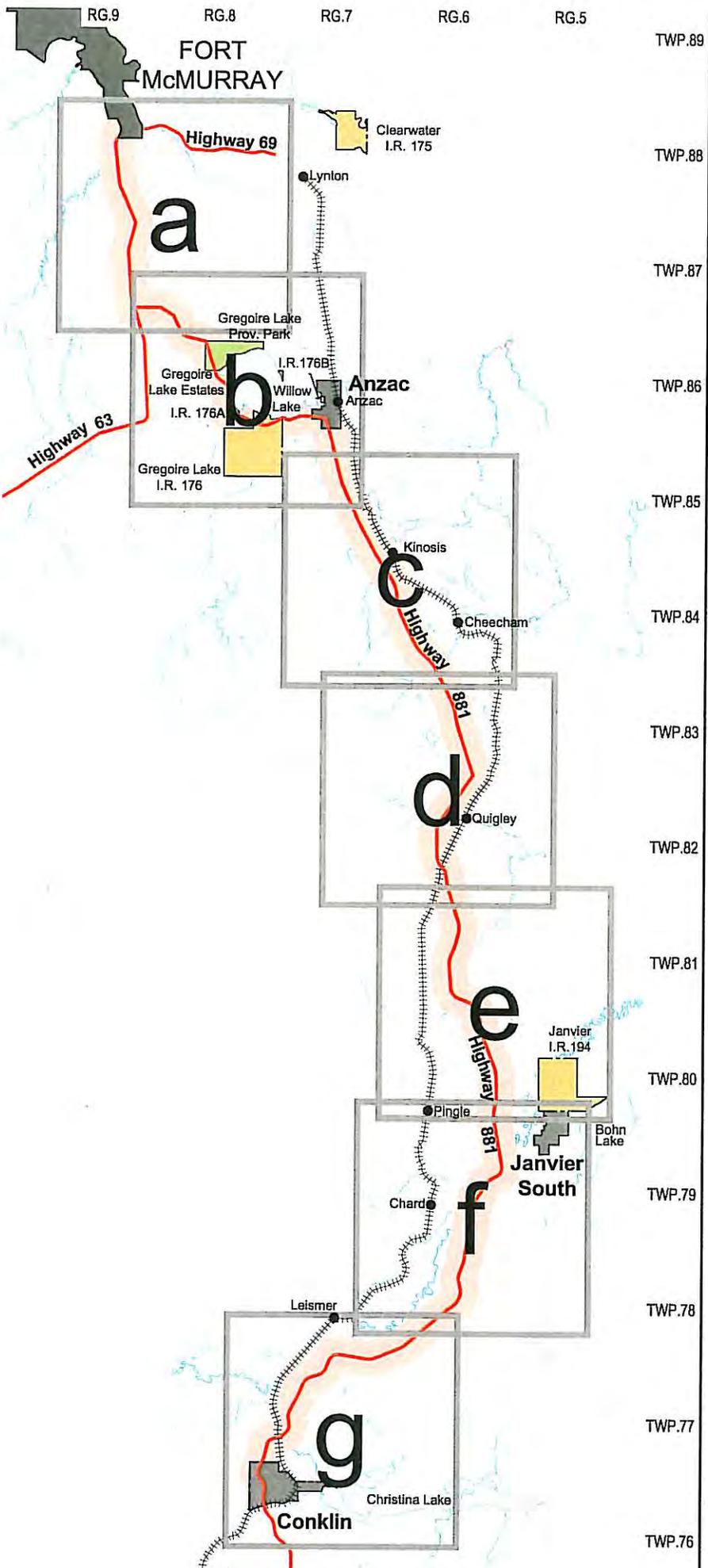
Existing Land Use

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

Future Land Uses

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





Highway 63/881 Corridor Area Structure Plan

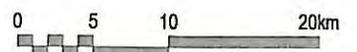
Legend

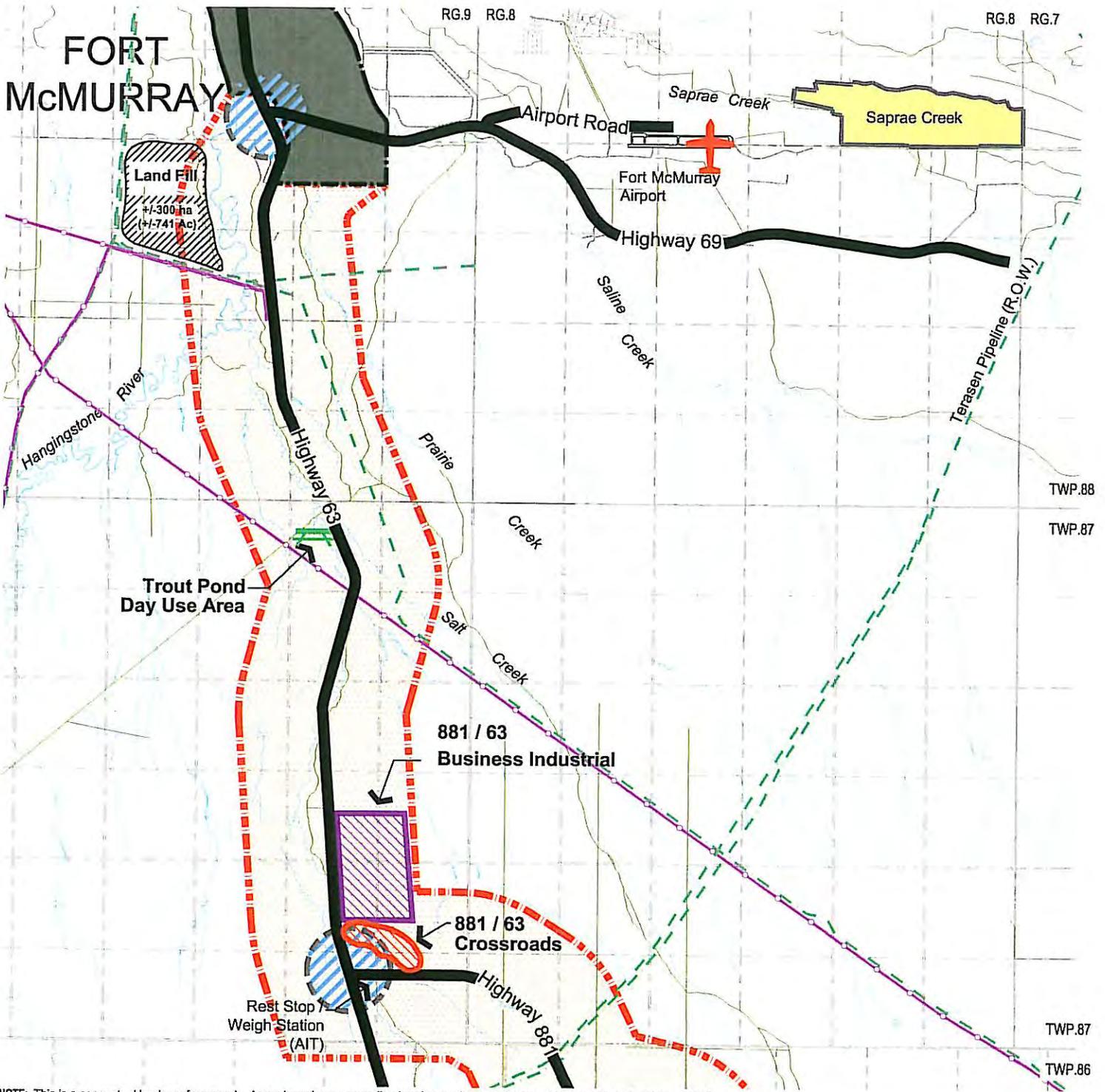
-  ASP Area
-  Urban Service Area
-  Hamlet
-  Indian Reserve
-  Provincial Park
-  Highway
-  Athabasca Northern Railway

Map 1 Plan Area



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

Map 2a Future Land Use Concept

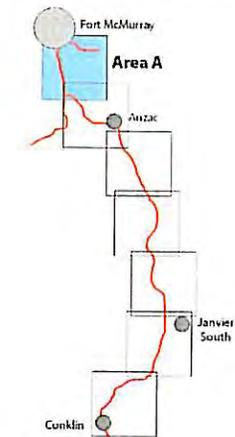
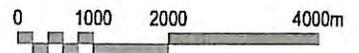


REGIONAL MUNICIPALITY
OF WOOD BUFFALO

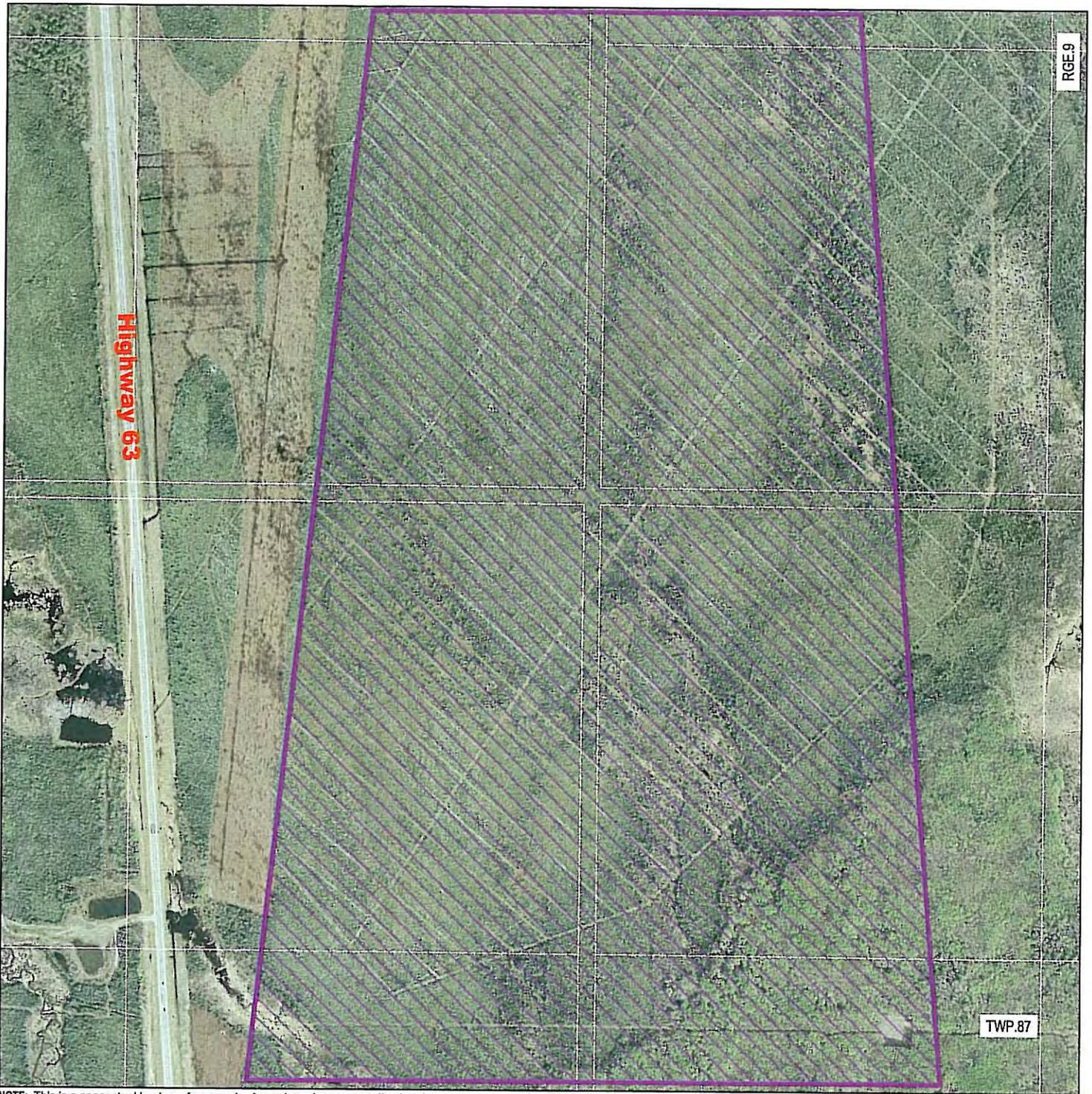
Highway 63/881 Corridor Area Structure Plan

Legend

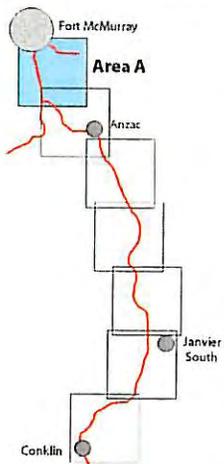
- ASP Boundary
- Urban Service Area
- Commercial
- Business / Industrial
- Rural Policy Area
- Proposed Day Use Area
- Provincial Highway
- Future Grade Separated Intersection Upgrade



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



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



Legend

 881 / 63 Business / Industrial

Map 2a-1
Future Land Use Concept

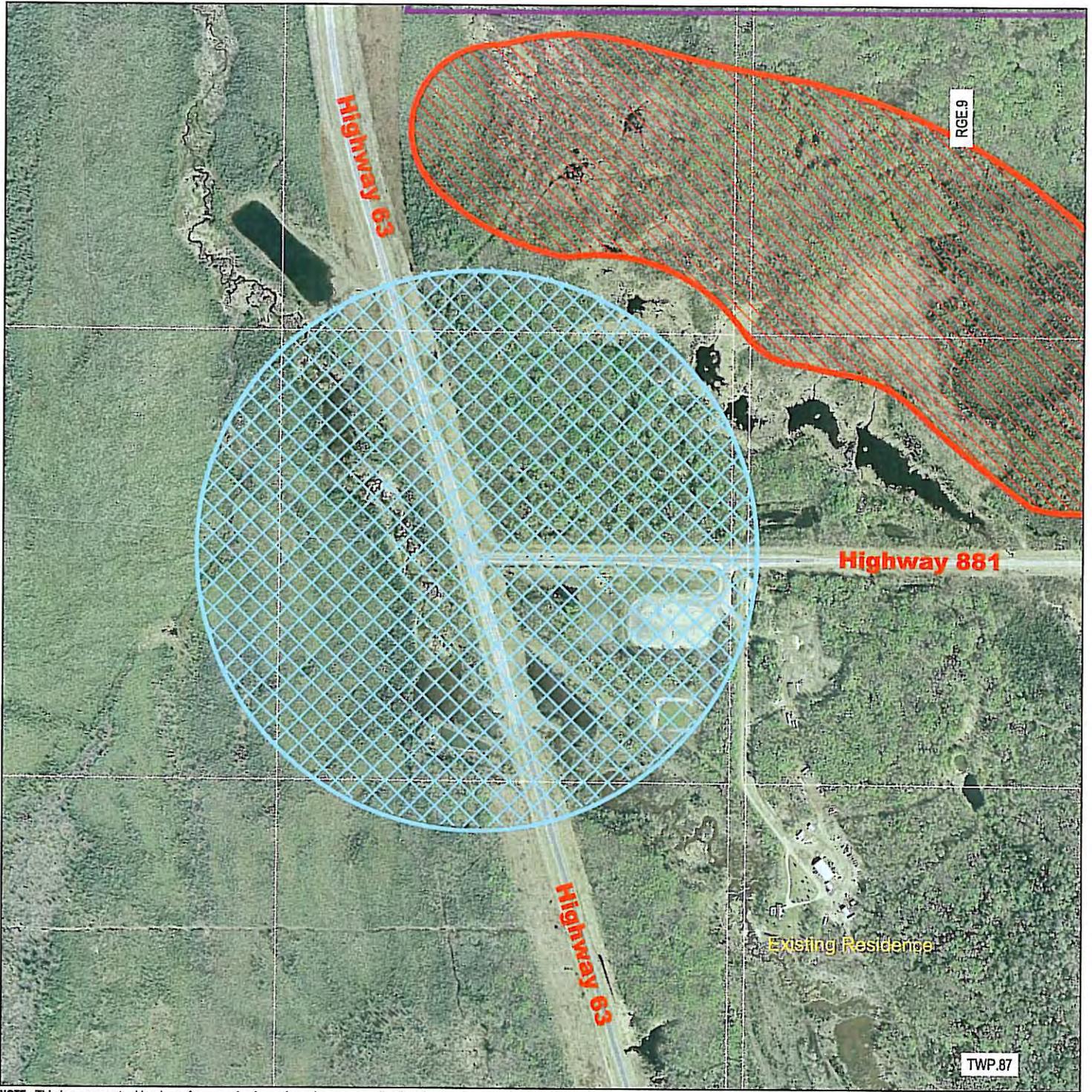


Highway 63/881 Corridor
Area Structure Plan

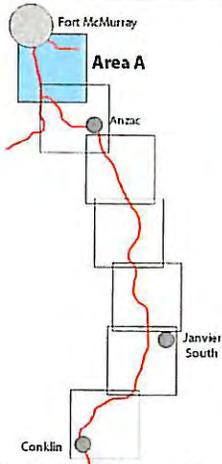


Scale: 1:10000
Photography Acquired May 2006

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



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



Legend

-  881 / 63 Commercial Crossroads
-  881 / 63 Future Intersection Upgrade

Map 2a-2
Future Land Use Concept



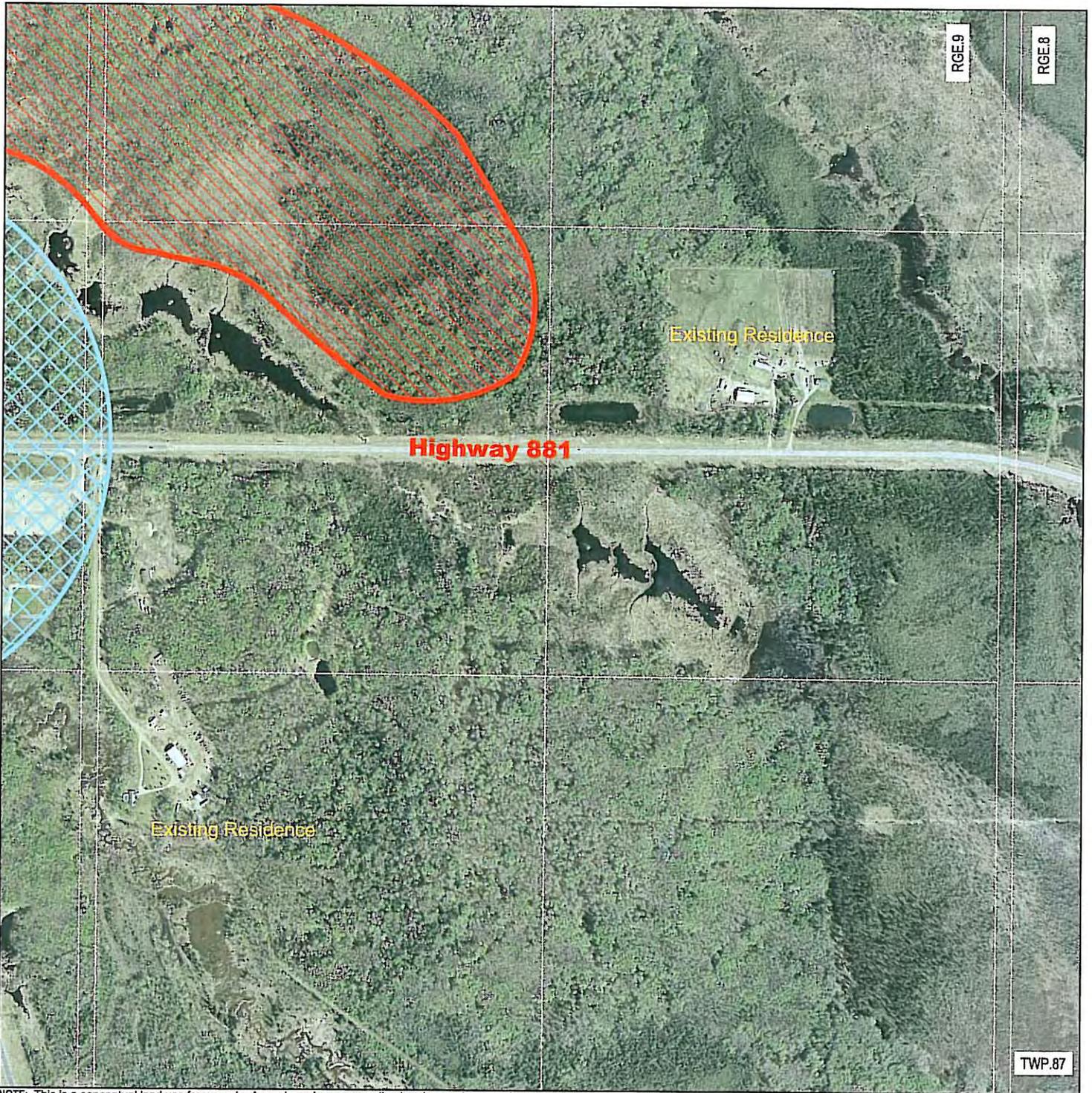
REGIONAL MUNICIPALITY
OF WOOD BUFFALO

Highway 63/881 Corridor
Area Structure Plan

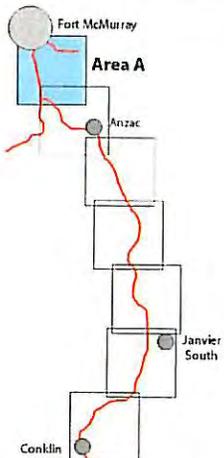


Scale: 1:10000
Photography Acquired May 2006

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



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



Legend

-  881 / 63 Commercial Crossroads
-  Future Intersection Upgrade

Map 2a-3 Future Land Use Concept

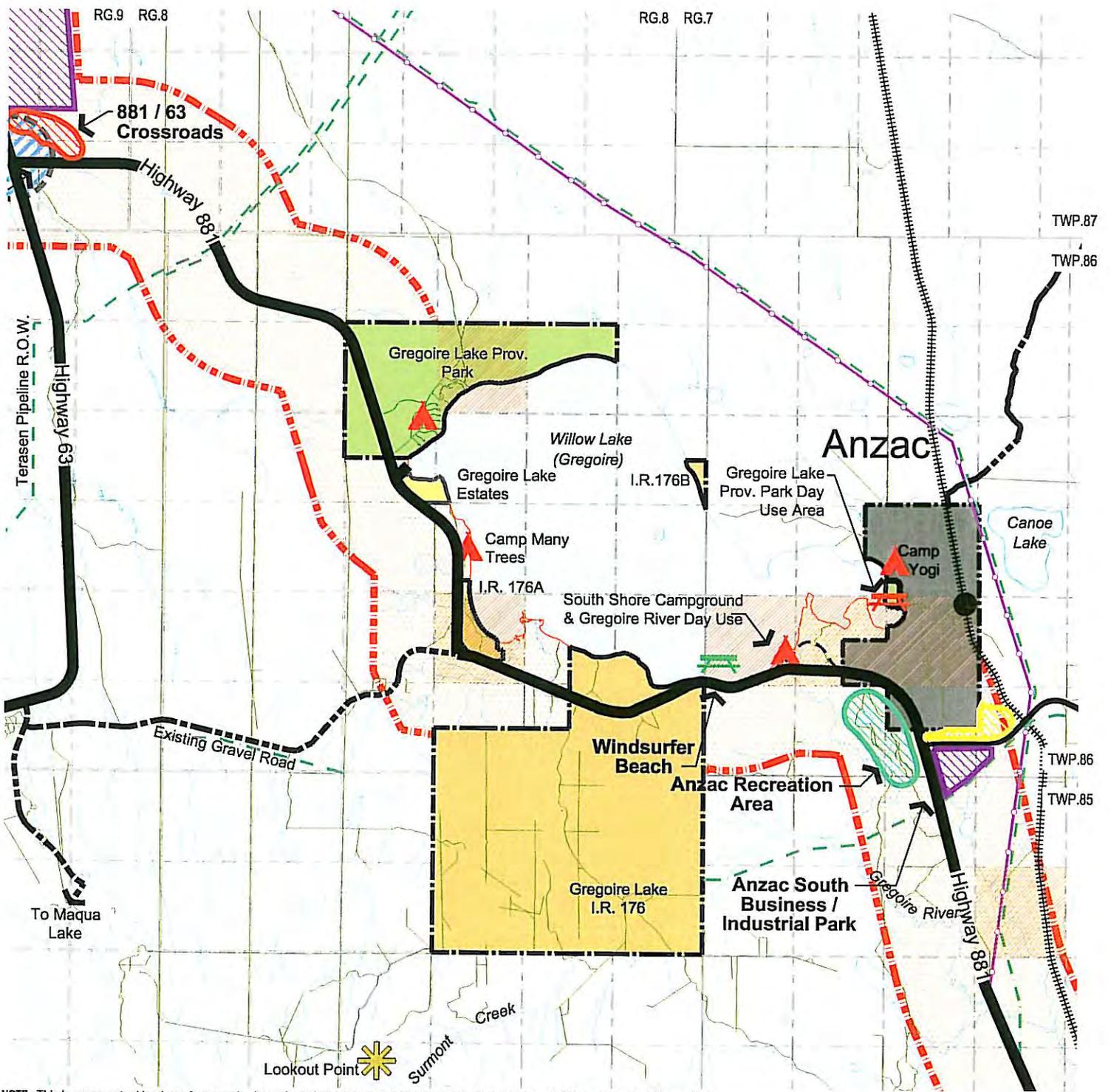


Highway 63/881 Corridor Area Structure Plan

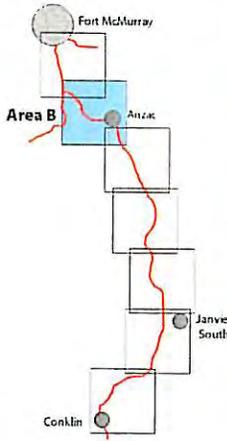


Scale: 1:10000
Photography Acquired May 2006

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



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

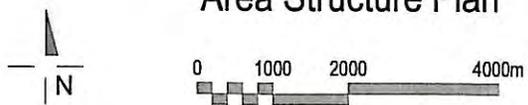


- Legend**
- ASP Boundary
 - Hamlet
 - Indian Reserve
 - Commercial
 - Business / Industrial
 - Residential (Anzac Area Structure Plan 2002)
 - Tourism / Recreation
 - Rural Policy Area
 - Historic / Archeological Resource Site
 - Provincial Highway
 - Future Intersection Upgrade
 - Proposed Day Use Area

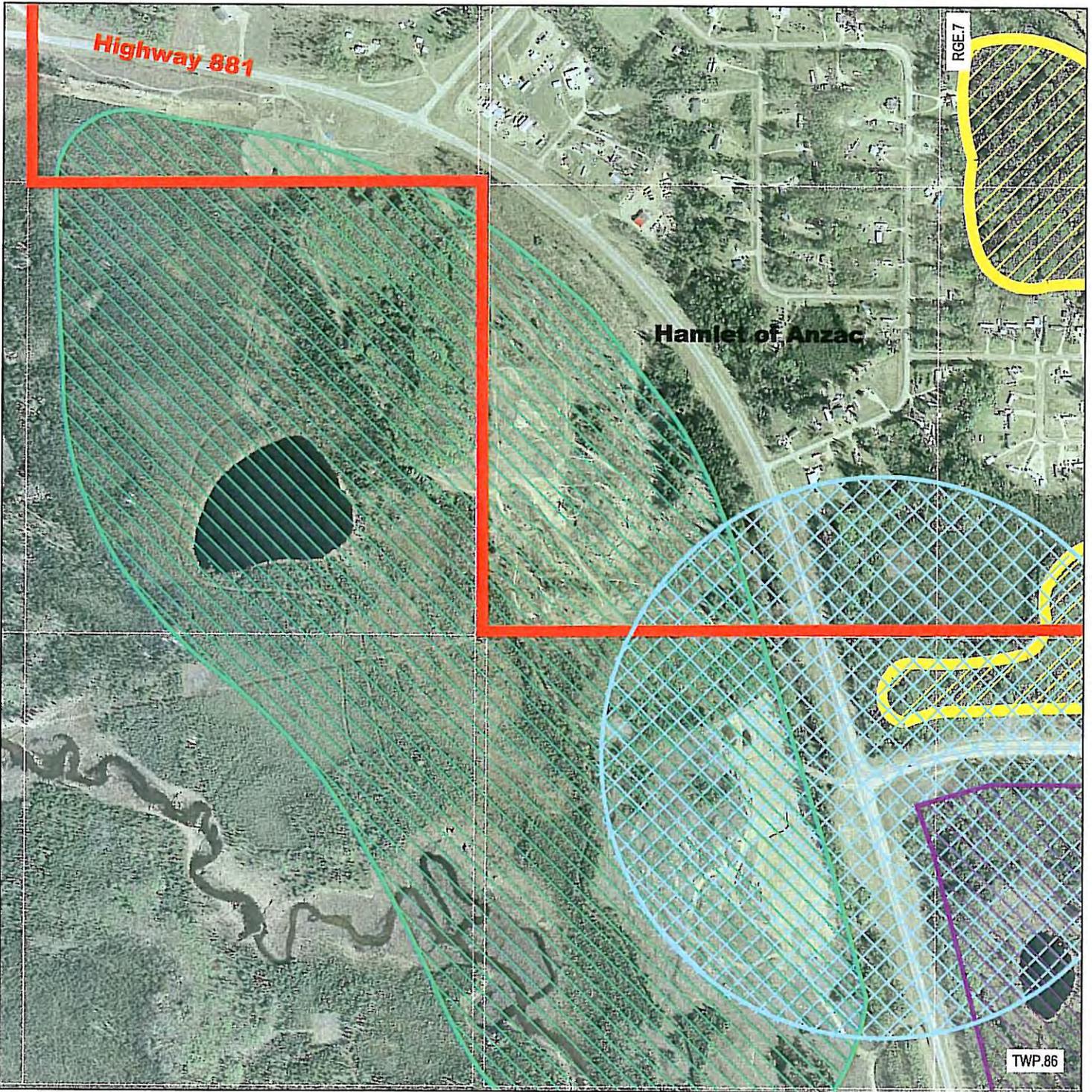
Map 2b Future Land Use Concept



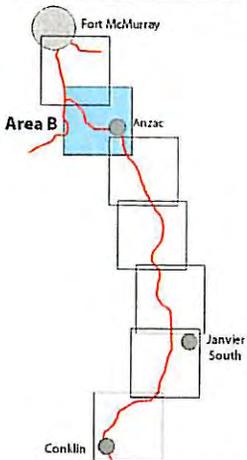
Highway 63/881 Corridor Area Structure Plan



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



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



Legend

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

Map 2b-1 Future Land Use Concept



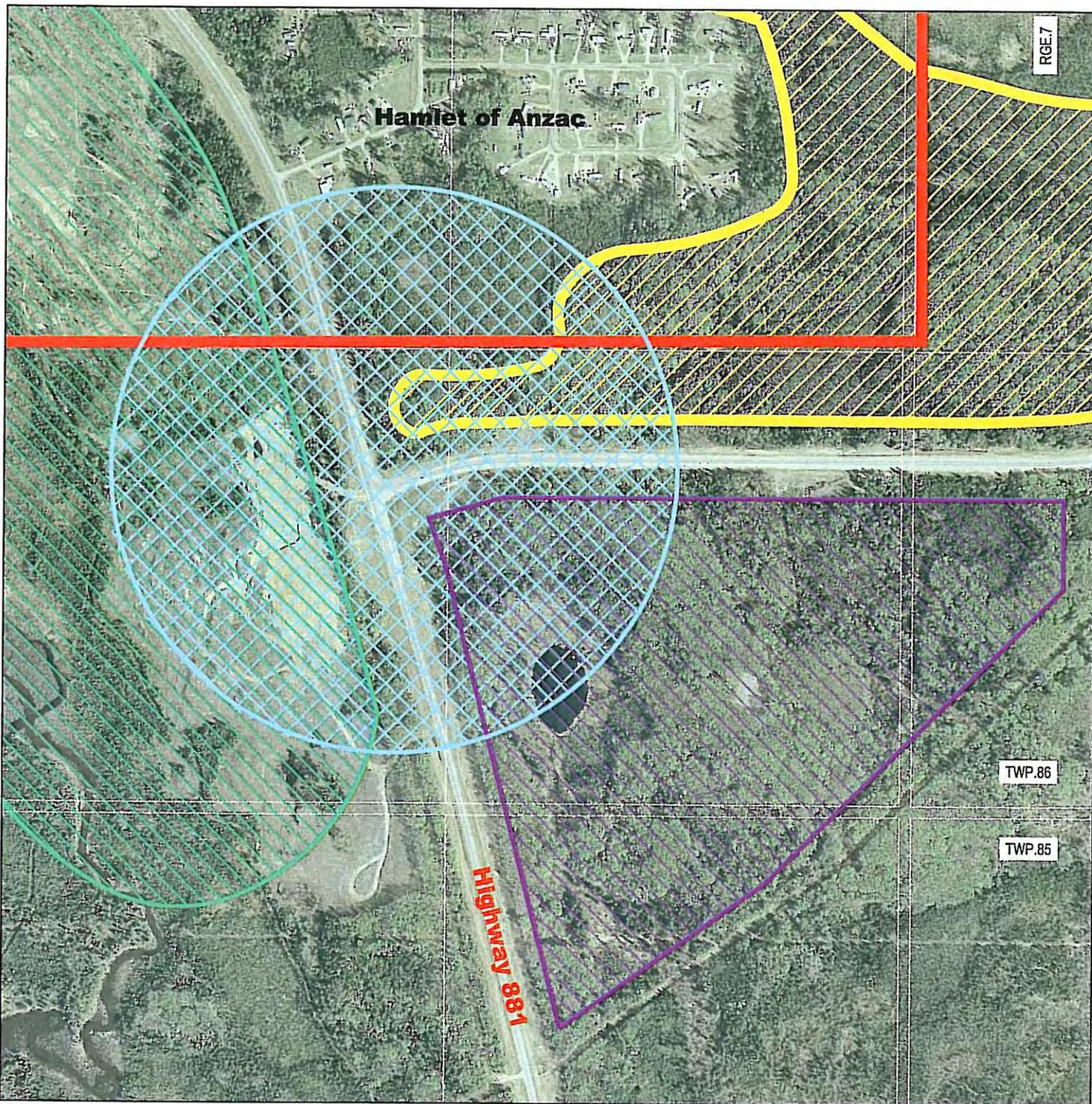
Highway 63/881 Corridor Area Structure Plan



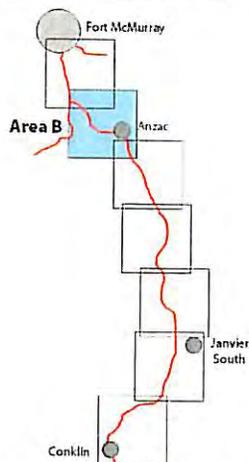
Scale: 1:10000

Photography Acquired May 2006

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



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



Legend

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

Map 2b-2 Future Land Use Concept



REGIONAL MUNICIPALITY
OF WOOD BUFFALO

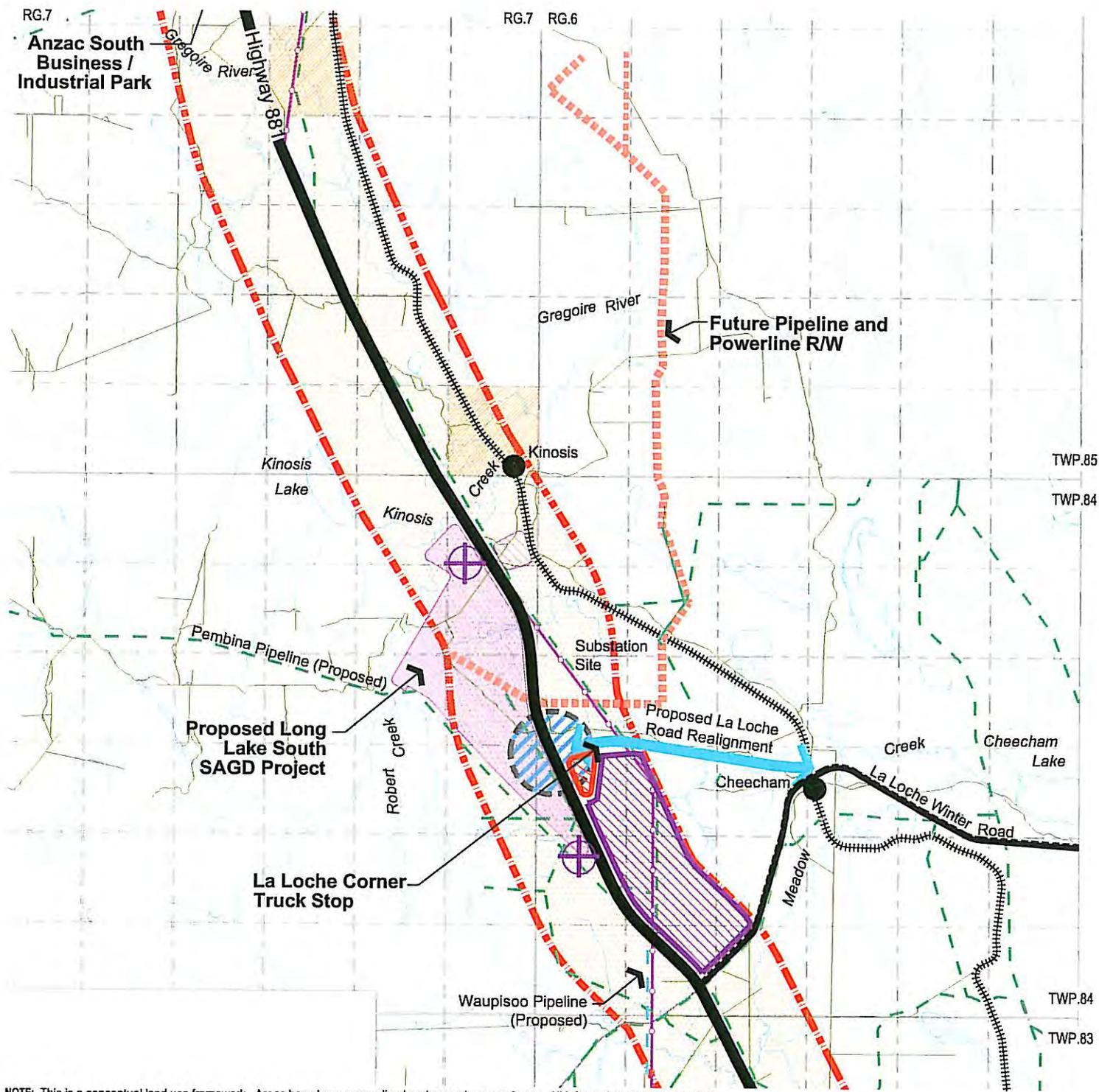
Highway 63/881 Corridor Area Structure Plan



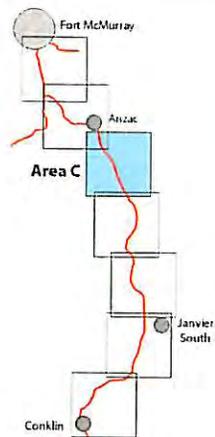
Scale: 1:10000

Photography Acquired May 2006

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



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



Legend

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

Map 2c Future Land Use Concept

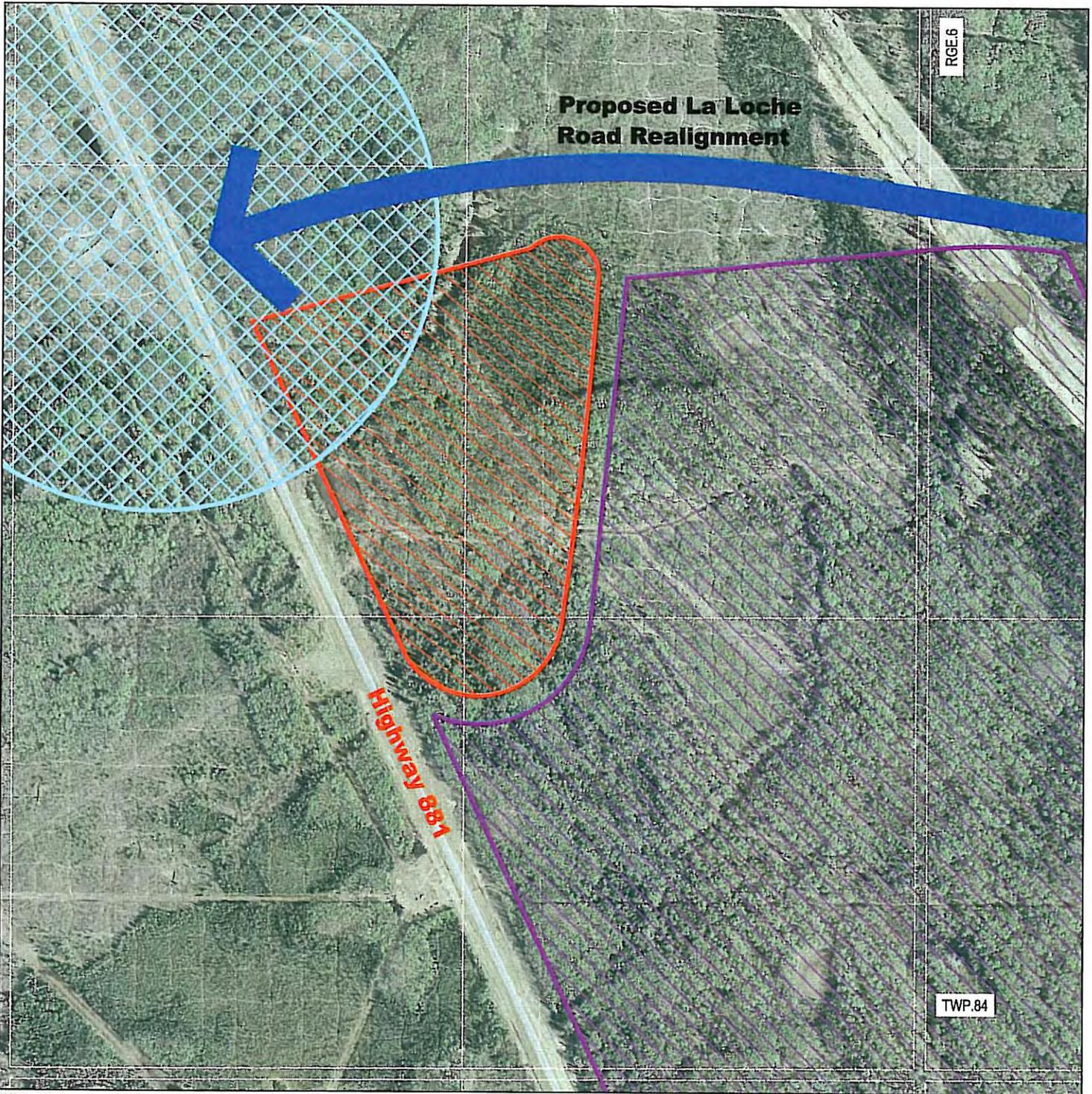


REGIONAL MUNICIPALITY
OF WOOD BUFFALO

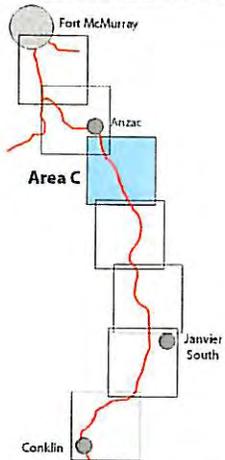
Highway 63/881 Corridor Area Structure Plan



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



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



Legend

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

Map 2c-1 Future Land Use Concept

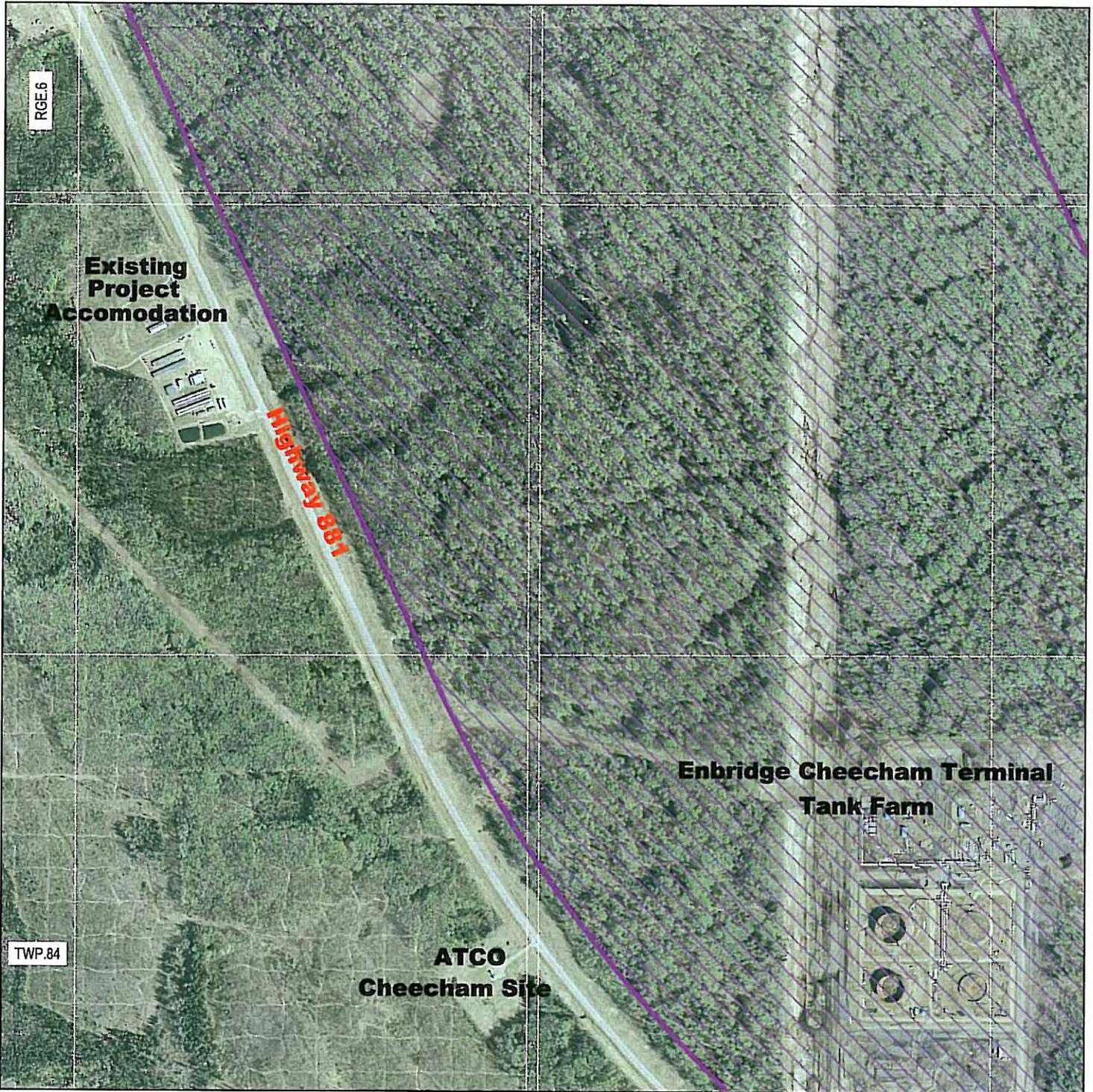


Highway 63/881 Corridor Area Structure Plan

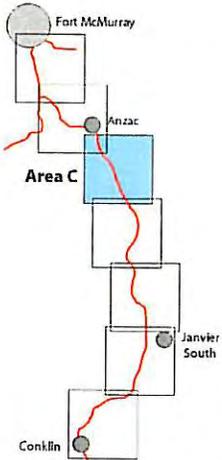


Scale: 1:10000
Photography Acquired May 2006

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



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



Legend

 La Loche Business / Industrial Park

Map 2c-2
Future Land Use Concept



Highway 63/881 Corridor
Area Structure Plan



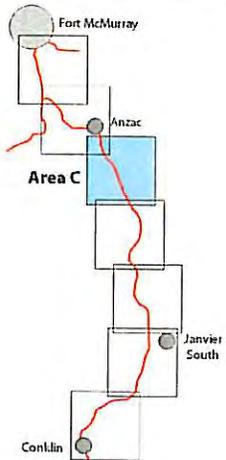
Scale: 1:10000

Photography Acquired May 2006

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



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



Legend

 La Loche Business / Industrial Park

Map 2c-3
Future Land Use Concept

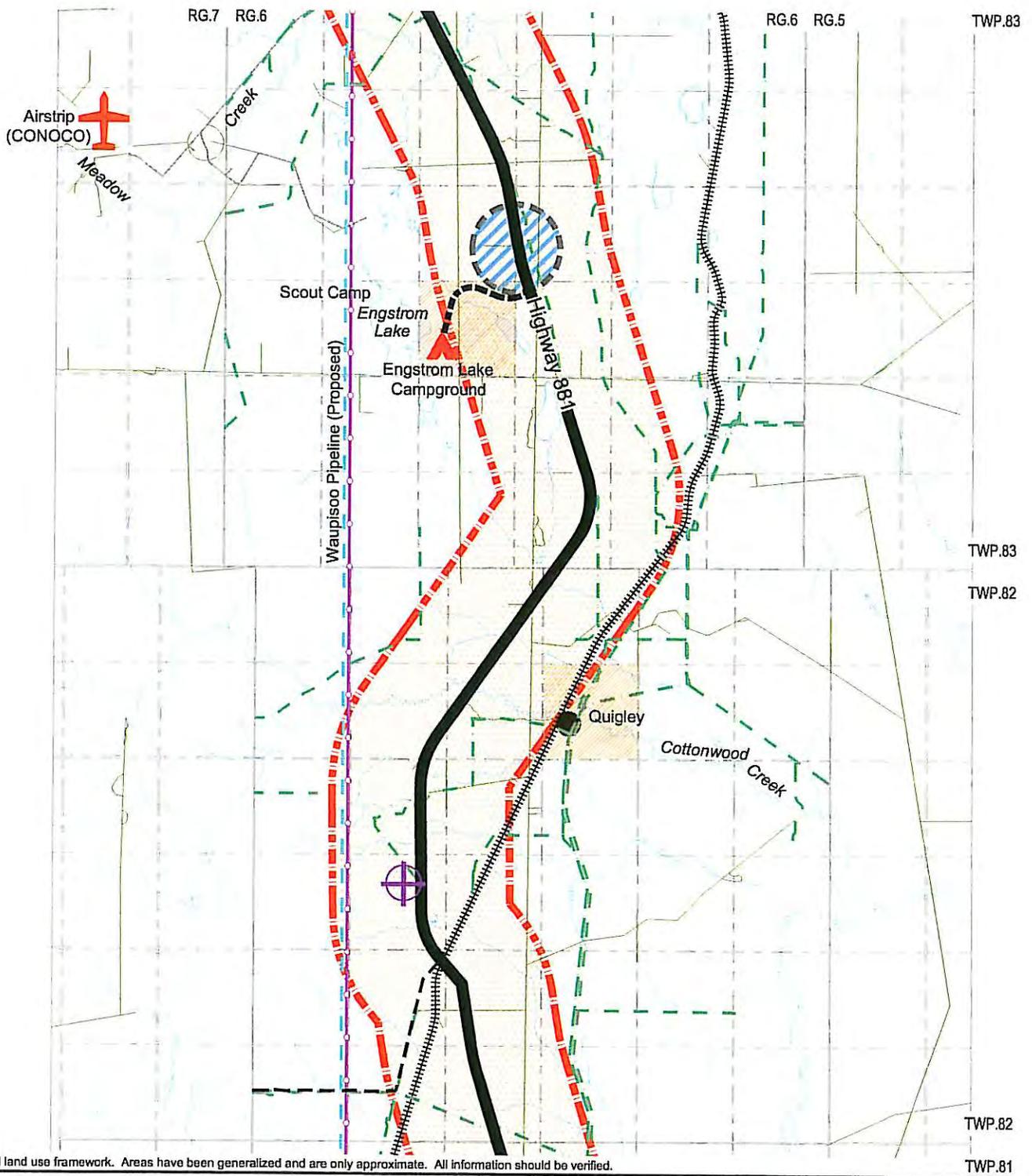


Highway 63/881 Corridor
Area Structure Plan

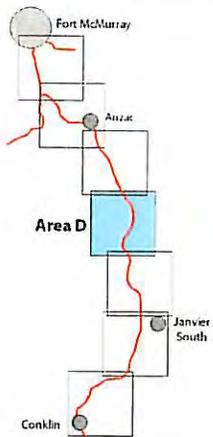


Scale: 1:10000
Photography Acquired May 2006

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



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



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

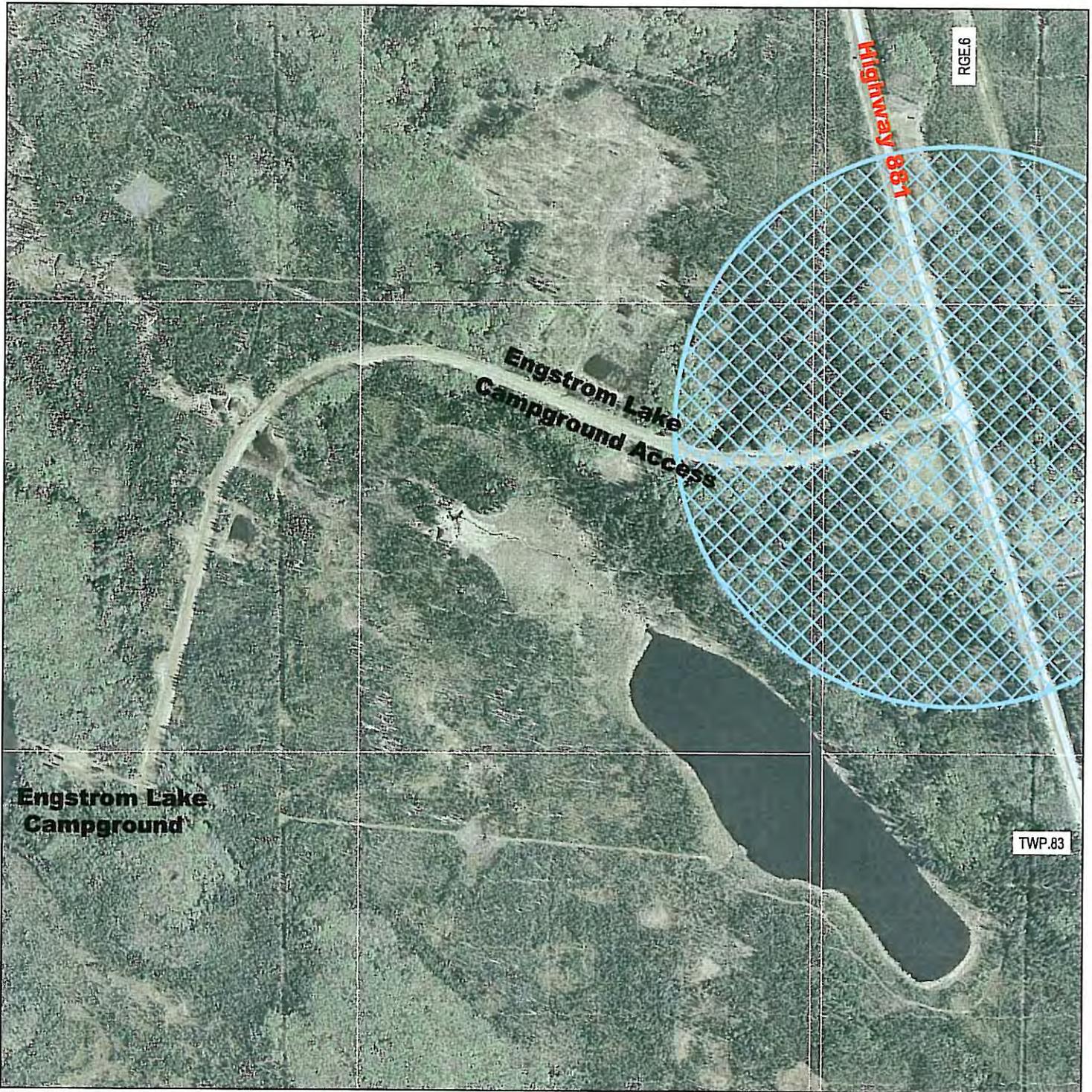
Map 2d Future Land Use Concept



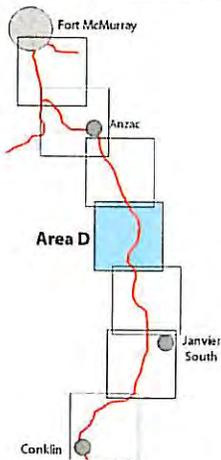
Highway 63/881 Corridor Area Structure Plan



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



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



Legend

 Future Intersection Upgrade

Map 2d-1
Future Land Use Concept

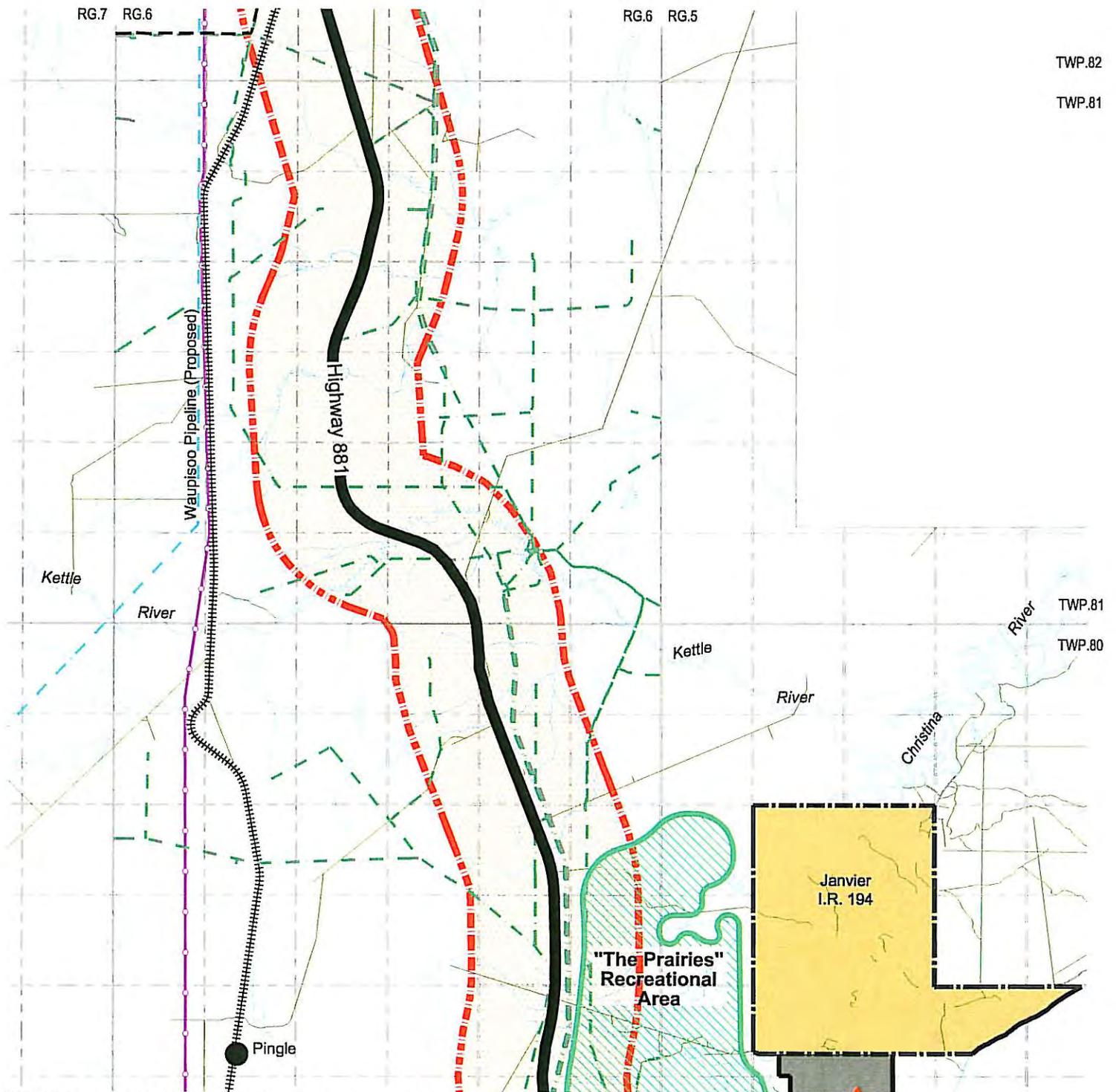


Highway 63/881 Corridor
Area Structure Plan

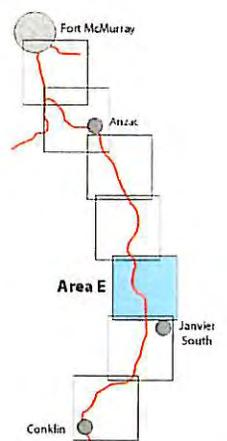


Scale: 1:10000
 Photography Acquired May 2006

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



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

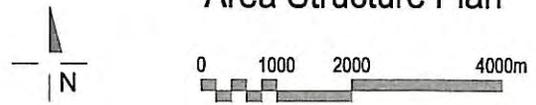


- Legend**
- ASP Boundary
 - Hamlet
 - Indian Reserve
 - Tourism / Recreation
 - Rural Policy Area
 - Historic / Archeological Resource Site
 - Provincial Highway

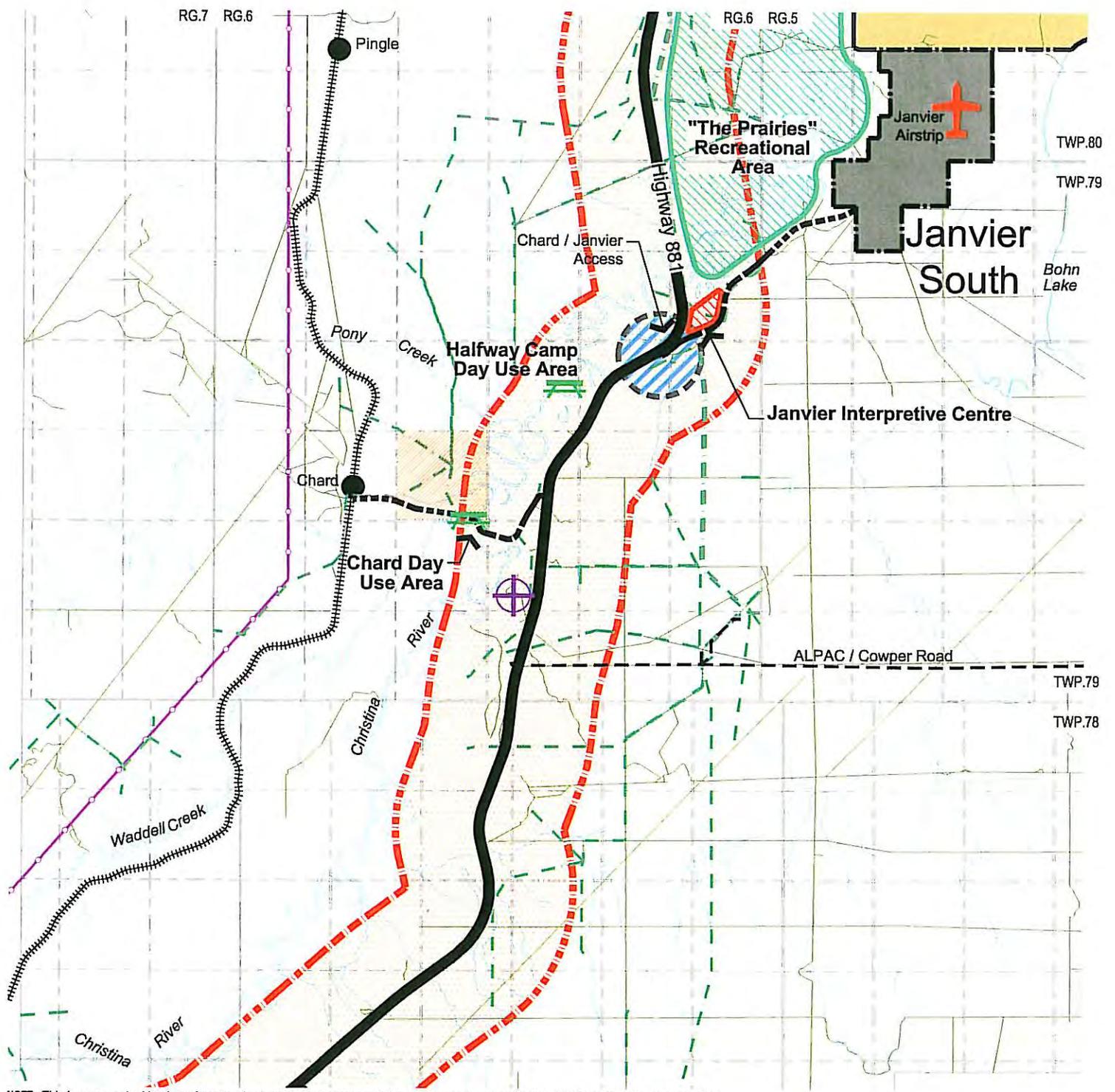
Map 2e Future Land Use Concept



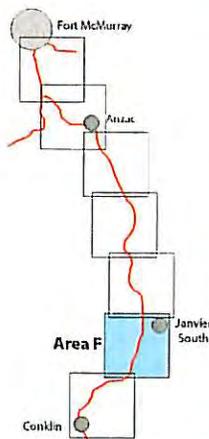
Highway 63/881 Corridor Area Structure Plan



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



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



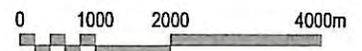
Legend

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

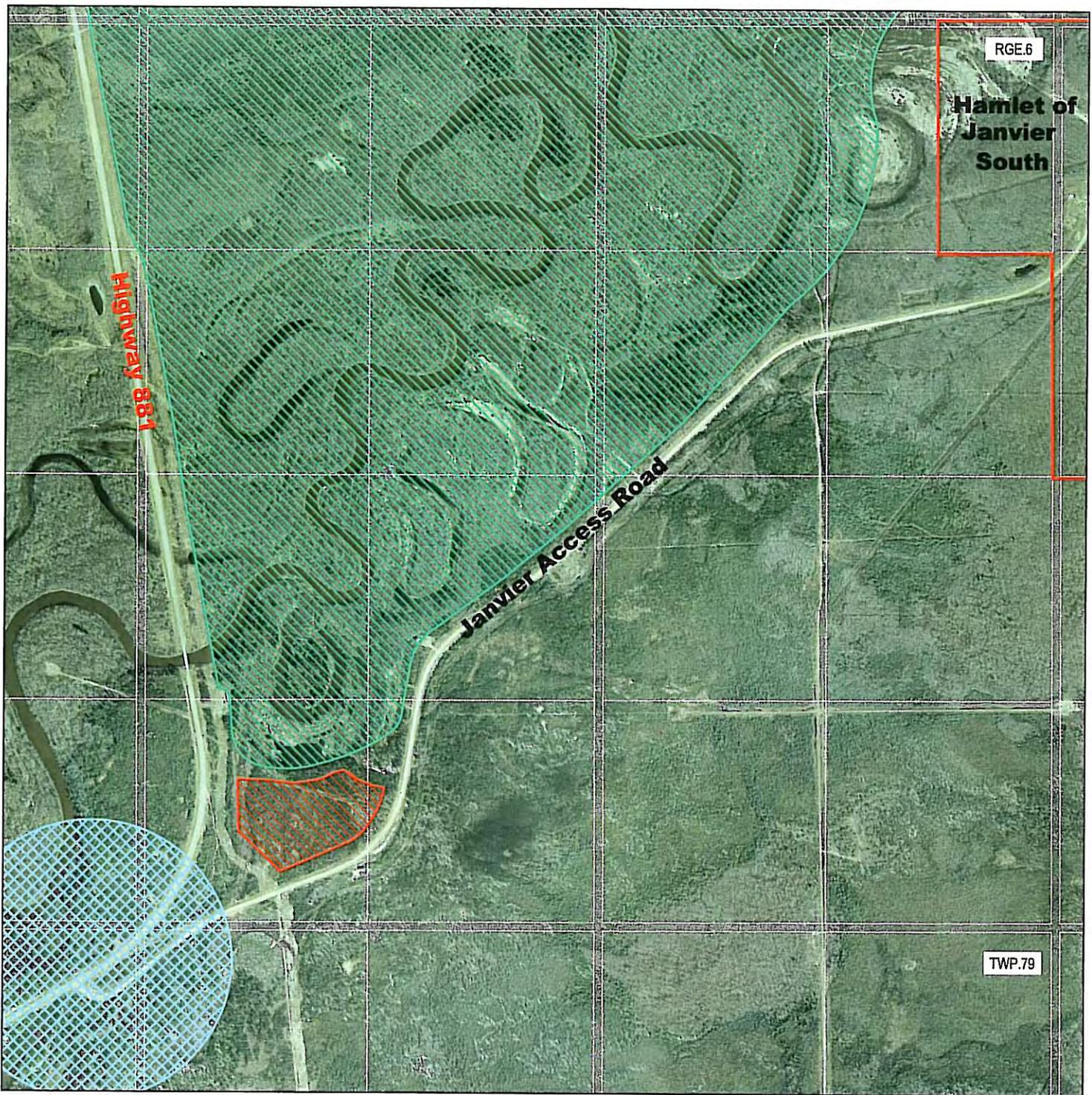
Map 2f Future Land Use Concept



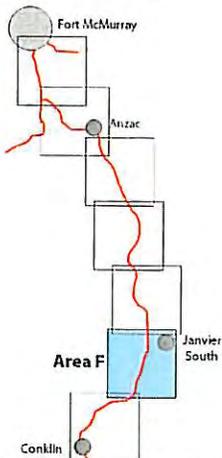
Highway 63/881 Corridor Area Structure Plan



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



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



Legend

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

Map 2f-1 Future Land Use Concept



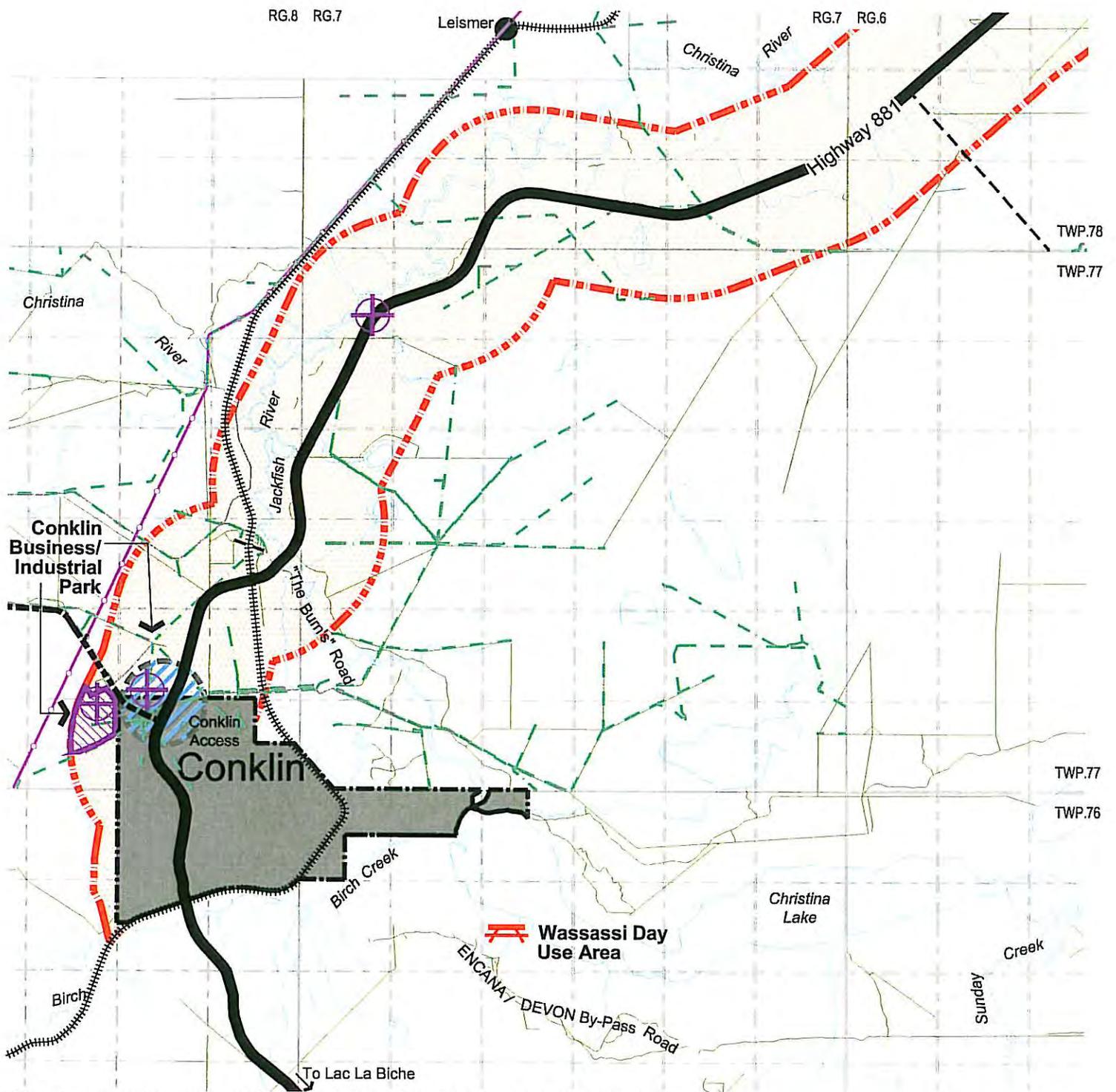
Highway 63/881 Corridor Area Structure Plan



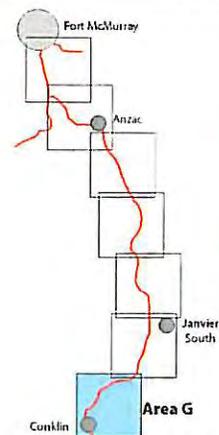
Scale: 1:20000

Photography Acquired May 2006

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



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

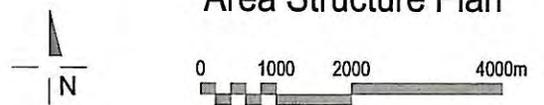


- Legend**
- ASP Boundary
 - Hamlet
 - Business / Industrial
 - Rural Policy Area
 - Provincial Highway
 - Existing Day Use Area
 - Existing Project Accommodation
 - Future Intersection Upgrade

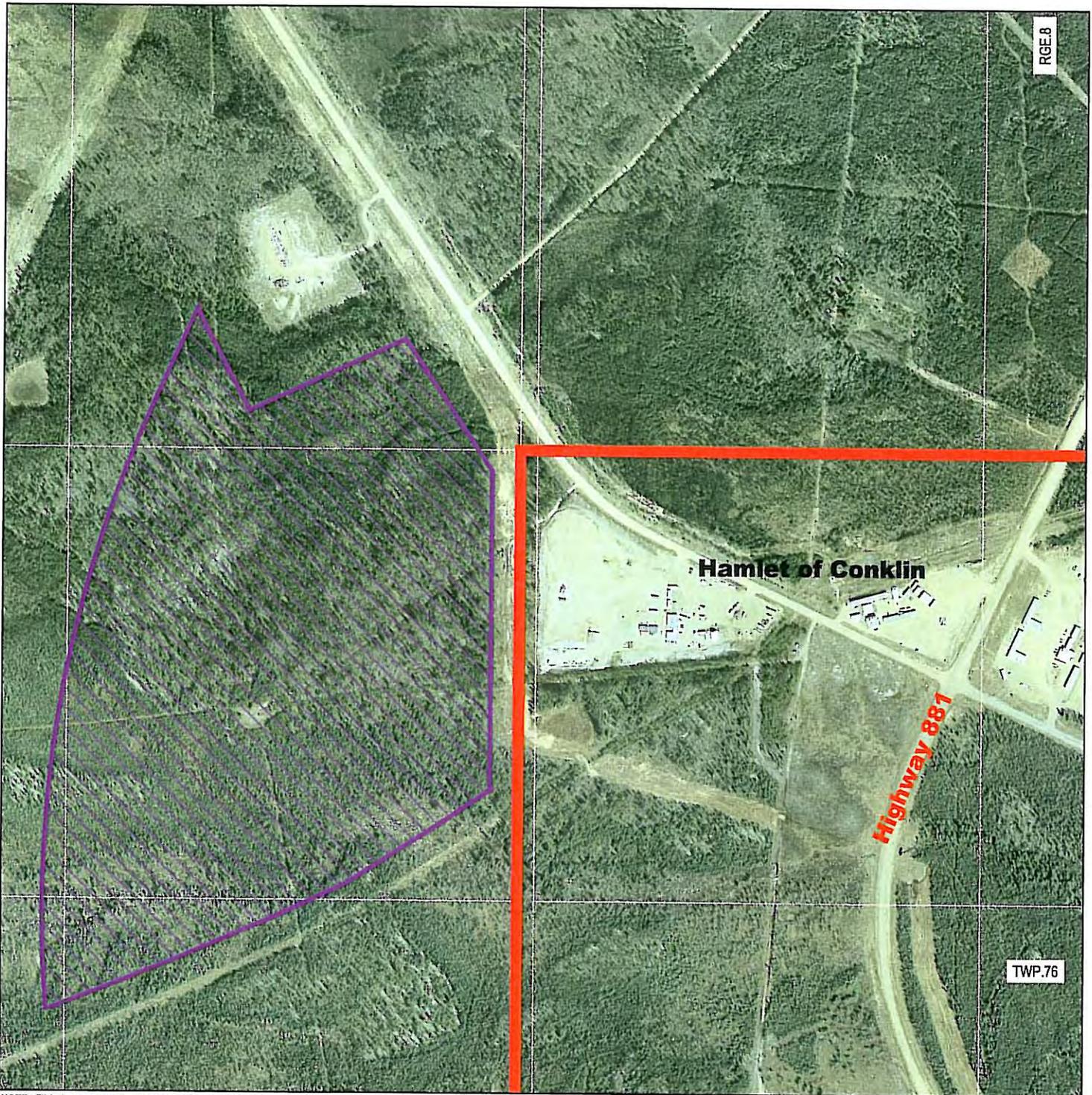
Map 2g Future Land Use Concept



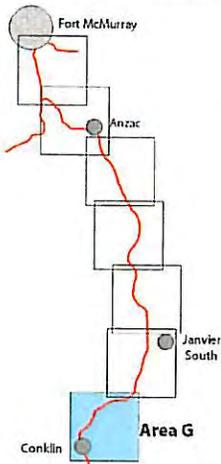
Highway 63/881 Corridor Area Structure Plan



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



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



Legend

 Conklin Business Industrial Park

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



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



Scale: 1:10000
Photography Acquired May 2006

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

BYLAW NO. 07/051

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

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

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

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

1. THAT Bylaw No. 02/060 is hereby amended by:
 - (a) changing the designation of the lands shown in Schedule “A” from “future business/ industrial expansion” to “parks and recreation”, as identified on Schedule “B”;
 - (b) changing the designation of the lands shown in Schedule “A” from “future residential expansion” to “future business / industrial expansion”, as identified on Schedule “C”.
 - (c) changing the designation of the lands shown in Schedule “A” from “future residential expansion” “open space”.
2. THAT the Chief Administrative Officer shall be authorized to consolidate this bylaw.
3. THAT this bylaw shall become effective when it has received third and final reading and been signed by the Mayor and Chief Legislative Officer.

READ a first time this 26th day of June, A.D. 2007.

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

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

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

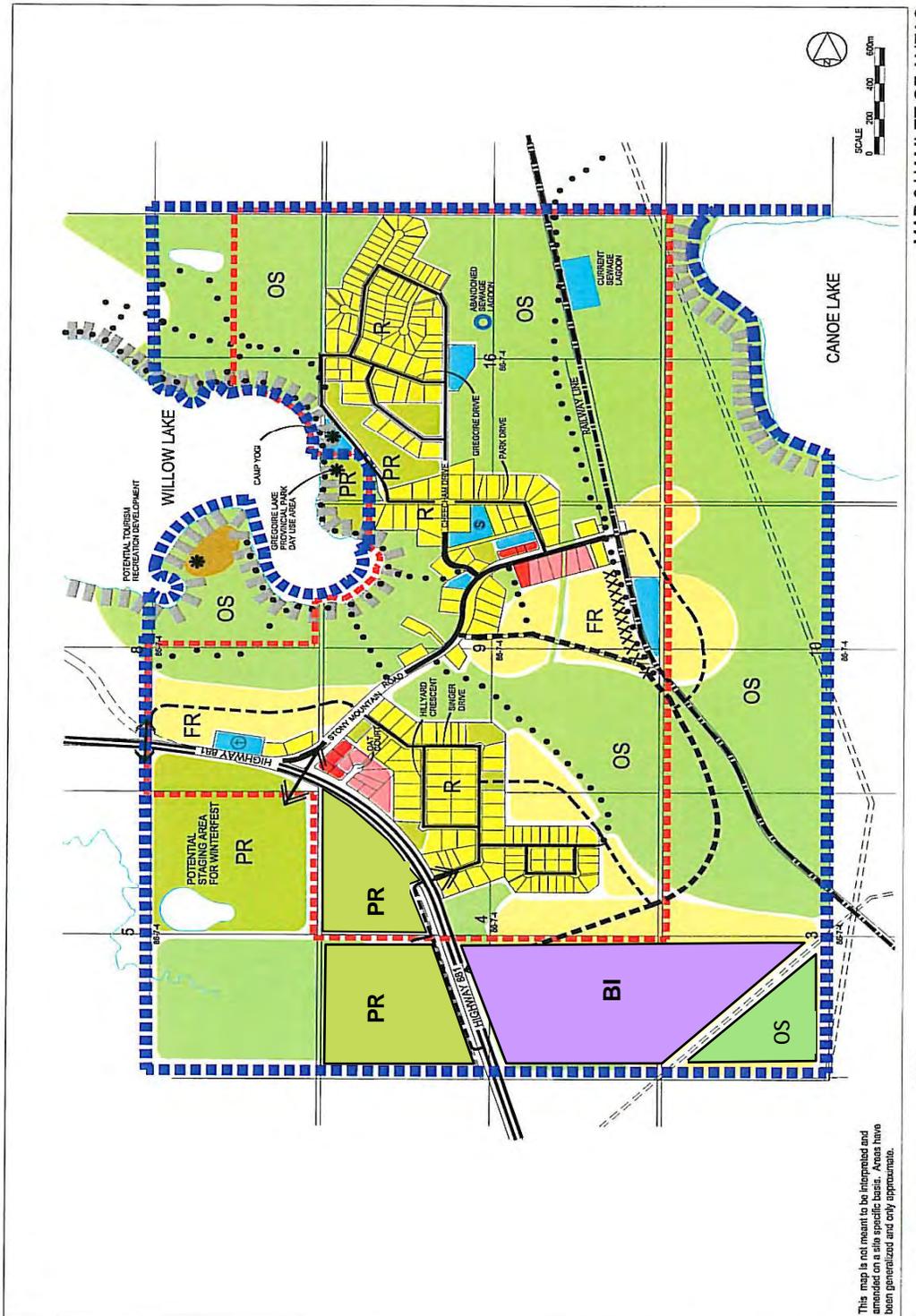
CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER

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

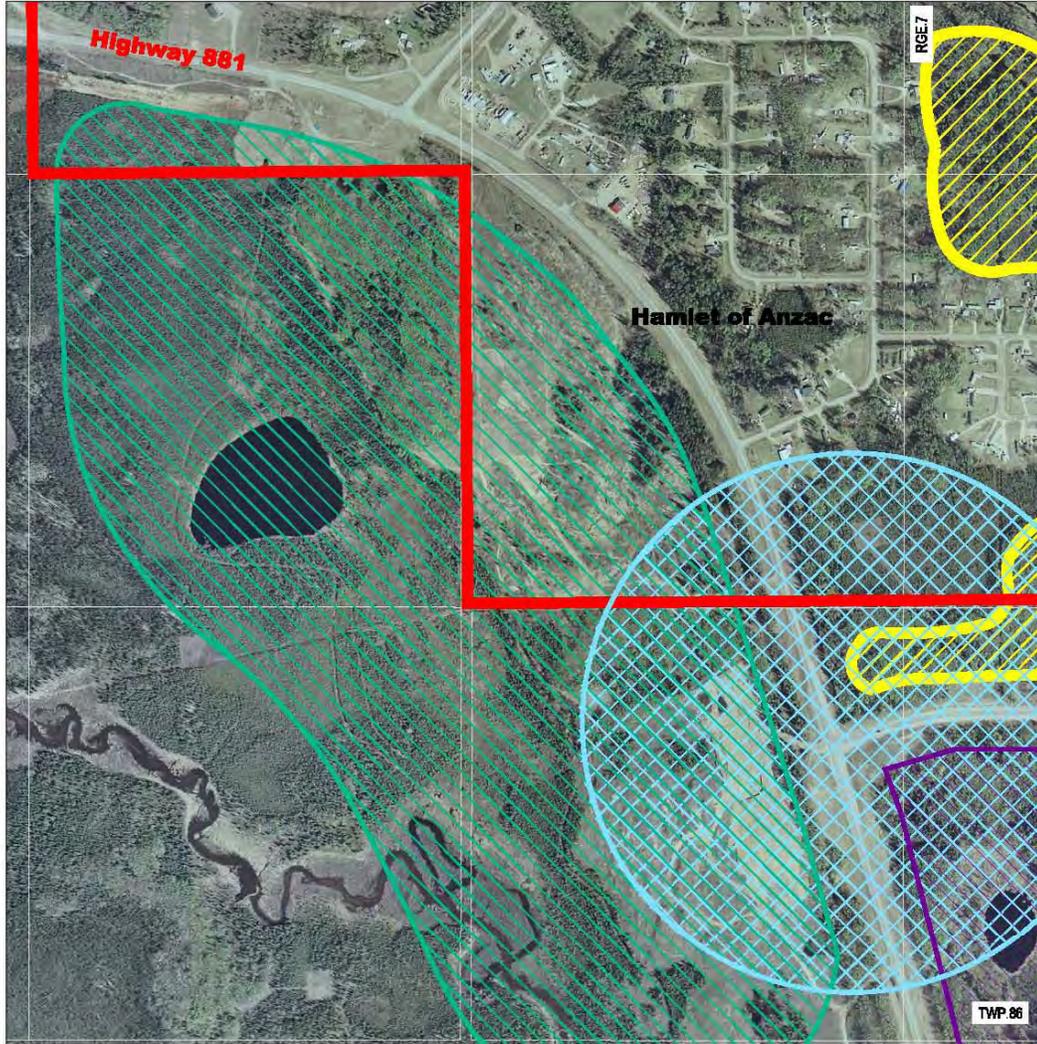


MAD & LIAMI ET OE ANIZAC

1:25000

This map is not meant to be interpreted and amended on a site specific basis. Areas have been generalized and only approximate.

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



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



Legend

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

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

Map 2b-1 Future Land Use Concept

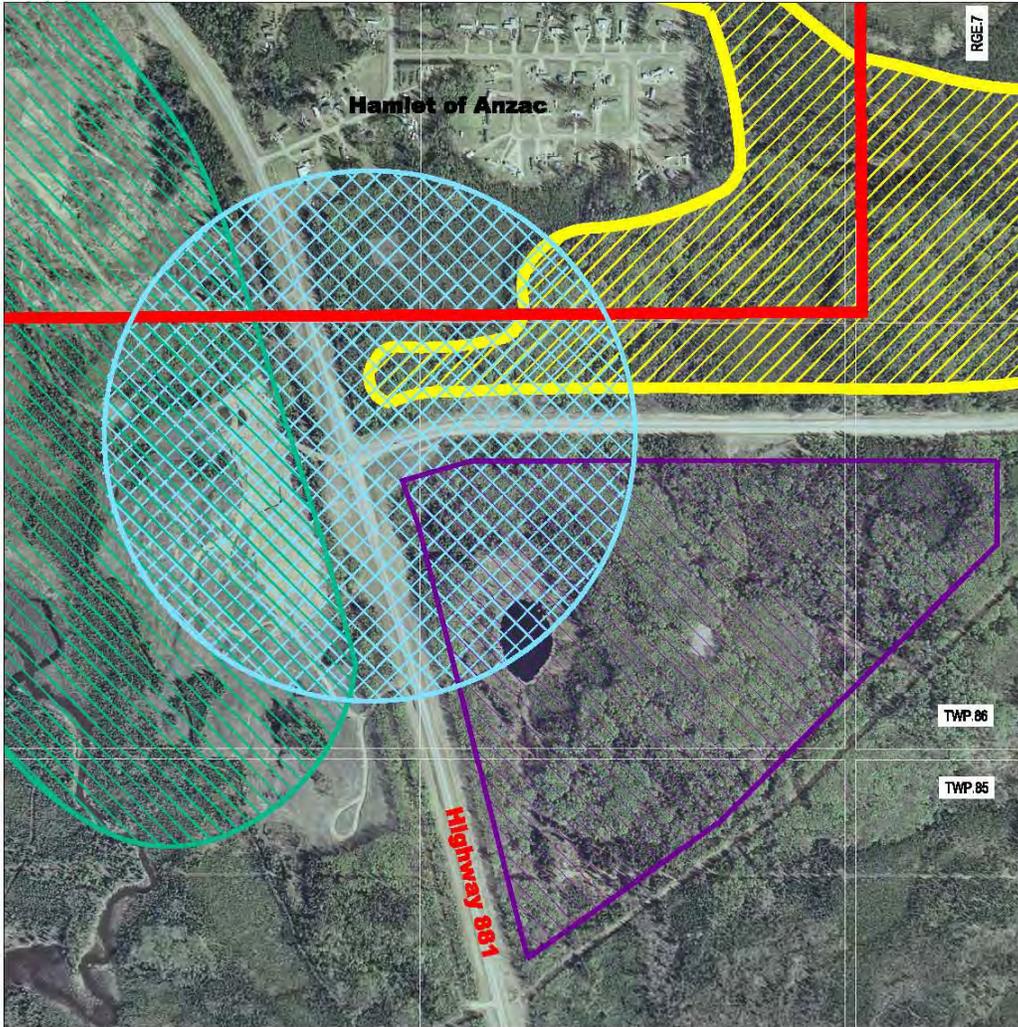


Highway 63/881 Corridor Area Structure Plan

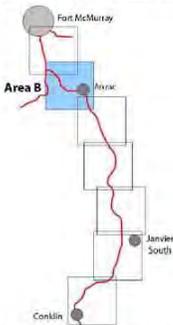


Scale: 1:10000
Photography Acquired May 2006

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



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



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

Map 2b-2
Future Land Use Concept



Highway 63/881 Corridor
Area Structure Plan

N
 Scale: 1:10000
 Photography Acquired May 2006

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

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning & Development
Date:	July 10, 2007
Subject:	Eco Industrial Park Bylaw Amendments – Part of Lot 3, Block 1, Plan 042 1905 <ul style="list-style-type: none">▪ Bylaw No. 07/053 – Municipal Development Plan Amendment▪ Bylaw No. 07/054 – Highway 63 North Area Structure Plan Amendment▪ Bylaw No. 07/055 – Land Use Bylaw Amendment

ISSUE:

Wood Buffalo Housing & Development Corporation has been working towards developing a 65 acre Eco-Industrial Park (Park) north of the Lower Townsite and adjacent to Highway 63 for the past year. This phase of the development proposal requires amendments to the Municipal Development Plan (MDP), Highway 63 North Area Structure Plan (ASP) and the Land Use Bylaw (LUB) to rezone the lands to permit additional on-site services, as well as to apply site specific design standards, land uses and other regulations that will allow for an efficient and sustainable development.

REFERENCE:

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

HISTORY:

To meet the objectives for an Eco-Industrial Park, several changes are required to the MDP, ASP and LUB. The MDP and ASP recognize the need to provide more industrial lands in the region. The ASP also notes that increasing activity in the Oil Sands will motivate related services and industries to locate in the Highway 63 North Corridor. When the ASP was compiled in 1999, industrial development was envisioned north of the Urban Service Boundary, with more commercial uses just south of Confederation Way. The proposed amendments respond to the current situation by accommodating a mix of commercial uses (C4A – Highway Commercial District) along Highway 63 and light industrial uses (BI – Business Industrial District) further back in the site, thereby maintaining and complimenting the intent of the MDP and ASP.

The 65 acre parcel of land identified for the Park is currently zoned Direct Control (DC). The Developer is requesting a change from DC to a combination of Business Industrial (BI) and Highway Commercial (C4), and several text amendments to incorporate a series of Design Guidelines to reflect modifications:

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

The proposed land use plan incorporates the following amendments:

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

OPTIONS:

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

ANALYSIS:

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

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

Once the Park develops, the Land Use Bylaw Design Guidelines will create an environmentally efficient and sustainable development that will focus on aspects such as green building techniques and the production of synergism amongst and between various tenants within the Park. The location and the proposed Design Guidelines will compliment the intent of the ASP and MDP.

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

The objective is to both create a regulatory environment that will support a development that will create a new standard within the community, and represent an opportunity to establish the standard for all industrial development within the urban service area.

ATTACHMENTS:

1. Bylaw No. 07/053
2. Bylaw No. 07/054
3. Bylaw No. 07/055

ADMINISTRATIVE RECOMMENDATION:

Bylaw No. 07/053 – Municipal Development Plan Amendment

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

Bylaw No. 07/054 – Highway 63 North Area Structure Plan

1. THAT Bylaw No. 07/054, being an amendment to the Highway 63 North Area Structure Plan, be read a second time and,
2. THAT Bylaw No. 07/054, be read a third and final time.

Bylaw No. 07/055 – Land Use Bylaw Amendment

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

BYLAW NO. 07/053

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

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

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

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

1. THAT Bylaw No. 00/005 is amended by changing the designation for part of Lot 3, Block 1, Plan 042 1905 as shown on Schedule "A" attached hereto and forming part of this bylaw, from "Highway Commercial" to "Industrial".
2. THAT the Chief Administrative Officer shall be authorized to consolidate this bylaw.
3. THAT this bylaw shall be passed and become effective when it receives third reading and is signed by the Mayor and Chief Legislative Officer.

READ a first time this 26th day of June, A.D. 2007.

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

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

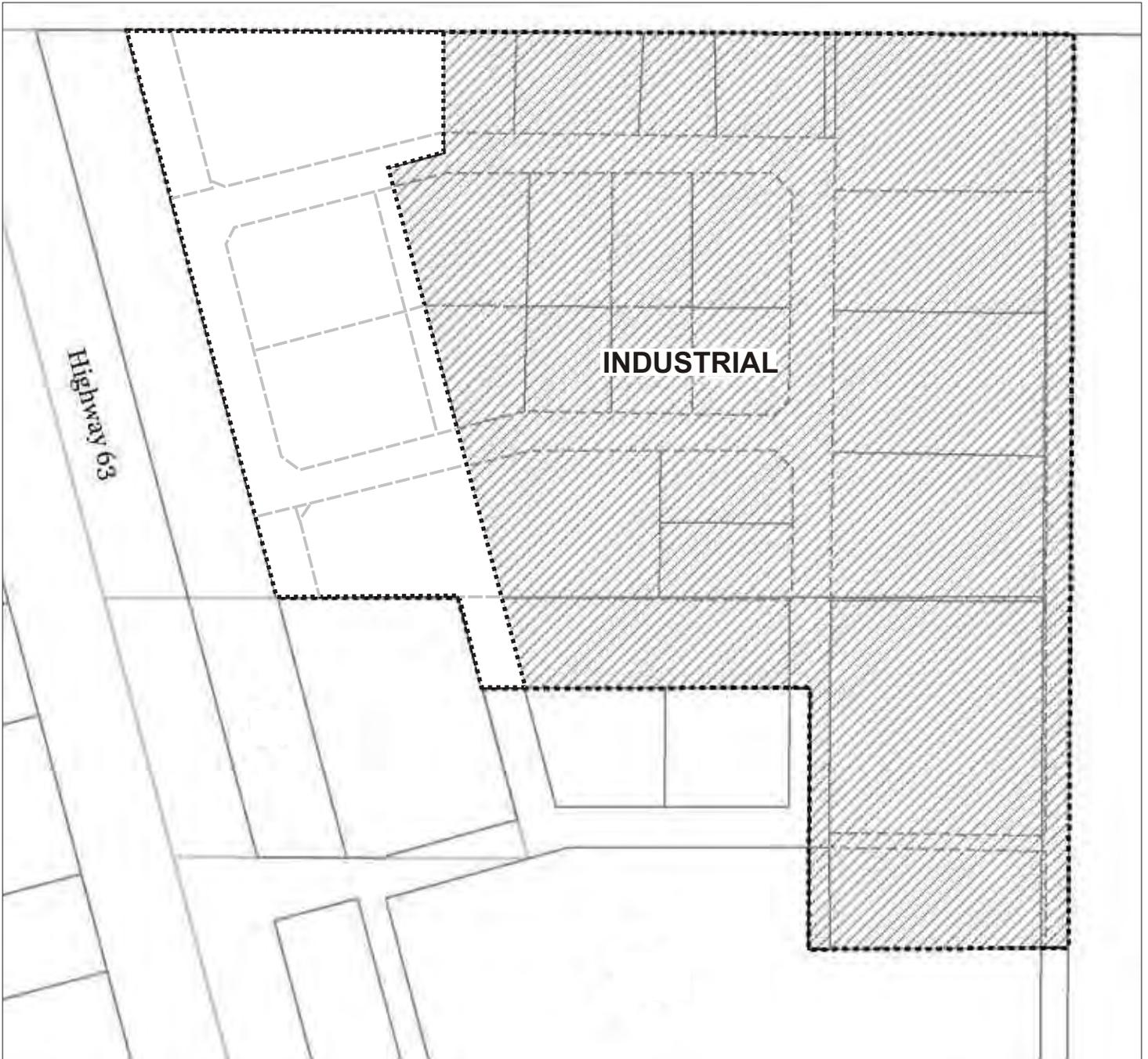
SIGNED and PASSED this _____ day of _____, A.D. 2007.

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER



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



BYLAW NO. 07/054

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

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

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

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

1. THAT the Highway 63 North Area Structure Plan (Bylaw 99/037) is hereby amended by changing the designation for part of Lot 3, Block 1, Plan 042 1905 as shown on Schedule “A” attached hereto and forming part of this bylaw, from “Highway Commercial” to “Industrial”.
2. THAT the Chief Administrative Officer shall be authorized to consolidate this bylaw.
3. THAT this bylaw shall be passed and become effective when it receives third reading and is signed by the Mayor and Chief Legislative Officer.

READ a first time this 26th day of June, A.D. 2007.

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

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

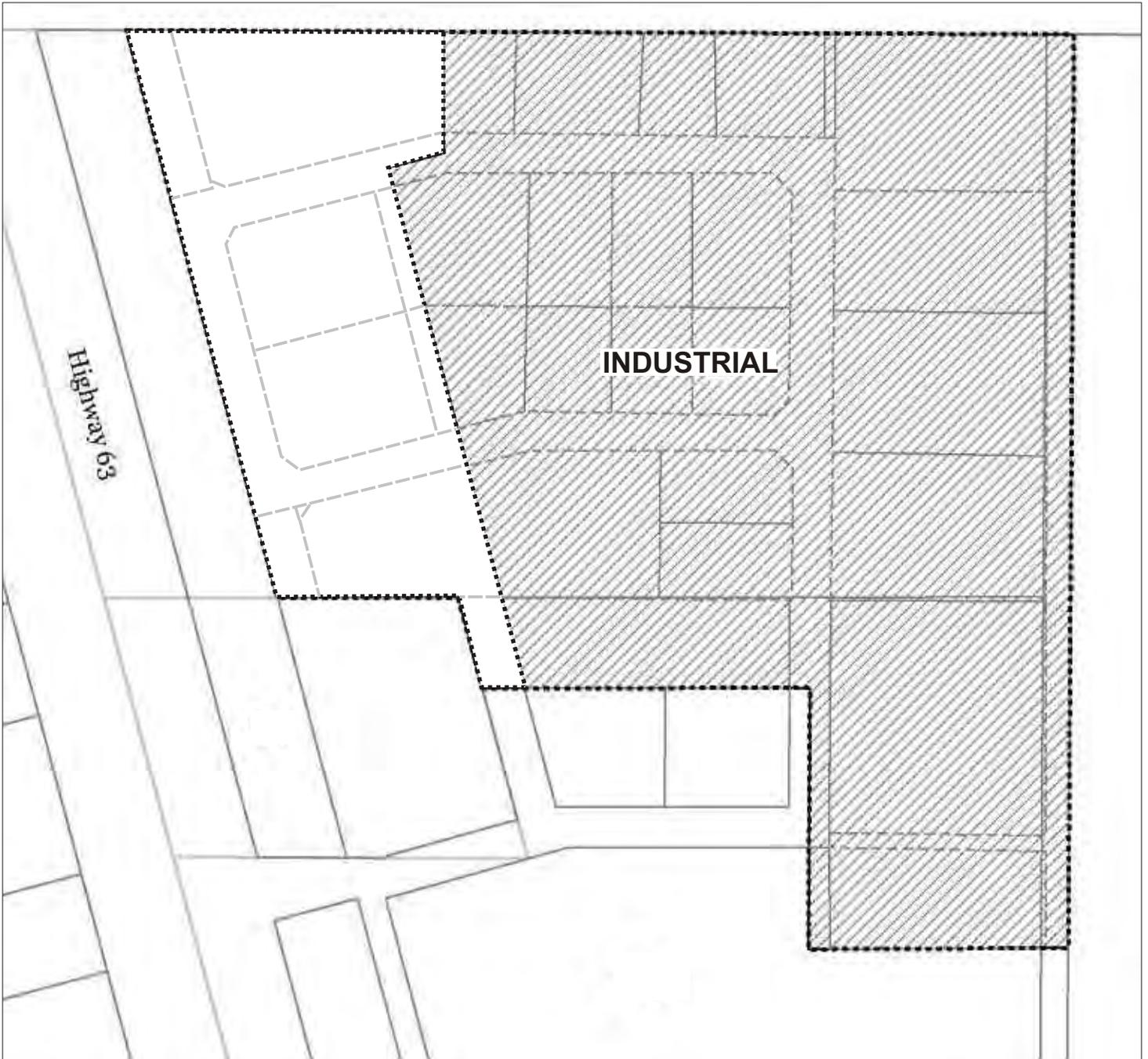
SIGNED and PASSED this _____ day of _____, A.D. 2007.

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER



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



BYLAW NO. 07/055

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

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

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

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

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

- (f) Adding subsection 111.9, as outlined in Schedule “D”, and adding the map shown on Schedule “E” as Figure 111.1 after Section 111.9, as attached hereto and forming a part of this bylaw;
 - (g) Adding subsections 22.4 and 22.5, as outlined in Schedule “E”, and adding the map shown on Schedule “G” as figure 22.1 after Section 22.5, as attached hereto and forming part of this bylaw;
 - (h) Removing Section 91 from ‘reserved for future use’ and designating it for ‘Design Guidelines’;
 - (i) Adding Section 91, as outlined in Schedule “H”, and adding the map shown on Schedule “I” as Figure 91.1 after Section 91, as attached hereto and forming part of this bylaw.
2. THAT the Chief Administrative Officer shall be authorized to consolidate this bylaw.
 3. THAT this Bylaw shall be passed and become effective when it receives third reading and is signed by the Mayor and Chief Legislative Officer.

READ a first time this 26th day of June, A.D. 2007.

READ a second time this day of , 2007.

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

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

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER

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

“108.6 Additional Provisions

(a) Purpose

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

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

(b) Permitted Uses

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

(c) Prohibited Uses

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

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

(d) Discretionary Uses – Development Officer

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

Accessory Building
 Animal Service Facility, Major & Minor

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

(e) Discretionary Uses – Planning Commission

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

Farmers/Flea Market

(f) Site Provisions

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

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

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

(g) Additional Requirements: Parking and Loading Areas

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

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

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

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

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



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

111.9 Additional Provisions**(a) Purpose**

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

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

(b) Prohibited Uses

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

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

(c) Discretionary Uses

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

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

(d) Discretionary Uses Planning Commission

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

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

(e) Site Provisions

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

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

(f) Additional Requirements: Parking and Loading Areas

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

91. Design Guidelines for North Eco-Industrial Park.

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

(a) Pre-Development Planning

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

(b) Parcel Layout and Organization

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

(c) Access and Movement

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

- (iii) Continuous, direct, safe pedestrian routes through parking areas are provided through the use of safe barriers between areas for pedestrian and vehicle movement. Barriers may include, but are not limited to landscaping, separated walkways, raised crosswalks, curbs and bumpers.
 - (iv) Trees and shrubs are planted throughout the parking area to intercept precipitation, reduce surface heating, enhance appearance and protect pedestrians from the elements.
 - (v) No parking is located between the principal building and the adjacent public roadway.
 - (vi) Parking facilities are connected to those of an adjacent parcel.
 - (vii) A shared / combined parking agreement meeting the requirements of section 134.1 and approved by the Development Authority is in place with one or more other property owners.
 - (viii) All paving materials are recycled.
 - (ix) End-of-trip facilities such as showers and lockers for staff and secure bicycle and ski storage are provided.
 - (x) Provide outdoor amenities such as benches, and meeting and/or recreation areas.
 - (xi) Permeable paving materials are used for pedestrian, cycling and dedicated emergency access routes.
- (d) Landscape and Open Space**
- (i) Trees are planted to the west and north of buildings to protect them from prevailing winter winds.
 - (ii) Significant landscaped roofs and walls incorporating appropriate native vegetation are included in the building design.
 - (iii) Well-designed outdoor areas for eating, meeting and /or recreation that are protected from the elements and include comfortable amenities such as benches.
 - (iv) Parks and pedestrian paths and areas are located and landscaped to maximize winter solar exposure and minimize exposure to wind. Where wind barriers are used, they must be integrated with the overall landscape design.
- (e) Energy Efficiency**
- (i) Natural lighting is a significant part of the building illumination strategy, while minimizing any associated heat loss.
 - (ii) At least 10% of energy needed by the development is produced on-site from renewable sources (solar, geexchange [earth energy], wind, biomass) or via co-generation.
 - (iii) A binding agreement signed by the developer or owner committing to purchasing Green Certificates for more than 50% of the building's energy requirements.
 - (iv) Buildings are plumbed to be retrofit-ready for solar hot water heating systems.

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

(f) Water, Wastewater and Stormwater

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

(g) Building Design and Materials

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

(h) Construction

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



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

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning & Development
Date:	July 10, 2007
Subject:	Bylaw No. 07/058 - Saline Creek Plateau Area Structure Plan

ISSUE:

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

REFERENCE:

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

HISTORY:

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

ALTERNATIVES:

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

ANALYSIS:

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

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

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

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

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

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

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

ATTACHMENTS:

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

ADMINISTRATIVE RECOMMENDATIONS:

1. THAT Bylaw No. 07/058, being the Saline Creek Plateau Area Structure Plan, be read a second time; and
2. THAT Bylaw No. 07/058 be read a third and final time.

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 1

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	<p>Steering Committee Meeting #4</p>
November 14/17, 2006	<p>Rotary Meeting</p> <p>Meeting rescheduled, then cancelled.</p>
December 6, 2006	<p>Steering Committee Meeting #5</p>

Attachment 1

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 1

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 1

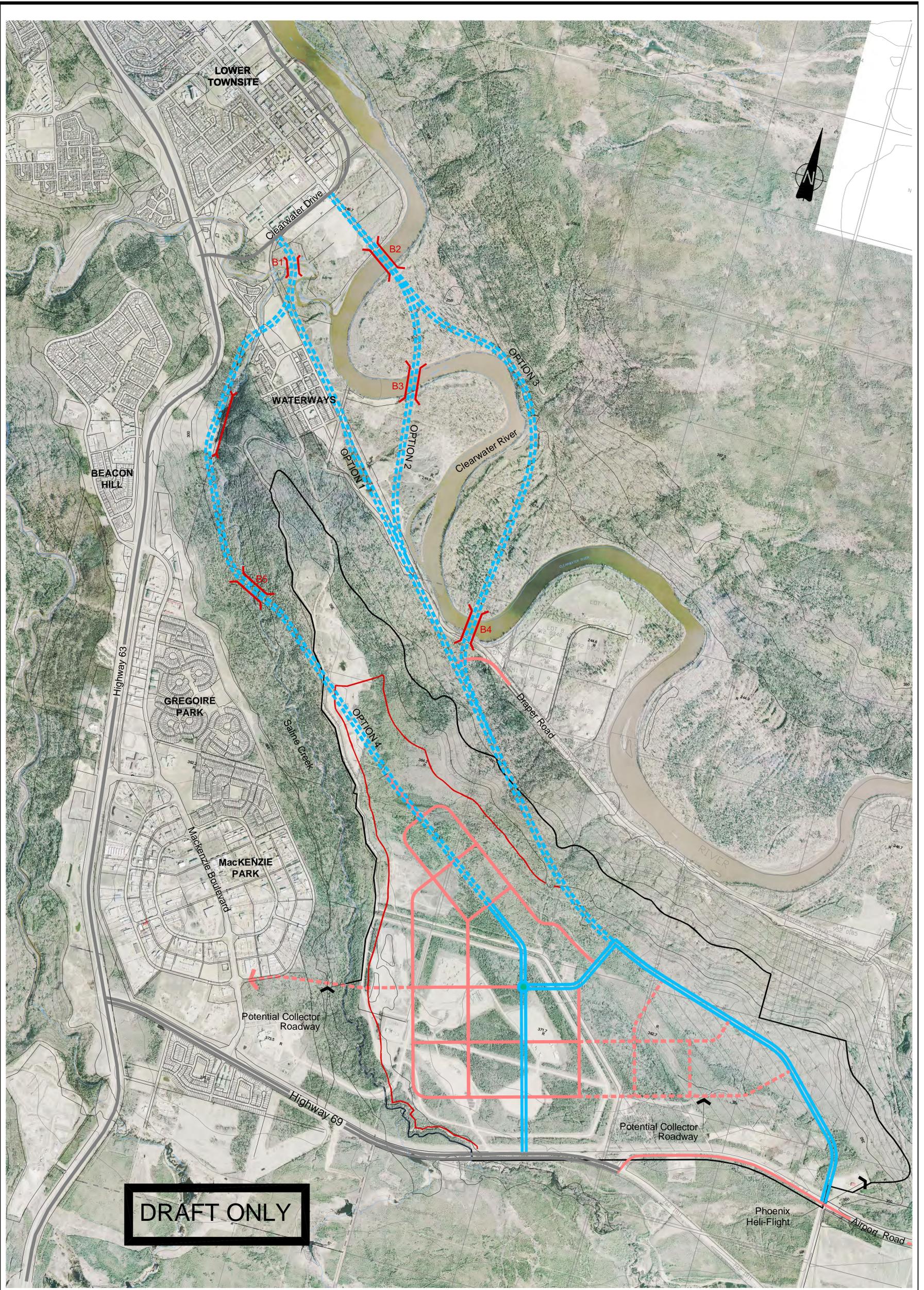
DATE	DESCRIPTION
March 16, 2007	<p>Keyano College</p> <ul style="list-style-type: none"> ▪ A. Adibi <p>Planning and Development Manager received support from the Vice President of Keyano College on the development concept plan and the ASP as it goes to Regional council. Planning and Development is in 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>
April 10, 2007	<p>Regional Council gave first reading to the proposed Saline Creek Plateau ASP bylaw.</p>
April 18 th and 21 st , 2007	<p>Planning and Development met with Sapræ Creek, Draper and Waterways residents regarding the propose ASP and the proposed arterial roadway.</p>

Attachment 1

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

Attachment 1

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



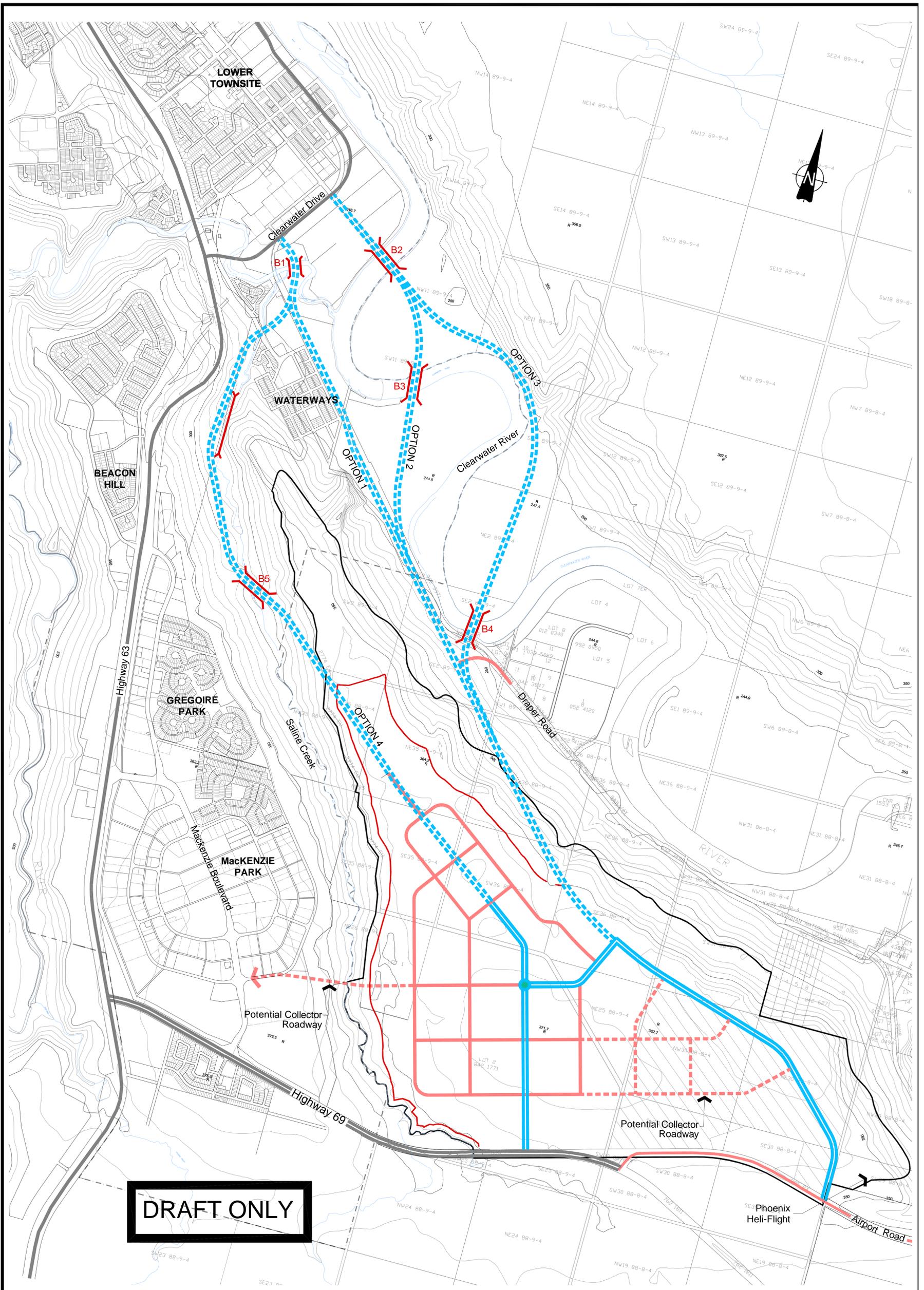
DRAFT ONLY

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



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

SCALE: 0 50 100 200 300 400 500
DATE: May 11, 2007
PROJECT NO. 053906



DRAFT ONLY

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



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

SCALE: 0 100 200 300 400 500
DATE: May 11, 2007
PROJECT NO. 053906



Saline Creek Plateau ASP Evaluation Weighting Criteria Summary

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

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

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

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

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

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

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

Note:

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

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



Evaluation Based Proposed Weighting of Criteria

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

Evaluation Based Proposed Weighting of Criteria

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

Evaluation Based Public Impact and Transportation Network Weighting of Criteria

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

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

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

COST ESTIMATE



Client

Regional Municipality of Wood Buffalo

Project

Saline Creek Plateau Access Options

Subject

Option 1 - Draper Road Upgrading Cost

Proj. No. 2006-3906

Date 14-Jun-07

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

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



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

COST ESTIMATE



Client

Regional Municipality of Wood Buffalo

Project

Saline Creek Plateau Access Options

Subject

Option 2 - Franklin Avenue Extensioⁿ

Proj. No. 2006-3906

Date 14-Jun-07

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

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



Evaluation			Comments
Criteria	Weighting	\$	
Cost	35%	47,694,140	3
Technical Difficulty	15%		
Environmental Impact	20%		4
Public Impact	15%		1
Transportation Network Impact	15%		2
Total Score			2.75

COST ESTIMATE



Client

Regional Municipality of Wood Buffalo

Project

Saline Creek Plateau Access Options

Subject

Option 3 - Franklin Avenue Extension

Proj. No. 2006-3906

Date 14-Jun-07

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

**Saline Creek Plateau Alternate Access Option 3
Evaluation**



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

COST ESTIMATE



Client

Regional Municipality of Wood Buffalo

Project

Saline Creek Plateau Access Options

Subject

Option 4 - Saline Creek Valley Road

Proj. No. 2006-3906

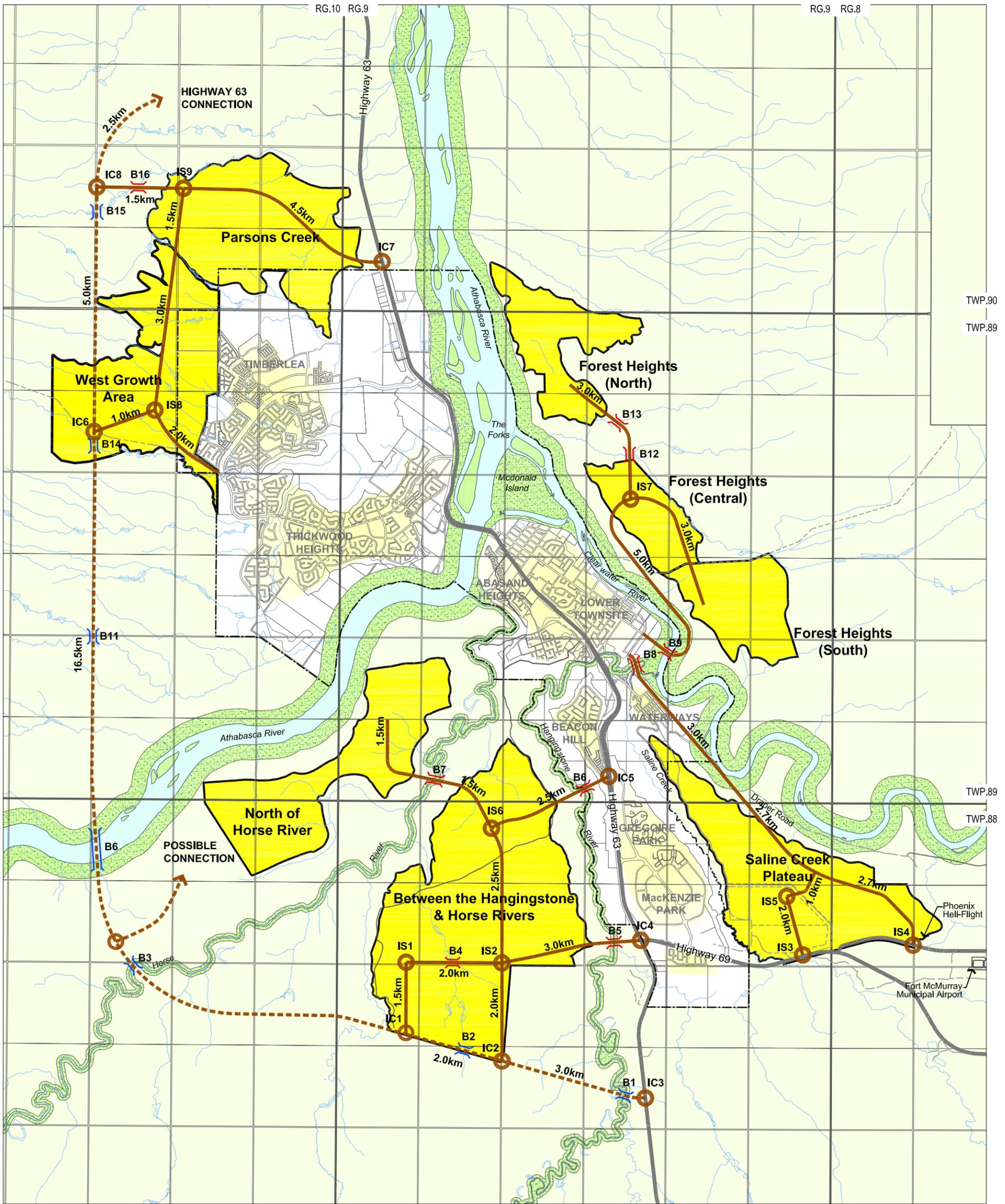
Date 14-Jun-07

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

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

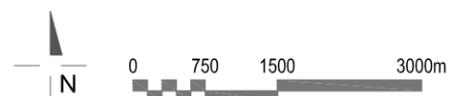


Evaluation			Comments
Criteria	Weighting	\$ 31,881,250	
Cost	35%	2	Costs are low but have significant unknowns due to slope instability and other geotechnical concerns
Technical Difficulty	15%	5	Design of the road will have to consider the slope instabilities. Must also design a river crossing as well as extending the existing tunnel for Saline Creek.
Environmental Impact	20%	5	Significant loss of fish habitat due to requirement to extend the Saline Creek Tunnel. Must consider the effect of erosion and sedimentation in the creek. May result in impact to terrestrial wildlife movements in and out of the Clearwater River Valley.
Public Impact	15%	3	There will be some impact to residents in the community of Waterways. The roads though the communities will require upgrading as well.
Transportation Network Impact	15%	3	Provides an alternative to Highway 63 for traffic between Saline Creek Plateau and Lower Townsite. However it will be a circuitous route and will be relatively slow.
Total Score		3.35	



- Legend**
- Urban Growth Areas (Post - Environmental Assessment)
 - Urban Service Area
 - Highways
 - Resource Road
 - Unimproved Road
 - Water Courses
 - Proposed Road
 - Possible Future Connection
 - Proposed Interchange
 - Proposed Bridge Crossing
 - Possible Future Bridge Crossing (Regional Ring Road)

Figure 5-1
Transportation Concept



BYLAW NO. 07/058

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

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

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

1. THAT Bylaw No. 07/058, being the Saline Creek Plateau Area Structure Plan, as set out in Schedule "A", is hereby adopted.
2. THAT this bylaw shall be passed and become effective when it receives third reading and is signed by the Mayor and Chief Legislative Officer.

READ a first time this 26th day of June, A.D. 2007.

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

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

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

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER

REGIONAL MUNICIPALITY OF WOOD BUFFALO

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



REGIONAL MUNICIPALITY
OF **WOOD BUFFALO**

SALINE CREEK PLATEAU AREA STRUCTURE PLAN



June 14, 2007

Saline Creek Plateau Area Structure Plan

Prepared for the



by

ARMIN A. PREIKSAITIS
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in association with



June 14, 2007

Acknowledgements

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Mayor Melissa Blake
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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

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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

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APPENDICES

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

Appendix B: Student Generation Saline Creek Plateau Area Structure Plan

1.0 INTRODUCTION

1.1 Purpose

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

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

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

1.2 Vision for a Sustainable Community

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

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

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

1.3 Enabling Legislation

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

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

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

1.4 Plan Area

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

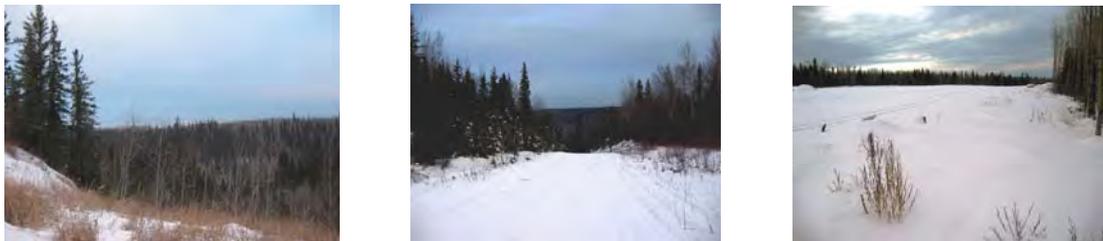


Figure 1-1: Site Photographs; west across Saline Creek, north across the Clearwater River, an existing cleared area

1.5 Land Disposition

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

1.6 Community Consultation

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

Stakeholder and Public Notification

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

Design Charette

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

Open Houses

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

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

Public Hearing

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

2.0 STATUTORY PLAN AND POLICY CONTEXT

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

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

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

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

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

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

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

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

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

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

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

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

2.3 Fort McMurray Mineable Oil Sands Integrated Resource Management Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.0 SITE CONTEXT AND DEVELOPMENT CONSTRAINTS

3.1 Existing and Surrounding Land Uses

Refer to *Map 5 – Existing Zoning*.

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

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

3.2 Topography and Natural Drainage

Refer to *Map 3 – Site Analysis*. The Area Structure Plan area is located southeast of the Fort McMurray Lower Townsite on the upper plateau between the Clearwater River, Saline Creek and 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.

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

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

3.4 Natural Constraints

3.4.1 Top of Bank Setbacks

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

Table 3-1: Recommended Development Setbacks

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

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

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

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

subdivision design.

3.4.2 Poorly Drained Areas

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

3.4.3 Need for Fire Guard

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

3.5 Man Made Constraints

3.5.1 Fort McMurray Municipal Airport

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

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

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

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

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

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

3.5.2 Phoenix Heli-Flight

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

3.5.3 Gravel Workings / Keyano College Excavations

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

3.5.4 Telecommunications Towers

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

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

3.5.5 Pipelines

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

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

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

3.5.6 Historical and Archaeological Resources

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

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

4.0 PLANNING PRINCIPLES AND OBJECTIVES

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

4.1 Planning Principles and Objectives

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

Objectives:

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

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

Objectives:

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

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

Objectives:

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

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

Objectives:

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

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

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

Objectives:

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

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

Objectives:

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

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

Objectives

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

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

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

Objectives

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

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

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

Objectives:

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

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

Objectives:

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

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

Objectives:

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

5.0 LAND USE CONCEPT

5.1 Overview of Land Use Concept

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

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

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

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

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

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

5.2 Need for Architectural Design Guidelines

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

5.3 Village Centre

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



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

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

5.4 Convenience Commercial

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

5.5 Airport Commercial

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

5.6 Mixed Use Office / Commercial / Residential

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

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



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

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

5.7 Residential Uses

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

5.7.1 Low Density Residential

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



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

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

5.7.2 Medium Density Residential

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



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

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

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

5.7.3 High Density Residential

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



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

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

5.8 Parks, Schools and Open Spaces

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

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

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

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

5.8.1 Public Elementary School

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

5.8.2 Joint Elementary School

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

5.8.3 Joint Junior High School

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

5.8.4 Joint High School

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

5.8.5 Park Space

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

5.8.6 Community Recreation Facility

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

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

5.8.7 Other Open Spaces

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

5.8.8 30 Metre Firesmart Firebreak

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

5.8.9 30 Metre Landscaped Highway Buffer

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

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

5.9 Golf Course

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

6.0 TRANSPORTATION

6.1 Regional Transportation Network

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

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

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

6.2 Transportation Analysis

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

6.2.1 Trip Generation

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

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

Table 6-1: Trip Generation Rates

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

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

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

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

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

6.3 External Roadway Circulation

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

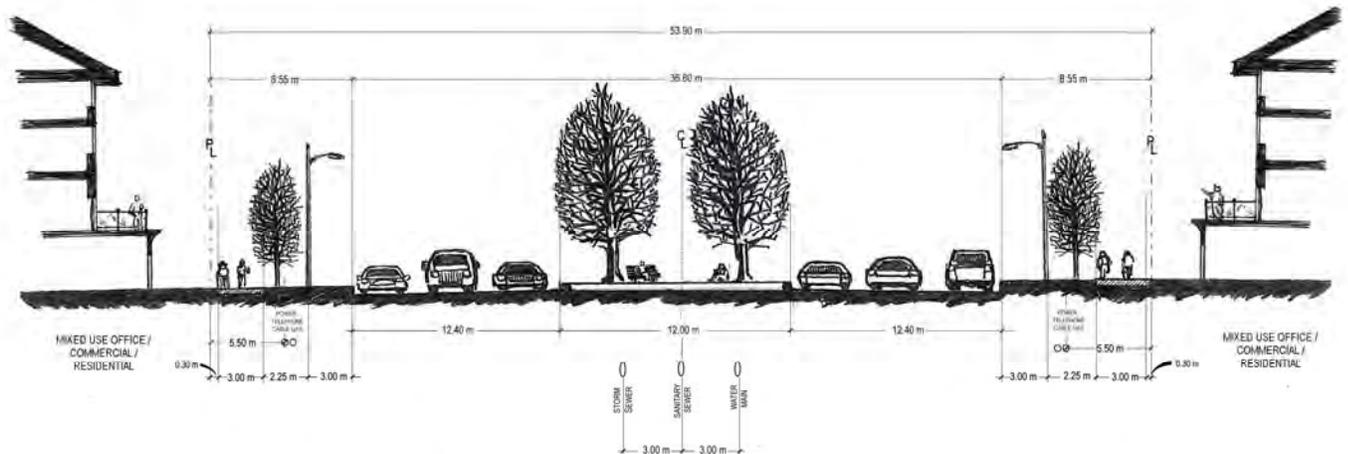


Figure 6-1: Cross section of Grand Boulevard; showing wide "park block" median

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

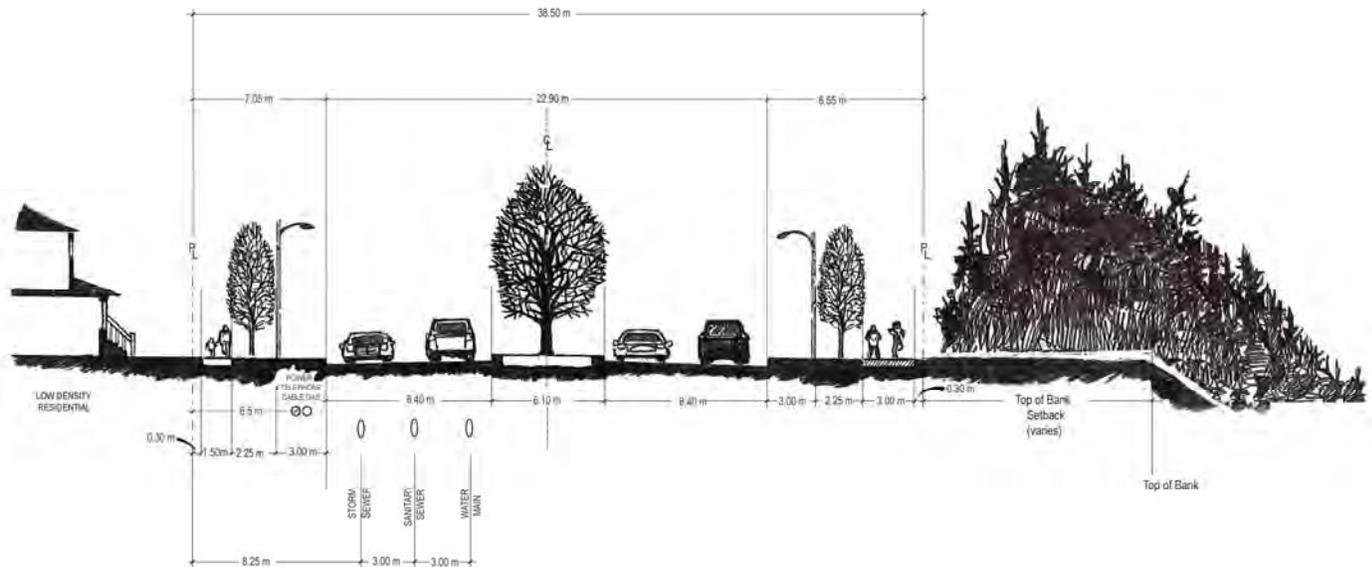


Figure 6-2: Cross section of Clearwater Parkway

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

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

In addition to the roadway accesses proposed from Highway 69, Airport Road and Draper Road, a potential collector roadway connection across Saline Creek to MacKenzie Industrial

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

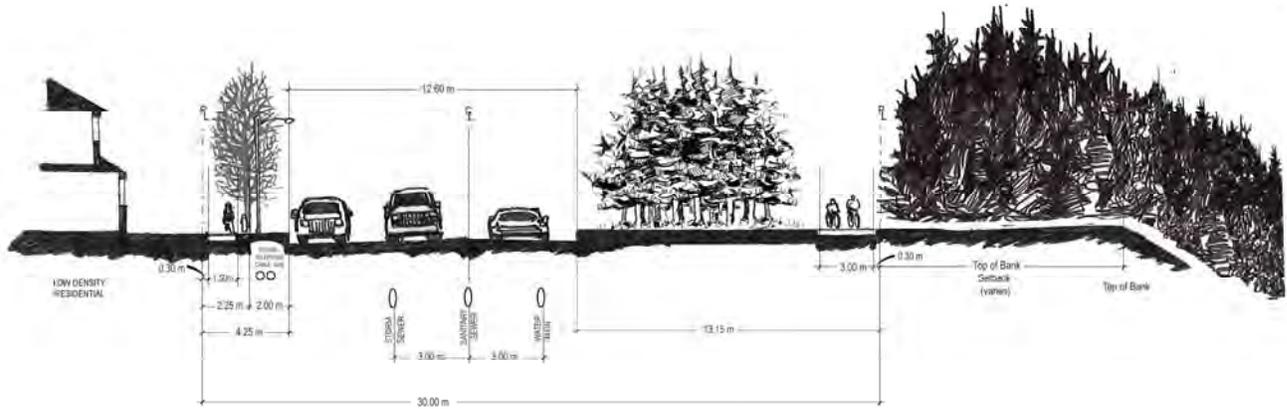


Figure 6-3: Cross section of Firebreak Road; showing pathway in wooded area

6.4 Internal Roadway Circulation

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



Source: CMHC, Applying Fused Grid Planning in

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

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

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

6.5 Transit

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

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

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

7.0 ENGINEERING SERVICES

7.1 Water Distribution

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

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

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

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

Table 7-1: Potable Water Supply

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

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

7.2 Sanitary Drainage

7.2.1 Offsite Collection and Disposal

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

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

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

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

7.2.2 Onsite Collection

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

Table 7-2: Sanitary Sewer Contributions

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

7.3 Stormwater Drainage

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

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

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

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

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

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

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

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

7.3.1 Southwest Catchment Area (1)

Refer to *Map 12 - Stormwater Management*.

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

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

7.3.2 Northwest Catchment Area (2)

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

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

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

7.3.3 Southeast Catchment Area (3)

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

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

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

7.3.4 Clearwater Parkway Drainage

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

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

7.4 Shallow Utilities

7.4.1 Natural Gas

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

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

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

7.4.2 Power

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

7.4.3 Communications – Telephone and Cable TV

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

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

8.0 IMPLEMENTATION

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

8.1 Amendment to the Municipal Development Plan

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

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

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

8.3 Adoption of the Saline Creek Plateau Area Structure Plan

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

Other implementation actions include the following:

8.4 Development Staging

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

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

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

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

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

8.5 Outline Plan Requirements

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

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

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

8.6 Supporting Technical Studies

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

8.7 Subdivision and Development

Ensure that any applications for subdivision and development are consistent with the approved Saline Creek Plateau Area Structure Plan.

8.8 Functional Planning Study for Clearwater Parkway

A functional planning study will also be required for the Clearwater Parkway to establish its alignment, address geotechnical issues and integration with the regional transportation network. This study may also evaluate the impacts of the proposed roadway alignment through local communities and recommended options for mitigation.

8.9 Development Servicing Agreements

Require on-site and off-site costs associated with new development of roadways and infrastructure be borne by the developers through development charges and levies in accordance with specific development agreements.

8.10 Provincial Land Release Strategy

Continue discussions with the Province of Alberta regarding the timely release of Crown Lands within the Saline Creek Plateau Area Structure Plan area including the establishment of a Land Trust (or Land Bank).

8.11 Plan Amendments

The Regional Municipality of Wood Buffalo will provide for an orderly amendment process that includes community consultation for any proposed amendments to this Area Structure Plan. Applicants applying to amend the Saline Creek Area Structure Plan must provide a supporting technical report so that the Regional Municipality of Wood Buffalo can properly evaluate the proposed changes. The technical report must consider the following:

- a. Justification for the amendment and, if applicable, why additional areas are needed for the proposed use;
- b. The extent to which existing areas for the proposed use are available for development;
- c. The cumulative effects the proposed amendment and related development will have on the natural environment and surrounding land uses;
- d. The cumulative effect the proposed use will have on the roads, water, sewer, and stormwater system; and
- e. Any other consideration the Regional Municipality of Wood Buffalo deems necessary.

8.12 Reviewing and Updating the Area Structure Plan

The Regional Municipality of Wood Buffalo will undertake to review and update, if necessary, the Area Structure Plan at five (5) year intervals from the date of adoption. This review should determine whether any changes are required to the current land use designations.

9.0 GLOSSARY OF TERMS

Adjacent	Refers to those lands that are next to the parcel of land in question and includes lands that would be next to the subject parcel if not for a river, stream, railway, road, utility right-of-way, or reserve land.
Area Structure Plan	An intermediate level statutory plan, adopted by bylaw, which details the intended land uses, road patterns, utilities and municipal services for subdivision and development of a specified area within the Municipality.
Building	Includes anything constructed or placed on, in, over or under land. This includes supporting structures of any type but does not include a highway or public roadway or a bridge forming part of a highway or public roadway.
Buffer	A natural or designed linear area of trees, shrubs, grass, earth berms, or fencing providing visual or physical separation and/or noise attenuation between water bodies, lots, roads, and other land uses.
Council	The Municipal Council of the Regional Municipality of Wood Buffalo.
Development	Development is defined in the <i>Municipal Government Act</i> specifically as: <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.

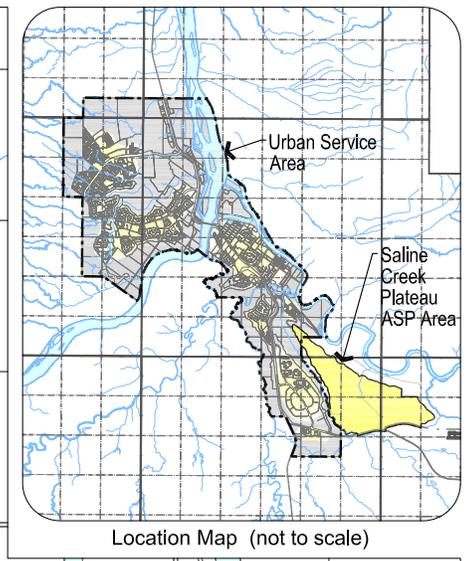
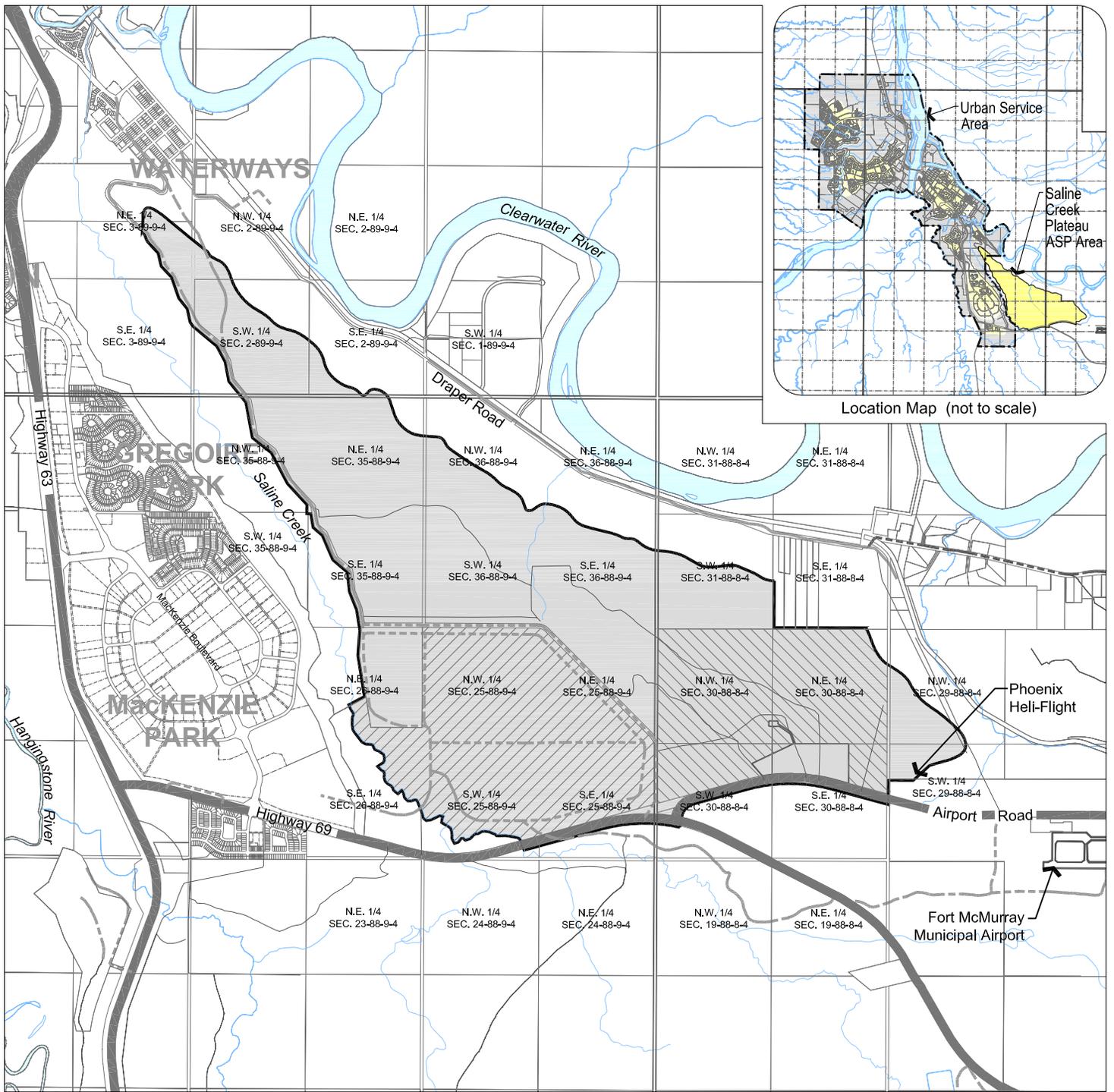
Environmentally Sensitive Area	An undisturbed or relatively undisturbed site that because of its natural features has value to society and ecosystems worth preserving but is susceptible to further disturbance.
Geotechnical	Pertaining to the condition of land and soils in an area, typically as it relates 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 <i>Public Highways Development Act</i> .
Historical Resources Impact Assessment	An analysis of the potential impacts of development on archaeological and/or historical resources as defined in the <i>Historic Resources Act</i> .
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	<ul style="list-style-type: none"> a) A quarter section; b) a river lot shown on an official plan, as defined in the Surveys Act, that is filed or lodged in a land titles office; c) a settlement lot shown on an official plan, as defined in the Surveys Act, that is filed in a land titles office; d) a part of a parcel of land described in a certificate of title if the boundaries of the part are described in the certificate of title other than by reference to a legal subdivision; or e) a part of a parcel of land described in a certificate of title if the boundaries of the part are described in a certificate of title by reference to a plan of subdivision.
Municipal Development Plan	A statutory plan adopted by Municipal Council under the authority of Section 632 of the <i>Municipal Government Act</i> . A Municipal Development Plan outlines direction and scope of future development, the provision of required transportation systems and municipal services, the coordination of municipal services and programs, environmental matters, and economic development with a given region. It is intended to provide direction for land

use decisions that would satisfy the present and future needs of residents of the Municipality.

Municipal Government Act	The Statutes of Alberta, 1994, Chapter M-26.1, as amended, which govern the operation of a municipality in Alberta.
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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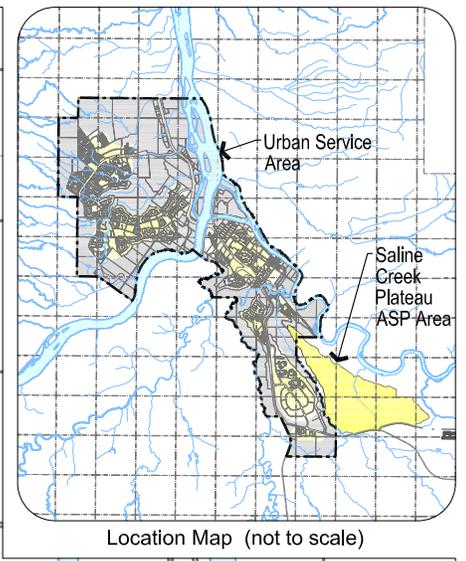
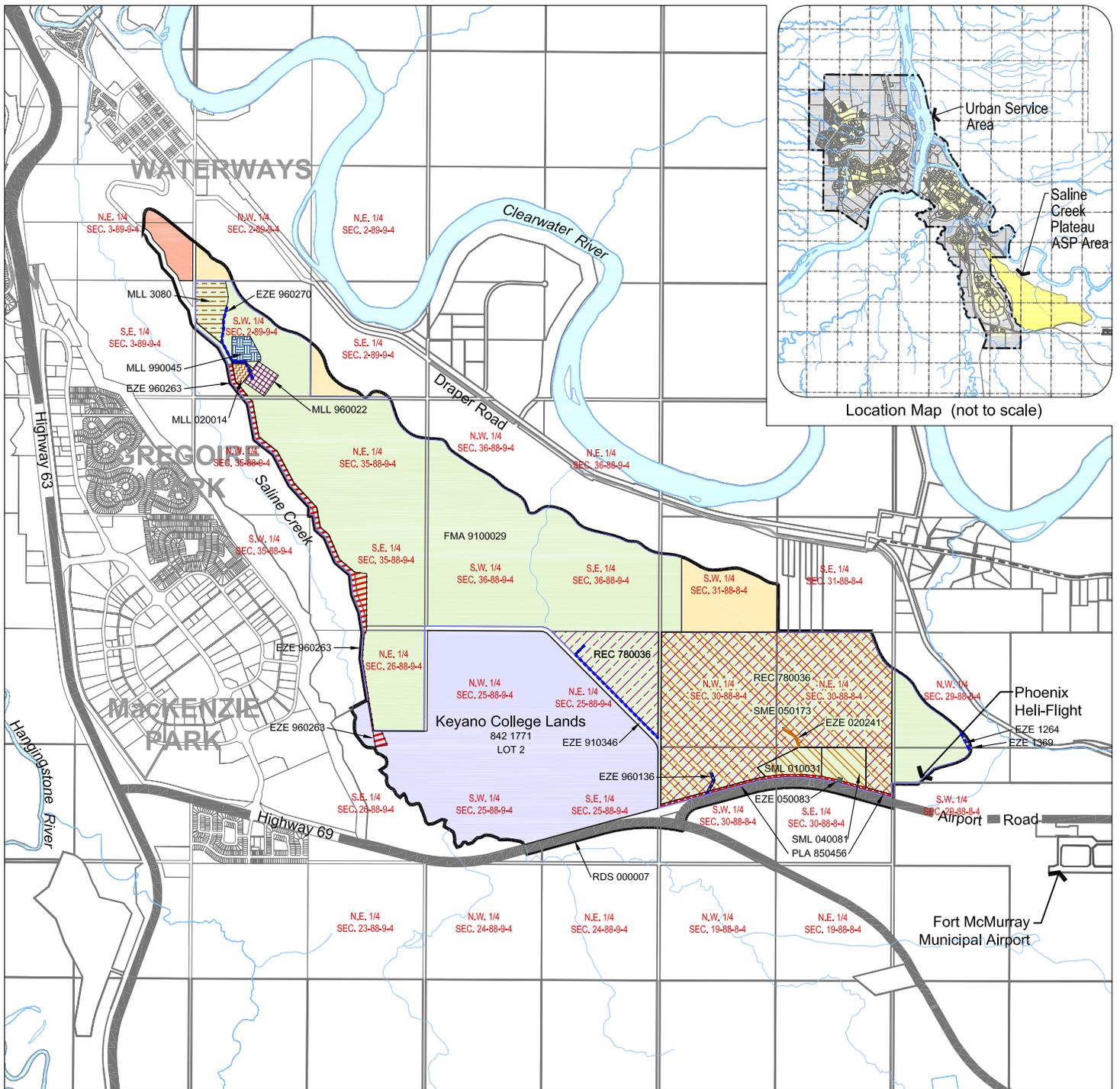
-  Keyano College Lands
-  Rotary Club Lease Area
-  Highway
-  Resource Road
-  Unimproved Road
-  Cutline
-  Water Courses
-  ASP Area

**Map 1
Plan Area**

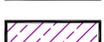
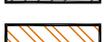


**Saline Creek Plateau
Area Structure Plan**





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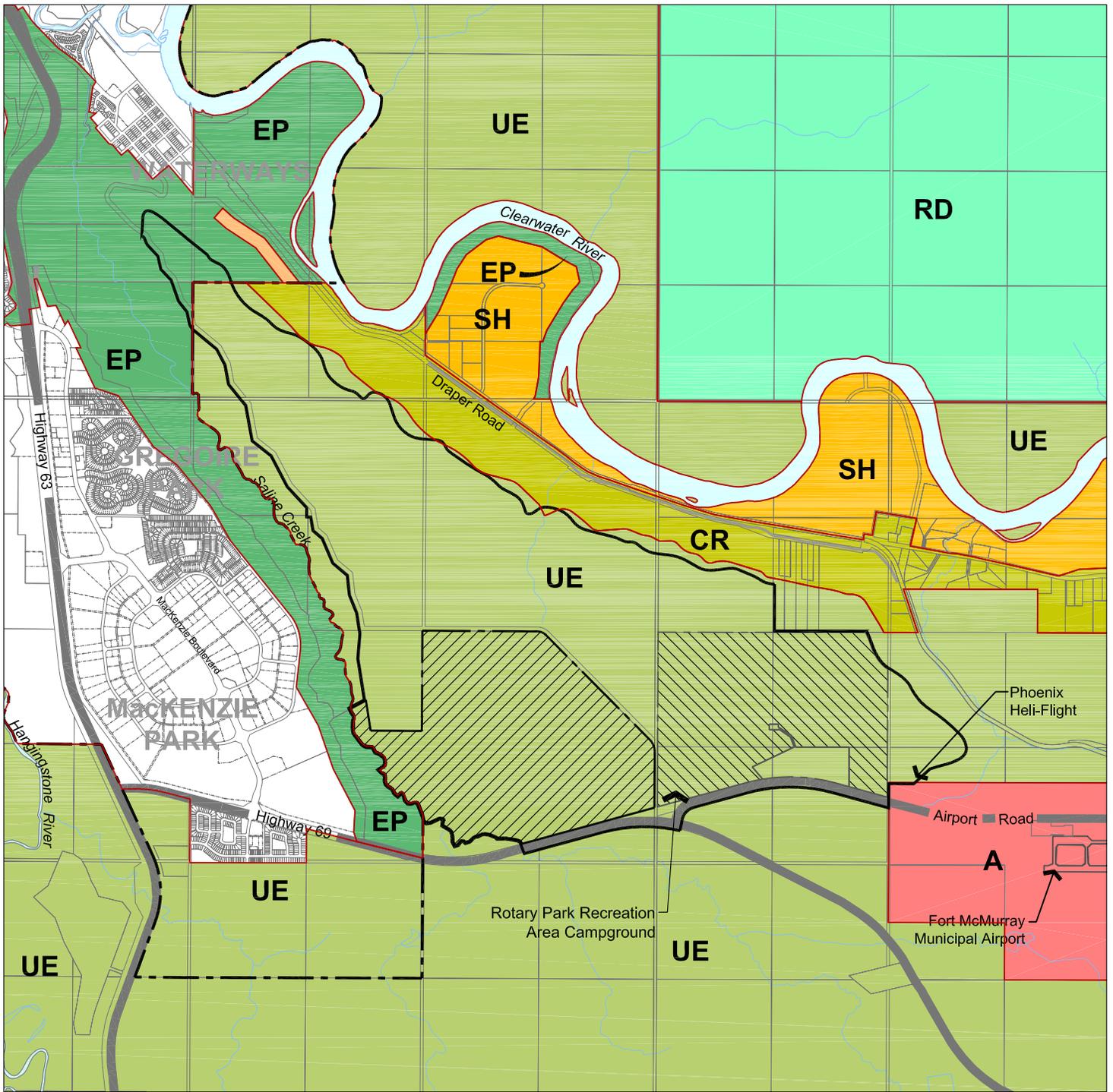
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|--|---------------------------------------|---|--|
|  | Keyano College Lands |  | Tele-Mobility Co. Lease |
|  | Forest Management Agreement |  | OK Radio Group Lease |
|  | Regional Municipality of Wood Buffalo |  | Power Antenna Mfg. Lease |
|  | Other (Freehold and other Dept.) |  | Atco Electric Ltd. Easement |
|  | Rotary Club of Fort McMurray Lease |  | Atco Gas and Pipelines Ltd. Pipeline Agreement |
|  | H. Wilson Industries Ltd. Lease |  | H. Wilson Industries Ltd. Easement |
|  | Telus Comm. Inc. Easement |  | ASP Boundary |
|  | Rogers Wireless Inc. Lease | | |

Map 2
Land Disposition



Saline Creek Plateau Area Structure Plan





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

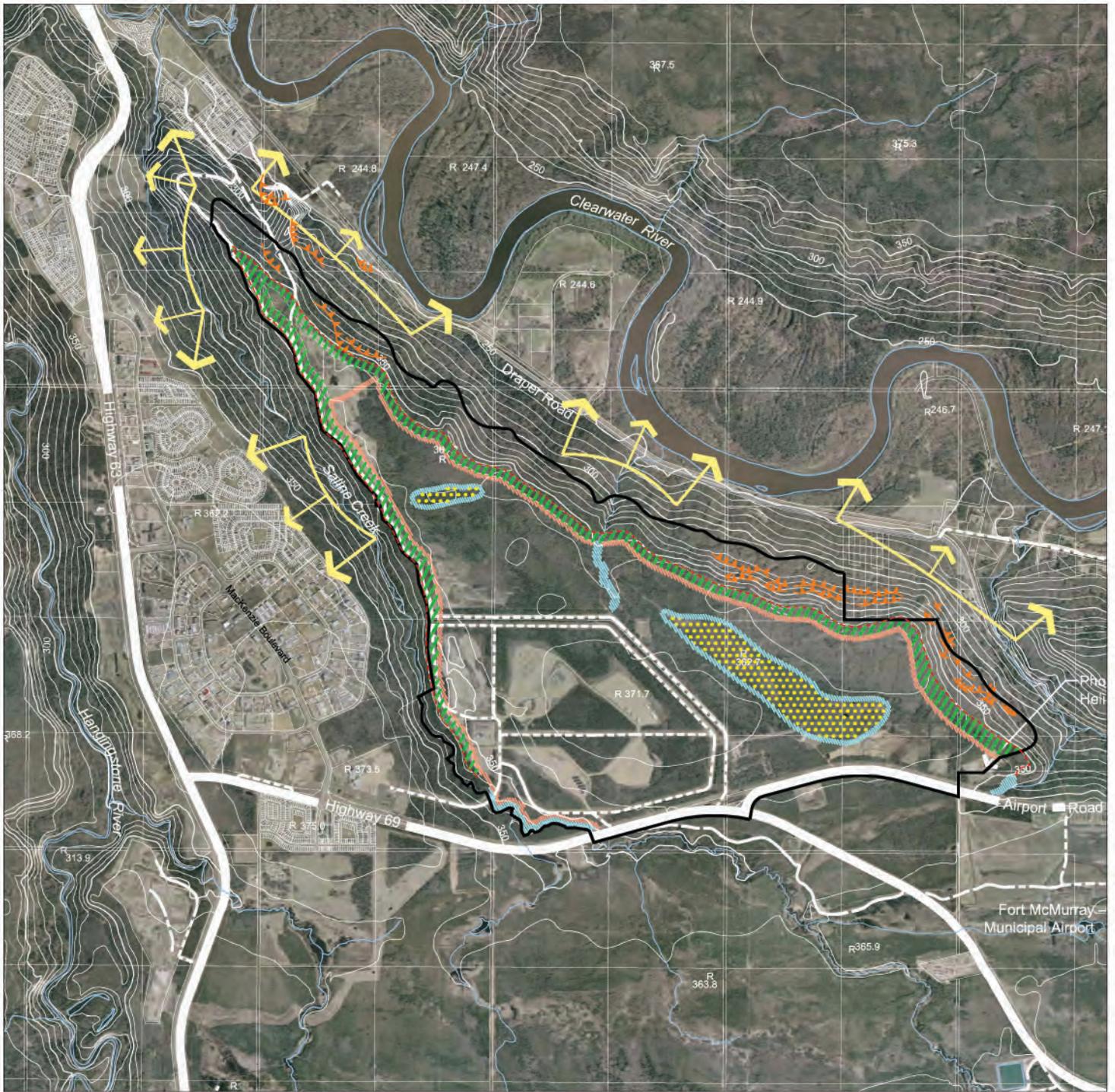
- DC-UER - Direct Control (Urban Estate Residential)
- Rivers
- Highways
- Urban Service Area
- ASP Boundary

Map 3
Existing Zoning

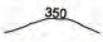


Saline Creek Plateau
Area Structure Plan





Legend

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|---|--------------------------------|---|----------------------------|
|  | 10m Contour Interval |  | Highway |
|  | 30m Fire Break |  | Resource / Unimproved Road |
|  | Possible Unfavorable Areas |  | Water Courses |
|  | Setback From Water / Wet Areas |  | ASP Boundary |
|  | Visible Slope Failures | | |
|  | Top of Bank Setback | | |
|  | Existing Views | | |
|  | Top of Bank | | |

Map 4 Site Analysis



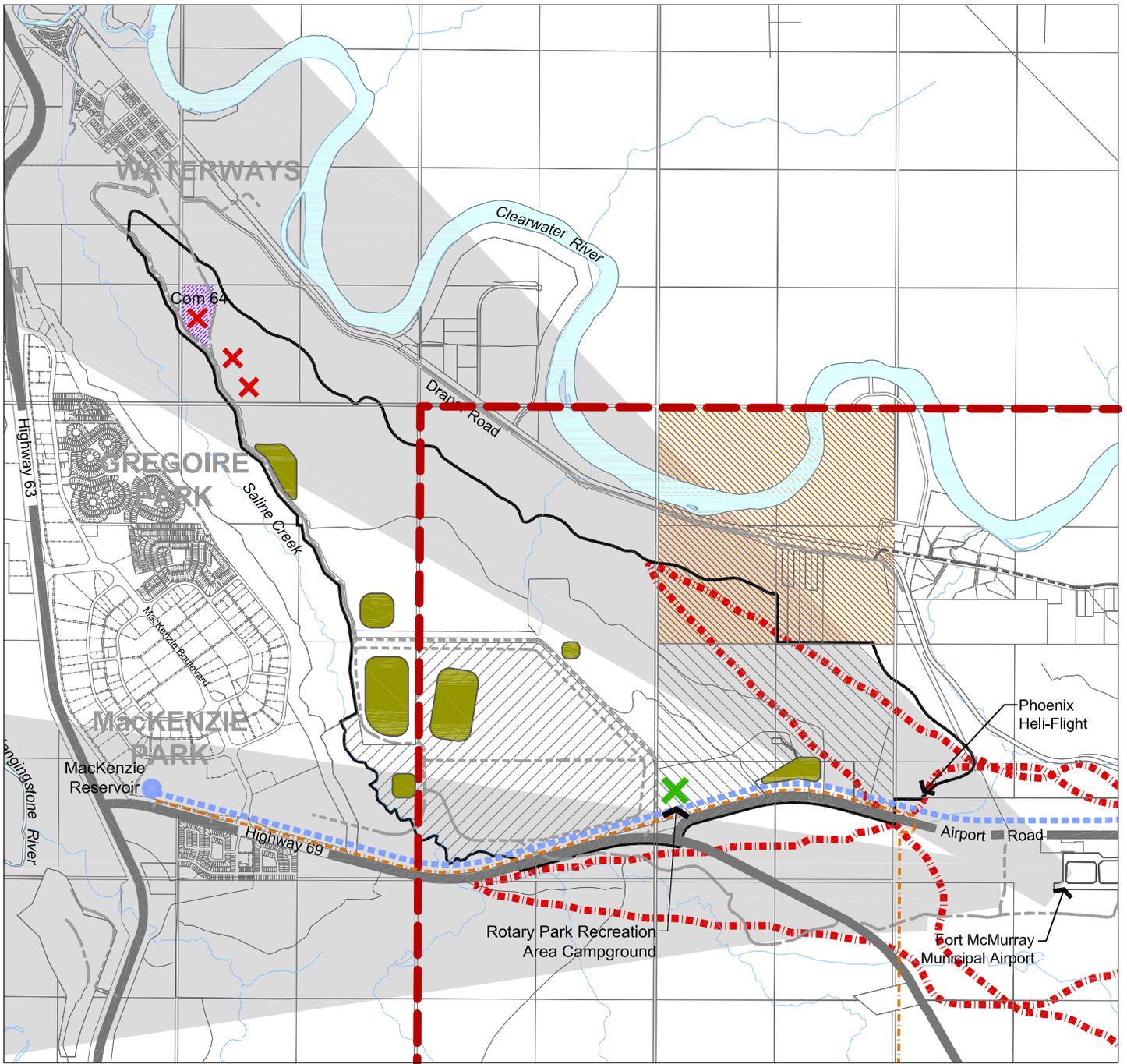
Saline Creek Plateau Area Structure Plan



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| | 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

Saline Creek Plateau Area Structure Plan



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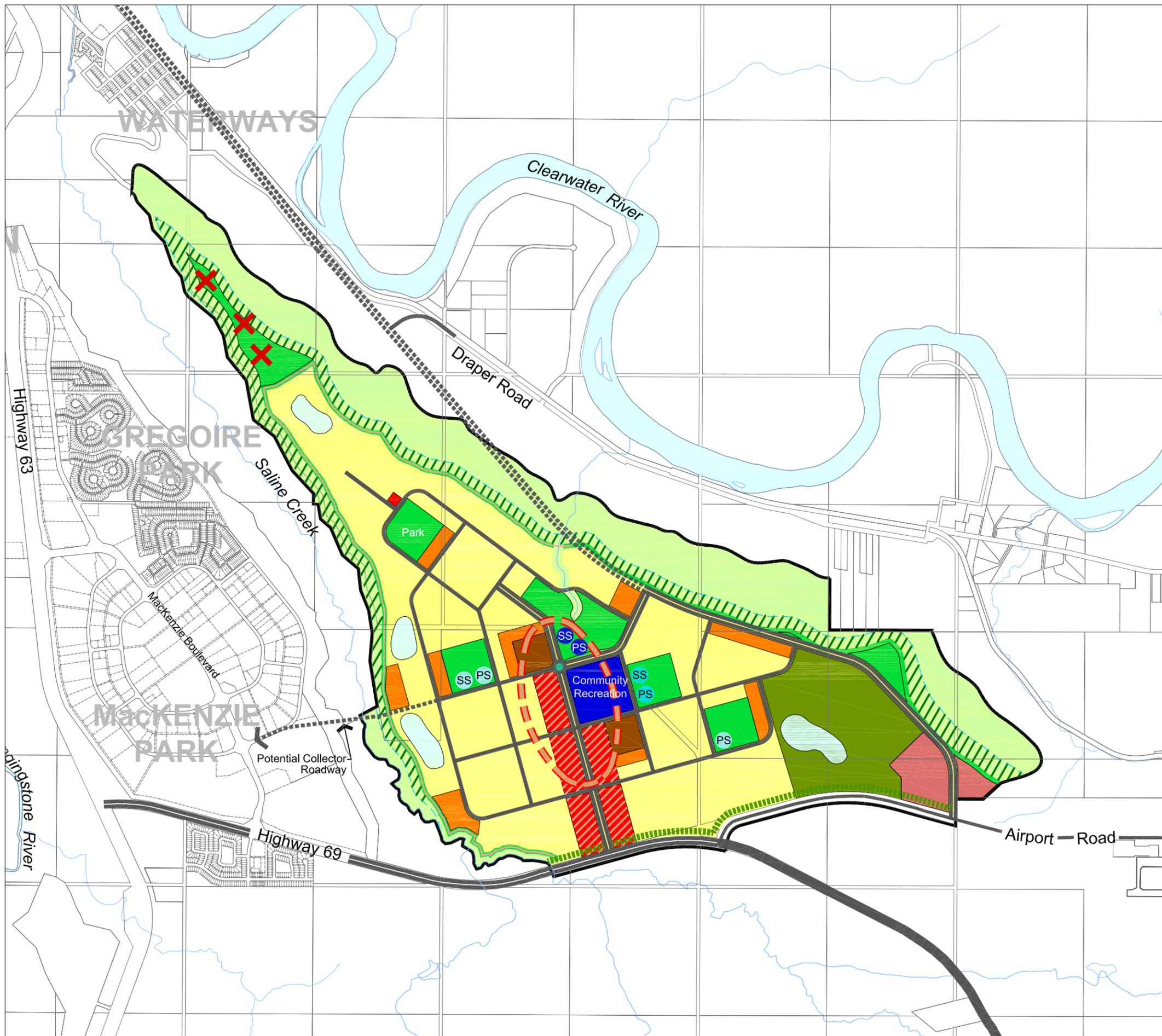


Map 6 Development Concept

Legend

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Convenience Commercial
- Airport Commercial
- Mixed Use - Office / Commercial / Residential
- Parks / Schools / Open Spaces
- PS / SS Public / Separate High School
- PS / SS Public / Separate Jr. High School
- PS / SS 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
- Possible Arterial Roadway Alignment
- Collector Roadway
- Potential Collector Roadway
- Firesmart Roadway
- 30m Landscaped Highway Buffer
- X Existing Transmission Tower
- Village Centre
- ASP Boundary

NOTE: All roadway locations are approximate and intended to be used for presentation purposes only.



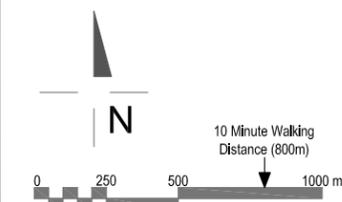
Saline Creek Plateau Area Structure Plan

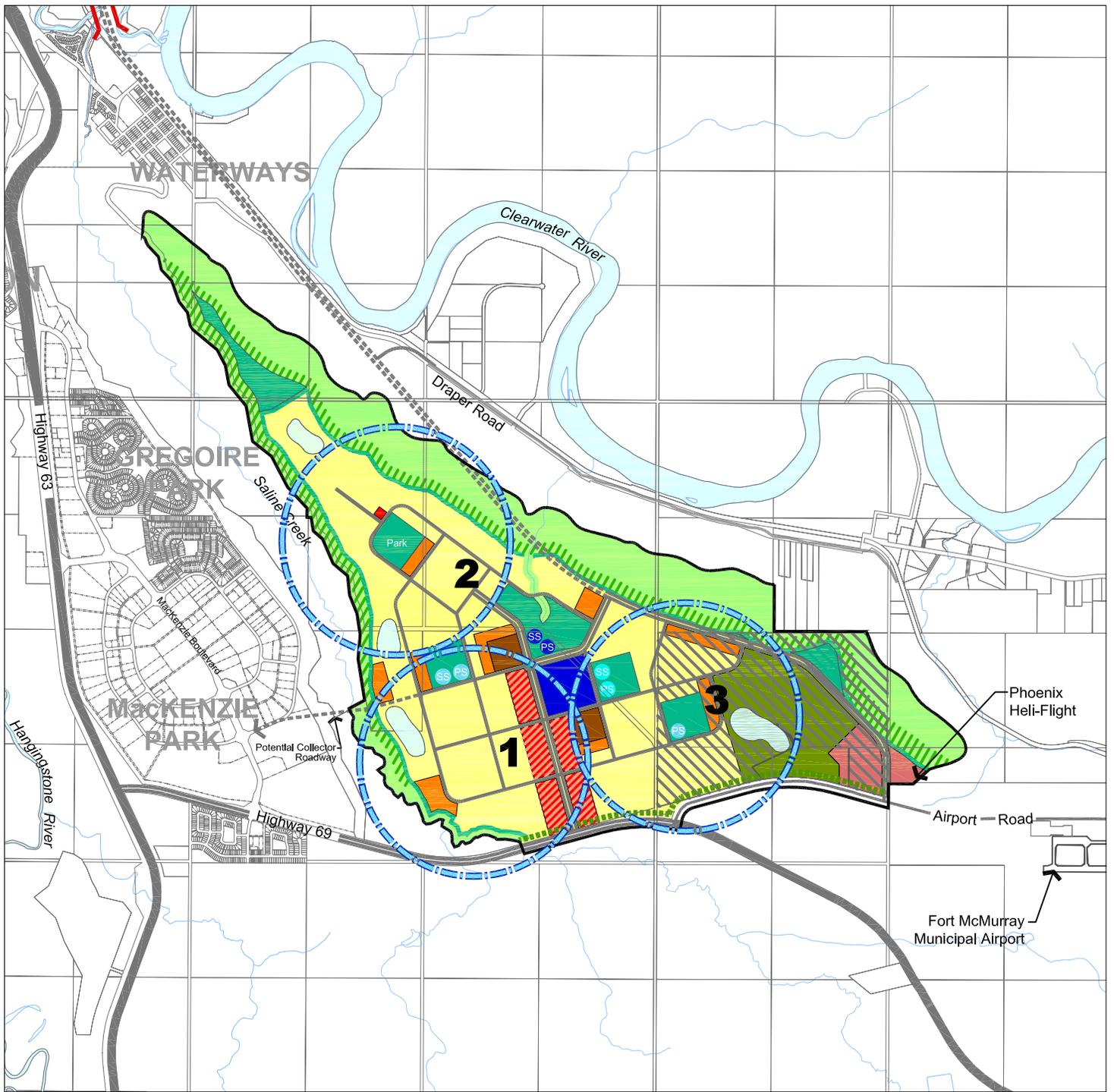
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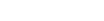


Date: April, 2007





Legend

-  Rotary Club Lease Area
- 1** Neighbourhood Cell Number
-  10 Minute Walking Distance (800m)
-  Highway
-  Arterial Roadway
-  Possible Arterial Roadway Alignment
-  Collector Roadway
-  Potential Collector Roadway

-  Rivers
-  ASP Boundary

NOTE: See Figure 6 - Development Concept for the complete future land use legend.

Map 7 Neighbourhood Units



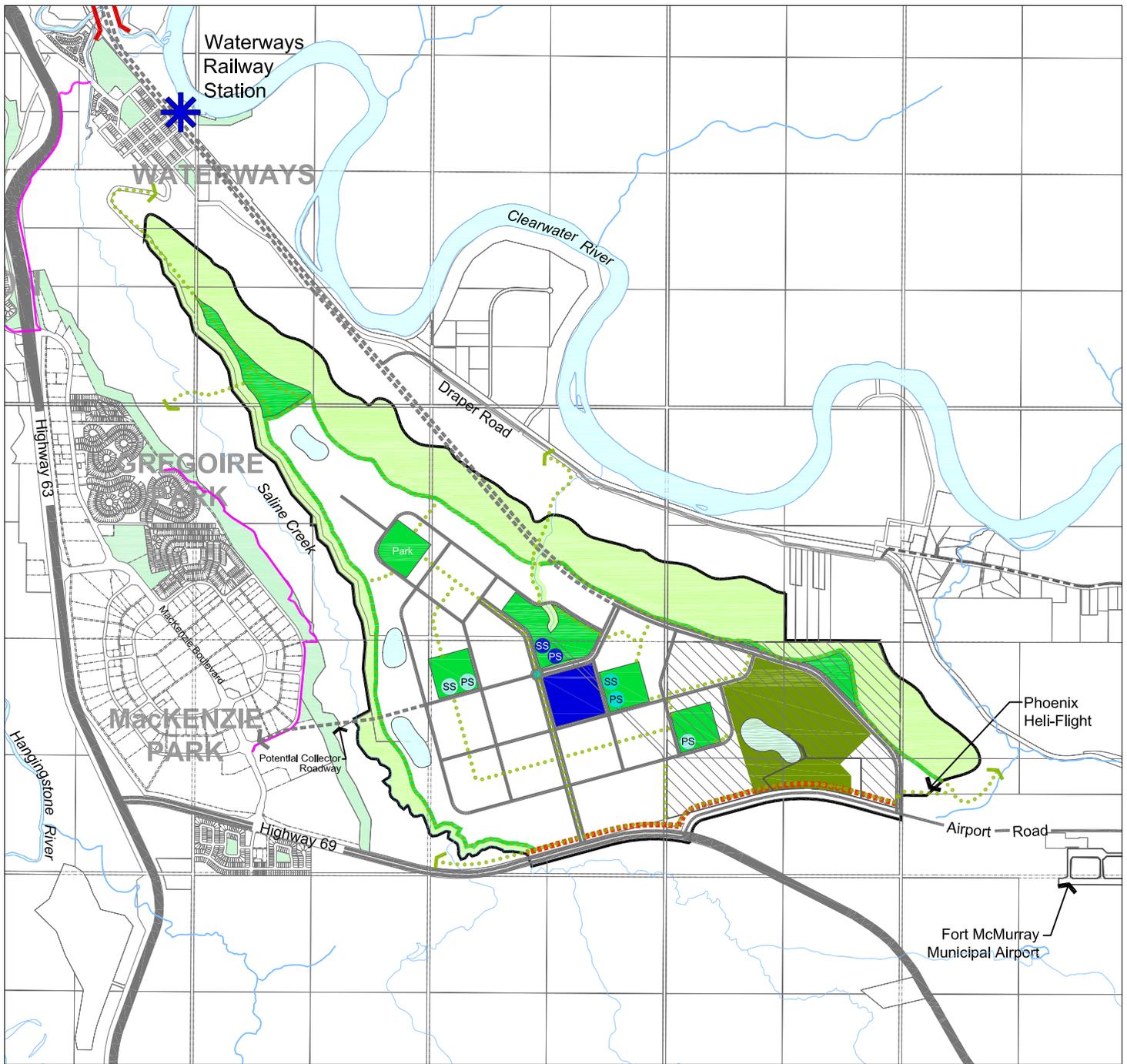
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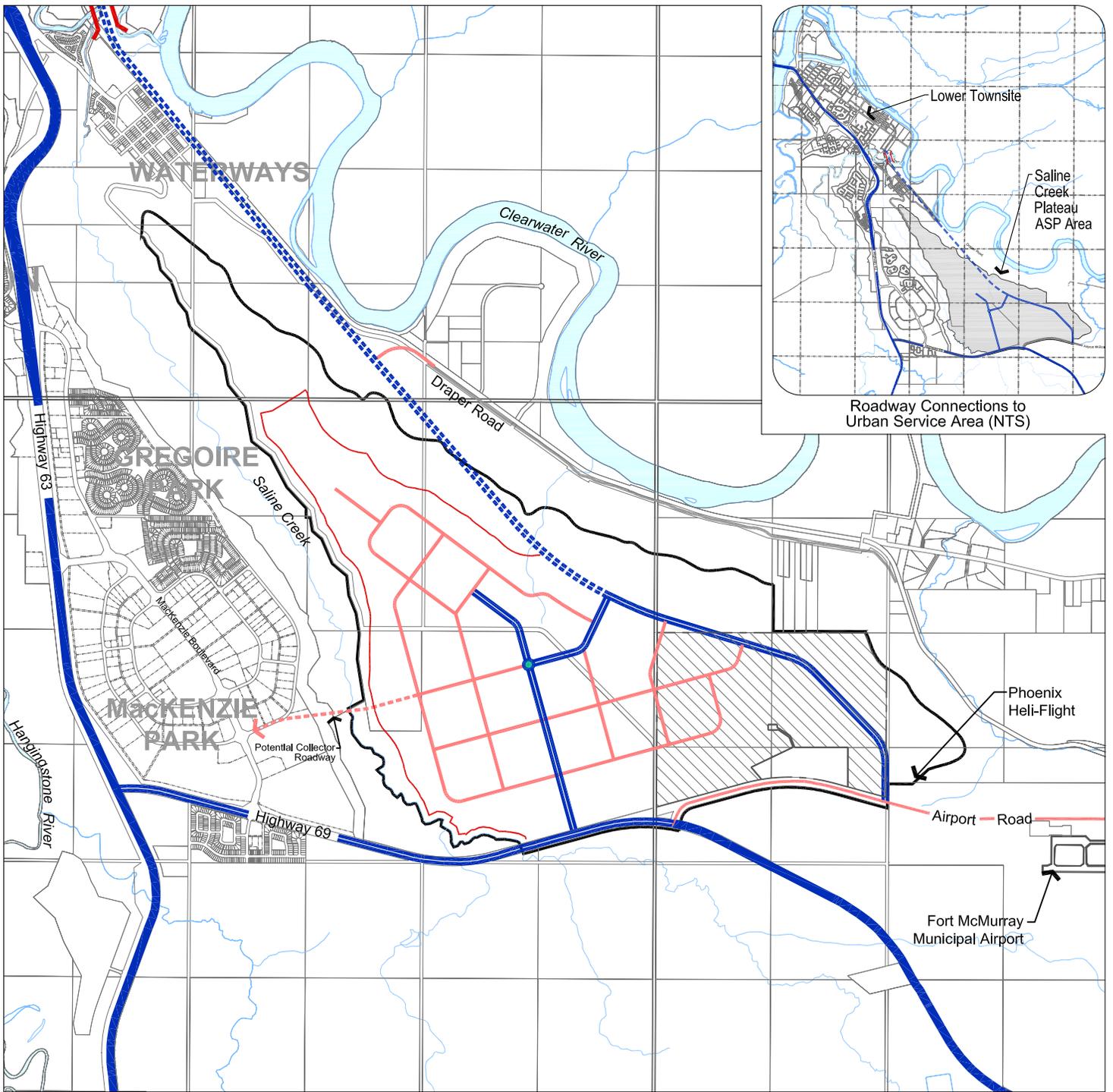
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| | Rotary Club Lease Area | | 30m Landscaped Highway Buffer |
| | Existing Open Space | | Highway |
| | Environmental Reserve | | Arterial Roadway |
| | Parks / Schools / Open Spaces | | Possible Arterial Roadway Alignment |
| | Community Recreation | | Collector Roadway |
| | Stormwater Management Facility | | Potential Collector Roadway |
| | Golf Course | | Rivers |
| | Urban Connectors | | ASP Boundary |
| | Potential Pathways | | |

Map 8 Open Space System



Saline Creek Plateau Area Structure Plan





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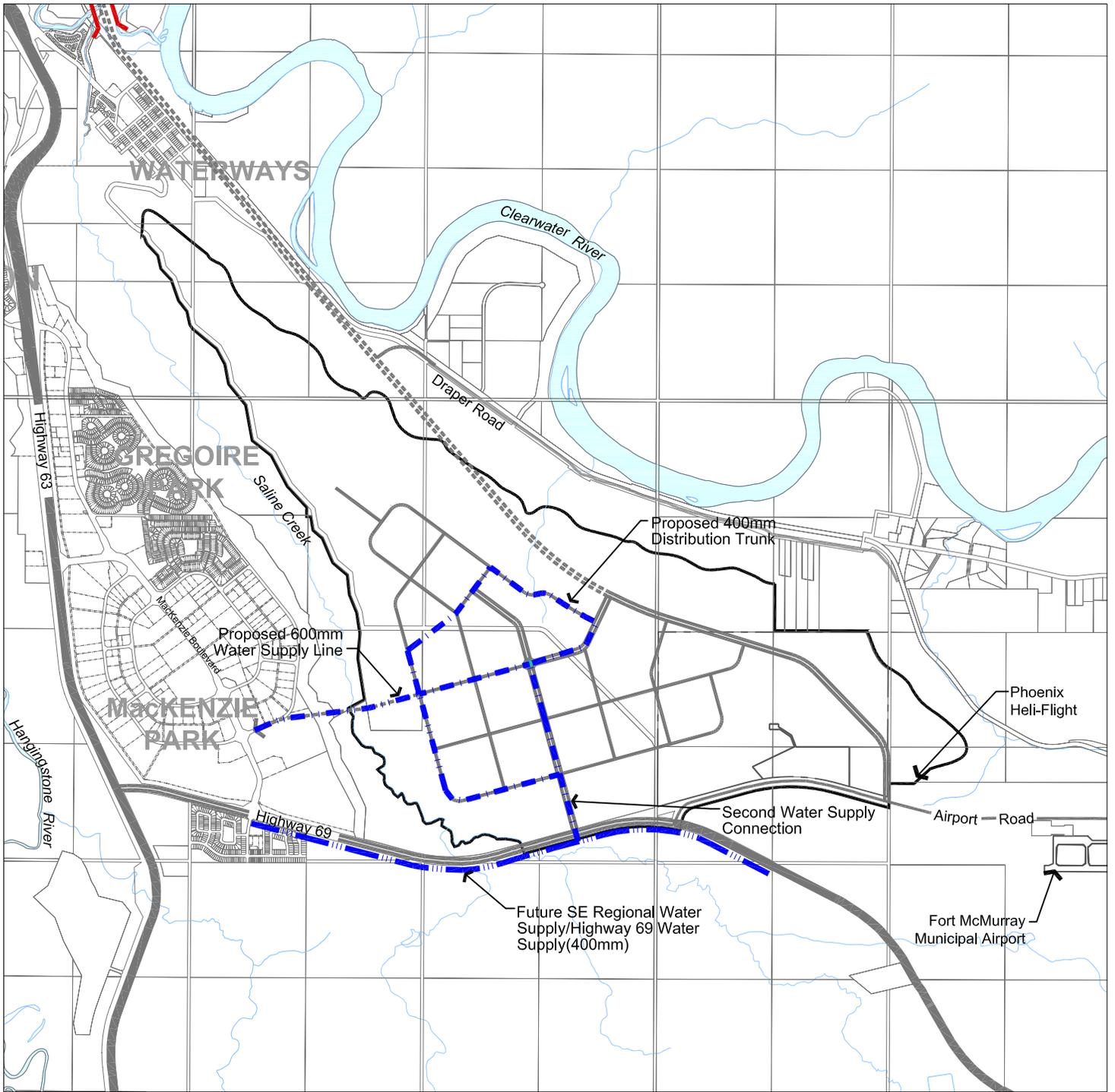
-  Rotary Club Lease Area
-  Highway
-  Future Arterial Roadway
-  Possible Arterial Roadway Alignment
-  Future Collector Roadway
-  Potential Future Collector Roadway
-  Future Firesmart Roadway
-  Proposed Bridge Crossing
-  Rivers
-  ASP Boundary

Map 9 Transportation



Saline Creek Plateau Area Structure Plan





Legend

- | | | | |
|--|-------------------------------------|---|--------------|
|  | Proposed 400mm Watermains |  | Rivers |
|  | Proposed 500mm or 600mm Watermains |  | ASP Boundary |
|  | Future SE Regional Water Supply | | |
|  | Highway | | |
|  | Arterial Roadway | | |
|  | Possible Arterial Roadway Alignment | | |
|  | Collector Roadway | | |
|  | Potential Collector Roadway | | |

Map 10 Water Servicing



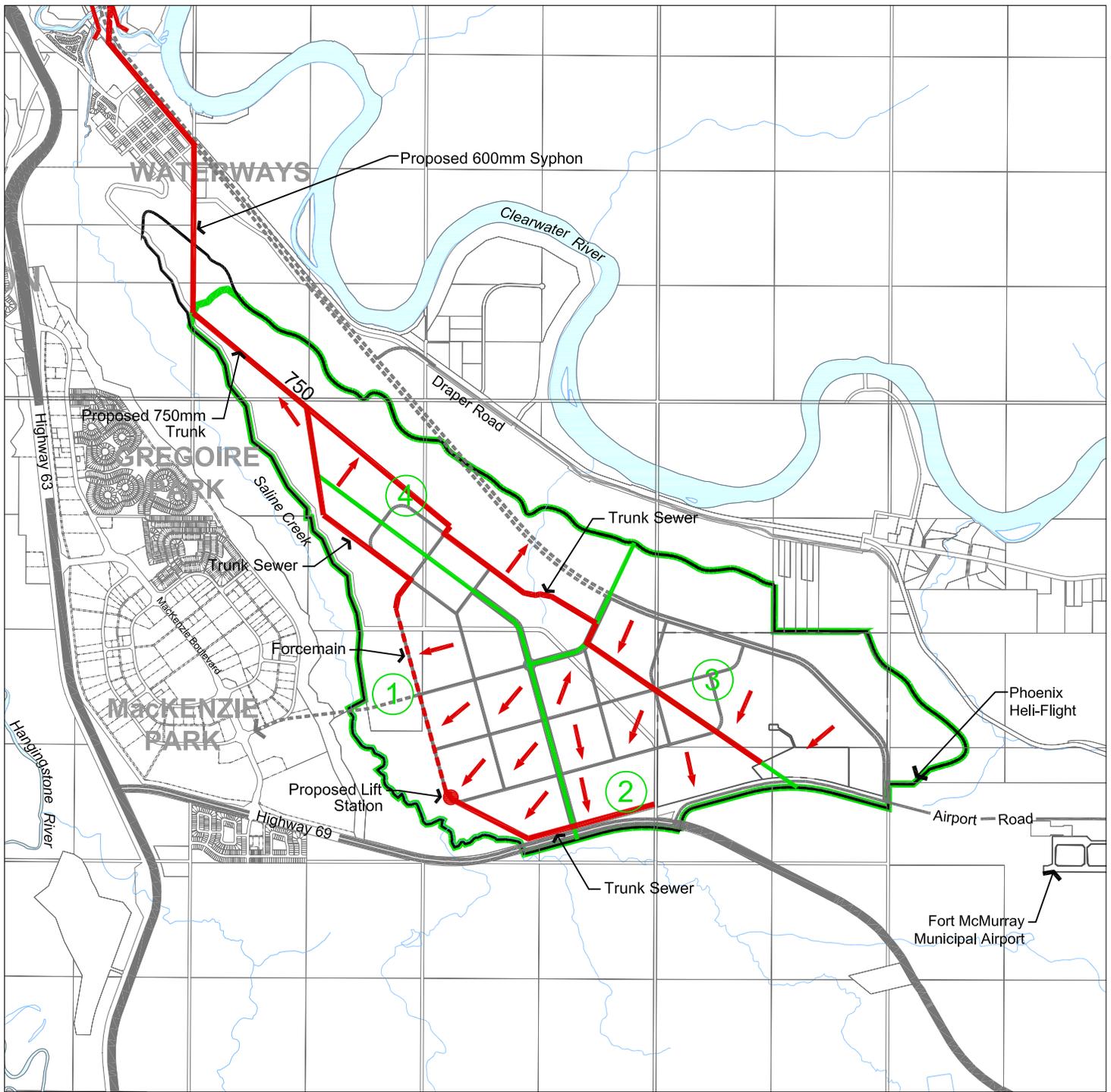
Saline Creek Plateau Area Structure Plan



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| | Proposed Sanitary Trunk Sewer | | Collector Roadway |
| | Proposed Sanitary Forcemain | | Potential Collector Roadway |
| | Catchment Number | | Rivers |
| | Catchment Area Boundary | | ASP Boundary |
| | Drainage Pattern | | |
| | Highway | | |
| | Arterial Roadway | | |
| | Possible Arterial Roadway Alignment | | |

Map 11 Sanitary Servicing



Saline Creek Plateau Area Structure Plan

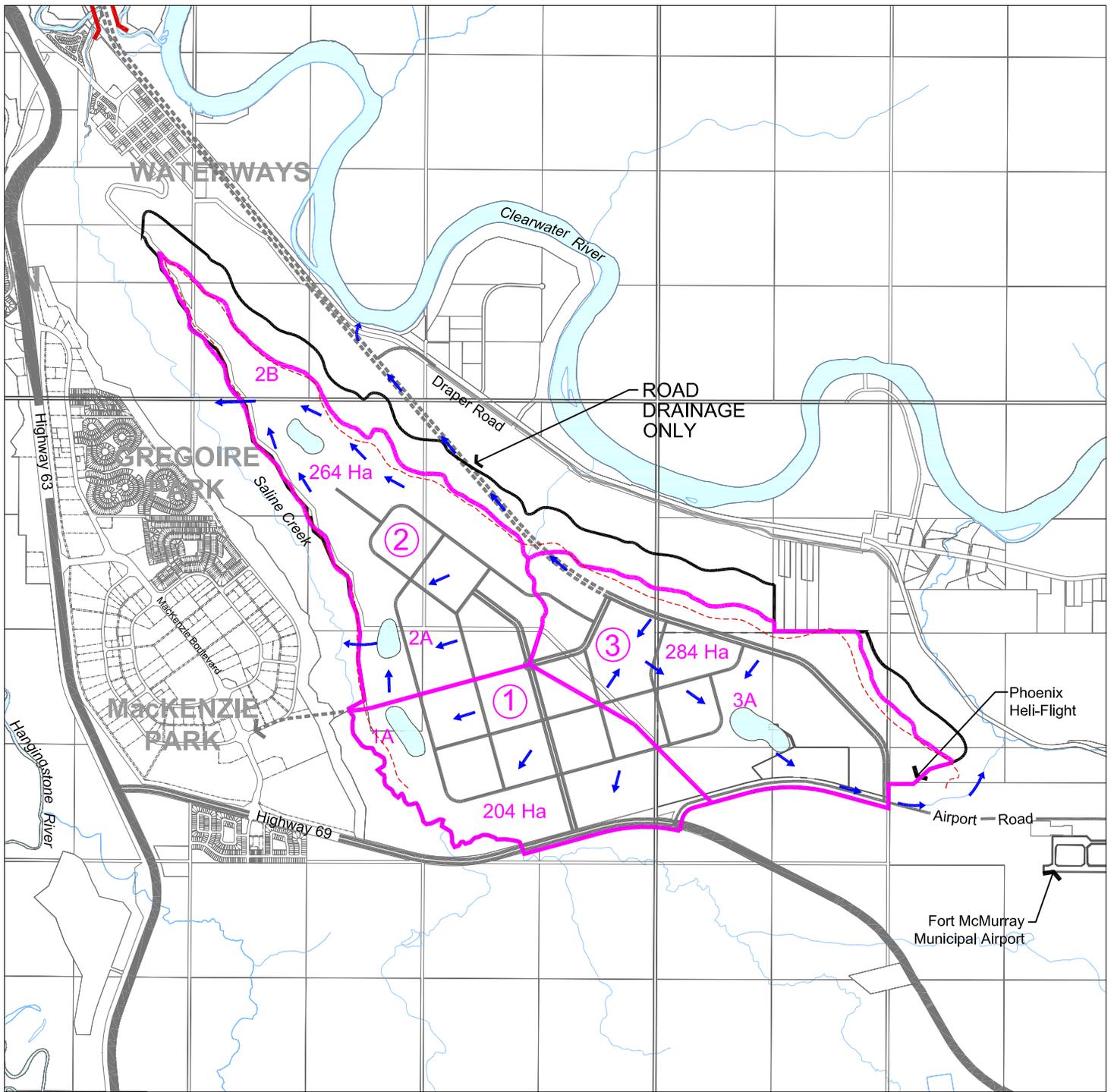


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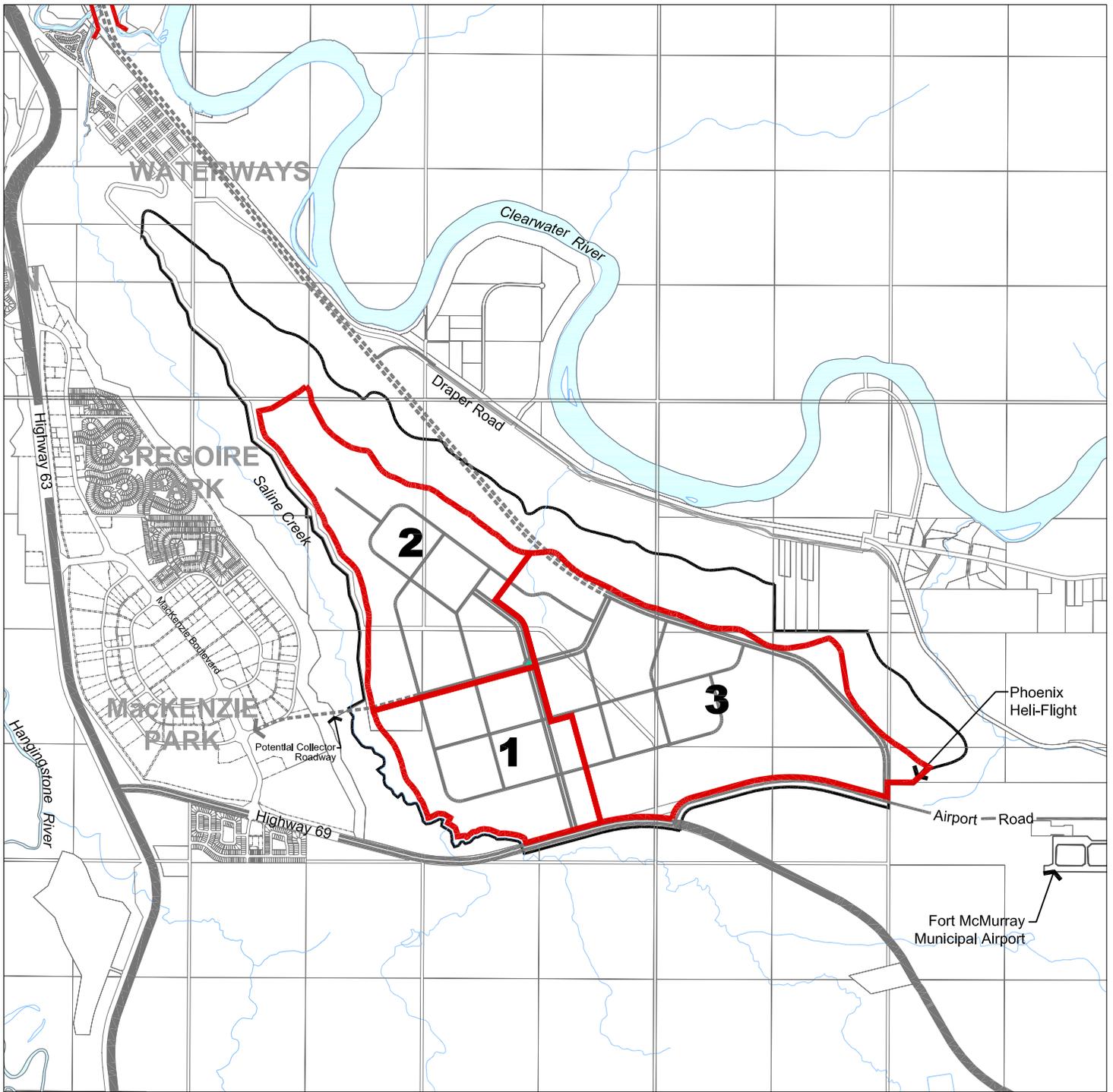
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|--|---------------------------------------|--|-------------------------------------|
| | Stormwater Management Facility | | Possible Arterial Roadway Alignment |
| | Catchment Number | | Collector Roadway |
| | Catchment Area Boundary | | Potential Collector Roadway |
| | Stormwater Management Flow Connection | | Rivers |
| | Overland Flow Direction | | ASP Boundary |
| | Top of Bank | | |
| | Highway | | |
| | Arterial Roadway | | |

Map 12 Stormwater Management



Saline Creek Plateau Area Structure Plan





Legend

- Staging Boundary
- ASP Boundary
- 2** Stage Number
- Highway
- Arterial Roadway
- Possible Arterial Roadway Alignment
- Collector Roadway
- Potential Collector Roadway
- ~ Rivers

Map 13
Staging



Saline Creek Plateau
Area Structure Plan



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**APPENDIX A: LAND USE AND POPULATION STATISTICS
SALINE CREEK PLATEAU AREA STRUCTURE PLAN**

	Area (ha)	% of GDA
GROSS AREA	862.3	
Arterial Roadways	31.5	
Highway 69	16.4	
Environmental Reserve		
<i>Slope</i>	155.7	
<i>Slope Setback</i>	75.3	
<i>Stream Buffer</i>	3.1	
	<hr/>	
	234.1	
Recreational Uses		
<i>Golf Course</i>	63.3	
	<hr/>	
	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	
	<hr/>	
	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	
	<hr/>	
	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%
	<hr/>	
	282.6	54.66%
Residential Developable Area	234.4	45.34%

RESIDENTIAL LAND USE ANALYSIS

	Density (units/			Persons/ Unit	Population
	Area (ha)	ha)	Units		
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	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
	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.

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Community Services
Date:	July 10, 2007
Subject:	Bylaw No. 07/006 - Debenture Borrowing Bylaw – Vista Ridge Lodge Expansion

ISSUE:

Approval of debenture borrowing, in the amount of \$758,600, for the expansion of the Vista Ridge Lodge.

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 expansion of the Vista Ridge Lodge. Section 251(1) of the Municipal Government Act requires that a bylaw be passed approving debenture financing for capital projects.

ATTACHMENTS:

1. Bylaw No. 07/006
2. Amortization Schedule
3. 2007 Capital Budget Request Sheet

ADMINISTRATIVE RECOMMENDATION:

1. THAT Bylaw No. 07/006, being a debenture borrowing bylaw for the Vista Ridge Lodge Expansion, be read a second time.
2. THAT Bylaw No. 07/006 be read a third and final time.

BYLAW NO. 07/006

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 SEVEN HUNDRED FIFTY EIGHT THOUSAND SIX HUNDRED DOLLARS (\$758,600.00) FOR THE PURPOSE OF THE VISTA RIDGE LODGE EXPANSION.

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 Vista Ridge Lodge expansion;

WHEREAS the Regional Municipality of Wood Buffalo has made plans, specifications and estimates for the project and confirms the total cost of the Vista Ridge Lodge expansion is \$1,054,600.00.

WHEREAS in order to complete the said project, it will be necessary for the Regional Municipality of Wood Buffalo to borrow the sum of \$758,600.00, 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 Vista Ridge Lodge expansion the sum of SEVEN HUNDRED FIFTY EIGHT THOUSAND SIX HUNDRED DOLLARS (\$758,600.00) 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 \$758,600.00 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 Vista Ridge Lodge expansion.
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 12th day of June, A.D. 2007.

READ A SECOND TIME THIS _____ DAY OF _____, 2007.

READ A THIRD AND FINAL TIME THIS _____ DAY OF _____, 2007.

SIGNED AND PASSED THIS _____ DAY OF _____, 2007.

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER

Debenture Schedule

principal	\$758,600.00
interest	6.00%
term	20
payments	\$66,138.20

year	bal.begin	interest	payment	principal	balance end
					\$758,600.00
1	\$758,600.00	\$45,516.00	\$66,138.20	\$20,622.20	\$737,977.80
2	\$737,977.80	\$44,278.67	\$66,138.20	\$21,859.54	\$716,118.26
3	\$716,118.26	\$42,967.10	\$66,138.20	\$23,171.11	\$692,947.15
4	\$692,947.15	\$41,576.83	\$66,138.20	\$24,561.38	\$668,385.77
5	\$668,385.77	\$40,103.15	\$66,138.20	\$26,035.06	\$642,350.71
6	\$642,350.71	\$38,541.04	\$66,138.20	\$27,597.16	\$614,753.55
7	\$614,753.55	\$36,885.21	\$66,138.20	\$29,252.99	\$585,500.56
8	\$585,500.56	\$35,130.03	\$66,138.20	\$31,008.17	\$554,492.39
9	\$554,492.39	\$33,269.54	\$66,138.20	\$32,868.66	\$521,623.73
10	\$521,623.73	\$31,297.42	\$66,138.20	\$34,840.78	\$486,782.95
11	\$486,782.95	\$29,206.98	\$66,138.20	\$36,931.23	\$449,851.72
12	\$449,851.72	\$26,991.10	\$66,138.20	\$39,147.10	\$410,704.62
13	\$410,704.62	\$24,642.28	\$66,138.20	\$41,495.93	\$369,208.69
14	\$369,208.69	\$22,152.52	\$66,138.20	\$43,985.68	\$325,223.00
15	\$325,223.00	\$19,513.38	\$66,138.20	\$46,624.82	\$278,598.18
16	\$278,598.18	\$16,715.89	\$66,138.20	\$49,422.31	\$229,175.87
17	\$229,175.87	\$13,750.55	\$66,138.20	\$52,387.65	\$176,788.21
18	\$176,788.21	\$10,607.29	\$66,138.20	\$55,530.91	\$121,257.30
19	\$121,257.30	\$7,275.44	\$66,138.20	\$58,862.77	\$62,394.53
20	\$62,394.53	\$3,743.67	\$66,138.20	\$62,394.53	\$0.00
		Interest	Debenture Cost	Principal	
	Total	\$564,164.10	\$1,322,764.10	\$758,600.00	

**Regional Municipality of Wood Buffalo
Capital Budget Amendment Request
2007**

CURRENT PROJECT NAME: Vista Ridge Lodge Expansion 2007

AMENDED PROJECT NAME:

SPONSOR DEPARTMENT: Community Services

Project Amendment

SPONSOR DIVISION: Community Development

CURRENT PROJECT BUDGET

Select current funding status

Current Priority Score

48

<i>Year</i>	<i>Annual Cost</i>	<i>Fed Grants</i>	<i>Prov Grants</i>	<i>Reserves</i>	<i>Operating Budget</i>	<i>Other Sources</i>	<i>Debenture Financed</i>
<i>Prior</i>	-						
<i>2007</i>	1,054,600		146,000			50,000	858,600
<i>2008</i>	-						
<i>Thereafter</i>	-						
TOTAL	1,054,600	-	146,000	-	-	50,000	858,600

DESCRIPTION/REASONS FOR BUDGET AMENDMENT

To reflect the \$100,000 funding from the Community Enhancement Initiative of Saprea Creek that will be used to finance the project; making the debenture financing to go down to \$758,600 from the approved \$858,600

AMENDED PROJECT BUDGET (Only required if project is new, deferred, or amended)

Select amended funding status

Amended Priority Score

48

<i>Year</i>	<i>Annual Cost</i>	<i>Fed Grants</i>	<i>Prov Grants</i>	<i>Reserves</i>	<i>Operating Budget</i>	<i>Other Sources</i>	<i>Debenture Financed</i>
<i>Prior</i>	-						
<i>2007</i>	1,054,600		146,000			150,000	758,600
<i>2008</i>	-						
<i>Thereafter</i>	-						
TOTAL	1,054,600	-	146,000	-	-	150,000	758,600

ADDITIONAL INFORMATION

Sponsor Department _____

Project Lead _____

PLEASE NOTE: Deferred projects must follow the budget process. Deferring a project to a future year does not grant pre-budget approval for that project.

CAPITAL PRIORITY SCORE

Vista Ridge Lodge Expansion 2007

HIGH PRIORITY - Project has incurred costs or will need to start in the first year of the 5-year capital plan

MEDIUM PRIORITY - Project does not need to start until the second or third year of 5-year capital plan

LOW PRIORITY - Project does not need to start until the fourth or fifth year of 5-year capital plan

NOT APPLICABLE - Criterion does not apply to this capital project

		High Yr 1	Medium Yr 2 or 3	Low Yr 4 or 5	N/A	Score
		6	3	1	0	
Criteria						
Health or Safety Issue	7					0
Legislation Changes	6					0
Maintain Existing Assets	5	X				30
Maintain Current Service Levels	4					0
Increase Efficiencies	3	X				18
Increase Level of Existing Service	2					0
New Service	1					0
Total Priority Score						48

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Community Services
Date:	July 10, 2007
Subject:	Bylaw No. 07/048 - Debenture Borrowing Bylaw Amendment – MacDonald Island Redevelopment Project

ISSUE:

Approval to amend the MacDonald Island Redevelopment Project Debenture Borrowing Bylaw No. 06/010, by increasing borrowing by \$36,640,279.00.

REFERENCE:

1. Municipal Government Act Section 251(1)
2. May 8, 2007, MacDonald Island Park Redevelopment Project Budget Amendment Report

HISTORY:

The MacDonald Island Redevelopment project was approved in the 2005 Capital Budget and requires a Debenture Borrowing Bylaw amendment. It is a multi-year project that commenced in 2006 and is presently under construction.

ANALYSIS:

On May 8, 2007, Regional Council approved the MacDonald Island Park Redevelopment Project Budget amendment. The Municipal Government Act Section 251(1) requires Regional Council to pass Bylaws approving Debenture Financing for Capital Projects.

ATTACHMENTS:

1. Bylaw No. 07/048
2. Amortization Schedule

ADMINISTRATIVE RECOMMENDATION:

1. THAT Bylaw No. 07/048, being an amendment to Debenture Borrowing Bylaw No. 06/010 for the MacDonald Island Redevelopment Project, be read a second time.
2. THAT Bylaw No. 07/048 be read a third and final time.

BYLAW NO. 07/048

WHEREAS the Municipal Council of the Regional Municipality of Wood Buffalo has passed Bylaw No. 06/010 authorizing the issuance of a debenture of EIGHTY MILLION SEVEN HUNDRED TWELVE THOUSAND THREE HUNDRED SEVENTY-FOUR (80,712,374.00) xx/100 DOLLARS in respect of the project known as the MacDonald Island Redevelopment, the total cost of which project is estimated to be ONE HUNDRED SIX MILLION EIGHT HUNDRED TWELVE THOUSAND THREE HUNDRED SEVENTY-FOUR (\$106,812,374.00) xx/100 DOLLARS;

AND WHEREAS the Council of the Regional Municipality of Wood Buffalo wishes to increase the amount of borrowing authorized in respect of the aforesaid project;

NOW, THEREFORE, the Municipal Council of the Regional Municipality of Wood Buffalo, duly assembled, enacts as follows:

1. The purpose of this Bylaw is to authorize the borrowing of additional monies to finance the cost of the project known as the MacDonald Island Redevelopment (the "Project");
2. The authorized expenditure for the Project is hereby increased from ONE HUNDRED SIX MILLION EIGHT HUNDRED TWELVE THOUSAND THREE HUNDRED SEVENTY-FOUR (\$106,812,374.00) xx/100 DOLLARS authorized by Bylaw 06/010 to ONE HUNDRED FORTY-SEVEN MILLION SEVENTY-SEVEN THOUSAND TWENTY-SEVEN (\$147,077,027.00) xx/100 DOLLARS;
3. The borrowing in the amount of EIGHTY MILLION SEVEN HUNDRED TWELVE THOUSAND THREE HUNDRED SEVENTY-FOUR (\$80,712,374.00) xx/100 DOLLARS for the Project authorized by Bylaw 06/010 is hereby increased by THIRTY-SIX MILLION SIX HUNDRED FOURTY THOUSAND TWO HUNDRED SEVENTY-NINE (\$36,640,279.00) xx/100 DOLLARS to ONE HUNDRED SEVENTEEN MILLION THREE HUNDRED FIFTY-TWO THOUSAND SIX HUNDRED FIFTY-THREE (\$117,352,653.00) xx/100 DOLLARS;
4. The maximum rate of interest of the borrowing hereby authorized will be the same as authorized by Bylaw 06/010, namely 14% per annum;
5. The term of the borrowing hereby authorized will be the same as authorized by Bylaw 06/010, 25 (twenty-five) years;
6. The terms of repayment of the borrowing authorized hereby will be the same as Bylaw 06/010, either annual or semi-annual payments;
7. The sources of money to be used to pay the principal and interest owing under the borrowing hereby authorized will be the same as those authorized under Bylaw 06/010;
8. Bylaw 06/010 is hereby amended in accordance with the terms of this Amending Bylaw;

9. This Amending Bylaw shall be advertised in accordance with requirements of the *Municipal Government Act*, SA 2000, c. M-26, as amended.
10. This bylaw shall be passed and become effective when it receives third reading and is signed by the Mayor and Chief Legislative Officer.

READ a first time in Council this 12th day of June, A.D. 2007.

READ a second time in Council this _____ day of _____, 2007.

READ a third time in Council this _____ day of _____, 2007.

SIGNED and PASSED this _____ day of _____, 2007.

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER

Debenture Schedule

MacDonald Island Redevelopment

Principal	\$117,352,653.00
Interest	6.00%
Term	25
Payments	\$9,180,112.92

Year	Beginning Balance	Interest	Payment	Principal	End Balance
					\$117,352,653.00
1	\$117,352,653.00	\$7,041,159.18	\$9,180,112.92	\$2,138,953.74	\$115,213,699.26
2	\$115,213,699.26	\$6,912,821.96	\$9,180,112.92	\$2,267,290.96	\$112,946,408.30
3	\$112,946,408.30	\$6,776,784.50	\$9,180,112.92	\$2,403,328.42	\$110,543,079.88
4	\$110,543,079.88	\$6,632,584.79	\$9,180,112.92	\$2,547,528.12	\$107,995,551.76
5	\$107,995,551.76	\$6,479,733.11	\$9,180,112.92	\$2,700,379.81	\$105,295,171.94
6	\$105,295,171.94	\$6,317,710.32	\$9,180,112.92	\$2,862,402.60	\$102,432,769.34
7	\$102,432,769.34	\$6,145,966.16	\$9,180,112.92	\$3,034,146.76	\$99,398,622.59
8	\$99,398,622.59	\$5,963,917.36	\$9,180,112.92	\$3,216,195.56	\$96,182,427.02
9	\$96,182,427.02	\$5,770,945.62	\$9,180,112.92	\$3,409,167.30	\$92,773,259.73
10	\$92,773,259.73	\$5,566,395.58	\$9,180,112.92	\$3,613,717.33	\$89,159,542.39
11	\$89,159,542.39	\$5,349,572.54	\$9,180,112.92	\$3,830,540.37	\$85,329,002.02
12	\$85,329,002.02	\$5,119,740.12	\$9,180,112.92	\$4,060,372.80	\$81,268,629.22
13	\$81,268,629.22	\$4,876,117.75	\$9,180,112.92	\$4,303,995.16	\$76,964,634.06
14	\$76,964,634.06	\$4,617,878.04	\$9,180,112.92	\$4,562,234.87	\$72,402,399.18
15	\$72,402,399.18	\$4,344,143.95	\$9,180,112.92	\$4,835,968.97	\$67,566,430.22
16	\$67,566,430.22	\$4,053,985.81	\$9,180,112.92	\$5,126,127.10	\$62,440,303.11
17	\$62,440,303.11	\$3,746,418.19	\$9,180,112.92	\$5,433,694.73	\$57,006,608.38
18	\$57,006,608.38	\$3,420,396.50	\$9,180,112.92	\$5,759,716.41	\$51,246,891.97
19	\$51,246,891.97	\$3,074,813.52	\$9,180,112.92	\$6,105,299.40	\$45,141,592.57
20	\$45,141,592.57	\$2,708,495.55	\$9,180,112.92	\$6,471,617.36	\$38,669,975.20
21	\$38,669,975.20	\$2,320,198.51	\$9,180,112.92	\$6,859,914.41	\$31,810,060.80
22	\$31,810,060.80	\$1,908,603.65	\$9,180,112.92	\$7,271,509.27	\$24,538,551.53
23	\$24,538,551.53	\$1,472,313.09	\$9,180,112.92	\$7,707,799.83	\$16,830,751.70
24	\$16,830,751.70	\$1,009,845.10	\$9,180,112.92	\$8,170,267.82	\$8,660,483.88
25	\$8,660,483.88	\$519,629.03	\$9,180,112.92	\$8,660,483.88	\$0.00
	Total	Interest	Payment	Principal	
		\$112,150,169.94	\$229,502,822.94	\$117,352,653.00	

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Community Services
Date:	July 10, 2007
Subject:	Bylaw No. 07/041- Debenture Borrowing Bylaw – Rural Core Amenities 2007

ISSUE:

Approval of Debenture Bylaw No. 07/041 to upgrade core recreation facilities in the rural communities of Anzac and Sapræ Creek.

REFERENCE:

1. Municipal Government Act Section 251(1)

HISTORY:

The Rural Core Amenities project was approved in the 2007 Capital Budget in the amount of \$1,525,000. Rural Core Amenity Upgrades were identified as a priority in the Parks & Outdoor Recreation Master Plan.

Development proposed for Sapræ Creek includes the rehabilitation of a sportsfield, upgrading of one playground, resurfacing of the outdoor skating rink pad and the addition of placemaking features such as; signage, banners, trails and site fixtures. The total estimated cost is \$475,000.

Development proposed for Anzac includes resurfacing of the outdoor skating rink pad, installation of new rink boards and the addition of placemaking features such as; signage, banners, trails and site fixtures. The total estimated cost is \$350,000.

Although sportsfield restoration and construction for Anzac core amenities was planned for 2007, it needs to be deferred due to the Northland School Division building a new school on the site where the improvements were planned. This will result in the delay of the construction of one new slo-pitch diamond, two new soccer pitches and the development of other landscape and park amenities until a replacement site is identified.

Fort McKay core amenities planned for 2007 must also be deferred as a result of an on-going land settlement with the Fort McKay First Nation.

Deferral of these projects will result in a reduction of \$700,000 in the proposed 2007 project cost.

ANALYSIS:

This is the second phase of the rural core amenities project designed to increase outdoor recreational opportunities as approved by Council on December 12, 2006. The purpose of this report is to reduce the budget by \$700,000 due to the deferral of projects and approve the debenture borrowing by-law.

ATTACHMENTS:

1. Bylaw No. 07/041
2. Amortization Schedule
3. Capital Budget Amendment

ADMINISTRATIVE RECOMMENDATION:

1. THAT the 2007 Capital Budget (approved on December 12th, 2006) Rural Core Amenities project be decreased by \$700,000 for a total project of \$825,000 as identified in Attachment 3 – Capital Budget Amendment, July 10, 2007.
2. THAT Bylaw No. 07/041, being a borrowing bylaw for the Rural Core Amenities, be read for a first time.

BYLAW NO. 07/041

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 EIGHT HUNDRED TWENTY FIVE THOUSAND DOLLARS (\$825,000.00) FOR THE PURPOSE OF THE RURAL CORE AMENITIES.

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 Rural Core Amenities;

WHEREAS the Regional Municipality of Wood Buffalo has made plans, specifications and estimates for the project and confirms the total cost of the Rural Core Amenities is \$825,000.00.

WHEREAS in order to complete the said project, it will be necessary for the Regional Municipality of Wood Buffalo to borrow the sum of \$825,000.00, 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 Rural Core Amenities the sum of EIGHT HUNDRED TWENTY FIVE THOUSAND DOLLARS (\$825,000.00) 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 \$825,000.00 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 Rural Core Amenities.
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 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

Rural Core Amenities

Principal	\$825,000.00
Interest	6.00%
Term	10
Payments	\$112,091.07

Year	Beginning Balance	Interest	Payment	Principal	End Balance
					\$825,000.00
1	\$825,000.00	\$49,500.00	\$112,091.07	\$62,591.07	\$762,408.93
2	\$762,408.93	\$45,744.54	\$112,091.07	\$66,346.53	\$696,062.41
3	\$696,062.41	\$41,763.74	\$112,091.07	\$70,327.32	\$625,735.08
4	\$625,735.08	\$37,544.11	\$112,091.07	\$74,546.96	\$551,188.12
5	\$551,188.12	\$33,071.29	\$112,091.07	\$79,019.78	\$472,168.35
6	\$472,168.35	\$28,330.10	\$112,091.07	\$83,760.96	\$388,407.38
7	\$388,407.38	\$23,304.44	\$112,091.07	\$88,786.62	\$299,620.76
8	\$299,620.76	\$17,977.25	\$112,091.07	\$94,113.82	\$205,506.94
9	\$205,506.94	\$12,330.42	\$112,091.07	\$99,760.65	\$105,746.29
10	\$105,746.29	\$6,344.78	\$112,091.07	\$105,746.29	\$0.00
	Total	Interest \$295,910.66	Payment \$1,120,910.66	Principal \$825,000.00	

**Regional Municipality of Wood Buffalo
Capital Budget Amendment Request, July 10, 2007
2007**

Attachment 3

CURRENT PROJECT NAME: Rural Core Amenities
 AMENDED PROJECT NAME: Rural Core Amenities
 SPONSOR DEPARTMENT: Community Services
 SPONSOR DIVISION: Parks

Project Amendment

CURRENT PROJECT BUDGET

Funded capital project

Current Priority Score
61

<i>Year</i>	<i>Annual Cost</i>	<i>Fed Grants</i>	<i>Prov Grants</i>	<i>Reserves</i>	<i>Operating Budget</i>	<i>Other Sources</i>	<i>Debt/ure Financed</i>
<i>Prior</i>	-						
<i>2007</i>	1,525,000						1,525,000
<i>2008</i>	-						
<i>Thereafter</i>	-						
TOTAL	1,525,000	-	-	-	-	-	1,525,000

DESCRIPTION/REASONS FOR BUDGET AMENDMENT

In Anzac the rehabilitation of a baseball field, construction of a soccer pitch must be deferred until 2008. The reason for this deferral is due to land availability in Anzac as a result of the construction of a new school on the existing park site. In Fort MacKay the rehabilitation of baseball and soccer fields, installation of rink boards, replacement of a playground structure and the addition of placemaking features must be deferred until 2009. This deferral is due to land issues arising in Fort MacKay as agreements must be established between Northland School and Fort MacKay First Nations prior to capital expenditures. The remaining items outlined in the approved 2007 Capital Budget for Rural Core Amenities will be completed this year. These items consist of rehabilitation of a sports field, upgrade one playground structure, asphalt resurfacing of outdoor rink pad, and additional placemaking features in Sapræe Creek. In Anzac the outdoor hockey rink and addition of placemaking features will be completed this year.

AMENDED PROJECT BUDGET (Only required if project is new, deferred, or amended)

Funded capital project

Amended Priority Score
54

<i>Year</i>	<i>Annual Cost</i>	<i>Fed Grants</i>	<i>Prov Grants</i>	<i>Reserves</i>	<i>Operating Budget</i>	<i>Other Sources</i>	<i>Debt/ure Financed</i>
<i>Prior</i>	-						
<i>2007</i>	825,000						825,000
<i>20__</i>	-						
<i>Thereafter</i>	-						
TOTAL	825,000	-	-	-	-	-	825,000

ADDITIONAL INFORMATION

Community Services
Sponsor Department

Beth Sinn, Parks and Recreation Technician
Project Lead

PLEASE NOTE: Deferred projects must follow the budget process. Deferring a project to a future year does not grant pre-budget approval for that project.

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor & Council
From:	Operations & Maintenance
Date:	July 10, 2007
Subject:	Bylaw No. 07/043 – Solid Waste Bylaw

ISSUE:

To update the Regional Municipality of Wood Buffalo (RMWB) Solid Waste Bylaw including changes in legislation and to clarify terminologies.

REFERENCE:

1. *Municipal Government Act*, RSA 2000 c.M -26
2. General Penalties Bylaw No. 98/028
3. Utility Rates Bylaw No. 06/0343

HISTORY:

The current Municipal Solid Waste Bylaw (Bylaw No. 01/061) was adopted in 2001. Since the bylaw has been adopted, several legislative changes have been implemented, and over time, some terminologies and various sections of the bylaw were noted as being somewhat ambiguous and requiring clarification. The existing bylaw was forwarded to Brownlee LLP, Barristers & Solicitors, for complete review and audit, which has resulted in numerous amendments.

ALTERNATIVES:

1. Adopt a new Solid Waste Bylaw.
2. Continue with current operations under the existing Bylaw.

ANALYSIS

The current Solid Waste Bylaw requires significant updating to address legislative changes, current technology and terminology. The legal review identified numerous changes which would necessitate extensive amendment. As such, it is recommended that a new bylaw be adopted.

The proposed Solid Waste Bylaw includes changes in the following key areas:

- Revision of previous seven (7) receptacles limit per week, to a new standard of four (4) receptacles limit per week for both urban and rural areas.
- Extra Waste Tag clause was added for those residents requiring additional collection services (\$1.00 per extra waste receptacle).

- Composting services are now included within the new bylaw. The current composting services are available at the Fort McMurray landfill facility. The composting services are set up to accept residential yard waste at no cost to the resident. In addition, the \$3.00 entry fee is waived for residents unloading of their compostable yard waste
- Addition of clauses addressing;
 - i. bin placement,
 - ii. number of receptacles per week,
 - iii. securing of lids to containers,
 - iv. transportation of waste,
 - v. liability of transporting unsecured waste, and
 - vi. disposal of animal waste at a regional disposal site;
- Clear definition of private development areas, mobile unit parks, mobile waste bins, and numerous other definitions which aid in clarifying the provisions of the bylaw;
- Defined requirements for waste containers; and
- Defined penalty schedule for noncompliance offences.

The proposed bylaw has been subject to extensive review by Administration and the Municipality’s legal counsel, and is supported by the Operations and Maintenance Department.

ADMINISTRATIVE RECOMMENDATION:

THAT Bylaw No. 07/043, being the Solid Waste Bylaw, be read a first time.

BYLAW NO. 07/043

BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO ESTABLISH REGULATIONS FOR THE COLLECTION, REMOVAL AND DISPOSAL OF SOLID WASTE

WHEREAS the *Municipal Government Act*, RSA 2000, c.M-26, as amended, and other provincial statutes authorize a municipality to establish and maintain a system for the collection, removal and disposal of solid waste;

AND WHEREAS the Council of the Regional Municipality of Wood Buffalo is committed to the responsible reduction and management of municipal solid waste;

AND WHEREAS the Council wishes to establish a bylaw outlining a scale of charges and fees for the collection, removal and disposal of solid waste, and for compelling the payment of the charges so fixed, and for imposing penalties for failure to take appropriate action in an approved manner;

AND WHEREAS the Council of the Regional Municipality of Wood Buffalo may revise all appendices referred to in this bylaw and annexed hereto, upon Council resolution.

NOW THEREFORE the Council of the Regional Municipality of Wood Buffalo duly assembled hereby enacts as follows:

PART I - TITLE, OTHER BYLAWS, AND APPENDICES

1. This bylaw may be cited as the “Solid Waste Bylaw”, and may be referred to herein as “this bylaw”.
2. The rates, charges and fees associated with the collection and disposal of solid waste throughout the Municipality shall be as provided in the Utility Rates Bylaw of the Municipality.
3. All appendices referred to in this bylaw and annexed hereto form part of this bylaw.

PART II - DEFINITIONS

4. For the purposes of this bylaw, the following terms shall have the meaning hereinafter ascribed:
 - (a) “additional waste tag” means a tag that residents must purchase to obtain collection services for any waste receptacle exceeding the four waste receptacles per residential premises per collection day limit as set out within this bylaw;
 - (b) “animal waste” means all organic and inorganic waste material generated by an animal, or which has directly or indirectly come into contact with an animal or the bodily fluids of an animal including, but not limited to, feces, blood and urine;

- (c) “ashes” means the residue and cinders from the combustion of any substances but does not include such residue as may accumulate as a result of building operations;
- (d) “bio-medical waste” means any waste that is generated from human or animal health care facilities, including home care, medical research and teaching establishments, clinical testing or research laboratories, facilities involved in the production or testing of vaccines, or funeral homes, and which contains or may contain pathogenic agents that may cause illness or disease in humans exposed to such waste;
- (e) “building waste” includes all refuse produced while constructing, altering, repairing or demolishing any structure, including, but not limited to, brick, concrete, dry wall, wooden materials, and all earth, vegetation and rock displaced during such construction, alteration or demolition;
- (f) “bylaw officer” means a member of the RCMP, a Bylaw Enforcement Officer appointed by the Regional Municipality of Wood Buffalo, or any other person designated as an officer of the Municipality for the purposes of enforcement of the provisions of this bylaw;
- (g) “CAO” means the Chief Administrative Officer of the Regional Municipality of Wood Buffalo, or his designate;
- (h) “collection day” means the date for collection of waste from a residential premises as set out in the municipal collection schedule established by the CAO from time to time;
- (i) “collection point” means:
 - (i) in respect to a dwelling unit, other than a dwelling unit located in a mobile home park, the point where the occupant places the waste receptacles in accordance with this bylaw, in order for the waste to be collected on collection day; or
 - (ii) in respect to a mobile home park, the point or points designated by the CAO within or adjacent to the mobile home park for the placement of waste receptacles in accordance with this bylaw for collection on the collection day;
- (j) “collector” means:
 - (i) an employee of the Municipality who is employed for the purpose of collecting waste, or;
 - (ii) a person who has entered into a contract with the Municipality for the collection of waste within the Municipality for and on behalf of the Municipality or any employee or agent of that person;

- (k) “commercial waste collection” means the collection of any waste that is generated on any parcel of land where commercial or industrial activity is conducted.
- (l) “commercial vehicle” means any vehicle that is owned or utilized by a commercial enterprise for the conductance of commercial operations.
- (m) “compost facility” means a waste management facility where organic wastes are decomposed through a controlled bio-oxidation process that results in a stable humus-like material, but does not include a residential composter;
- (n) “condominium” means a building divided into individually owned units as described in the *Condominium Property Act*, R.S.A. 2000 c. C-22, and amendments thereto;
- (o) “Council” means the Council of the Regional Municipality of Wood Buffalo;
- (p) “disposal” means disposition or intended disposition by discharging, dumping, throwing away, dropping or abandoning, and “dispose” shall have a comparable meaning;
- (q) “disposal site” means a sanitary landfill, transfer site, community drop area, or recycling depot which has the appropriate classification, approved by Alberta Environmental Protection under the provisions of the *Environmental Protection and Enhancement Act*, for the disposal or storage of waste;
- (r) “dwelling unit” means any building or place occupied or used as an abode, residence, or place of living by not more than four families, and shall include side by side condominium units having individual collection points, while excluding stacked condominiums. This definition shall not include any apartment house, hotel, licensed rooming house, licensed boarding house, tourist cabins or any room or suite of rooms in any building containing trade premises;
- (s) “hazardous waste” shall have the meaning set out in the *Environmental Protection and Enhancement Act*, Waste Control Regulation, AR 192/96, as amended or repealed and replaced from time to time;
- (t) “mobile home park” means a property upon which there are located three or more mobile homes used for living accommodation, as defined in the *Mobile Home Site Tenancies Act*, RSA 2000, c.M-20, as amended or repealed and replaced from time to time;
- (u) “mobile waste bin” means a large container used for the receipt of commercial waste, designed to be serviced by front, rear, or side-loading waste collection vehicles, including but not limited to, containers commonly referred to as dumpsters.
- (v) “Municipality” means the Regional Municipality of Wood Buffalo;

- (w) “number of collection points” means the monthly average number of collection points, as calculated by the CAO for the twelve month period prior to the month in which the most recent budget was approved by the Council. For purposes of calculating the number of collection points, the CAO shall utilize the most recent data available for municipal utility hook-ups as well as data available for the number of collection points serving multiple housing properties and, in the case of mobile home parks, it shall include the total number of mobile home sites as defined in the *Alberta Mobile Home Site Tenancies Act*;
- (x) “occupant” means a person in actual or constructive possession of any residential premises, or other premises, including the registered owner of the premises, or any person who occupies the premises under a lease or license, or with the permission of the registered owner, or any or all of them;
- (y) “person” means any person, firm, partnership, association, corporation, company, or organization of any kind, and may include the heirs, executors or legal representatives of a person;
- (z) “private development area” means any commercial development lots, parcel, or subsections of land which are contained within the legal property boundaries, which may be within or outside of municipal jurisdiction.
- (aa) “recycling bin” means a special bin provided by the Municipality or its contractor for the collection of specified recyclable materials as directed by the CAO;
- (bb) “recyclable container” means a bio-degradable or photo-degradable clear plastic bag used as a container for grass clippings or other acceptable yard waste for collection for composting by the Municipality;
- (cc) “recycling depot” means any designated portion of a premises, lot, or parcel of land that has been allocated for the collection of recyclable materials in conjunction with the municipal recycling program. Each depot will be comprised of a number of recycling bins which are to be used for collection and transportation of all recyclable materials;
- (dd) “recyclable material” means any substance or mixture of substances that may be recycled through the Municipality’s recycling program, as established by the CAO from time to time and set out in Schedule “B” of this Bylaw;
- (ee) “residential premises” means single detached dwellings, semi-detached dwellings, duplexes and townhouses, but excluding apartment buildings exceeding four units, condominium complexes, trailer parks and apartment hotels.
- (ff) “residential vehicle” means any non-commercial vehicle that is owned or utilized by a resident for the transferring of waste.

- (gg) “sanitary landfill site” means a landfill facility with the appropriate classification, approved by Alberta Environmental Protection under the provisions of the *Environmental Protection and Enhancement Act* for the disposal and/or storage of municipal solid waste;
- (hh) “scale attendant” means:
- (i) an employee of the Municipality who is employed for the purpose of operating the scales at a sanitary landfill site; or
 - (ii) a person who has entered into a contract with the Municipality for the operation of the scales at a sanitary landfill site for and on behalf of the Municipality, or any employee or agent of that person designated to perform that function;
- (ii) “unacceptable waste” means those items listed in Section 24 of this Bylaw, and such other waste materials as may be determined by the CAO or his designate as unacceptable for inclusion in the Municipality’s waste collection and disposal programs from time to time, with the exception that it shall not include liquid material;
- (jj) “violation ticket” means a written notice, in a form approved by the CAO, issued by a Bylaw Officer pursuant to Part 2 of the *Provincial Offences Procedure Act*, RSA 2000, c.P-34, as amended, to advise that person a violation of this bylaw has occurred and that, by payment of a specified amount to the Municipality within a set time period, that person will avoid prosecution for the offence.
- (kk) “waste” has the same meaning as set out in Section 168(k) of the *Environmental Protection and Enhancement Act*, RSA 2000, c.E-12, as amended or repealed and replaced from time to time, with the exception that it shall not include liquid materials, which are to be considered prohibited waste for any municipal disposal sites;
- (ll) “waste receptacle” means:
- (i) a watertight container of rust resistant construction, of circular design, having a smooth rim, rigid fixed handles, and a watertight cover that complies with the following specifications:
 - A. the container measures between 40cm and 50 cm (16” and 20”) in diameter at the top and tapered to a smaller diameter at the bottom;
 - B. the container measures between 50 cm and 80 cm (20” and 32”) in height;
 - C. the container has a total capacity of between 60 and 110 liters; and
 - D. the gross weight of the container is not more than 20.5 kg (45 lb);

- (ii) a disposable, weather-proof, garbage bag, securely sealed, having maximum dimensions of 80 centimeters in height and 50 centimeters in width, a maximum weight of 20.5 kilograms (45 pounds), and is of sufficient strength to retain all of its contents when lifted; or
 - (iii) such other containers as may be approved by the CAO in writing, from time to time.
- (mm) “weight delivered” means the difference, measured in kilograms, between the weight at the weigh scale prior to proceeding to the disposal area, less the weight at the weigh scale prior to departing the sanitary landfill site. Where the weigh scale becomes inoperative, the “weight delivered” shall be seventy-five (75) percent of the difference between the registered gross and tare weights of the delivery vehicle. For purposes of conversion, one pound shall be considered as equaling 0.4536 kilograms;
- (nn) “yard waste” means refuse that is clean organic matter and which will decompose biologically, normally generated as a result of gardening or horticultural pursuits and includes grass, tree and shrub cuttings and clippings (0.6m in length or less), free of non-organic contaminants and liquids.
5. Where specific definitions have not been provided for terms used in this bylaw, the definitions used in the *Alberta Environmental Protection and Enhancement Act* and Regulations thereunder shall apply and, in the absence of any definition in the said Act and Regulations, the ordinary meaning of the term shall apply. In all instances, the final interpretation and intent of definitions shall be made by the CAO.

PART III - GENERAL REQUIREMENTS AND AUTHORITY

6. The Chief Administrative Officer of the Regional Municipality of Wood Buffalo is hereby authorized to do all things necessary to fulfill the responsibilities and duties under this Bylaw, including:
- (a) entering into contracts for waste collection services with commercial contractors for the collection and disposal of waste;
 - (b) determining service levels, the capacity to store waste and whether mobile waste bin or curb side collection service is provided;
 - (c) determining the most suitable site for waste receptacles or mobile waste bins;
 - (d) determining the appropriate classification for a building, property or residential premises; and
 - (e) determining the operating practices and materials to be accepted at disposal sites.

7. The Chief Administrative Officer shall:
 - (a) supervise the storage, collection, removal and disposal of waste in all areas of the Municipality where collection service or disposal operations has been directed by a resolution of Council;
 - (b) direct the days and times that collection shall be made from all areas where collection service is provided and the routing of collection vehicles for optimum efficiency;
 - (c) establish the collection points and type of collection service to be provided;
 - (d) decide on the quantities, limits and classes of waste that will be removed from any premises or accepted by the Municipality for disposal;
 - (e) supervise the disposal sites and equipment used for the collection, storage, processing, and disposal of waste collected or disposed of by the Municipality;
 - (f) maintain accurate performance and financial records pertaining to all activities regulated under the terms of this bylaw;
 - (g) provide appropriate signage at disposal sites and any other public areas deemed necessary by the CAO stating the provisions of the Municipality's Nuisance Property Bylaw, and the applicable fines pertaining thereto. The signs may also state any other rules relating to the use of the public facility as the CAO may deem appropriate.

PART IV - MUNICIPAL RESPONSIBILITIES

8. The Municipality may provide for a residential waste collection service for residential premises within the Municipality.
9. The Municipality will not be responsible for the provision of waste collection services to private development areas which have not been developed in accordance with pertinent municipal engineering standards and specifications.
10. Prior to initiating municipal waste collection services to private development areas, there shall be a service agreement developed between the property owner or property manager and the Regional Municipality of Wood Buffalo.
11. The Municipality may provide disposal sites in such numbers and at such locations as, in the opinion of the CAO are reasonably required for the efficient handling and disposal of all acceptable waste generated within the boundaries of the Municipality.
12. The Municipality may establish and operate such recycling and compost facilities, services and programs as may be required in the reasonable opinion of the CAO for the optimum reduction of waste generated within the boundaries of the Municipality, in accordance with this bylaw.

13. The Municipality may establish and provide for public education and assistance programs to improve the awareness of the residents of the Municipality with regard to the cost and impact associated with the disposal of waste, and to provide the residents with information with respect to alternative methods of waste reduction and disposal.

PART V - OCCUPANT RESPONSIBILITIES

14. An occupant of a residential premises from which waste is to be collected shall:
- (a) place or locate waste receptacles for collection day in such a manner that they will not overturn or be likely to overturn;
 - (b) thoroughly drain all waste and wrap it in paper and securely sealed parcel before depositing in the waste receptacle;
 - (c) extinguish all ashes for collection day and put them in a separate waste receptacle securely sealed so as to prevent spillage;
 - (d) the use of regulation waste receptacles as specified in Sec 4 (II), may be disregarded in the following cases:
 - (i) discarded clothing and fabric are securely tied and placed beside the waste receptacles for collection day;
 - (ii) clippings from lawns are securely wrapped and in recyclable containers, plastic bags or any similar container approved by the CAO;
 - (iii) clippings from shrubs and trees, commonly called brush, are to be completely and securely tied in bundles not exceeding 0.6 meters in length (24") and placed beside the waste receptacles for collection day;
15. The occupant shall:
- (a) keep and maintain all waste receptacles on his/her premises in a safe and sanitary condition;
 - (b) place and keep all waste receptacles within the rear portion of the residential premises, or within the side yards, if screened from the view of public occupying adjacent streets or other premises;
 - (c) on collection day, place the waste receptacles as close as possible to the traveled portion of the adjacent street, but shall not place the waste receptacles:
 - (i) further than one (1) meter from the traveled portion of the street;
 - (ii) on any portion of the adjacent public sidewalk;

- (iii) in any location where a waste receptacle is likely to interfere with vehicular or pedestrian traffic; or
 - (iv) in any manner which does not provide the collector with direct and unobstructed access to the waste receptacles.
- (d) where a collection point is located in a rear lane, place the waste receptacles as close to the traveled portion of the lane as possible so as to:
- (i) provide the collector with direct and unobstructed access to the waste receptacles, without requiring the collector to enter into any fenced or gated area, and;
 - (ii) prevent any interference by the waste receptacles with vehicular or pedestrian traffic within the lane.
- (e) provide sufficient approved waste receptacles to contain all the waste from those premises during the period between collection days.
- (f) ensure that all waste placed at a collection point of a residential premises is in an acceptable “waste receptacle” as defined in this bylaw; unsecured waste or waste which is not within an approved waste receptacles or as specified in section 14.D.
- (g) ensure that all waste is placed at the appropriate collection point between 12:00 a.m. (midnight) and 7:30 a.m. on the designated collection day for the residential area in which they reside, and that waste receptacles are returned to their normal storage location within 12 hours after being emptied.
16. Neither the Municipality, nor any employee or contractor of the Municipality, shall be responsible for any material or item accidentally disposed of if, on a collection day, that material or item was within three (3) meters of a designated collection point and not otherwise marked with a label clearly visible to the collector, indicating that the material or item does not form a part of the waste to be collected.
17. Waste receptacles shall not be filled to a greater height than within five (5) centimetres of the top of the waste receptacles or with waste of such a weight that the combined weight of the waste receptacle and its contents exceeds 20.5 kilograms (45 pounds)
18. The number of waste receptacles to be set out for collection day shall not exceed four (4) per residential premises per collection day, unless the additional waste receptacles are accompanied by one additional waste tag per additional waste receptacle.
19. All hypodermic needles shall be packaged in a sealed plastic container designed for disposal. Containers must be returned to an approved acceptance facility for final disposal. Waste receptacles containing such materials will be issued a contravention tag and refused refuse collection services.

20. All sawdust, central vacuum dust, and other powdered waste materials shall be double bagged and packaged in securely sealed bags of sufficient strength to securely hold all of its contents when lifted and handled
21. An occupant shall not set out for collection day, any:
 - (a) discarded furniture, appliances, automobile parts including tires, or other household equipment;
 - (b) trees, tree limbs, whole shrubs or bushes, portions of hedges;
 - (c) fences, gates or other permanent or semi-permanent fixtures on the premises;
 - (d) building materials and/or building waste;
 - (e) other discarded household chattels, materials or equipment which has an overall length of more than 0.6 meters (2 feet) in any dimension, or an overall weight of more than 20.5 kg. (45 lb.);
 - (f) animal waste as defined under Section 4(b);
 - (g) liquid wastes of any kind;
 - (h) used oil or filters;
 - (i) ashes which are not properly extinguished and packaged, or which may be hot or likely to cause a fire;
 - (j) highly combustible or explosive material, such as powder, ammunition, dynamite, motion picture films, paints, batteries or quicklime;
 - (k) hazardous waste as defined under Section 4(s);
 - (l) waste receptacles in excess of the designated limit as set out in Section 5.05;
 - (m) waste that is uncontained or contained in an unapproved receptacle which has not itself been placed into an appropriate waste receptacle before being set out at the designated collection point;
 - (n) any other waste where the waste receptacle or waste material does not meet the provisions of this bylaw or, if the waste receptacle is in a dilapidated, unsafe or unsanitary condition.
22. The occupant of a residential premises shall promptly clean up any waste material scattered by wind, birds, animals or any other means.

23. The occupant of a residential premises may separate and prepare all recyclable materials, and may deposit them in the appropriate recycling bins provided by the Municipality in approved locations. The preparation of materials for recycling includes, but shall not be limited to:
 - (a) separating paper products into the appropriate categories of paper as designated by the CAO from time to time;
 - (b) flattening of all corrugated cardboard so as to minimize its volume; and
 - (c) triple rinsing of all metal, glass and plastic containers to eliminate the source of odors and the attraction of rodents and insects;
24. The occupant of a residential premises shall not allow waste to accumulate on or within the premises unless it is stored in an approved waste receptacle, and has been arranged for collection.
25. The owner or occupant of a residential premises shall pay the collection fee for waste collection and disposal services as specified in the Municipality's Utility Rates Bylaw.
26. The occupant of any residential premises shall safely store all household hazardous wastes generated therein or brought thereto, and shall only dispose of stored household hazardous wastes either by delivering them to a location established by the Municipality during a scheduled "Toxic Round-up" or by disposing of them at a waste management facility approved by the Province of Alberta for the handling and disposal of household hazardous wastes.
27. The occupant of a residential premises shall be responsible for making his/her own arrangements for the transportation and disposal of all wastes generated therein or brought thereto that are not acceptable wastes for collection under the provisions of this bylaw.
28. The occupant of a residential premises shall not tie or secure the lid onto a waste receptacle that is intended to be collected from a designated collection point. Modified or altered waste receptacles shall be considered in violation of this Bylaw, and will be refused refuse collection services.

PART VI - COMMERCIAL WASTE RESPONSIBILITIES

29. The Municipality is not required to provide any commercial waste collection services of any kind under any circumstances.
30. The owner or occupant of a commercial enterprise generating commercial waste shall:
 - (a) remove and dispose of commercial waste at an approved disposal site, at their own expense, and on a regular basis;

- (b) ensure that waste does not accumulate on or within the premises occupied by the commercial enterprise, unless the waste is stored in waste receptacles or mobile waste bins suitable for such purposes, fitted with covers suitable to prevent waste from spilling or being blown from the waste receptacles or mobile waste bins, and to prevent animals from gaining access to the waste;
- (c) store waste only within waste receptacles or mobile waste bins located on the premises of the commercial enterprise;
- (d) ensure that all waste receptacles or mobile waste bins are kept in a clean, safe, and sanitary condition;
- (e) ensure a sufficient number of mobile waste bins or waste receptacles is provided to securely store all waste generated within the premises occupied by the commercial enterprise.
- (f) ensure that the area surrounding waste receptacles or mobile waste bins are maintained in a clean, tidy, and orderly condition and that any waste spilled or blown off of the premises is immediately retrieved and placed in an appropriate receptacle; and
- (g) where waste receptacles or mobile waste bins are stored in a location visible from adjacent streets or other premises, the waste receptacles should be placed in an enclosed structure. The enclosed structure should be designed to screen the waste receptacles from view, prevent any refuse from blowing onto neighboring properties, while permitting direct and safe access for the private waste collection vehicles.

PART VII - WASTE REDUCTION PROVISIONS AND SERVICES

- 31. The Municipality may establish or facilitate the establishment of a recycling depot or depots at approved locations and at all sanitary landfill sites and disposal sites at the discretion of the CAO.
- 32. Any person using a recycling depot shall ensure that all acceptable recycling materials delivered by the person to the recycling depot are placed into the appropriate recycling bins and shall immediately clean up any waste, whether recyclable or non-recyclable, which may be released, spilled, dropped or deposited by that person at any location within the recycling depot other than in a designated bin.
- 33. The Municipality may establish or facilitate the establishment of composting facilities at convenient locations, and may make provision for the acceptance of clean organic yard waste at all disposal facilities. Composting materials may be transferred from designated collection points to a composting facility at the discretion of the CAO.
- 34. The CAO shall ensure that all composting facilities established by the Municipality are properly registered with Alberta Environmental Protection under the provisions of the *Environmental Protection and Enhancement Act* and Regulations thereunder.

35. Compost produced as the product of the Municipality's composting program shall be tested to confirm compliance with the standards established in the most recent edition of "Guidelines for Compost Quality" as published by the Canadian Council of Ministers of the Environment, and the *Alberta Environmental Protection and Enhancement Act* and Regulations
36. Proceeds from the sale of compost, if any, may be used to assist in the funding of the composting program.

PART VIII - RESIDENTIAL WASTE COLLECTION SERVICES

37. The Municipality shall collect, remove and dispose of all acceptable waste from a residential premises set out for collection in accordance with the provisions of Part V of this bylaw in those areas of the Municipality designated to receive collection services as established by the CAO from time to time. Waste collection will occur on a weekly basis, or on such other basis as may be established from time to time
38. The Municipality shall not be responsible for the collection of any waste other than from a residential premises, or for the collection of any waste set out in a manner that does not conform with the provisions of Part V of this bylaw.
39. Where waste is placed in a receptacle other than a waste receptacle, the collectors may consider such container as waste and may remove it with the waste.
40. No collection will be made from the inside of any residence.
41. No collection will be made where there is a threat of harassment of or interference with a collector by dogs or other animals running at large.
42. The collectors employed by or under contract to the Municipality shall have the right to enter onto any residential premises at all reasonable times for the purpose of performing their duties under this bylaw.
43. No persons, other than those authorized under the provisions of this bylaw, shall interfere with or disturb the contents of a waste receptacle after the same has been placed for collection.
44. Collectors shall not accept for collection any waste materials of the type and nature described in Section (24) of this bylaw.
45. Collectors may, at their discretion, have the right to refuse to remove any waste where the receptacle or waste material does not meet the provisions as required by this bylaw or, if the receptacle is in a dilapidated, unsafe or unsanitary condition.
46. Collectors shall not be responsible for the cleanup of waste spilled by the owner or resulting from the waste being stored in insecure waste receptacles.
47. The Municipality will not replace any waste receptacle damaged during collection if, in the CAO's opinion, the waste receptacle was of insufficient strength or rigidity to withstand the wear and tear of normal collection procedures.

48. The Municipality will not return to a residential premises for a missed collection if the waste receptacles were not set out at the collection point by the specified time on the designated collection day.
49. The CAO may, at his sole discretion, authorize the collection of any waste which the Municipality is not required to collect, if the person so requesting such service agrees to pay all of the costs of providing the collection, as determined by the CAO.

PART IX - SPECIAL WASTE SERVICE

50. The special waste services to be provided may include:
 - (a) a large item collection week in the spring of each year, whereby residents may set out oversized items for collection and disposal, including but not limited to, old furniture, appliance, large bundles of tree pruning, and such other items, not exceeding any maximum dimensions which may be established by the CAO.
 - (b) an annual toxic roundup whereby residents may bring their household toxic wastes to a designated temporary collection area for packaging and disposal at an approved facility;
 - (c) an annual Christmas tree disposal service, whereby the residents bring their waste Christmas trees for recycling during the second week in January of each year.

PART X - TRANSFER AND HAULING

51. The Municipality may establish temporary disposal sites to service residents living in areas remote from active disposal sites where Council determines it appropriate to do so.
52. All disposal sites under the control of the Municipality shall be operated as a part of the municipal waste disposal program based on user fees as set out in the Utility Rate Bylaw, or as otherwise directed by the Council.
53. All persons using a disposal site shall do so at their own risk, and neither the Municipality nor its employees shall be liable for any claims or damages for injury or damage to any persons or property arising from the normal operation of the facility.
54. All provisions of Part XI of this bylaw pertaining to the operation of disposal sites shall apply equally to all transfer stations, and recycling depots.
55. A person shall not use a vehicle to transport waste unless:
 - (a) the vehicle is suitably designed for the transportation of the type of waste actually being transported;
 - (b) operate a vehicle for purposes of hauling waste unless it is fully secured and contained within the vehicle or covered with a tarpaulin or other covering device in accordance with the bylaws of the Municipality, in such manner so as to prevent spillage onto any

lane, street or highway within the Municipality;

- (c) there is equipment on the vehicle or attached to the vehicle, that is capable of securing the waste to ensure that the vehicle can be operated safely when loaded and without danger of
 - (i) turning over the vehicle, or
 - (ii) the load shifting, swaying, blowing off, falling off, leaking or otherwise escaping.
 - (d) Any person operating a vehicle for the purposes of transporting waste to a disposal site without using a tarp-system or taking measures to ensure the load complies with all requirements of Sec (56) shall be guilty of an offence and liable, upon summary conviction, to a penalty as set out at Schedule A of this Bylaw.
56. No person shall transport any waste, or animal waste, except in covered waterproof metal receptacles designed to prevent spillage, protect the contents from flies, minimize the escape of offensive odors and prevent unsightly conditions.

PART XI – SANITARY LANDFILL DISPOSAL

57. The Municipality may provide for the disposal of all acceptable waste generated within the Municipality at approved sanitary landfills under the provisions of the *Alberta Environmental Protection and Enhancement Act*. The locations, restrictions, conditions for use and operating hours shall be reduced to writing and shall be made available to the interested members of the general public.
58. All waste sanitary landfills under the control of the Municipality shall be operated based on user fees as set out in the Utility Rate Bylaw, or as otherwise directed by the Council.
59. The CAO may establish special acceptance and handling procedures for screening, monitoring, handling and disposal of some special wastes. The special waste acceptance and handling procedures shall be reduced to writing and shall be available for inspection to members of the general public. The fees associated with any special waste acceptance and handling procedures shall be as provided in the Municipality's Utility Rate Bylaw.
60. The detailed operating policies and procedures for each sanitary landfill operated by the Municipality shall be in accordance with the *Alberta Environmental Protection Enhancement Act*.
61. All waste sanitary landfills shall be attended by an employee or representative of the Municipality at all times that the sanitary landfill is open to the public. The scale attendant and any other landfill attendants that may be present at the site at any time are to be the

delegates of the CAO for the purposes of supervision and control of the sanitary landfills. Any person who refuses to or fails to cooperate with or follow the instruction of the scale attendant and any other landfill attendants shall be in contravention of this Bylaw.

62. All persons using a sanitary landfill or disposal site shall do so at their own risk, and neither the Municipality nor its employees shall be liable for any claims or damages for injury or damage to any persons or property arising from the normal operation of the disposal site.
63. No person shall smoke cigarettes, cigars or pipes or have an open flame under any circumstances within the boundaries of any sanitary landfill.
64. All users of any municipal sanitary landfill shall pay a user fee in the amount specified in the Utility Rate Bylaw, and the total landfill disposal charge based on weight shall be calculated by multiplying the “weight delivered”, by the rate specified.
65. For the purposes of determining “weight delivered” to provide for accurate billing and record keeping, each user of the sanitary landfill shall be required to stop at the weigh scale prior to proceeding to the disposal area and upon departing from the site unless otherwise directed by the scale attendant.
66. No person shall refuse or omit to pay any fees or other charges due to the Municipality as a result of that person’s use of a municipal sanitary landfill or disposal site.
67. No person shall deposit any waste material at a municipal disposal site other than at a location or in a manner directed by the CAO or his designate at the site.
68. No person shall deposit any waste material of any kind at the municipal sanitary landfill or disposal site either before or after the regular designated operating hours for the site.
69. No persons shall scavenge or otherwise remove any materials from any municipal sanitary landfill or disposal site except as expressly authorized in writing by the CAO for the purposes of a recycling or recovery program. Any person violating this clause will be considered to be in contravention of this bylaw and will be subject to penalties as outlined in Schedule “A”.
70. No person shall dump paper or other loose materials at any municipal sanitary landfill or disposal site, unless the same is securely tied or wrapped, without prior authorization from the CAO.
71. No person shall light or cause a fire to be started at or within any municipal sanitary landfill or disposal site unless authorized to do so in writing by CAO.
72. No person shall deposit any hazardous waste at any municipal sanitary landfill or disposal site unless authorized to do so, in writing, by the CAO or his delegate.
73. The Chief Administrative Officer may, at his sole discretion:
 - (a) Require pre-testing of any wastes presented or proposed to be delivered for disposal to

a municipal sanitary landfill or disposal site in order to confirm the acceptability of that wastes; or

- (b) Randomly sample materials at the time of delivery to a municipal sanitary landfill or disposal site for verification testing to confirm acceptability of the waste; or
 - (c) In relation to subsections (a) and (b), the scope and extent of testing shall be at the sole discretion of the CAO, but should be sufficient to satisfy any concern the CAO has with respect to the acceptability of the waste or with respect to the potential for any adverse environmental or health impact that may result from the waste.
74. No person shall deposit waste containing any form of free liquid at any municipal sanitary landfill disposal site, without prior approval of the attendant.
75. When utilizing a municipal sanitary landfill or disposal site:
- (a) all persons present within the legal boundaries of a municipal sanitary landfill or disposal site, shall at all times, act in a courteous manner to the attendants and officials operating the site, and shall comply with all directions given by attendants and officials related to the proper location and methods of disposal of waste delivered to the municipal sanitary landfill or disposal site
 - (b) an attendant may refuse to provide services to any person who acts in an intimidating, offensive or abusive manner in relation to an attendant or any other municipal employee or contractor operating the site, and may require that person to leave the municipal sanitary landfill or disposal site immediately, regardless of whether the person has completed disposal of waste.
 - (c) Any person acting in an intimidating, offensive or abusive manner towards any attendant, employee or contractor shall be guilty of an offence.
76. The Chief Administrative Officer is authorized to:
- (a) deny the use of any municipal sanitary landfill or disposal facilities, on either a temporary or permanent basis, to any person who violates any of the terms of this bylaw;
 - (b) evaluate and determine the acceptability for disposal of any waste not specifically dealt with in the bylaw, if the CAO receives a written request from the person proposing to dispose of the waste at a municipal sanitary landfill or disposal site;
 - (c) specify an acceptable time schedule, and pre-disposal conditions for the delivery of wastes which might otherwise cause undue operational difficulties at any municipal sanitary landfill or disposal site;
 - (d) make any rules or regulations that he may deem necessary concerning the use and operation of any municipal sanitary landfill or disposal site, including but not limited to, reducing or waiving of disposal fees for charitable organization.

77. The monitoring protocol for the monitoring contemplated in the preceding paragraph of this bylaw shall be in full compliance with the provisions of the *Alberta Environmental Protection and Enhancement Act* and the supporting Waste Control Regulation which shall be reduced to writing and made available to interested members of the public on request.
78. Residents using the municipal sanitary landfill site for disposal site will not be charge if the total weight of the waste being disposed is less then 400kg. For loads exceeding 400kg, residents will be charged disposal fees as set out in the Utility Rates Bylaw.
79. Bio-medical wastes shall not be disposed of in any municipal sanitary landfill within the region unless the materials are certified as having been rendered non-pathogenic, and all sharp edges have been rendered unusable and are packed and sealed in puncture-proof containers.
80. Animal carcasses will be strictly prohibited from all disposal sites, unless the animal carcass is accompanied by a permit from Canadian Food Inspection Agency effective July 12, 2007.

PART XII - ENFORCEMENT AND PENALTIES

81. Any person who commits a breach of any provision of this bylaw is guilty of an offence and shall be liable, upon summary conviction, to the penalties set out in “Schedule A”.
82. The occupant of any residential premises or other premises upon which waste is placed, stored, handled, left for collection or disposed of in an improper manner, is guilty of an offence and shall be liable, upon summary conviction, to the penalties set out in “Schedule A”.
83. Where a Bylaw Officer has reasonable grounds to believe that a person has contravened any provision of this bylaw, the Bylaw Officer is authorized and empowered to issue a violation ticket pursuant to Part 2 of the *Provincial Offences Procedure Act*, RSA 2000, c.P-34, as amended, to that person.
84. A person to whom a violation ticket is issued pursuant to this bylaw may, in accordance with the provisions of the *Provincial Offences Procedure Act*, RSA 2000, c.P-34, as amended, elect to plead guilty and make a voluntary payment of the specified penalty indicated on the violation ticket. The recording of the payment by the Clerk of the Court shall be an acceptance of a guilty plea and constitutes a conviction under the bylaw.
85. Nothing in this bylaw shall be deemed to nullify, amend, supersede or repeal any of the provisions of any bylaw relating to fires or to public health, and nothing in this bylaw shall serve as an excuse for any person refusing or failing to comply with the provisions of this bylaw.
86. It is the intention of the Council that each provision of this bylaw be deemed independent of all other provisions herein and that if, for any reason, one provision shall be declared inoperative, it shall not affect the operation and validity of the other sections of the bylaw.

87. This Bylaw shall come into force when it has received third reading and has been signed by the Mayor and Chief Legislative Officer.

XIII REPEAL

88. Bylaw No. 01/061, Improvement District Order No. FM-24-94, and all amendments thereto are hereby repealed.

XIV FORCE AND EFFECT

91. This Bylaw shall come into effect when it has received third reading and has been signed by the Mayor and Chief Legislative Officer

READ a first time this _____ day of _____, A.D. 2007.

READ a second time this _____ day of _____, A.D. 2007.

READ a third and final time this _____ day of _____, A.D. 2007.

SIGNED and PASSED this _____ day of _____, A.D. 2007.

MAYOR

CHIEF LEGISLATIVE OFFICER

Specified Penalties

Section(s)	Description	Specified Penalty Amount
14(c)	Improper packaging of ashes	\$125.00
14 (d-ii)	Improper packaging of yard waste	\$125.00
15(a) & 30(d)	Waste receptacle improperly maintained	\$85.00
15(c) & 30(g)	Improperly located waste receptacles	\$85.00
15(e) & 30(e)	Failure to provide sufficient number of waste receptacles	\$125.00 + Clean-up cost
17	Improperly filled waste receptacles	\$125.00
19	Hypodermic needles in curbside waste	\$150.00
20	Failure to double bag sawdust, central vacuum dust, and other powdered waste materials	\$125.00
21	Setting out unacceptable waste for collection	\$150.00
22 & 30(f)	Failure to clean-up waste debris	\$125.00 + Clean-up cost
24 & 30(b)	Allowing waste to accumulate	\$125.00 + Clean-up cost
30(e)	Failure to provide sufficient mobile waste bins or waste receptacles	\$250.00 + Clean-up cost
30(d)	Failure to maintain mobile waste bins in a safe, sanitary condition	\$200.00
15(c) & 30	Improper placement of bins	\$85.00
63	Smoking at a disposal site	\$125.00
67	Disposal at unauthorized location	\$500.00 + Clean-up cost
69	Unauthorized scavenging at a sanitary landfill	\$125.00
72	Unauthorized disposal of hazardous waste	\$500.00 + Clean-up cost
75	Abusive behavior towards landfill employees	\$125.00
56 & 57	unsecured loads arriving at a disposal site - residential vehicles - commercial vehicles	Clean-up cost + \$85.00 \$500.00

Bylaw contraventions not covered under Schedule A shall be subject to an \$85.00 fine upon summary conviction.

Fort McMurray Recycling Program

Recycling Depot Recyclables (Timberlea, Thickwood, Downtown and Landfill);

- Cardboard
- Mixed Paper
- Newspaper
- Glass
- Metals
- Plastic Milk Jugs

Other recyclables accepted at the Fort McMurray Landfill;

- Waste oil
- Glycols
- Paints
- Solvents
- E-waste
- Aggregates (Concrete, Asphalt, Gravel)
- Tires
- ≤20 lbs Propane cylinders
- Batteries
- White Goods (Fridges, Stoves, Washer and Dryers)
- Metals
- Barbeques

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning and Development
Date:	July 10, 2007
Subject:	Bylaw No. 07/052 - Closure of Undeveloped Government Road Allowance for Suncor Lease.

ISSUE:

Closure of Undeveloped Road Allowance for Suncor Energy Inc. Mineral Surface Lease.

REFERENCE:

Municipal Government Act

HISTORY:

Land Management has received a request from Suncor Energy Inc., as directed by Alberta Sustainable Resource Development (ASRD) to close a number of undeveloped government road allowances within the boundaries of their Mineral Surface Lease issued by ASRD.

Section 18 of the Municipal Government Act states that a municipality has direction, control and management of all roads within the municipality; 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. A municipality has administrative control over the road allowances, but ownership lies with the Crown.

Upon closure of the road allowances, title will be transferred from the Minister of Transportation to the Minister of Sustainable Resource Development. This will allow the undeveloped government road allowances to be incorporated into the Mineral Surface Lease with Suncor Energy Inc.

ALTERNATIVES:

1. Council approves the proposed Bylaw No. 07/052 to close the undeveloped government road allowance
2. Council rejects the proposed Bylaw No. 07/052

ANALYSIS:

Administration supports the closure of the undeveloped government road allowance that falls within the boundaries of Suncor Energy Inc's Mineral Surface Lease.

ATTACHMENTS:

1. Proposed Bylaw No. 07/052
2. Letter of Request from Suncor Energy Inc.

ADMINISTRATIVE RECOMMENDATION:

THAT Bylaw No. 07/052, being a bylaw to close a government road allowance, be read a first time; and

THAT a public hearing be scheduled to take place on August 28, 2007.

BYLAW NO. 07/052

A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO FOR THE PURPOSE OF CLOSING AND CREATING TITLE TO UNDEVELOPED GOVERNMENT ROAD ALLOWANCES

WHEREAS application has been made to Council to have the road allowance closed;

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, notice of the intention of Council to pass a bylaw has been given in accordance with Section 606 of the Municipal Government Act;

AND WHEREAS, 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 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:

1. All that portion of road, generally, as shown on schedule 'A', described as follows:

MERIDIAN 4 RANGE 10 TOWNSHIP 93

Firstly, all that portion of the original Government Road Allowance adjoining the North Boundary of the 33-92-10-4; and

Secondly, all that portion of the original Government Road Allowance adjoining the North Boundary of the 34-92-10-4; and

Thirdly, all that portion of the Government Road Allowance adjoining the East Boundary of SE 4-93-10-4;

Excepting thereout all mines and minerals.

MERIDIAN 4 RANGE 10 TOWNSHIP 92

Firstly, all that portion of the original Government Road Allowance adjoining the East Boundary of 33-92-10-4, 28-92-10-4, 27-92-10-4, 23-92-10-4, 22-92-10-4, 21-92-10-4, 16-92-10-4; and

Secondly, all that portion of the original Government Road Allowance adjoining the East Boundary of 16-92-10-4, 15-92-10-4, 14-92-10-4, 13-92-10-4, 11-92-10-4, 10-92-10-4, 9-92-10-4 lying North of the South boundary of Lot 2, Group 566, Plan Settlement 106; and

Thirdly, all that portion of the original Government Road Allowance adjoining the East Boundary of SE 34-92-10-4 and 26-92-10-4 lying south of the Left Bank of the Athabasca River; and

Fourthly, all that portion of the original Government Road Allowance adjoining the East Boundary of 12-92-10-4, 11-92-10-4, 10-92-10-4 lying South of the South boundary of Lot 2,

Group 566, Plan Settlement 106, 3-92-10-4, 2-92-10-4; and

Fifthly, all that portion of the original Government Road Allowance adjoining the East Boundary of SE 36-92-10-4 lying south of the Left Bank of the Steep Bank River, 25-92-10-4, 24-92-10-4, 13-92-10-4 and NE 12-92-10-4, lying north of the left bank of the Athabasca River; and

Sixthly, all that portion of the original Government Road Allowance adjoining the North Boundary of 21-92-10-4, 22-92-10-4, NW 23-92-10-4 and 24-92-10-4, lying east of the Left Bank of the Athabasca River; and

Seventhly, all that portion of the original Government Road Allowance adjoining the North Boundary of 10-92-10-4, 11-92-10-4 and 12-92-10-4; and

Eighthly, all that portion of the original Government Road Allowance adjoining the North Boundary of 35-91-10-4 and NW 36-91-10-4, lying west of the West Boundary of Road Plan 012 0485; and

Excepting thereout all those portions of the original Government Road Allowances adjoining the Boundaries of Road Plan 012 0485 and Plan 832 2253; and

Excepting thereout all mines and minerals.

MERIDIAN 4 RANGE 10 TOWNSHIP 91

All that portion of the original Government Road Allowance adjoining the East Boundary of 35-91-10-4 and NE 26-91-10-4; and

Excepting thereout all mines and minerals.

MERIDIAN 4 RANGE 9 TOWNSHIP 92

All that portion of the original Government Road Allowance adjoining the North Boundary of 31-91-10-4 lying east of the Right Bank of the Athabasca River, 32-91-9-4, 33-91-9-4, 34-91-9-4, 35-91-9-4 and 36-91-9-4; and

Excepting thereout all mines and minerals.

MERIDIAN 4 RANGE 9 TOWNSHIP 91

Firstly, all that portion of the original Government Road Allowance adjoining the East Boundary of 31-91-9-4, 30-91-9-4, 19-91-9-4 lying north of the Right Bank of the Athabasca River; and

Secondly, all that portion of the original Government Road Allowance adjoining the East Boundary of 32-91-9-4, 29-91-9-4, 20-91-9-4; 17-91-9-4 and NE 8-91-9-4 lying north of the Southerly Boundary of Lot 4, Group 566, Settlement 108; and

Thirdly, all that portion of the original Government Road Allowance adjoining the East Boundary of 33-91-9-4, 28-91-9-4, 21-91-9-4, 16-91-9-4, 9-91-9-4 and 4-91-9-4; and

Fourthly, all that portion of the original Government Road Allowance adjoining the East Boundary of 34-91-9-4, 27-91-9-4, 22-91-9-4, 15-91-9-4, 10-91-9-4 and 3-91-9-4; and

Fifthly, all that portion of the original Government Road Allowance adjoining the East Boundary

of 35-91-9-4, 26-91-9-4, 23-91-9-4, 14-91-9-4, 11-91-9-4 and 2-91-9-4; and

Sixthly, all that portion of the original Government Road Allowance adjoining the North Boundary of NE 19-91-9-4 lying east of the Right Bank of the Athabasca River, 20-91-9-4, 21-91-9-4, 22-91-9-4, 23-91-9-4 and 24-91-9-4; and

Seventhly, all that portion of the original Government Rod Allowance adjoining the North Boundary of 9-91-9-4, 10-91-9-4, 11-91-9-4 and 12-91-9-4; and

Eighthly, all that portion of the original Government Road Allowance adjoining the North Boundary of NE 33-90-9-4, 34-90-9-4 and 35-90-9-4; and

Excepting thereout all mines and minerals.

MERIDIAN 4 RANGE 9 TOWNSHIP 90

All that portion of the original Government Road Allowance adjoining the East Boundary of NE 33-90-9-4 and NE 34-90-9-4; and

Excepting thereout all mines and minerals.

MERIDIAN 4 RANGE 8 TOWNSHIP 91

All that portion of the original Government Road Allowance adjoining the East Boundary of 36-91-9-4, 25-91-9-4, 24-91-9-4, 13-91-9-4, 12-91-9-4 and 1-91-9-4; and

Excepting thereout all mines and minerals.

- 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.

READ a first time in Council this _____ day of _____, 2007.

APPROVED this _____ day of _____, 2007.

Minister of Infrastructure & Transportation

READ a second time this _____ day of _____, A.D. 2007.

READ a third and final time this _____ day of _____, A.D. 2007.

SIGNED and PASSED this _____ day of _____, A.D. 2007.

CERTIFIED A TRUE COPY

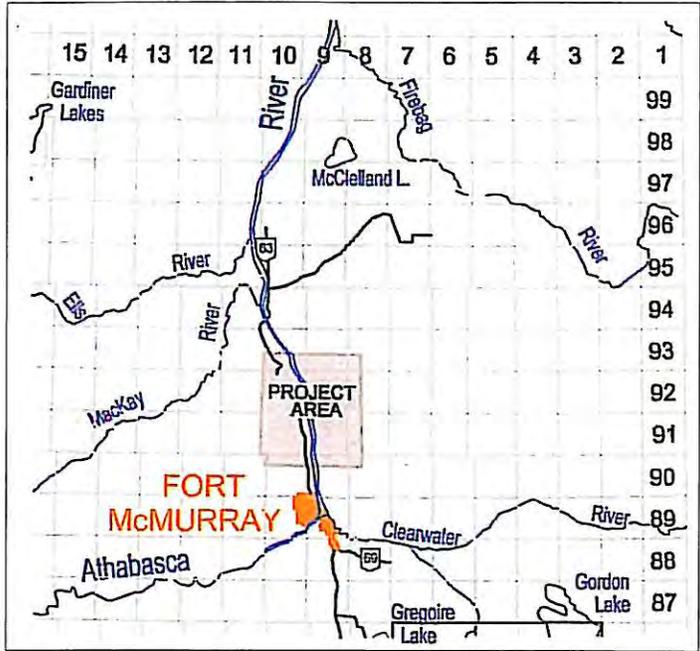
MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER

Key: Subject Area

Schedule A



Area A

Area B

Suncor Mine Site Area

Area C

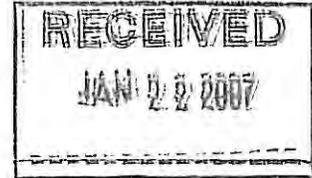
Approximate Location of Suncor Turn off

— Undeveloped Road Allowances to be closed

Attachment 2

LAND SERVICES LTD.

venue, Sherwood Park, Alberta T8A 4H3
17-4678 Fax: (780) 417-8749



January 19, 2007

Regional Municipality of Wood Buffalo
9909 Franklin Avenue
Fort McMurray, AB T9H 2K4

Via Courier

Attention: Ms. Sally Hilton
Land Management Technician

**RE: SUNCOR ENERGY INC. / FILE NO.: S03682
SURVEYED GOVERNMENT ROAD ALLOWANCE / ROAD CLOSURE REQUEST
TWP 90-93 RGE 7-10 W4M**

Suncor Energy Inc., by its Agent, respectfully wishes to notify you of their intention and request to proceed with the closure of certain portions of the undeveloped surveyed road allowances within the Suncor Energy Inc. AEUB approved project area. To assist in your review and further handling, we have attached a copy of the survey plan (Revision 0, Jan 9/07) which outlines these certain portions of undeveloped survey road allowances for closure.

Should your office require additional information with respect to this project, please contact me at (780) 417-4678 at your earliest convenience.

Yours truly,

A handwritten signature in black ink, appearing to be "J.K." followed by a long, horizontal flourish.

Jennifer Kristensen
Boreal Land Services Ltd. as
Agent for Suncor Energy Inc.

Attachment(s)

Copy: Denis Prefontaine
Suncor Energy Inc.
Box 38, 112-4th. Ave. SW
Calgary, AB T2P 2V5

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning and Development
Date:	July 10, 2007
Subject:	Bylaw No. 07/059 – Land Use Bylaw Amendment – Eagle Ridge Subdivision - R3 District

ISSUE:

The developer of Eagle Ridge (Centron Residential) has expressed interest in creating street oriented town housing. In order to achieve the desired look of these town housing, amendments to the R3 (Medium Density Residential) district are necessary.

REFERENCE:

Bylaw No. 00/005 – Municipal Development Plan
Bylaw No. 01/020 – Timberlea Area Structure Plan
Bylaw No. 99/059 – Land Use Bylaw

HISTORY:

Eagle Ridge (Parcel D) represents a significant portion of the undeveloped area of the Timberlea Community. As the largest un-developed portion, Centron has worked with the Municipality to create a unique neighbourhood.

OPTIONS:

1. Council may adopt the proposed amendments.
2. Council may modify the proposed amendments.
3. Council may reject the proposed amendments.

ANALYSIS:

To create this neighbourhood, the developer has proposed a form of townhouses which are street oriented as opposed to oriented to the interior of the lot. This represents a more urban form of development. In order to achieve this, a lessened front yard setback is proposed. The developer has proposed to amend the LUB only for those lands zoned R3 in Eagle Ridge, which have lane access.

The approved road cross-sections provide adequate space to provide for both shallow utilities and boulevard plantings. The requested amendment is based on a discretionary decision.

The Planning and Development Department is of the opinion that the proposed amendment will enhance the goals of the Eagle Ridge outline plan. The amendment will support townhouse designs that are more urban in their relation to the street landscape and thereby will add value to the neighbourhood by promoting a more livable and sustainable community.

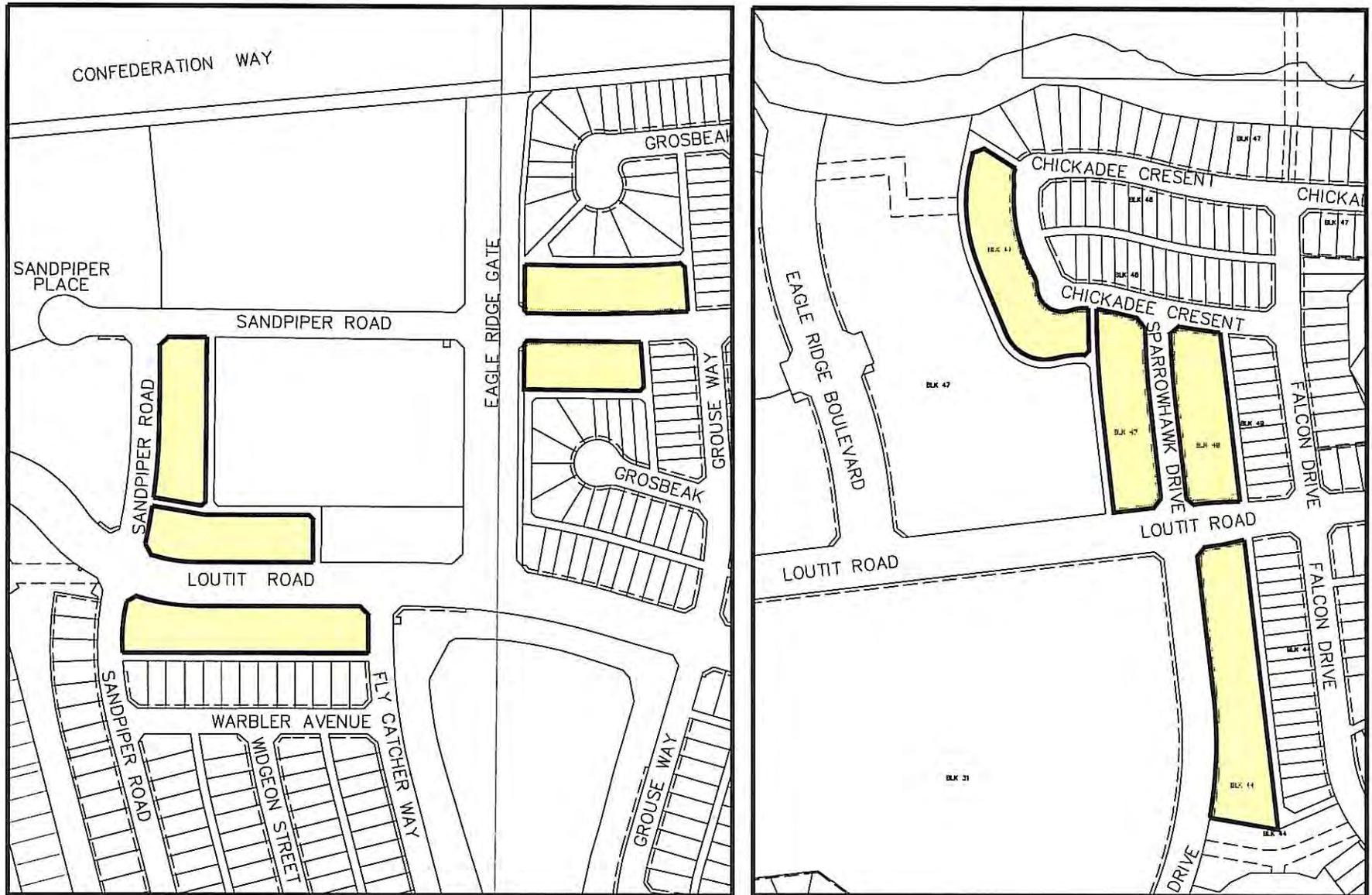
ATTACHMENTS:

1. Bylaw 07/059
2. Townhouses design brief – provided by Centron Residential.

ADMINISTRATIVE RECOMMENDATION:

THAT Bylaw No. 07/059, being a Land Use Bylaw Amendment, be read a first time; and

THAT a public hearing be scheduled to take place on August 28, 2007.



EAGLE RIDGE MAP-FIGURE 98.2



Front Yard Setback Reduction-R3 Lots

- Lot 4, Block 24, Plan 072 3383
- Lot 3, Block 24, Plan 072 3383
- Lot 14, Block 25, Plan 072 3383
- Lot 1, Block 36, Plan 072 5263
- Lot 1, Block 35, Plan 072 5263

- Lot 50, Block 47, Part of Block 22, Plan 062 5851
- Lot 49, Block 47, Part of Block 22, Plan 062 5851
- Lot 12, Block 49, Part of Block 22, Plan 062 5851
- Lot 21, Block 44, Part of Block 22, Plan 062 5851



URBAN DESIGN CONCEPT

The townhouse component of the Eagle Ridge development proposes a reduced front yard setback in order to achieve a *Street Oriented Townhouse* concept. This design method sites the buildings close to the street and reduce front lot depths. The result is an increased street presence, and a minimization of front lots that are typically underutilized.



Landscaping between the buildings and the sidewalks is kept to a lower physical scale, with boulevard trees between the public sidewalks and roads. The *Street Oriented Townhouse* concept has been used successfully in many different North American communities and is a positive precedent for Fort McMurray.



All images depict Garrison Woods, Calgary.



EAGLE RIDGE
Townhouse Design Concept

Project 06014 September 25, 2006

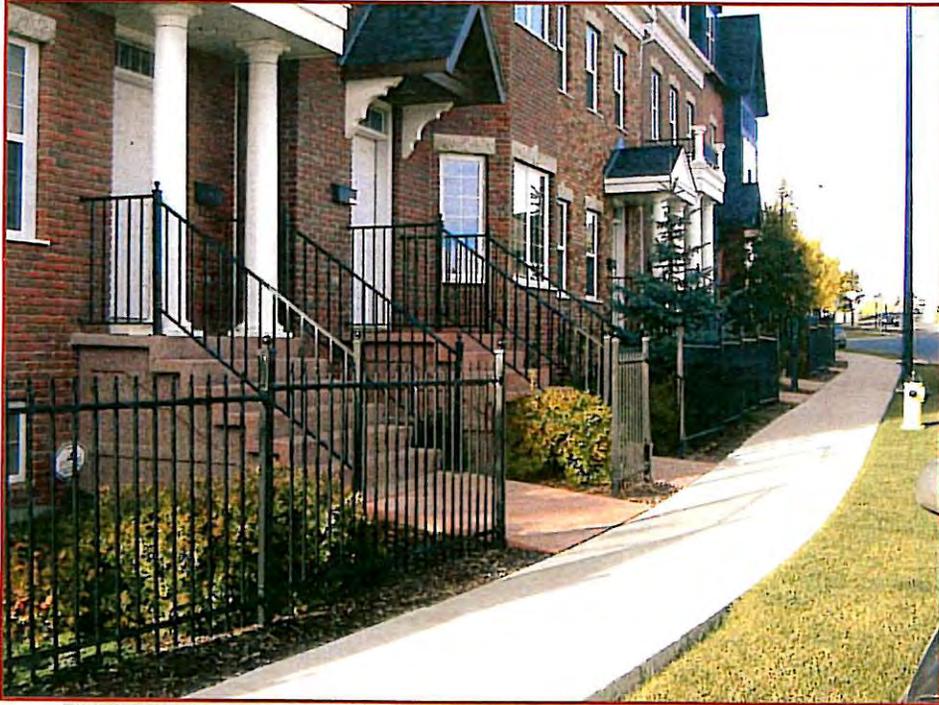


Gibbs Gage
ARCHITECTS



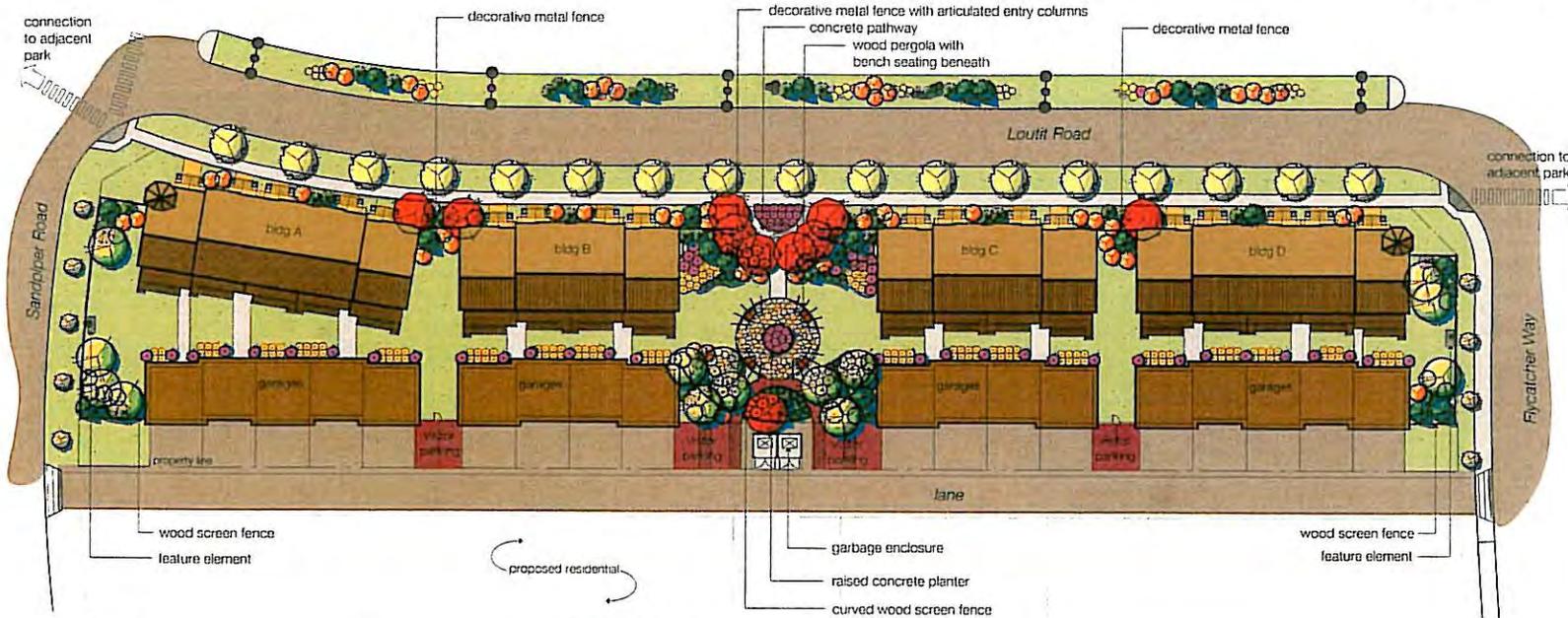
STAIR & ENTRY CONCEPT

As part of the reduced setback condition, the design of the staircases at the Eagle Ridge will be given special attention. In a manner similar to these case study images, staircases will typically come to grade immediately adjacent to the public sidewalk. Yards between adjacent stairs will be landscaped appropriately, with a variety of materials and fencing/railings indicating the boundary between public and private space. Detailing, materials and finishing on all stair components will be consistent with a public pedestrian friendly experience.



All images depict Garrison Woods, Calgary.



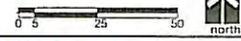


legend

- asphalt paving
- concrete paving
- flagstone paving
- concrete paving stone walkway (red / charcoal mix)
- front entries with feature paving surface
- seed / sod areas

proposed plant list

- large deciduous trees (50-65mm caliper)
potential selections include:
- baron manitoba maple (acer negundo 'baron')
- brooks #6 poplar (populus x brooks #6)
- flowering deciduous trees (50 mm caliper)
potential selections include:
- toba hawthorn (crataegus mordanensis)
- thunderchild flowering crabapple (malus x thunderchild)
- showy mountain ash (sorbus decora)
- small deciduous trees (50mm caliper)
potential selections include:
- trembling aspen (populus tremula 'erecta')
- coniferous trees (1.8 - 2.5 metre height)
potential selections include:
- white spruce (picea glauca)
- small to medium deciduous shrubs (2 gallon container size)
potential selections include:
- hansa rose (rosa rugosa)
- large deciduous shrubs (5 gallon container size)
potential selections include:
- villosa lilac (syringa villosa)
- small to medium coniferous shrubs (2 gallon container size)
potential selections include:
- juniper (juniperus spp.)



Eagle Ridge Residences
site G landscape plan

STUDIO
planning + design collaborative
200 - 524 17th Avenue SW
Calgary, AB T2C 1S1
403.244.8100
403.244.8101

STUDIO
Katie
Alex
Project Manager
403.244.8100
403.244.8101



EAGLE RIDGE
Townhouse Design Concept

Project 06014 September 25, 2006



Gibbs Gage
Landscape Architecture



REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor & Council
From:	Planning & Development
Date:	July 10, 2007
Subject:	Subdivision of Timberlea North Central Phase 8 (Consortium Lands)

ISSUE:

To subdivide Lot 1, Block 17, Plan 052 3653 to create 488 lots.

REFERENCE:

Municipal Government Act RSA 2000, Chapter M-26 Part 17
Municipal Development Plan Bylaw 00/005
Timberlea Area Structure Plan (ASP) Bylaw 01/020
Land Use Bylaw 99/059
Previous approved subdivision applications for the Timberlea Consortium:

HISTORY:

The Planning and Development Department has received an application from IBI Group for the eighth phase of the Consortium Land Development in North Central Timberlea and to the east of Confederation Heights (Attachment 1). This is the last phase of development for the Timberlea Consortium Lands. The proposed Subdivision is located north of Confederation Way. The proposed subdivision (Attachment 2) is 32.90 ha in size and comprises the following:

- 182 R1 Lots
- 273 R1S Lots
- 28 R2 Lots
- 1 R2-1 Lot
- 4 PR Lots

Adjacent property owners and Municipal and Franchise utilities were notified and no objections were received, however the following concerns were raised:

- The Franchise Utilities require easements to service the development
- The Fire Department require restrictive covenants stating that no street parking shall be permitted in front of the lot shall be registered on the titles of the following lots (Attachment 3):

1. Within Block 27: Lots 35 to 41 inclusive and 135 to 141 inclusive
2. Within Block 26: Lots 24 to 31 inclusive

The Applicant will be required to address these concerns prior to the Municipality endorsing the subdivision.

ALTERNATIVES:

1. Refuse the Subdivision
2. Approve the Subdivision
3. Approve the Subdivision with conditions

ANALYSIS:

This is the final phase of the Consortium Land. The approval of this subdivision will complete the development of approximately 141 ha of land comprising a mix of single family and multi-family housing.

ATTACHMENTS:

1. Subject Area Map
2. Proposed Subdivision
3. Front Parking Restrictions

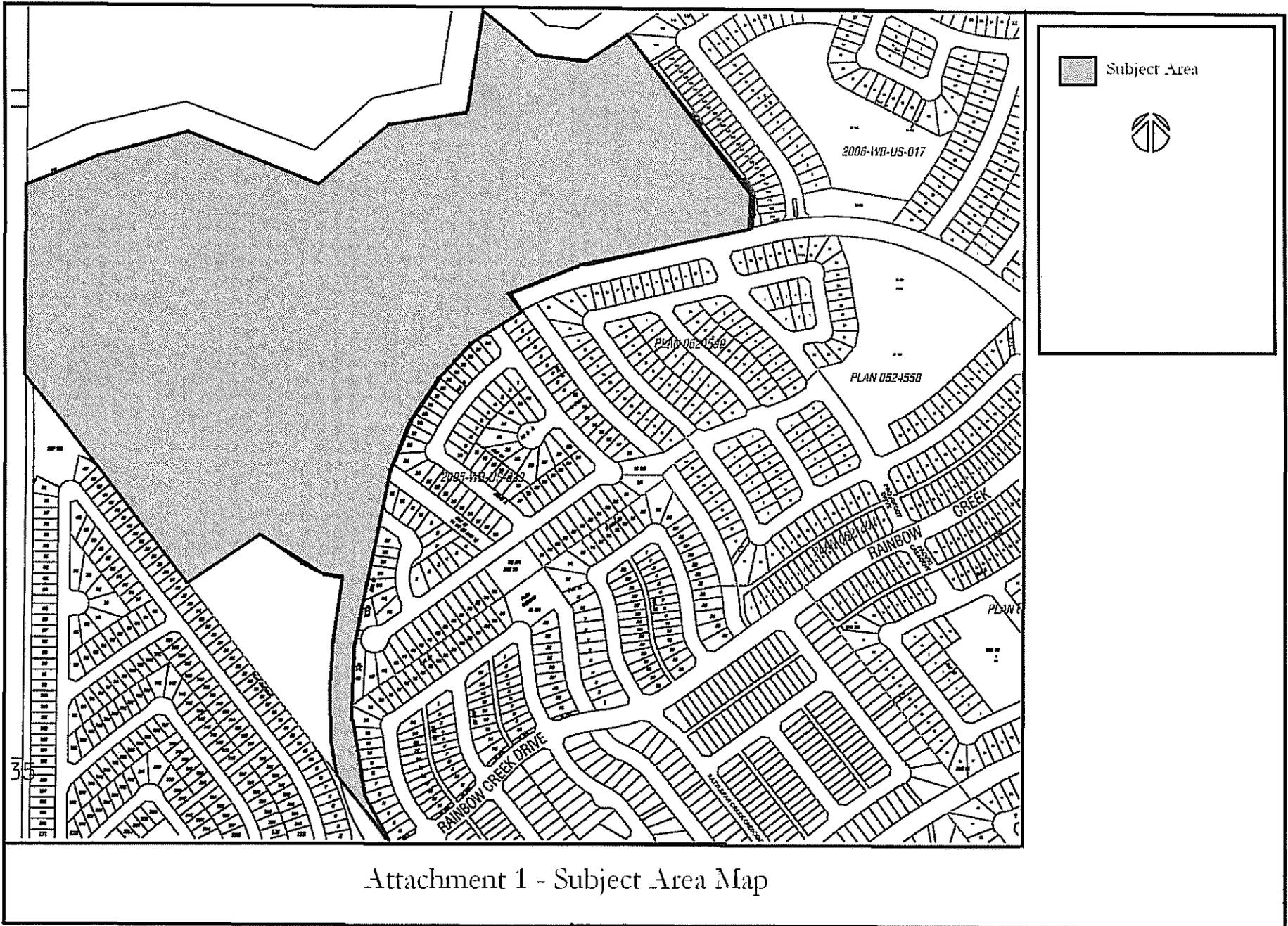
ADMINISTRATIVE RECOMMENDATION:

THAT Subdivision Application 2007-WB-US-014 be approved as the use of the land for the proposed subdivision is consistent with the Municipal Development Plan, Timberlea Area Structure Plan and Land Use Bylaw, the subdivision will be serviced by Municipal water and sewer services, and the land is suitable for the intended residential use, subject to the following conditions:

1. That prior to endorsement of the Plan of Subdivision, the developer shall enter into a development agreement or addendum to existing agreement with the Regional Municipality to address items including but not limited to the design and construction of municipal roads; the installation of municipal services and franchise utilities; construction of sidewalks; fuel reduction requirements to meet the municipal fire smart strategy, construction of fencing and installation of landscaping, play structures and other amenities on Municipal Reserves, PULs and other areas; construction of trail linkages, construction of storm water management facilities and payment of off-site levies for off-site improvements in accordance with the applicable off-site levy bylaws.
2. That all existing easements, rights-of-way, and other land rights shall be carried forward and registered on the titles of the newly created lots concurrent with registration of the Plan of Subdivision.
3. That all easements and rights-of-way required for the installation of Municipal or franchise utilities shall be provided by the developer at no cost to the municipality or any

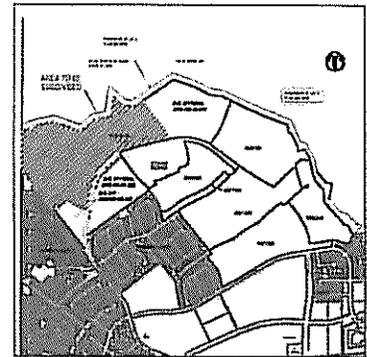
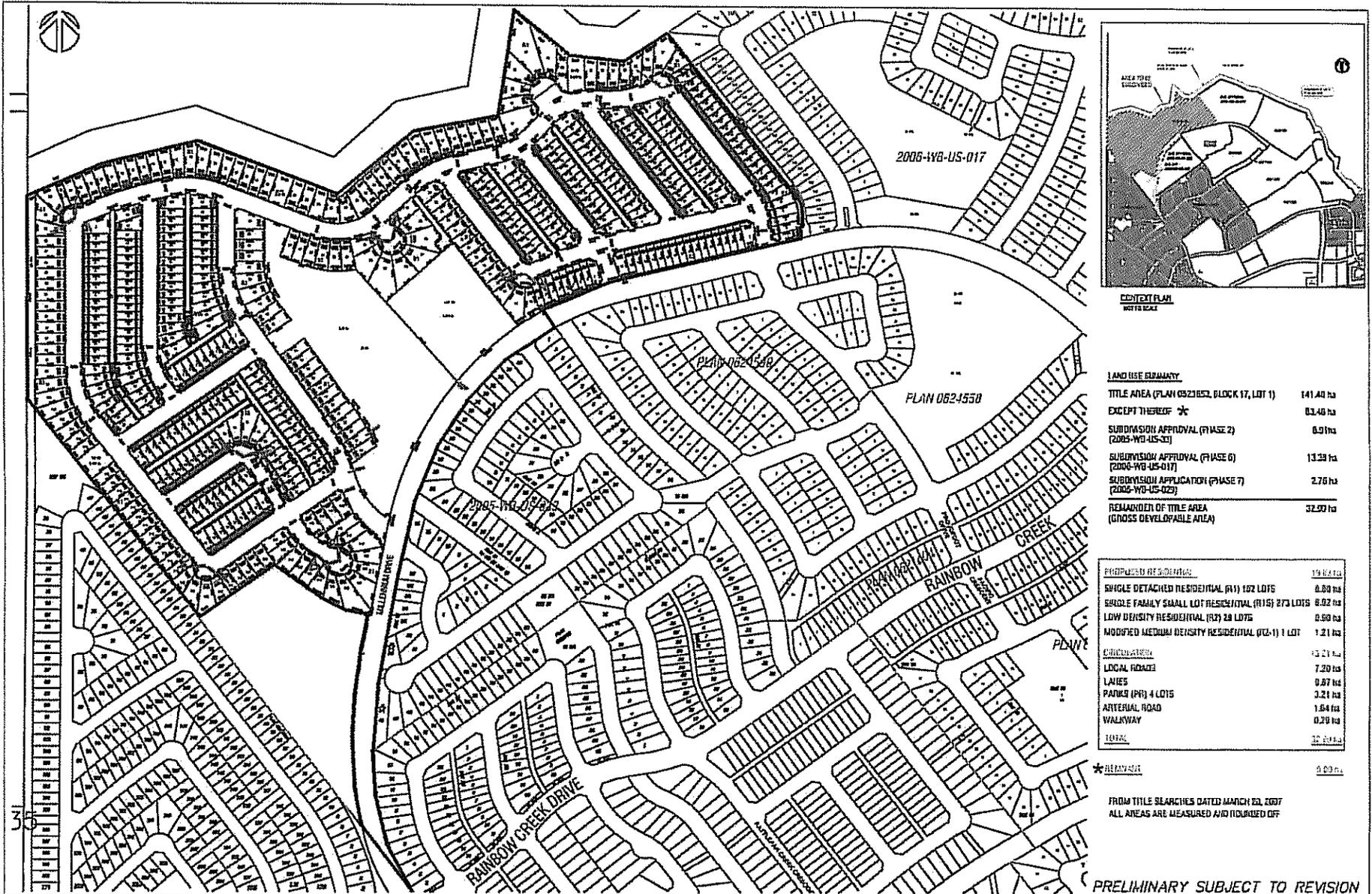
franchise utility and registered by utility right of way plan concurrent with registration of the plan of subdivision.

4. That restrictive covenants stating that no street parking shall be permitted in front of the lot shall be registered on the titles of the following lots (Attachment 3):
 - Within Block 27: Lots 35 to 41 inclusive and 135 to 141 inclusive
 - Within Block 26: Lots 24 to 31 inclusive
5. The Land Use Bylaw for the area being amended to change the land use from UE-Urban Expansion to the various land use changes proposed.



Attachment 1 - Subject Area Map

Attachment 2 - Proposed Subdivision



LAND USE SUMMARY

TITLE AREA (PLAN 0523853, BLOCK 17, LOT 1)	141.40 ha
EXCEPT THEREOF *	03.40 ha
SUBDIVISION APPROVAL (PHASE 2) (2005-WB-US-03)	0.91 ha
SUBDIVISION APPROVAL (PHASE 6) (2006-WB-US-017)	13.39 ha
SUBDIVISION APPLICATION (PHASE 7) (2005-WB-US-029)	2.76 ha
REMAINDER OF TITLE AREA (GROSS DEVELOPABLE AREA)	32.99 ha

PROPOSED BY ZONINGS

PROPOSED BY ZONINGS	19.64 ha
SINGLE DETACHED RESIDENTIAL (R1) 102 LOTS	0.89 ha
SINGLE FAMILY SMALL LOT RESIDENTIAL (R1S) 273 LOTS	0.82 ha
LOW DENSITY RESIDENTIAL (R2) 28 LOTS	0.60 ha
MODIFIED MEDIUM DENSITY RESIDENTIAL (R2-1) 1 LOT	1.21 ha

INFRASTRUCTURE

LOCAL ROADS	13.21 ha
LANES	7.20 ha
PARKS (PR) 4 LOTS	0.87 ha
ARTERIAL ROAD	3.21 ha
WALKWAY	1.84 ha
TOTAL	32.99 ha

*RETRACTABLE 0.69 ha

FROM TITLE SEARCHES DATED MARCH 03, 2007
ALL AREAS ARE MEASURED AND BOUND OFF

PRELIMINARY SUBJECT TO REVISION

3	AS BUILT	
4	APPROVED FOR CONSTRUCTION	
3	RELEASED	
2	APPROVED	
1	PRELIMINARY	
NO.	DESCRIPTION	DATE
	DATE	

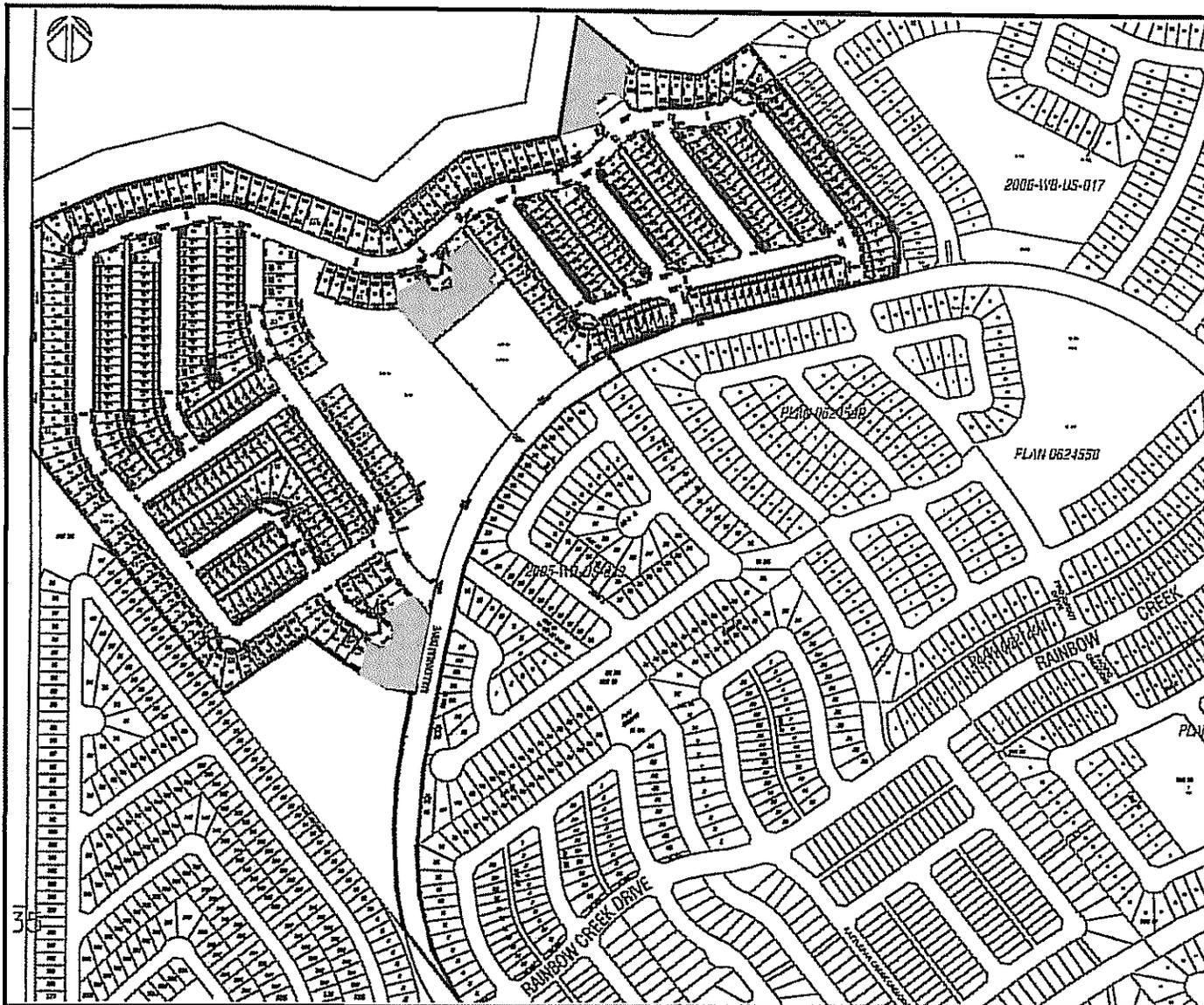
8				
7				
6				
5				
4				
3				
2				
1				
NO.	DATE	DESCRIPTION	BY	APPROVED

TBI ENGINEERS
GROUP PLANNERS

March 21, 2007
DL
TAL
CLL
11/2007

REGIONAL MUNICIPALITY OF WOOD BUFFALO
PROPOSED SUBDIVISION OF
PLAN 0523853, BLOCK 17, LOT 1
TIMBERLEA NORTH CENTRAL
PHASE B

01	01
----	----



Parking Restrictions

Lots 35 to 41 inclusive,
Block 27;

Lots 135 to 141 Inclusive,
Block 27;

Lots 24 to 31 Inclusive,
Block 27

Attachment 3 - Front Parking Restrictions

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning & Development
Date:	July 10, 2007
Subject:	Application for Subdivision – Lot 3, Block 1, Plan 042 1905 (Eco-Industrial Park)

ISSUE:

An application to subdivide Lot 3, Block 1, Plan 042 1905 to create 24 commercial/industrial lots.

REFERENCE:

1. Municipal Government Act
2. Municipal Development Plan Bylaw 00/62
3. Land Use Bylaw 99/059
4. Land Use Bylaw Amendment Application AM009.2007

HISTORY:

The Municipality has received an application to subdivide Lot 3, Block 1, Plan 042 1905 (Attachment 1) into 24 lots (Attachment 2). This property will facilitate a new Industrial Park.

This property is located at the north edge of the Urban Service Area adjacent to the Diversified Bus depot and will encompass 65 acres. The subdivision will include a mixture of approximately 13.1 acres of highway commercial and approximately 42.5 acres of light industrial uses. Heavy industrial uses will not be permitted on site.

This land was originally to be developed by the Municipality, however, due to the resignation of the Land Manager, on March 27th, 2007 the Council directed Administration to transfer the Eco Industrial Park to Wood Buffalo Housing and Development Corporation.

The land is currently zoned DC – Direct Control District. The purpose of this district is to provide for the creation of specific land use regulations where the circumstances are such that control by other districts would be inappropriate or inadequate, having regard to any applicable statutory plans, existing or future surrounding developments and public interest. However, concurrently with this application, the Municipality is amending the Land Use Bylaw to include both BI – Business Industrial and C4 –Highway Commercial. In addition, the amended Land Use Bylaw will include provisions to encourage a smaller environmental foot print specifically on this site.

The site will be accessed from the Diversified Transportation Limited site located to the south of the subject lands.

Section 666(1) of the Municipal Government Act states a subdivision authority may require a developer to provide land or money in place of land for a Municipal Reserve. Due to the fact that this subdivision is intended as an industrial park and requires no recreational space, the Municipality will require cash equaling 10% of the value land in lieu of land.

Adjacent property owners and municipal and franchise utilities were notified of the application. No objections were received however the following concerns were received;

- ATCO gas will require the installation of a gas main and right-of-ways to serve individual lots;
- Utilities Department had concerns regarding servicing and will require a site servicing plan that shows how the site will be serviced with water and sanitary.

The Applicant will be required to address these concerns prior to the Municipality endorsing the subdivision.

ALTERNATIVES:

1. Refuse the application to subdivide.
2. Approve the application
3. Approve the application with conditions.

ANALYSIS:

With the on-going growth in the oil sands sector there is an increased need for industrial lands for local businesses. This development is a step toward elevating the great need for this increased need. In addition, this development will strive to minimize the environmental footprint through design requirements.

ATTACHMENTS:

1. Subject Area
2. Proposed Subdivision

ADMINISTRATIVE RECOMMENDATION:

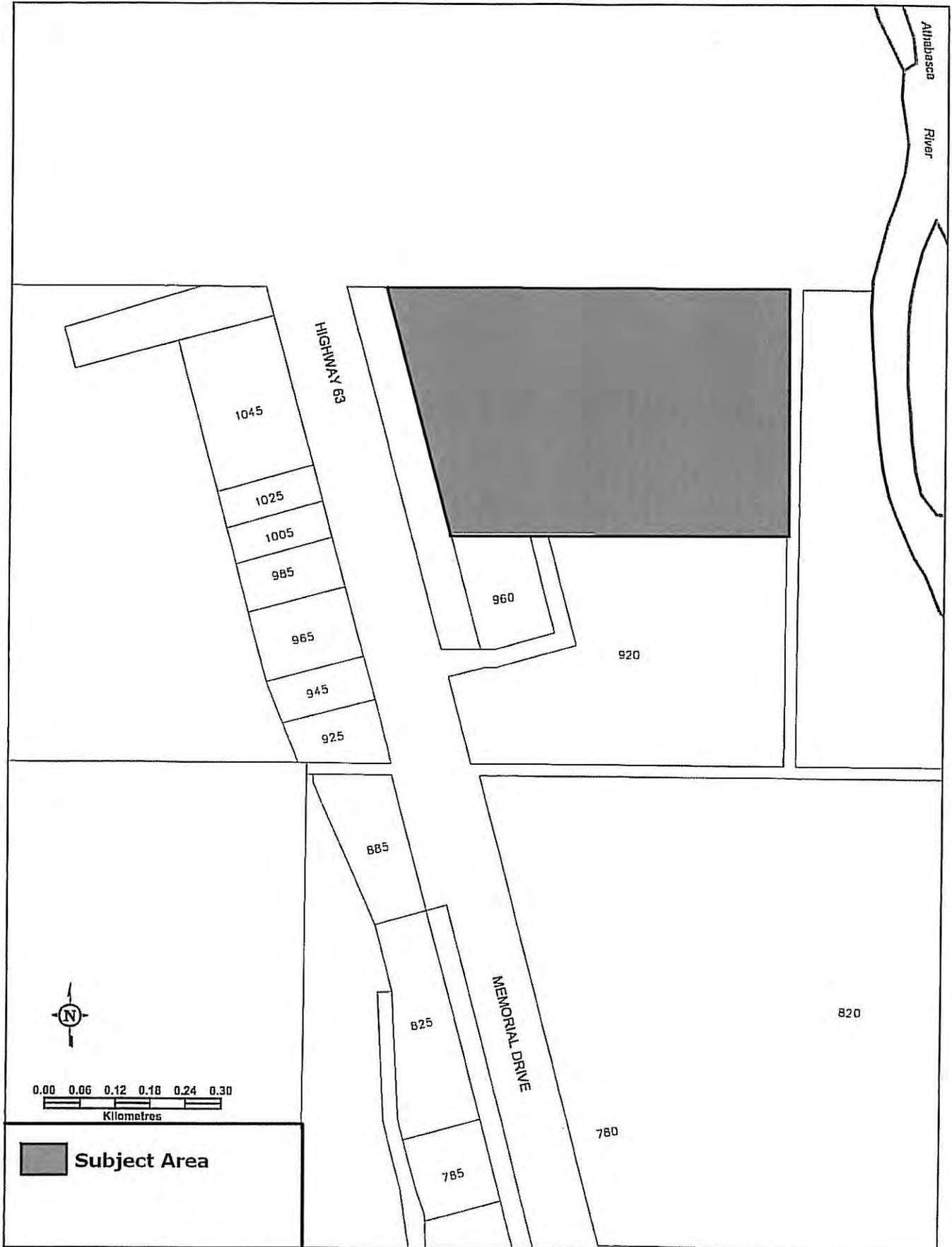
THAT Subdivision Application no. 2006-WB-US-037 be approved as the use of the land for the proposed subdivision is consistent with the Municipal Development Plan and Timberlea Area Structure Plan, the land will be adequately serviced, and the land is suitable for the intended use, subject to the following conditions:

1. Any and all easements required by the municipality or any franchise utility as a result of this development shall be provided by the developer at no cost to the Municipality or any

franchise utility and shall be registered on title by Utility Right-of-Way Plan concurrent with the registration of the plan of subdivision;

2. Should it be necessary to alter any on site municipal or franchise utilities, all cost shall be borne by the developer;
3. The developer shall enter into a development agreement with the Regional Municipality to address items including but not limited to the design and construction of municipal roads; the installation of municipal services and franchise utilities.
4. The Municipal Reserve (MR) requirement for this subdivision will be cash in place of land due to no recreational space being needed for this subdivision application.
5. The subdivision of the Diversified site be registered with Land Titles to allow full access to the development.

Subject Area Map



Subdivision Plan in Context of Neighboring Developments

N.E.1/4 SEC. 6-90-9-4



Legend

-  Subdivision Boundary
-  Utility ROW

1

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning & Development
Date:	July 10, 2007
Subject:	Residential Parking Strategy

ISSUES:

Approval of the residential parking strategy for Urban Service Area – Fort McMurray.

HISTORY:

In March 2006, Administration was directed to study residential on-street parking in the Urban Service Area - Fort McMurray. The purpose of the study was to develop a comprehensive on-street parking strategy for existing residential neighbourhoods and future residential neighbourhoods in the Urban Service Area. Steering Committee findings and extensive public consultation in early 2007 assisted in the development of the strategy.

The strategy entails a need for greater enforcement capacity, an education campaign, changes to current parking regulations, and the inclusion of three hour parking limits in problem areas. The strategy also encourages changes in roadway design standards and potential changes to the Land Use Bylaw standards for parking. Long term solutions, such as the development of Park and Ride facilities and off site vehicle storage areas are also proposed in the strategy.

ALTERNATIVES:

- 1) Direct the Administration to move forward with developing parking alternatives as outlined in the residential on-street parking strategy.
- 2) Reject the residential parking strategy.

ANALYSIS:

Directing Administration to move forward with the residential parking strategy will help ensure that parking issues in the Urban Service Area – Fort McMurray are addressed in a comprehensive manner.

Rejecting the residential parking strategy will delay the ability to address parking issues in a comprehensive manner and further perpetuates an ad-hoc and random response to residential on-street parking issues.

ATTACHMENTS:

1. Residential Parking Strategy for Urban Service Area – Fort McMurray (May 2007)

ADMINISTRATIVE RECOMMENDATIONS:

THAT the Residential Parking Strategy for Urban Service – Fort McMurray, dated May 2007, be approved; and

THAT Administration be directed to move forward with developing parking alternatives as outlined in the Residential Parking Strategy.

Report

DRAFT

Regional Municipality Wood Buffalo

Residential Parking Strategy for Urban Service Area - Fort McMurray

May 2007

REPORT

DRAFT

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Certification Page

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Executive Summary

INTRODUCTION

The Urban Service Area – Fort McMurray is a high growth community which attracts workers from across Canada and internationally. The primary mode of transportation to and within the community is personal vehicles. This is creating a problematic on-street parking issue in several residential areas of the Urban Service Area – Fort McMurray and this problem is expected to increase in the future.

Various issues related to on-street residential parking were raised by several departments of the Regional Municipality of Wood Buffalo that included:

- Use of residential on-street parking by both work/non-work vehicles;
- Long-term parking of vehicles on residential streets, and oversized vehicle parking;
- On-street parking affects on municipal operations (transit road maintenance, refuse pick-up, snow clearing etc.);
- Pedestrian safety issues associated with on-street residential parking;
- Pedestrian circulation patterns and concerns;
- On-street parking by non-neighbourhood residents;
- Carriage widths for residential streets;
- Better use of public transportation; and
- Landscaping, streetscaping and community design aesthetics.

On the basis of these issues, resident enquiries and concerns by Municipal Council, Associated Engineering was commissioned to develop an on-street residential parking strategy.

The study consisted of four tasks including Information Gathering, Issues Identification, Parking Policy Development and Report Writing.

PARKING ASSESSMENT

An assessment of the existing parking situation in the Urban Service Area – Fort McMurray was made by reviewing existing parking regulations, collecting parking related data on a variety of residential streets, a best practices review and public consultation during the Parking Policy Development and another will be held after completion of this report to present findings and recommendations to stakeholders.

The parking survey was conducted at six different locations and during six different time periods from September 25 to September 27, 2006. Overall, the survey indicated fewer parking problems than expected. The most prevalent problem was 9.0 metre streets with no driveways that tended to have high parking utilization and extended lengths of clear travel widths less than 6 metres.

ISSUES IDENTIFICATION

Through the data collection, review of existing conditions, best practices research and public consultation, a greater understanding of the issues related to parking in residential areas was developed. The analysis indicated that the on-street parking situation could be improved through the development of an overall strategy for all residential areas. The key issues that a residential parking strategy should address are:

- Pedestrian safety issues associated with on-street residential parking;
- On-street parking affects on municipal operations (transit, road maintenance, refuse pick-up, snow clearing etc.);
- Long-term parking of vehicles on residential streets;
- On-street parking by non-neighbourhood residents; and
- On-street parking by neighbourhood residents.

ALTERNATIVE DEVELOPMENT

Once the issues were identified, alternatives to help alleviate or solve the issues were developed. The parking issues of pedestrian safety and municipal operations impacts are related to safety and would be addressed through enforcement, education, and the addition of parking restrictions where a safety issue is identified. The municipality could also consider changes to engineering standards and increasing fines to address the issue. The remaining parking issues are related to setting some programs or rules that provide fair access to the public streets in residential areas. The following presents the alternatives that could address all of the parking issues.

- Enforcement;
- Education;
- Parking restrictions for safety;
- Time limited parking city wide;
- Three hour parking restrictions;
- Residential parking permits localized; and
- Change Roadway Design Standards for Local Streets.

Departments within the Regional Municipality of Wood Buffalo and the private sector can influence parking issues. The following solutions would require partnerships and consensus building between the public and private sector to affect parking.

- Appropriate Sized Vehicles on Narrow Roads;
- Park and Ride Facilities for Non-Residents;
- Park and Ride Facilities for Residents
- Off-street storage; and
- Land Use Bylaw Regulations.

EVALUATION

Once identified the possible solutions to the on-street residential parking issues were evaluated and compared considering safety, capital cost, operational cost, and affect on residents. The following table illustrates the evaluation results.

**Figure E-1
Evaluation**

	Safety	Resident Benefits	Capital Cost	Operational Cost	Resident Impact
Enforcement	●	●	○	●	○
Education	◐	◐	◐	◐	○
Parking Restrictions for Safety	◐	◐	◐	◐	◐
Time Limited Parking City Wide	◐	◐	◐	◐	◐
Three Hour Parking Restrictions	◐	◐	◐	◐	◐
Residential Parking Permits	○	◐	◐	●	●
Roadway Design Standards	◐	◐	◐	◐	○
Less Direct Solutions					
Appropriate Sized Vehicles	●	◐	●	◐	○
Park and Ride Facilities - For Non-Residents	◐	◐	◐	◐	○
Park and Ride Facilities - For Residents	○	◐	◐	◐	○
Off-Street Storage	◐	◐	◐	◐	○
Land Use Bylaw Regulations	○	◐	◐	◐	○

RECOMMENDATIONS

The recommended solutions to address the parking situation in the Urban Service Area – Fort McMurray would be most effective if used in combination as they address the issues using a variety of complementary countermeasures. Some countermeasures are restrictive and others offer positive alternatives to shift the parking to more desirable locations. These measures can be implemented incrementally depending on impact on cost. The recommended timing is as follows:

Recommended for Implementation in the Short Term

- Enforcement
- Education
- Parking Restrictions for Safety
- Time Limited Parking City Wide
- Three Hour Parking Restrictions

- Roadway Design Standards
- Land Use Bylaw Regulations

Recommended for Implementation in the Long Term

- Residential Parking Permits
- Appropriate Sized Vehicles

Additionally, partnerships and negotiations engaging industry to implement the following solutions are recommended in the long term as follows:

- Park and Ride Facilities for Non-Residents
- Park and Ride Facilities for Residents
- Off-street storage

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1 Introduction

1.1 BACKGROUND

The Urban Service Area – Fort McMurray is a high growth community which attracts workers from across Canada and internationally. The primary mode of transportation to and within the community is personal vehicles. While personal vehicles are valuable to virtually every resident in the area, there is a need to ensure vehicles are parked safely and that on-street parking is managed in a fair and effective manner.

On-street parking in residential areas is proving to be a problematic issue in several areas of the Urban Service Area, and Council desires this issue to be resolved in the near future. As well, the potential for on-street parking problems in future residential areas is also an issue that needs to be addressed. The issues related to on-street residential parking raised by Steering Committee members included:

- Use of residential on-street parking by both work/non-work vehicles;
- Long-term parking of vehicles on residential streets, and oversized vehicle parking;
- On-street parking affects on municipal operations (transit road maintenance, refuse pick-up, snow clearing etc.);
- Pedestrian safety issues associated with on-street residential parking;
- Pedestrian circulation patterns and concerns;
- On-street parking by non-neighbourhood residents;
- Carriage widths for residential streets;
- Better use of public transportation; and
- Landscaping, streetscaping and community design aesthetics.

Associated Engineering has been commissioned to develop an on-street residential parking strategy that could alleviate the on-street parking concerns. This includes examining the issues, best practices research, developing alternatives and recommending solutions. The Parking Strategy has incorporated a collaborative approach to development that incorporated Administrative staff from the departments of: Operations and Maintenance, the Fire Department, Bylaw Services, Community Services and Planning & Development.

Section 13(1) of The Traffic Safety Act authorizes municipalities to make bylaws governing the parking of vehicles. Additionally, the ALBERTA REGULATION 304/2002 of the Traffic Safety Act entitled "USE OF HIGHWAY AND RULES OF THE ROAD REGULATION" regulates parking rules that are applied generally to all roads in the Province. On-street parking is regulated through the Roads and Transportation Bylaw No. 02/079.

The Urban Service Area – Fort McMurray has identified a number of issues on the basis of resident inquiries, concerns identified by Municipal staff and Municipal Council. In response to these concerns, this residential parking strategy has been initiated. Additionally, the Urban Service Area increased the amount

of enforcement in early 2007 to address recurring parking infractions that are affecting safety and the provision of municipal services.

1.2 METHODOLOGY

This project consisted of four tasks described briefly below.

Task 1: Problem Identification

Task 1 consisted of:

- A project initiation meeting with the Steering Committee to introduce key members, discuss approach, confirm study schedule and deliverables and obtain available documentation
- Collection and review of relevant plans and documentation
- Undertake existing parking study at key locations determined by the Steering Committee
- Prepare summarization of data and determine need for full study
- Present findings to Steering Committee

Task 2: Information Gathering

Task 2 consisted of:

- Obtaining bylaws and policies from other jurisdictions
- Creation of public consultation plan with Regional Municipality of Wood Buffalo
- Review and summarize findings from other jurisdictions
- Hold public open house(s)
- Define parking problem to be addressed

Task 3: Parking Policy Development

Task 3 consisted of:

- Develop parking strategy alternatives
- Develop evaluation criteria
- Evaluate alternative options based on criteria established
- Determine preferred alternative options
- Present findings to Steering Committee
- Develop recommendations

Task 4: Report Writing

Task 4 involved:

- Draft report documentation
- Review of draft report by Steering Committee
- Public Open House (conducted by Regional Municipality of Wood Buffalo)
- Finalization of report
- Presentation to Regional Council

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2 Parking Assessment

An assessment of the existing parking situation in the Urban Service Area – Fort McMurray was made by reviewing existing parking regulations, collecting parking related data on a variety of residential streets, a best practices review and stakeholder consultation.

2.1 PARKING SURVEY

A parking survey was undertaken at six different locations from Monday, September 25, 2006 to Wednesday, September 27, 2006 during six different time periods. The data collection involved the following work:

- Video taped each potential data collection site;
- Prepared data collection sheets with maps of each study location;
- Prepared a location summary to select locations to be studied;
- Finalized list of locations to study in consultation with the RMWB;
- Collected parking data in accordance with the methodology outlined in a memorandum to Martin Frigo dated August 18, 2006;
- Searched for additional locations with potential parking problems during the evening of Tuesday, September 26; and
- Observed the parking in the fire lane at the condominium located west of Abasand Drive.

The information that was collected included number of vehicles, type of vehicle, number of lots, driveway locations and usage, and street width. The information collected provided a good scan of the parking demand for a variety of time periods and locations.

Overall, the survey indicated fewer parking problems than expected. Some of the streets had a high parking utilization; however, the majority were parked legally and did not cause a clear travel width problem.

In some isolated cases parking on both sides of the street was found to be problematic. In particular, 9.0 metre streets with no driveways tended to have a high parking utilization and extended lengths of clear travel widths less than 6.0 metres. With little to no space or two way travel or places to pull over and allow oncoming vehicles to pass.

Additionally, a number of parking infractions were noticed on most of the streets within the study area. A detailed analysis of the results was provided in a technical memorandum dated October 10, 2006. The technical memorandum is included in Appendix A.

2.2 BEST PRACTICES

2.2.1 Bylaws in Other Cities

The parking related bylaws in several cities were reviewed to determine whether other communities had parking regulations that may be applicable to resolving parking issues in the Urban Services Area – Fort McMurray.

The amount of time a vehicle may park on the street ranges from three hours to 72 hours. Fort McMurray's current bylaw restricts the length of time a vehicle may park on the street to be 72 hours. This is the same as the Cities of Calgary and Edmonton; however, in the City of Regina the time limit is 24 hours, in Vancouver it is three hours between 8:00 a.m. and 6:00 p.m., and in Burlington and Oakville, Ontario it is three hours.

Vancouver's bylaw exempts the time limit if the person parking the vehicle is the property owner or resident of the abutting property and is applied to residential and commercial areas. The enforcement of these regulations is typically on a complaint basis; therefore, only dealing with an issue when its action is impacting the neighbourhood. This bylaw has a minimal operational and administrative cost associated with a bylaw change and responding to inquiries, and a moderate cost for the education and enforcement of the regulation.

In addition to the three-hour rule, the City of Vancouver also establishes resident parking only (RPO) zones which are generally installed to reserve 30% to 50% of the parking for residents of the block. This program is used when the on-street parking usage on the block is at or near 100% during problem times and the problem is caused by non-residents and occurs at least twice a week. Any resident of the block referred to on the RPO signs may use the zone to park their vehicles. Establishment of the zone must be supported by a petition signed by residents of all the households on the block, with 67% signing in favour of the RPO regulations.

All of the cities surveyed have residential parking permit programs to manage the supply of parking in specific residential areas located near major institutions and employment generators. They are intended to discourage non-residents from parking on-street for long periods of time. They do not eliminate non-resident or public parking and they do not guarantee residents an on-street parking space. These programs typically target several square blocks so that the influx of non-resident parking does not shift to the adjacent roadways. These programs typically have a high administrative cost to issue permits, manage the program, and enforce the parking restrictions. The annual cost of the Residential Parking Permit (RPP) program is approximately \$1 million in the City of Calgary. In recent years, the Red Deer and Lethbridge have also implemented RPP programs.

Benefits of an RPP program include:

- Enhanced pedestrian safety;

- Preservation of community character and integrity;
- Assured access for residents to private property;
- Reduced potential for influx of noise and garbage from non-residents; and
- Reduction in level of non-resident traffic volume.

Challenges of an RPP program include:

- Requirement for resident to obtain passes;
- Requirement for visitor passes for guests;
- Potential for misconceptions regarding street operation and ownership;
- Increased number of street signs; and
- Reduced shared parking

Most of the Cities researched have user friendly summaries of key parking regulations as well as access to the detailed traffic bylaws on their websites. Additionally, some cities have brochures summarizing parking bylaw information.

2.2.2 Engineering Standards

One of the potential issues identified by the steering committee and parking survey was the concern that the streets are too narrow for parking on both sides of the street. Most cities in Canada have a hierarchy of roads, with the smallest residential street being wide enough for three lanes, typically:

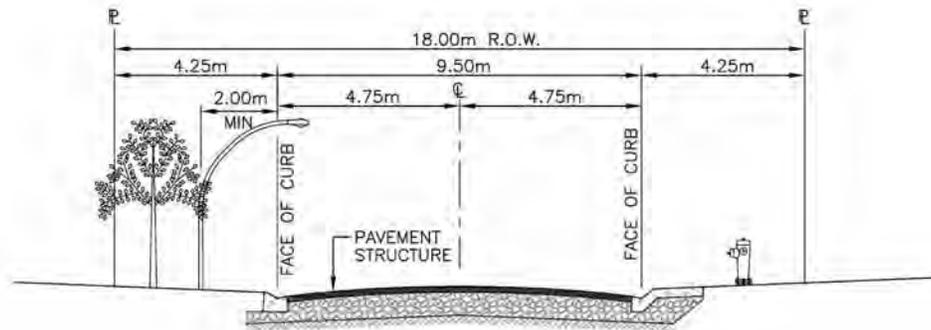
- Parking on both sides, with one shared driving lane OR
- Parking on one side, with two driving lanes

The minimum local street width for each city surveyed is as follows:

- 9.0 m in Calgary
- 9.0 m in Edmonton
- 8.7 m in Regina
- 8.5 m in Vancouver
- 9.5 m in Fort McMurray

Figure 2-1 shows the typical cross section in Urban Service Area – Fort McMurray.

**Figure 2-1
Typical Cross Section**



2.3 BUS TRANSPORTATION TO WORK

A considerable number of employees in the Regional Municipality of Wood Buffalo travel to work on company supplied buses operated by Diversified Transportation. Companies offer the bus service to employees and subcontractors at no cost as an incentive to reduce parking. The bussing is an incentive as it saves on the cost of gasoline and is safer, especially in winter. Companies benefit as it regulates work schedule since employees must get to work and leave work following the schedule of the buses. Publications, newsletters and team leaders all encourage the use of the bus. As a further incentive, some "Park and Ride" facilities are in operation, enabling people to park at a terminal where the bus picks them up. This incentive has had minimal success, likely due to the ease of accessing busses within the residential areas and the ease of parking on-street during the day. A "Park and Ride" facility located at the south end of the Urban Service Area – Fort McMurray opened in the Winter 2007. It provides service to the Long Lake project to the south and typically has less than 20 people boarding the bus.

Communities south of the Urban Service Area - Fort McMurray do not have bus service to any of the oil sands employment areas north of Fort McMurray so they drive to Fort McMurray, park on residential streets and take the bus to work for their shift. Saprae Creek has no bus service while Gregoire Lake Estates and a few other communities have bus service to the Long Lake project.

3 Public Consultation

One of the main objectives of the study was to ensure an open and thorough approach that included the participation of all potentially affected parties and individuals. An initial set of two open houses were held on January 24 and February 13, 2007 to confirm issues, present the parking data survey results and discuss potential options. A detailed technical memorandum dated April 16, 2007 outlined the details of the public consultation process and results and is included in Appendix B.

To ensure the maximum amount of public participation at the open houses a major advertising effort was made which included:

- Advertisement in the Fort McMurray Today newspaper;
- Advertisement in the Regional Municipality of Wood Buffalo website;
- Flyer delivery;
- Direct letter notification to stakeholders; and
- Radio announcements.

The boards presented at the public open houses included:

- Welcome board;
- Background information board;
- Study purpose board;
- Parking data collection – a series of boards presenting the data collection process that was completed and key observations from the study area with respect to the parking characteristics and existing parking bylaw infractions;
- Parking bylaws from other Cities – examples of parking bylaws or programs from other jurisdictions were presented;
- Roadway size – Other Cities – typical local street widths and cross-sections from other jurisdictions were presented;
- Potential solutions – a list of potential solutions to address the observed issues and a list of considerations that should be measured in choosing the preferred solution option(s); and
- Feedback request.

Comment sheets with 12 questions were available to be filled out and returned to the box provided at tables in the open house. There were 45 people that attended the January 24 Public Open House and 45 people that attended the February 13 Public Open House. A total of 59 comments sheets were completed from the two open houses and ten emails were received following the open houses. All comments received were reviewed and summarized.

A summary of the comment sheets is as follows:

- Highest attendance by people living in Timberlea and Lower Town Site
- Residents agree with the main parking issues in the following order:
 - Vehicles per household
 - Accessibility on narrow roadways with heavy on-street parking
 - Parking by out of town people
- The majority attending have two or more vehicles per household
- More than half (63%) the respondents believed there should be a limit on how many vehicles a household can park on the street
- Over two-thirds (74%) of respondents see motor vehicles parked illegally on a daily basis
- Aside from the infractions listed in the survey (Parked in crosswalk, Parked in a fire lane and Blocking a driveway), the following three infractions were noted most frequently:
 - Parked too close to corner/intersection
 - Parked on sidewalk
 - Blocking fire hydrants
- The top three frequently recommended suggestions to improve parking on residential streets included:
 - Permit parking
 - More enforcement
 - Restricting the parking to one side only
- Over three-quarters (80%) of those attending were very satisfied or somewhat satisfied

The data captured represents a small minority of residents and is not fully representative of all residents of the Urban Service Area – Fort McMurray. This information was used along with the data collection and industry practices review, to develop parking strategies.

The public open house results were consistent with the results of the data collection process. Some streets had a high parking usage that impact parking availability and safety. The occurrence of this is localized and affects a relatively small percentage of residents. The amount of parking infractions recorded during the data collection and reported by residents suggests parking enforcement resources are a concern to be considered when developing options. Those who attended the public open house were supportive of limiting the number of vehicles per household. This can be misleading and is not an indication that such a bylaw would be widely supported. This is however, an indication of a desire for change in current residential on-street parking practices.

A second set of open houses will be held after completion of this report to present findings and recommendations to stakeholders.

4 Issues Identification

Several specific issues related to on-street residential parking were identified as part of the terms of reference for this project. Through the data collection, review of existing conditions, best practices research and public consultation, a greater understanding of the issues related to parking in residential areas was developed. The analysis completed to date indicates that the on-street parking situation could be improved through the development of an overall strategy for all residential areas. The key issues that a residential parking strategy should address are:

- Pedestrian safety issues associated with on-street residential parking;
- On-street parking affects on municipal operations (transit, road maintenance, refuse pick-up, snow clearing etc.);
- Long-term parking of vehicles on residential streets;
- On-street parking by non-neighbourhood residents; and
- On-street parking by neighbourhood residents.

The following discussion describes the issue, whether existing bylaws are in place to resolve the problem, and whether the problem is related to parking regulations.

Pedestrian safety issues associated with on-street residential parking - The Urban Service Area – Fort McMurray has several parking regulations to protect the safety of pedestrians. The types of regulations include restricted parking near intersections and crosswalks, and prohibited parking on sidewalks. Some infractions in this regard were noticed during the data collection process. This is an enforcement, engineering and education problem that needs to continue to have a high priority. Additionally, it is difficult to tell where the sidewalk is when streets are snow covered, and there are a higher number of vehicles parking on the sidewalk in the winter.

On-street parking effects on municipal operations (transit, road maintenance, refuse pick-up, snow clearing, fire and ambulance) - Municipal operations vehicles need access to the outside lane to provide services to residential areas. Some of the larger vehicles also have difficulty manoeuvring through residential streets less than ten metres wide. There is an increasing trend for larger service vehicles and the use of ladder trucks as the first response vehicle in some residential areas.

The carriage width of residential streets was raised as a concern as it relates to accessibility of municipal maintenance and operations vehicles. Throughout Canada, the width of residential streets is similar, ranging between 8.5 metres and 9.5 metres. This is sufficient width for a street to operate with two parking lanes and one driving lane, or one parking lane and two driving lanes. On streets with low parking demand, the common practice is to allow parking on both sides of the street. Vehicles can pull over when there is an oncoming vehicle. The cities we researched do not have a specific policy stating when to have parking on one side. Factors for consideration include parking supply and demand, number of driveways, length of the street and fire access.

The specific situation where carriage width is a problem is when a street has cars parked along the length of the whole street because of no driveways, a high parking demand and travel in two directions. In this case there is no place for a vehicle to pull over and someone would have to back up to let an oncoming vehicle go by.

Long-term parking of vehicles on residential streets - The problem with vehicles parking on the street for extended periods is that the space is not available for use others for extended periods and interference with maintenance activities. The parking bylaw limits the length of time a vehicle may park on the street to 72 hours. The challenges with the current regulations are as follows:

- the time that elapses from the start of the parking infraction to the enforcement, is a minimum six days. The reason is that residents will notice a vehicle has been parked on the street for 72 hours then report the infraction. A bylaw enforcement officer then needs to prove the parking infraction by marking the tires and checking them after another 72 hours, and
- the \$85.00 fine may be cheaper and easier for vehicle operators to deal with than someone finding long-term vehicle storage on private property.

During the public consultation process some participants stated they are bothered by vehicles parked in front of their house or on their street for long time periods, and that there is very little enforcement. We also heard reports of people parking their vehicles on-street and leaving town for several days, and people are concerned that these vehicles are unsightly if they get snowed in.

On-street parking by non-neighbourhood residents - Communities south of the Urban Service Area - Fort McMurray do not have bus service to any of the oil sands employment areas north of Fort McMurray so they drive to Fort McMurray, park on residential streets and take the bus to work for their shift. Based on observations from the data collection, comments during the public open house, and discussions with the steering committee, the on-street parking by non-neighbourhood residents is mostly in Beacon Hill and Lower Town Site. The occurrence is localized and sporadic. While streets are intended to serve the public, people are concerned that this activity affects parking availability for area residents. On-street parking by non-neighbourhood residents is a common problem that large cities choose to address through various residential parking programs.

On-street parking by neighbourhood residents - During the public consultation some residents said they are bothered by the number of vehicles their neighbour has and this affects their ability to find on-street parking near their home. The amount of parked trailers, recreational vehicles, personal, and commercial vehicles is a concern in localized areas that varies by home owner and time of year. The nature of the main employment creates an atmosphere where there is a higher volume of vehicles for each person with potentially a personal vehicle as well as a work vehicle that they bring home. This situation is further exasperated by the low vacancy rate in the area which creates a high percentage of homes renting all the bedrooms in the home to people. This creates a high vehicle to home ratio that is not typical for other communities.

5 Alternatives Development

Once the issues were identified, alternatives to help alleviate or solve the issues were developed. The parking issues of pedestrian safety and municipal operations impacts are related to safety and would be addressed through enforcement, education, and the addition of parking restrictions where a safety issue is identified. The municipality could also consider changes to engineering standards and increasing fines to address the issue. The remaining parking issues discussed in the previous section related to setting some programs or rules that provide fair access to the public streets in residential areas. The following discusses the alternatives that could address all of the parking issues.

Enforcement – The Urban Service Area – Fort McMurray has well established parking regulations to ensure safety at intersections, crosswalks, and on sidewalks. Compliance with existing regulations and enforcement resources has recently been addressed through an increase in enforcement. This initiative is indicating positive results in select areas. Enforcement resources must match the demand created from any new regulations as continued enforcement of safety-related regulations should have a high enforcement priority.

Enforcement of land use regulations also has an effect on parking. Sometimes the number of vehicles per household is an indication that a household is not in compliance with land use regulations. When the land use regulation is enforced, the parking usage may also become lower.

Education – Parking regulations are written for legal purposes and are not typically used as a tool to educate residents. Public consultation indicated residents' knowledge of the parking regulations is low. A public education strategy is needed for parking regulations that are unique to the Urban Service Area – Fort McMurray, to encourage alternative travel modes, and to encourage more effective use of existing garages and driveways. Educational tools could include:

- Website – quick summary plus a user-friendly detailed listing of all parking regulations;
- Brochures to be placed for visitors to pick up from municipal facilities, vehicle licencing agencies, and tourist information centres;
- Radio campaigns targeting two to three key messages on a rotating basis; and
- Temporary advertisement for new or revised parking regulations.

Parking restrictions for safety – Many parking regulations address pedestrian and intersection safety are currently in place. In specific situations, parking restrictions on one side of the street could improve the safety needed for municipal vehicle accessibility and two way travel. Criteria would include:

- On streets with < 10 metres curb to curb, no driveways, and consistently high parking utilisation; or
- At intersections of two narrow streets; and
- Demonstrated pedestrian and vehicle safety problem.

Time limited parking city wide – Vehicles are parking on the street for extended periods. The current time limit to park on streets is 72 hours and this could be modified. The time limit by other cities ranges from three hours to 72 hours. A factor in determining a suitable time limit is that enforcement typically takes double the time limit. A 48 hour time limit would reduce the amount of long-term parking on the street, and improve the effectiveness of enforcing the regulation.

Three hour parking restrictions – A time limit applied during the day can be used to ensure someone will not park on the street while at work. Parking signs would be placed where the three hour parking limit applies. A second component to this would include a qualifier such as between 9:00 a.m. and 6:00 p.m. The restriction would apply to all vehicles that park on the street. This would be implemented on streets on a request basis using the following criteria:

- Demonstrated recurrence of extended parking by non-residents; and
- Written request by adjacent property owners.

This countermeasure would be most effective in conjunction with countermeasures that provide an alternate place for non-residents to park or carpooling so that it doesn't result in additional single occupancy travel to the work sites.

Residential parking permits localized – In areas where parking by non residents causes several blocks to be fully utilized the majority of the time, a resident parking permit system could be implemented. Parking signs would be placed where a two to three hour parking limit applies, and residents would have a permit to exempt them from the time restriction. Criteria would include:

- A petition from residents typically demonstrating 67% support for the restriction; and
- Demonstrated recurrence of extended parking by non-residents over a wide area.

Residential parking permits are a longer term solution that could be applied should implementation of the three hour parking restrictions demonstrate a need for a more broadly applied mechanism. Considerations include:

- Resources to manage requests, issue and track permits, enforce is high (\$1 million per year in Calgary);
- Residents would need to renew permit annually; and
- Transient nature of residents may affect long term applicability and ability to track who qualifies for permits.

Change Roadway Design Standards for Local Streets – The 9.5 metre local residential street standard was developed for low-volume streets with single family dwellings and driveway access at the front of the property. When a proposed residential development will cause a high parking demand and no driveways are present on a 9.5 metre roadway, a safety concern can be prevented by requiring one side of the street to be “No Parking” at the cost of the developer. Alternatively, the municipality could require wider roads

based on specific combinations of adjacent land use and presence of alleys if other solutions are not considered to be feasible.

Less Direct Solutions – The above solutions would be delivered by the Operations and Maintenance Department and Engineering Services Division. Departments with the Regional Municipality of Wood Buffalo and the private sector can influence the parking issues. The solutions in this section would require partnerships and consensus building between the public and private sector to affect parking.

Appropriate Sized Vehicles on Narrow Roads – Buses, first response vehicles and other service vehicles that are intended for travel on major roadways are driving on residential streets. Access to streets would be improved with more appropriate sized vehicles.

Park and Ride Facilities for Non-Residents – On street parking by non-residents would be alleviated if they could park at a “park and ride” facility instead of on a residential street. This would be most effective in conjunction with a three hour parking restriction so that they have an incentive to use a “park and ride” facility. A “park and ride” facility would be operated by the companies who are contracting the bus service.

Park and Ride Facilities for Residents – Park and ride facilities for residents would increase the use of buses and reduce congestion on roadways, and would have little affect on on-street parking.

Off-street storage – Residents could use off-street storage for long term parking instead of in their yards or on residential streets. Most of the off-street storage in Fort McMurray is full and more facilities are needed. This solution would be implemented by the private sector on a for-profit basis.

Land Use Bylaw Regulations – The Regional Municipality of Wood Buffalo Land Use Bylaw has a minimum parking requirement for a variety of residential uses. This minimum amount does not typically match the parking demand generated by these land uses. An increase in the minimum number of stalls for residential parking uses would cause a decrease in the demand for on-street parking. However, since this may in turn result in the demand for larger lots and suburbs, further rationalization of this solution would be required before proceeding.

The options outlined above address one or more of the key issues that were identified in Section 4 of this report. Figure 5-1 indicates which issue or issues each option addresses:

- Pedestrian safety would be addressed through the enforcement and education of existing bylaws.
- On-street parking affects on municipal operations would be addressed by restricting parking on narrow streets with a demonstrated problem, through changes in engineering standards and by using appropriate sized vehicles for residential streets.

- The amount of long-term parking on streets could be reduced through more enforcement and education of the existing bylaw, changing the amount of time vehicles are allowed to park on the street and encouraging private sector to develop more off-street storage facilities.
- The amount of parking by non-neighbourhood residents could be reduced by adding time limits for parking on-street at select locations, parking permit system with time limits, and with a park and ride facility used by all company buses.
- Parking impacts of residents living within a neighbourhood can be addressed through enforcement and education of existing bylaws, changing the amount of time vehicles may park on the street and ensuring new developments provide sufficient parking, and increase the amount of off-street storage for vehicles.

These options would be most effective if used in combination as they address the issues using a variety of complementary countermeasures.

**Figure 5-1
Alternatives Development Summary**

	Pedestrian Safety	Municipal Operations	Long-Term Parking	Non-Neighbourhood	Neighbourhood
Enforcement	✓		✓		✓
Education	✓		✓		✓
Parking Restrictions for Safety	✓	✓			
Time Limited Parking City Wide			✓		✓
Three Hour Parking Restrictions			✓	✓	
Residential Parking Permits Localized				✓	
Roadway Design Standards		✓			
Less Direct Solutions					
Appropriate Sized Vehicles		✓			
Park and Ride Facilities - For Non-Residents				✓	
Park and Ride Facilities - For Residents					
Off-Street Storage			✓		✓
Land Use Bylaw Regulations					✓

6 Evaluation

6.1 CRITERIA

Several criteria have been identified for evaluating the effectiveness and suitability of each alternative. Each of the evaluation criteria are described below.

Safety – An indicator of whether the measure will cause a positive change in the risk to pedestrians, motorists, and improvements in emergency response times. In some cases, the risk associated with vehicles parked on the street is offset by the risk associated with additional driving that may occur as a result of a countermeasure.

Capital Cost – Initial implementation cost for any signs, start-up costs for new work units, equipment.

Operational Cost – Administration and Enforcement costs to administer permits, receive inquiries, manage petitions, and enforce new regulations.

Affect on Residents – Indicator of the number of residents who would be affected that are not experiencing a problem, by having to go get permits or not being able to park in front of their house.

6.2 EVALUATION

All alternatives developed were assessed based on the evaluation criteria. Figure 6-1 shows the impact each option has on safety, cost and residents. A black circle indicates a high impact while a white circle indicates a low impact. For those alternatives that had impacts somewhere in the middle, quarter circles were used to represent the level of impact. A brief description of the impact for each alternative follows:

- Enforcement of existing bylaws has a high impact on safety and has a high operational cost related for enforcement officers.
- The initial development of education material to teach new and existing residents the parking regulations would have a relatively small cost. Education tends to have a moderate affect on behaviour, and may vary depending on the amount of education provided.
- Parking restrictions improve safety by ensuring sufficient space for municipal services and two-way travel on narrow streets with a demonstrated problem. Costs to implement would include an evaluation to determine which streets meet the criteria, sign installation, and sign maintenance. This alternative would impact residents by reducing the amount of on-street parking available for their use.

- Time limited parking city wide would have no impact on safety, the cost to implement includes a bylaw change and advertisement of the change. Residents would be affected by not being able to park on-street while away.
- Three hour parking restrictions would have minimal impact on safety. The costs to implement would include an evaluation to determine which streets meet the criteria, sign installation, and sign maintenance. This alternative would impact residents by reducing the amount of on-street parking available for their use during the day.
- Residential parking permits would have no impact on safety, would have considerable start-up cost to set up a residential parking permit program, as well as considerable cost to manage the policy, track permits, and respond to inquiries. Residents would be affected by having to apply for permits and ensure they can prove residency. They would also need special accommodation for visitors.
- Roadway Design Standards for residential streets would have the same safety impact as parking restrictions for safety. The cost to implement is relatively low for the municipality and moderate for land developers who would have to construct wider roads or install no parking signs for narrow streets that have no driveways. This is a pro-active way to ensure residents purchasing property do not have the surprise of a reduction in parking supply.
- Appropriate sized vehicles can improve safety for pedestrians and on-coming vehicles. However, the investment in vehicles such as smaller first response vehicles is substantial. This option has no affect on residents parking supply or convenience.
- Park and Ride Facilities have minimal impact on safety; however require the private sector to invest in the land and a facility. The municipality may have to form a partnership with industry for successful implementation to occur. This option does not cause any inconvenience to residents.
- Off-street storage has minimal impact on safety. This option would have an initial investment by others to operate off-street storage on a cost recovery basis.
- A change in the requirement for parking for residential developments would have similar impacts as a change in roadway design standards. It would have a higher cost to land developers to implement and would not cause any loss in parking or inconvenience for residents.

**Figure 6-1
Evaluation**

	Safety	Resident Benefits	Capital Cost	Operational Cost	Resident Impact
Enforcement	●	●	○	●	○
Education	◐	◐	◐	◐	○
Parking Restrictions for Safety	◑	◑	◐	◐	◐
Time Limited Parking City Wide	◐	◑	◐	◐	◑
Three Hour Parking Restrictions	◐	◑	◐	◐	◐
Residential Parking Permits	○	◑	◑	●	●
Roadway Design Standards	◑	◐	◐	◐	○
Less Direct Solutions					
Appropriate Sized Vehicles	●	◑	●	◑	○
Park and Ride Facilities - For Non-Residents	◐	◑	◑	◑	○
Park and Ride Facilities - For Residents	○	◑	◑	◑	○
Off-Street Storage	◐	◑	◐	◐	○
Land Use Bylaw Regulations	○	◑	◐	◐	○
● = High Impact ○ = Minimal Impact					

Solutions with the highest impact on safety, the least cost, and the most likely to positively affect the parking situation are preferred over solutions with higher cost and more inconvenience to residents would be suitable as longer term solutions.

7 Conclusion and Recommendations

7.1 CONCLUSION

The residential parking strategy for the Urban Service Area – Fort McMurray identified several issues to be addressed through changes in parking regulations, increased enforcement and education resources, and less direct solutions requiring partnerships with industry.

Continued enforcement of existing parking regulations will have the greatest impact on safety concerns caused by vehicles that are parked too close to intersections and crosswalks, and blocking sidewalks. The occurrence of too many vehicles on-street is localized and sporadic. A range of city-wide and localized parking restrictions have been suggested to address these types of issues.

7.2 RECOMMENDATIONS

The recommended solutions to address the parking situation in the Urban Service Area – Fort McMurray would be most effective if used in combination as they address the issues using a variety of complementary countermeasures. Some countermeasures are restrictive and others offer positive alternatives to shift the parking to more desirable locations. These measures can be implemented incrementally depending on impact on cost. The recommended timing is as follows:

Recommended for Implementation in the Short-Term

- Enforcement - Enforcement resources to implement existing and new parking regulations must be appropriately provided to have the greatest impact on vehicle and pedestrian safety. A recent increase in enforcement has resulted in a change in parking infractions in some areas; however, a backlog of requests still exists. The enforcement resources required to support any change in regulations is a major consideration for determining which countermeasures to implement first.
- Education - A public education strategy is needed for parking regulations that are unique to the Urban Service Area - Fort McMurray, to encourage alternative travel modes, and to encourage more effective use of existing garages and driveways. Educational tools could include website, brochures, radio campaigns and newspaper advertisements. These education tools are relatively inexpensive and will provide an orientation to newcomers.
- Parking Restrictions for Safety - Parking restrictions on one side of the street could improve the safety needed for municipal vehicle accessibility and two way travel on narrow residential streets that have no driveways, consistently high parking utilization, and a demonstrated vehicle and pedestrian safety problem.
- Time Limited Parking City Wide - The current time limit to park on streets is 72 hours and this could be modified to 48 hours. As enforcement typically takes double the time limit, a change is needed

to reduce the occurrence of parking on the street for extended periods and improve the effectiveness of enforcing the regulation.

- Three Hour Parking Restrictions - A Three Hour Parking Restrictions applied during the day can be used to ensure someone will not park on the street while at work. Parking signs would be placed where the three hour parking limit applies. A second component to this would include a qualifier such as between 9:00 a.m. and 6:00 p.m. The restriction would apply to all vehicles that park on the street. This would be implemented on streets on a request basis.
- Roadway Design Standards - Changes in roadway design standards and parking restrictions at time of development are needed when a residential area is built with driveway access off alleys and no driveway access off narrow streets. When on-street parking on these streets is fully utilized there is no place to pullover for oncoming traffic and municipal operations, causing a safety concern. Alternatively, the municipality could require wider roads based on specific combinations of adjacent land use and presence of alleys if other solutions are not considered to be feasible.
- Land Use Bylaw Regulations - Land Use Bylaw Regulations could be changed to require more stalls for residential parking uses resulting in a decrease in the demand for on-street parking.

Recommended for Implementation in the Long Term

- Residential Parking Permits - In areas where parking by non residents causes several blocks to be fully utilized the majority of the time, a resident parking permit system could be implemented. Parking signs would be placed where a two to three hour parking limit applies, and residents would have a permit to exempt them from the time restriction. Criteria would include a petition from residents typically demonstrating 67% support for the restriction; and a demonstrated recurrence of extended parking by non-residents over a wide area. Residential parking permits are a longer term solution that could be applied should implementation of the three hour parking restrictions demonstrate a need for a more broadly applied mechanism.
- Appropriate Sized Vehicles - Buses, first response vehicles and other service vehicles that are intended for travel on major roadways are driving on residential streets. Access to streets would be improved with more appropriate sized vehicles.

Additionally, partnerships and negotiations engaging industry to implement the following solutions are recommended in the long term as follows:

- Park and Ride Facilities for Non-Residents - On street parking by non-residents would be alleviated if they could park at a “park and ride” facility instead of on a residential street. This would be most effective in conjunction with a three hour parking restriction so that they have an incentive to use a “park and ride” facility. A “park and ride” facility would be operated by the companies who are contracting the bus service.

-
- Park and Ride Facilities for Residents - Park and ride facilities for residents would increase the use of buses and reduce congestion on roadways, and would have little effect on on-street parking. This measure would have more likelihood of being successful if bussing in residential areas was less accessible.
 - Off-street storage - Residents could use off-street storage for long term parking instead of in their yards or on residential streets. Most of the off-street storage in Fort McMurray is full and more facilities are needed. This solution would be implemented by the private sector on a for-profit basis.

A Appendix A - Technical Memo



Associated
Engineering

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October 10, 2006

File: 063108.00.E.01.00

Martin Frigo, MCP
Regional Municipality of Wood Buffalo
9909 Franklin Avenue
Fort McMurray, AB T9H 2K4

**Re: REGIONAL MUNICIPALITY OF WOOD BUFFALO
RESIDENTIAL ON-STREET PARKING STRATEGY
DATA COLLECTION RESULTS**

Dear Martin:

This letter provides a summary of the data collection and issues identification portion of the above project. The information collected provided a good scan of the parking demand for a variety of time periods and locations. Any comments or suggestions from your perspective are welcome.

1 DATA COLLECTION METHODOLOGY

The data collection for this study involved the following work:

- Video taped each potential data collection site,
- Prepared data collection sheets with maps of each study location,
- Prepared a location summary to select locations to be studied,
- Finalized list of locations to study in consultation with the RMWB,
- Collected parking data in accordance with the methodology outlined in a memorandum to Martin Frigo dated August 18, 2006,
- Searched for additional locations with potential parking problems during the evening of Tuesday, September 26, and
- Observed the parking in the fire lane at the condominium located west of Abasand Drive.

2 LOCATIONS STUDIED

The data collection was completed at six different locations. A summary of the locations is provided in Table 1.

October 10, 2006
 Martin Frigo, MCP
 Regional Municipality of Wood Buffalo
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Table 1 Data Collection Location Summary

Name of Street	From - To	Width (m)	Length (m)	Street Class	Street Character	Land Use
Fraser Ave.	Richard St. to Hardin St.	11	611	Local	Driveways Parking both sides	Single family traditional lot size
Laffont Way	Lazarde Place to Leitmer Gate	9	485	Local	Driveways Parking both sides	Single & multi family
Smallwood Cr.	Laurier to Dominion	9	390	Local	Driveways Parking both sides	Single family
Ross Haven Dr.	Thickwood to Rowan	12.2	686	Local	Parking both sides	Single family
Abasand Dr.	Albion Drive to Alpine Court	9.8	385	Collector	Parking one side	Multi family
Beacon Hill Dr.	150 metres north and Beacon Hill Dr. to Beardsley Cr. (north leg)	11.6	400	Collector	Driveways Parking one side	Single family Vacant on one side

3 DATA COLLECTION RESULTS

Information that was collected throughout the study includes number of vehicles, type of vehicle, number of lots, driveway locations and usage, and street width. This information was used to determine an approximate parking utilization for each street based on the average length used for parking divided by the length available for parking. Table 2 shows a summary of the number of vehicles parked on the street and the parking utilization for each street. The data is provided for the time period with the most parked vehicles to reflect a worst case scenario

Table 2 Parking Utilization for the Study Locations

Street Name	From	To	Data	Total
Abasand Drive	Albion Dr.	Alpine Court	Max of Net % Utilization Max of Total On-Street Max of Parking Length Time of Max: 3:30am Sept. 27	94.7% 96 603
Beacon Hill Drive	Beacon Hill Dr.	150m North	Max of Net % Utilization Max of Total On-Street Max of Parking Length	64.4% 6 150

October 10, 2006
 Martin Frigo, MCP
 Regional Municipality of Wood Buffalo
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Street Name	From	To	Data Time of Max: 4:08am Sept. 27	Total
		Beardsley Cres.	Max of Net % Utilization Max of Total On-Street Max of Parking Length Time of Max: 4:46am Sept. 26	26.8% 8 280
	Beardsley Cres.	Beardsley Cres.	Max of Net % Utilization Max of Total On-Street Max of Parking Length Time of Max: 1:00am Sept. 26	21.0% 4 178
Fraser Avenue	Back Lane	Main St.	Max of Net % Utilization Max of Total On-Street Max of Parking Length Time of Max: 10:15am Sept. 26	27.7% 15 420
	Richard St.	Back Lane	Max of Net % Utilization Max of Total On-Street Max of Parking Length Time of Max: 3:32am Sept. 27	40.2% 33 646
Laffont Way	Laffont Bay	Leitner Gate	Max of Net % Utilization Max of Total On-Street Max of Parking Length Time of Max: 5:09am Sept. 27	32.1% 20 560
	Laffont Place	Laffont Bay	Max of Net % Utilization Max of Total On-Street Max of Parking Length Time of Max: 11:50pm Sept. 25	26.3% 19 460
	Lazarde Place	Laffont Bay	Max of Net % Utilization Max of Total On-Street Max of Parking Length Time of Max: 5:09am Sept. 27	28.5% 21 460
Ross Haven Dr. E.	Romany St.	Rowan St.	Max of Net % Utilization Max of Total On-Street Max of Parking Length Time of Max: 4:51am Sept. 27	49.8% 60 770

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 Martin Frigo, MCP
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Street Name	From	To	Data	Total
	Thickwood St.	Romany St.	Max of Net % Utilization Max of Total On-Street Max of Parking Length Time of Max: 8:35 pm Sept. 25	64.3% 41 400
Smallwood Street	Laurier Rd.	Diefenbaker Dr.	Max of Net % Utilization Max of Total On-Street Max of Parking Length Time of Max: 11:29pm Sept. 25	36.7% 40 776

The number of vehicles per driveway was also calculated. Table 3 shows the number of vehicles on driveways and the utilization of the driveways.

Table 3 Driveway Utilization of the Study Locations

Street Name	From	To	Data	Total
Beacon Hill Drive	Beacon Hill Dr.	150m North	No. Driveways Max No. Vehicles in Driveway Max No. Vehicles per driveway Time of Max: 12:08pm Sept. 26	13 16 1.2
	Beacon Hill Dr.	Beardsley Cres.	Max of No. Driveways Max of Total in Driveway Max of Vehicles per driveway Time of Max: 1:00am Sept. 26	13 23 1.8
	Beardsley Cres.	Beardsley Cres.	Max of No. Driveways Max of Total in Driveway Max of Vehicles per driveway Time of Max: 4:08am Sept. 27	12 26 2.2
Fraser Avenue	Back Lane	Main St.	Max of No. Driveways Max of Total in Driveway Max of Vehicles per driveway Time of Max: 3:32am Sept. 27	6 6 1
	Richard St.	Back Lane	Max of No. Driveways Max of Total in Driveway Max of Vehicles per driveway Time of Max: 11:00pm Sept. 25	23 16 0.7
Laffont Way	Laffont Bay	Leitner Gate	Max of No. Driveways Max of Total in Driveway	37 56

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Street Name	From	To	Data	Total
			Max of Vehicles per driveway Time of Max: 5:09am Sept. 27	1.5
	Laffont Place	Laffont Bay	Max of No. Driveways Max of Total in Driveway Max of Vehicles per driveway Time of Max: 2:57pm Sept. 26	8 14 1.8
	Lazarde Place	Laffont Bay	Max of No. Driveways Max of Total in Driveway Max of Vehicles per driveway Time of Max: 5:09am Sept. 27	8 13 1.6
Smallwood Street	Laurier Rd.	Diefenbaker Dr.	Max of No. Driveways Max of Total in Driveway Max of Vehicles per driveway Time of Max: 11:29pm Sept. 25	30 62 2.1

Throughout the data collection, the following locations were noted to have less than 6.0 metres for clear travel width:

- Smallwood Crescent, approximately 100 metres north of Diefenbaker Drive: An SUV on one side of street and a truck on the other side of street resulted in a clear width of 5.7 metres,
- Smallwood Crescent, approximately 100 metres north of Diefenbaker Drive: An SUV and Van on one side of street and a truck on the other side of street resulted in a clear width of 5.3 metres, and
- Laffont Way, approximately 10 metres north Lightbrown Way: A commercial van (Dorito Chip Truck) parked across from an SUV resulted in a 5.1 metre clear width.

A few parking infractions were noted as follows:

- Two semi-trucks parked on Fraser Avenue north of Hardin Street during all six collection periods
- One instance of vehicles parked on the corner of Smallwood Street and Smallwood Bay
- A few instances where vehicles blocked driveways
- People parked nose-in on the turnouts on Smallwood

4 DATA COLLECTION DISCUSSION

Overall, we saw fewer parking problems than expected. Some of the streets had a high parking utilization, however the majority were parked legally and did not cause a clear travel width problem.

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We saw isolated cases where parking on both sides of the street is problematic on Laffont Way and Smallwood Street. If these streets had a higher parking utilization or snow windrows causing the street to be more narrow, the parking on these streets would have been a major concern. On Tuesday evening, we drove through various areas and noticed a particular problem on other 9.0 metres streets with no driveways. These were the ones that tended to have a high parking utilization and extended lengths of clear travel widths less than 6.0 metres. Examples include Campbell Crescent, Saline Creek Way, and Archibald Close.

Additionally, the "No Parking signs on Harpe Way and other streets were not consistent in appearance and placement.

5 ISSUES IDENTIFICATION

In summary the following issues were identified through the data collection:

- Narrow streets with a high parking utilization create a safety problem for two-way travel and for fire access
- Parking restrictions are not clearly and consistently marked
- All streets have the potential for a parking problem when snow is stored on the street
- Occasional parking enforcement issues

6 CONCLUSION

The data collection and assessment demonstrates a specific problem with allowing parking on both sides of narrow streets, particularly for the ones with a high parking demand. Unfortunately, the study was not designed to capture the types of problems that occur during the winter. We suggest further discussion with the Steering Committee regarding the data collection to clarify the focus for the subsequent portions of the Study.

Yours truly,



Monique Kealey, P. Eng.
Transportation Engineer

MK/kb

CC: Sandra Menzies, P.Eng.
Project Manager

B Appendix B - Public Consultation Process

April 16, 2007

File: 2006.3108.00.A.04.00

Martin Frigo, MCP
Regional Municipality of Wood Buffalo
9909 Franklin Avenue
Fort McMurray, AB T9H 2K4

**Re: REGIONAL MUNICIPALITY OF WOOD BUFFALO
PARKING STRATEGY FOR URBAN SERVICE AREA
PUBLIC CONSULTATION PROCESS**

Dear Martin:

This letter documents the public response obtained during the Public Open Houses and from subsequent emails obtained by residents unable to attend the Public Open Houses.

The Public Open Houses were held on January 24 and February 13, 2007 at the Public Library in Fort McMurray from 3:30 pm to 8:00 pm. The open houses were held to inform the residents of the area about the study, to present observations from the parking data collection phase, to obtain public perspective on the issues, and to discuss the types of parking changes that could be considered.

One of the main objectives of the study is to ensure an open and thorough approach that includes the participation of all potentially affected parties and individuals. The two open houses were a key part of this approach.

To ensure the maximum amount of public participation at the open houses a major advertising effort was made which included:

- Advertisement in the Fort McMurray Today newspaper;
- Advertisement in the Regional Municipality of Wood Buffalo website;
- Flyer delivery;
- Direct letter notification to stakeholders; and
- Radio announcements.

The boards presented at the Public Open Houses are presented in Appendix A. They included:

- Welcome board;
- Background information board;
- Study purpose board;

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- Parking data collection – a series of boards presenting the data collection process that was completed and key observations from the study area with respect to the parking characteristics and existing parking bylaw infractions;
- Parking bylaws from other Cities – examples of parking bylaws or programs from other jurisdictions were presented;
- Roadway size – Other Cities – typical local street widths and cross-sections from other jurisdictions were presented;
- Potential solutions – a list of potential solutions to address the observed issues and a list of considerations that should be measured in choosing the preferred solution option(s); and
- Feedback request.

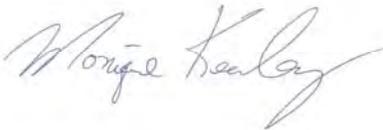
Comment sheets with 12 questions were available to be filled out and returned to the box provided at tables in the open house. Comments had to be received at the open house in order for them to be reviewed. Additional comment sheets and public input was received through emails sent to Martin Frigo. A sample of the blank comment sheet is in Appendix B.

There were 45 people that attended the January 24 Public Open House and 45 people that attended the February 13 Public Open House. A total of 59 comments sheets were completed from the two open houses and ten emails were received following the open houses. All comments received were reviewed and summarized.

The direct questions asked on the comment sheet and detailed summary of responses are presented in Appendix B.

We trust this letter report addresses your needs. Should you have any questions or concerns, do not hesitate to contact me. I look forward to presenting the options to you at the steering committee meeting on April 19, 2007.

Yours truly,



Monique Kealey, P.Eng.
Project Manager
Senior Transportation Engineer

MK/emv

A

Appendix A- Public Open House Boards

Welcome

To The

Fort McMurray Residential

On-Street Parking Strategy

Public Open House

For discussion purposes only – January 24, 2007

Background Information

- The Regional Municipality of Wood Buffalo believes there is an on-street parking problem:
 - Previous studies
 - Calls to Bylaw Enforcement
 - Feedback from Municipal staff (i.e. Operations and Maintenance staff, Emergency Services staff)

- The Regional Municipality of Wood Buffalo wants to ensure optimal safety and comfort for their residents.

- The primary on-street parking issues are believed to be:
 - Accessibility of fire trucks on narrow roadways with high on-street parking demand
 - Parking by out of town people in residential areas
 - A high number of vehicles per household that affects the use of roadways by others

For discussion purposes only – January 24, 2007

Parking Strategy Purpose

- The Residential On-Street Parking Strategy involves:
 - Collecting data from several locations in Fort McMurray
 - Industry practices review
 - Public consultation
 - Parking policy development

- The purpose of this public open house is to:
 - Provide information about the project and the information gathered to date
 - Learn about your perspective on the issues
 - Discuss the types of parking changes that could be considered

For discussion purposes only – January 24, 2007

Parking Data Collection

- Parking data was collected on six streets with a variety of roadway and land use characteristics:

- Fraser Avenue from Richard Street to Hardin Street.



- Laffont Way from Lazarde Place to Lightbrown Way



- Smallwood Crescent from Laurier Road to Dominion Drive



- Ross Haven Drive from Thickwood Boulevard to Rowan Street



- Abasand Drive from Albion Drive to Alpine Court



- Beacon Hill Drive from 150 metres north and Beacon Hill Drive to Beardsley Crescent (north leg)



For discussion purposes only – January 24, 2007

Parking Data Collection Observations

- Streets that are 9.5 metres or less do not have sufficient space for:
 - fire truck access,
 - parking on both sides of the street, and
 - two-way traffic

These problems are more noticeable on streets with few or no driveways than on streets with more driveways



- On-street parking use was highest on streets with few driveways and on streets with multi-family dwellings
- Driveways were well-used where available, and particularly during the night



- Parking in residential areas by out of town people was not as extensive as expected. Only one small portion of a street studied had higher daytime parking use than nighttime parking use



For discussion purposes only – January 24, 2007

Parking Bylaw Infractions

- Observed infractions of existing parking bylaws included:

- Semi-trucks parked on street



- Vehicles parked on grass



- Truck parked across driveway



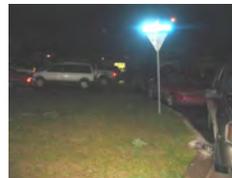
- Vehicle blocking crosswalk



- Angle parking at bulbs



- Vehicle parked across corner



- Truck parked in no-parking zone



- Parking in bus stop



- No parking for construction ignored

For discussion purposes only – January 24, 2007

Parking Bylaws from Other Cities

- The time limit for parking on a residential street varies as follows:
 - Calgary, Edmonton and Fort McMurray: 72 hour parking time limit without the consent of the owner in possession or control of the property
 - Regina: 24 hour time limit , excluding weekend and holiday parking
 - Vancouver: 3 hour time limit between 8:00 AM and 6:00 PM for non-resident parking in front of any property

- Residential Parking Programs
 - Calgary, Edmonton, and Regina have residential parking permit programs with a time limit for those without a permit, this is typically two hours
 - Vancouver has a hierarchy of residential parking programs:
 - 3 hour rule
 - Resident parking only signs
 - Resident parking permit program with anywhere from 0 to 2 hour time limit for those without a permit
 - Fort McMurray has a parking permit program along Manning Avenue (adjacent to movie theatre).

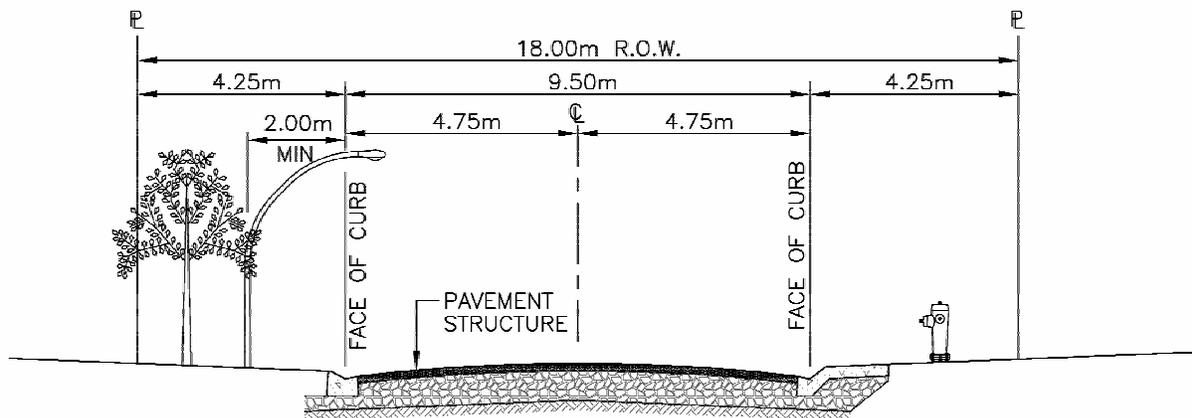


For discussion purposes only – January 24, 2007

Roadway Size – Other Cities

- The minimum local street width for each city surveyed is as follows:
 - 9.0 m in Calgary
 - 9.0 m in Edmonton
 - 8.7 m in Regina
 - 8.5 m in Vancouver
 - 9.5 m in Fort McMurray

- This is enough space for three lanes, typically:
 - Parking on both sides, with one shared driving lane OR
 - Parking on one side, with two driving lanes



For discussion purposes only – January 24, 2007

Potential Solutions

- The types of changes that could be implemented to address parking issues in Fort McMurray may include:
 - Resident only parking on an area by area basis
 - Residential Parking Permit Program
 - Parking on only one side of streets 9.5 m wide that do not have driveways
 - Increase the minimum width of new local residential streets that do not have driveways
 - Incorporate a 3 hour parking rule similar to Vancouver
 - Purchase smaller municipal vehicles so all municipal vehicles can maneuver local streets more easily

- Considerations:
 - Safety
 - Frequency of fires compared with frequency that fire access is limited over long distances
 - More regulations will require more resources
 - Residential parking permit programs are expensive (\$1 million per year in Calgary)
 - Parking availability for individual home owners
 - Convenience when having visitors
 - The need to apply for permits
 - Extra vehicles may be stored elsewhere
 - Increased road widths increase the price of developing lots

For discussion purposes only – January 24, 2007

Feedback Request

- Please help us understand your view of residential on-street parking in Fort McMurray by:
 - Discussing the issues with one of the staff in attendance
 - Completing a Comment Sheet

Thank you for your time and participation!

For discussion purposes only – January 24, 2007

B

Appendix B- Comment Sheets

**We value your input. Please share with us your ideas about residential on-street parking in Fort McMurray.
Drop your completed form in the box provided. Thank You.**

1. Which neighbourhood do you live in? Please list your street (optional) _____

2. Do you agree that the following are the main parking issues in Fort McMurray?

Agree Not Sure Disagree

- | | | | |
|--------------------------|--------------------------|--------------------------|---|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Accessibility of fire trucks and other municipal vehicles on narrow roadways with heavy on-street parking |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Parking by out of town people in residential areas |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | A high number of vehicles per household that affects use of the roadway by others |

Have you noticed any other on-street parking issues?

3. How many vehicles (work and non work) does your household have? _____

4. On average, how many vehicles are parked on the street in front of your house on a regular basis?

5. What time of the day are the majority of these vehicles parked there?

- | | | | | | |
|--|---|--|---|---|--|
| <input type="checkbox"/> early morning
(4:00 – 8:00 am) | <input type="checkbox"/> morning
(8:00 – 12:00 pm) | <input type="checkbox"/> noon / afternoon
(12:00 – 4:00 pm) | <input type="checkbox"/> late afternoon
(4:00 – 8:00 pm) | <input type="checkbox"/> evening
(8:00 – Midnight) | <input type="checkbox"/> overnight
(Midnight – 4:00 am) |
|--|---|--|---|---|--|

6. Should there be a limit on how many vehicles a household can park on the street?

- Strongly Agree Somewhat Agree Not Sure Somewhat Disagree Strongly Disagree

7. Do you notice many vehicles parked illegally on a daily basis? YES NO

What type of infraction is it? parked in a crosswalk parked in a fire lane blocking a driveway

other (please specify) _____

8. Have you ever noticed or seen any information regarding Fort McMurray's residential parking regulations?
If so, where?

**REGIONAL MUNICIPALITY OF WOOD BUFFALO
PARKING STRATEGY FOR URBAN SERVICE AREA
COMMENT SHEET SUMMARY**

Total Respondents = 69

Question No. 1: Which neighbourhood do you live in?

Neighbourhood	Number of Responses
Abasand	3
Beacon Hill	7
Lakewood	1
Lower Town Site	18
Thickwood	8
Timberlea	23
Waterways	5
Not Stated	4

Question No. 2: Do you agree that the following are the main parking issues in Fort McMurray?

	A	Percentage Total	B	Percentage Total	C	Percentage Total
Agree	50	72	42	61	57	83
Not Sure	4	6	8	12	2	3
Disagree	5	7	7	10	6	9
Not Stated¹	10	14	12	17	4	6

A – “Accessibility of fire trucks and other municipal vehicles on narrow roadways with heavy on-street parking”

B – “Parking by out of town people in residential areas”

C – “A high number of vehicles per household that affects use of the roadway by others”

¹ Where no response was provided for a question, a response of “not stated” was assigned.

Question No. 2 d: Have you noticed any other on-street parking issues?

- Abandoned vehicles
- Breaking bylaws by the way the people are parking
- Cars parked everywhere and is difficult backing out of the driveway
- Commercial/company vehicles on streets
- Downtown has very limited parking for the number of businesses
- Fire department concerned with vehicles with tidy tanks parked on street where they have potential of creating fire safety problems
- Lack of enforcement
- Legal parking obstructs view
- Limiting # of vehicles
- Many vehicles parked in alley
- Narrow streets
- No
- Not enough parking
- Other residents parking in front of other residents houses
- Parking during snow removal
- Parking in front of fire hydrant
- Parking on both sides
- Parking on both sides of the street due to either limited lot size or greater than average vehicles per household
- Parking on sidewalks
- Parking oversized trucks
- Parking too close to intersections
- Parking too far apart
- People don't utilize their driveways
- Recreational vehicle parking
- Safety of pedestrians
- Size of company vehicles
- There are more cars than just two per household
- Unclear signage
- Unfair Enforcement
- Vehicle congestion
- Vehicle congestion leading to reduced visibility and access
- Vehicles parked around corners
- Vehicles parked for extended periods

Question No. 3: How many vehicles (work non work) does your household have?

No. Of Vehicles	No. Of Responses	Percentage Total
1	11	16
2	26	38
3	13	19
3 + Trailer	8	12
4	2	3
5	1	1
Not Stated	8	12

Question No. 4: On Average, how many vehicles are parked on the street in front of your house on a regular basis?

No. Of Vehicles	No. Of Responses	Percentage Total
0	41	59
1	9	13
1 or 2	1	1
2	5	7
3	2	3
4	1	1
Not Stated	10	14

Question No. 5: What time of day are the majority of these vehicles parked there?

Time Of Day	No. Of Responses	Percentage Total
Early Morning, Late Afternoon	1	1
Early Morning, Late Afternoon, Evening	2	3
Early Morning, Late Afternoon, Evening, Overnight	1	1
Early morning, Evening, Overnight	4	6
Late Afternoon, Evening, Overnight	7	10
Evening, Overnight	8	12
Overnight	6	9
All day	12	17
Not Stated	28	41

Question No. 6: Should there be a limit on how many vehicles a household can park on the street?

	No. Of Responses	Percentage Total
Strongly Agree	32	46
Somewhat Agree	11	16
Not Sure	3	4
Somewhat Disagree	5	7
Strongly Disagree	6	9
Yes	1	1
Not Stated	11	16

Question No. 7: Do you notice many vehicles parked illegally on a daily basis?

	No. Of Responses	Percentage Total
Yes	51	74
No	10	14
Not Stated	8	12

Question No. 7 a: What type of infraction is it?

Type Of Infraction	No. Of Responses	Percentage Total
Parked in crosswalk	3	4
Parked in a fire lane	5	7
Blocking a driveway	15	22
Parked in a fire lane, blocking a driveway	9	13
Parked in a crosswalk, parked in a fire lane, blocking a driveway	3	4
Not Stated	34	49

Question No. 7 b: Other infractions?

- Blocking fire hydrants
- On curbs & lawns
- Parked at bus stops
- Parked close to stop signs
- Parked for extended period
- Parked illegally in parking lots
- Parked in the middle of the road
- Parked on grass
- Parked on one lane in two lane road
- Parked on sidewalk
- Parked the wrong direction
- Parked too close to back alley
- Parked too close to corner/intersection
- Parking blocking mail boxes
- Parking in the middle of the bay
- Quads, trailers, and campers parked
- RV's parked in laneway
- Too many vehicles per residence
- Vehicles left indefinitely
- Unsure of infraction

Question No. 8: Have you ever noticed or seen any information regarding Fort McMurray's residential parking regulations? If so, where?

- Yes
- 5ft. from driveway
- Bylaw on Municipal Website
- By-law tickets
- Downtown
- Here
- New to community
- On-line
- Only Newspaper
- Road signs
- Spoke to the Mayor's Office
- Tickets
- Very Little
- Not Required
- Are there any?
- No

Question No. 9: Do you have any suggestions on how to improve parking on residential streets?

- A total ban on parking on residential streets
- Any of your solutions will improve the situation
- Better signage/info for residents
- Encourage cooperation and courtesy
- Get info from public
- Improve transit service
- Larger parking lots
- Less company vehicles
- Limit amount of vehicles per home
- Limit parking on residential areas
- Limit parking per household
- Limit the number of residents in a house
- Make one way traffic narrow streets so no vehicles can pass
- Minimize street parking for people who have garages
- More enforcement
- More parking on one side
- More parking spaces downtown
- Move every four to five days
- No Hummers on the street
- Not until apartments are available will the situation ease

- Parking areas for residents
- Parking on one side only
- Parking only in front of own home
- Parking permit problem
- Permit parking
- Renters and boarders should be forced to park behind their residences
- Restrict parking for seasonal vehicles
- Restricted parking hours
- Widen driveways
- Widen residential streets

Question No. 10: How satisfied are you with the information provided at this public open house?

Responses	No. Of Responses
Very Satisfied	18
Somewhat Satisfied	29
Not Satisfied	3
Not Stated	9
Did not attend	10

Question No. 11: Do you have any additional comments regarding the public open house?

- Appreciates the issue was addressed in a public manner
- Asked questions and explained problems
- Better advertising
- Didn't see trouble spots; Beacon Hill
- Enjoyed voicing opinion
- Good discussion
- Hope you get the info that you need
- Hopes suggestions are taken in consideration
- Information
- More enforcement, Parking permits
- More information
- Nice Representatives
- Previous summary notes from other residents, to see what they are thinking
- Provide info on the website
- Provided good information
- Publish the findings in the paper

- Reduce on street parking
- Second or third open house
- Should have requested feedback from the public six years before today
- The open house notice should have been posted up earlier on the RMWB website
- The staff was helpful in listening to peoples concerns
- Thought they would have more suggestions to comment on
- Too Many Donuts!
- Well informed staff & open to new ideas
- When will we see progress on this issue?

Question No. 12: Do you have any additional comments about parking on residential streets?

- Alternatives must be a solution
- Bus drivers unable to park buses at home due to current regulations
- Children have to play in between cars and are running around. It won't be long until there is a fatality
- Difficult to find solutions to this issue
- Enforce high density houses
- Extra renters are parking everywhere which blocks the road for emergency vehicles to get in
- Homeowner should supply parking to their renter
- Improve public transportation
- Limit the amount of vehicles parked
- Make subdivisions
- More enforcement
- More school parking areas
- More signs & vehicle stickers
- Narrow streets, when people park on either side. Abandoned vehicles
- Need more employees
- Permit parking
- Plan for the future not quick fixes
- Provide parking area, lots or parkade
- Reduce street parking
- Restricted parking hours
- Safety has to be issued
- Should have been addressed a long time ago
- Should have the right to park in front of their house
- Strongly disagree with handing out tickets
- Too many people living in a home which causes more cars parked everywhere
- Vehicle congestion
- When the snow is being cleared, need notice to move vehicles
- Wider streets

Summary of Findings

A summary of the comment sheets is as follows.

- Highest attendance by people living in Timberlea and Lower Town Site
- Residents agree with the main parking issues in the following order:
 - Vehicles per household
 - Accessibility on narrow roadways with heavy on-street parking
 - Parking by out of town people
- The majority attending have two or more vehicles per household
- More than half (63%) the respondents believed there should be a limit on how many vehicles a household can park on the street
- Over two-thirds (74%) of respondents see motor vehicles parked illegally on a daily basis
- Aside from the infractions listed in the survey (Parked in crosswalk, Parked in a fire lane and Blocking a driveway), the following three infractions were noted most frequently:
 - Parked too close to corner/intersection
 - Parked on sidewalk
 - Blocking fire hydrants
- The top three frequently recommended suggestions to improve parking on residential streets include:
 - Permit parking
 - More enforcement
 - Restricting the parking to one side only
- Over three-quarters (80%) of those attending were very satisfied or somewhat satisfied

The data captured represents a small minority of residents and is not fully representative of all residents of the Urban Service Area – Fort McMurray. This information will be used along with the data collection and industry practices review, to develop parking strategies.

The public open house results are consistent with the results of the data collection process. Some streets have a high parking usage that impact parking availability and safety. The occurrence of this is localized and affects a relatively small percentage of residents. The amount of parking infractions recorded during the data collection and reported by residents suggests parking enforcement resources are a concern to be considered when developing options. Those who attended the public open house are supportive of limiting the number of vehicles per household. This can be misleading and is not an indication that such a bylaw would be widely supported. This is however, an indication of a desire for change in current residential on-street parking practices.

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Community Identification Committee
Date:	July 10, 2007
Subject:	Proposed Development and Street Names

ISSUE:

Naming of one Subdivision with street names and one industrial Development.

REFERENCE:

1. Community Identification System Policy No. PRL 040-2006
2. Community Identification Committee (CIC) Minutes of May 15, 2007 (Attachment #1)

HISTORY:

On May 15th, 2007 the Community Identification Committee met to review submissions from Developers and Community members. Recommendations were made with regards to two of these submissions.

The first recommendation was the Community identification for the Eco Industrial Park being developed at the north edge of the Urban Service Area (Attachment #4 of CIC Minutes). The Wood Buffalo Housing and Development Corporation (WBHDC) is developing the site as an Eco-Industrial Park and has proposed the name **TaigaNova Eco-Industrial Park**. The Developer explained that the word “Taiga” is a synonym for the Boreal Ecosystem that is prominent in this area and reflects the intent of this subdivision to minimize the environmental impact any development. The word Nova brings to mine “new” and “stellar”. Combined, the Developer feels that this creates a natural sounding name that reflects the Eco nature of the development.

The Second recommendation being brought forward is the naming of the development and street in the lands known as Parcel “F”. The proposed name for the development is “Stonecreek”, with street names that reflect common stone type found in the Fort McMurray area. The Developer feels that this is a unique theme that will stand out in the Community (Attachment 2 of CIC Minutes).

ATTACHMENTS:

1. Community Identification Committee Minutes of May 15, 2007

COMMITTEE RECOMMENDATIONS:

THAT the proposed Industrial Park located within Lot 3, Block 1, Plan 042 1905 be named TaigaNova Eco-Industrial Park;

THAT the development within the lands known as Parcel “F” (Lots 1A, Plan 012 3208) be called Stone Creek; and

THAT the street names within the lands known as Parcel “F” be named Prospect Drive, Sandstone Lane, Limestone Link, Gravelstone Way, Quartzstone Close, Riverstone Ridge, Siltstone Place, Shalestone Place, Shalestone Way, Stonecreek Landing, Diamondstone Ridge, Diamondstone Place, and Gravelstone Road.

Minutes of Meeting
COMMUNITY IDENTIFICATION COMMITTEE
Tuesday May 15, 2007
3:00 to 4:30
3rd Floor Board Room, Jubilee Centre

Committee Members Present: Councillor Clarkson – Chair Person
Ms. Margaret Malcom
Mr. Peter Rady-Pentek
Mr. Gerry Bussieres

Staff Present: Ed Salmon, Supervisor, Subdivision and Development Agreements
Audrey Rogers, Legislative Officer

1. Proposed Street Name for East End Loop Road (Attachment 1)

Marline Gilbert made a request to the Community Identification Committee that the name “Fontaine” be used for the East End Loop Road.

Background:

Laurier Fontaine moved to Fort McMurray in 1929 at the age of 13 with his parents. He married Mildred McDonald in 1940 and settled the area known as “the Prairie” where they raised 10 children. Laurier worked for the Hudson Bay Company for 10 years before moving on to work for the Northern Alberta Railway Company. After leaving the railway company he worked for Keyano College for 12 years. Laurier and Mildred would also grow vegetables and ship them by boat to the northern communities. In addition Laurier, cut wood to sell for heating homesteads.

The Committee noted that a portion of the loop road was already named Gordon Ave and to have the entire road re-named would create a conflict.

The Committee felt that the entire loop road should contain a single name and returned the naming to Administration for review.

2. Street naming for Stonecreek. (Attachment 2)

Sureway Development submitted a naming request for the community naming of “Parcel F”

MOVED by Councilor Clarkson that the name of the Development known as Parcel “F” be called Stone Creek.

SECONDED by Mr. Peter Rady-Pentek

MOVED by Councilor Clarkson that the names of the streets are: Prospect Drive, Sandstone Lane, Limestone Link, Gravelstone Way, Quartzstone Close, Riverstone Ridge, Siltstone Place, Shalestone Place, Shalestone Way, Stonecreek Landing, Diamondstone Ridge, Diamondstone Place, and Gravelstone Road.

SECONDED by Ms. Margaret Malcom

3. Street naming for Eagle Ridge Stage 2 (Attachment 3)

The Developer submitted a series of names for the development. Some of these names were of non-predatory birds. Given that the theme is Eagles the Committee felt that non-predatory birds should not be included in the street names and were asked to re-visit the names provided.

Some of the replacement names were considered too similar to other names in the both the development and the Community as a whole and may cause confusion for future residents and Emergency Services.

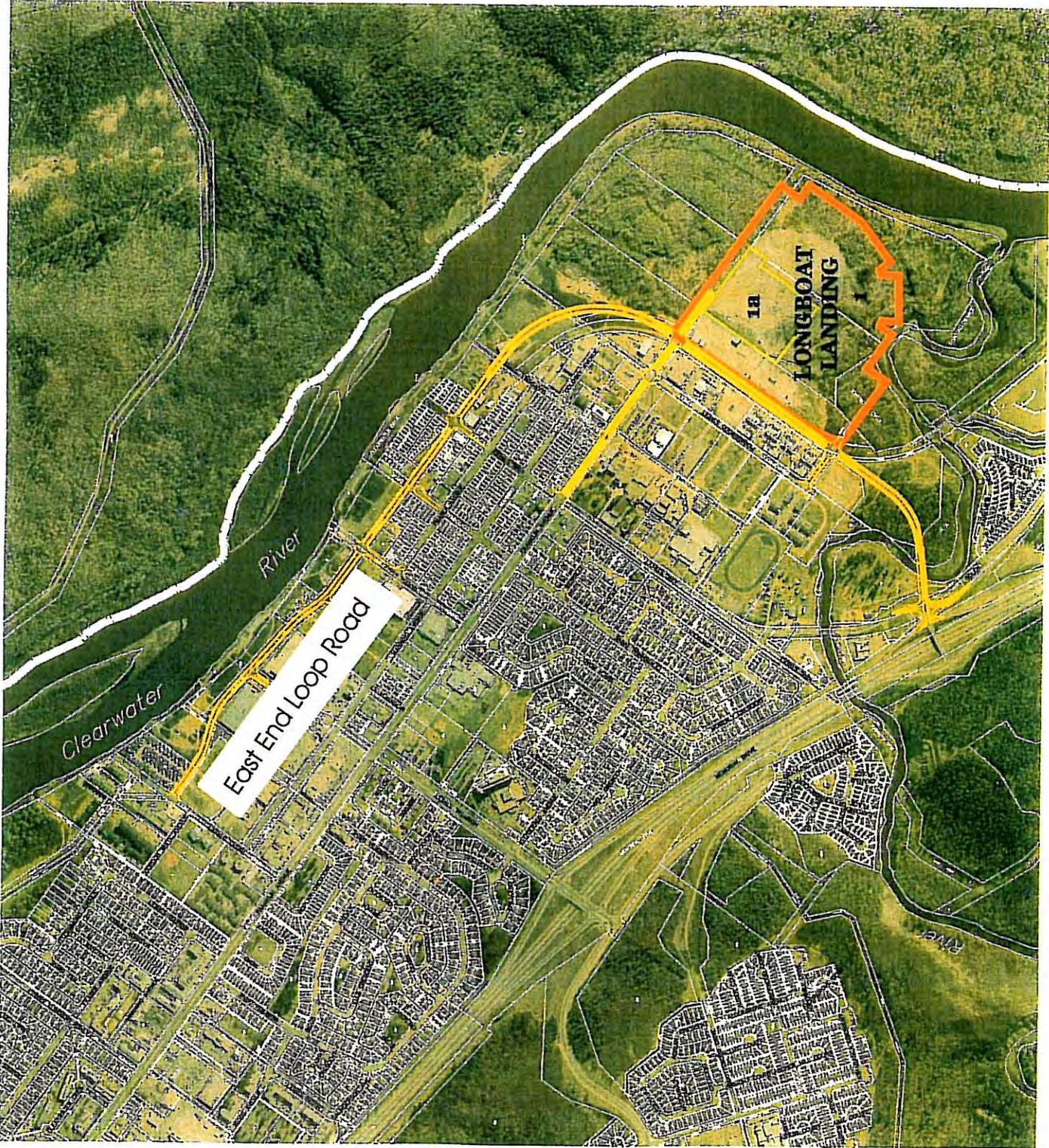
The Committee returned the proposed names with a list of suggestions.

4. Naming of Eco industrial Park: (Attachment 4)

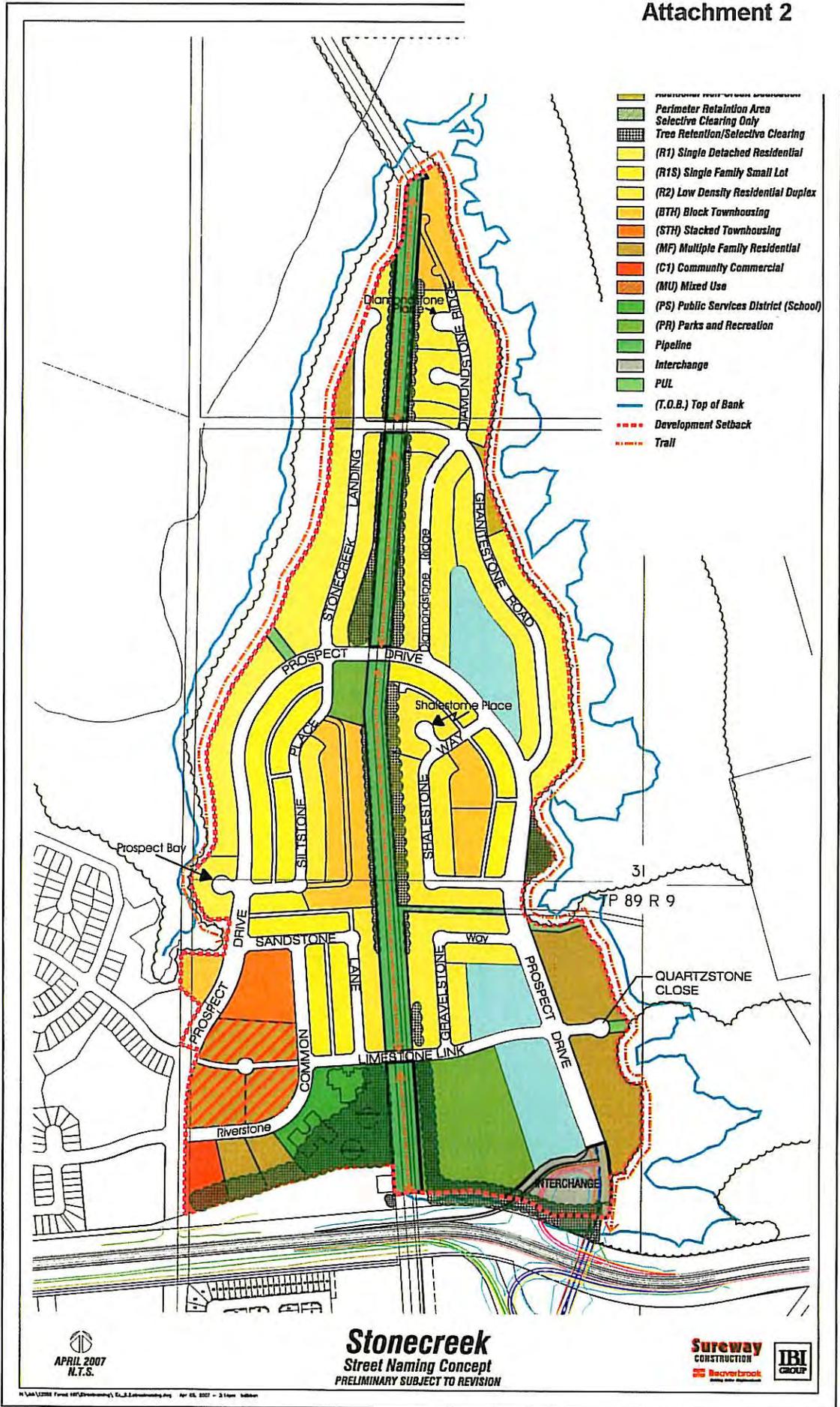
The Community Identification Committee has received a request to name the Eco Industrial Park being developed at the north edge of the Urban Service Area. The name proposed for the Development is the **Taiga Nova Eco-Industrial Park**.

MOVED by Councilor Clarkson that the Industrial Park north at the north edge of the Urban Service Area be named TaigaNove Eco-Industrial Park.

SECONDED by Mr. Gerry Bussieres



Attachment 2



APRIL 2007
N.T.S.

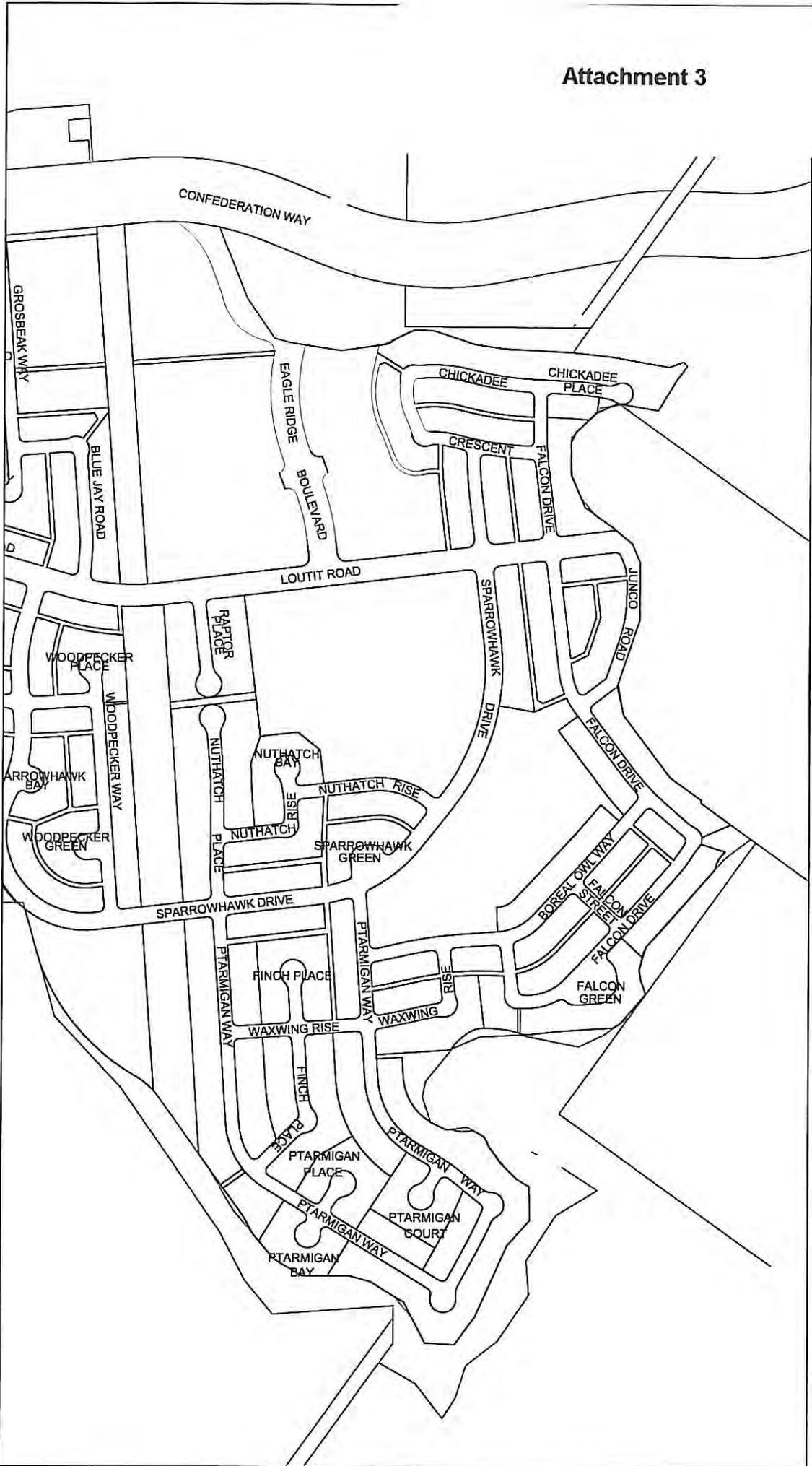
Stonecreek
Street Naming Concept
PRELIMINARY SUBJECT TO REVISION

Sureway
CONSTRUCTION
Beaverbrook

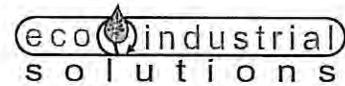
IBI
GROUP

N:\LAK\22881 Form 107\Stonecreek\2_2_2\Stonecreek.dwg Apr 05, 2007 - 2:10am 1/1/07

Attachment 3



Attachment 4



February 5, 2007

Ed Salmon
Supervisor, Subdivision and Developments
Regional Municipality of Wood Buffalo
By Email: ed.salmon@woodbuffalo.ab.ca

SUBJECT: NAMING SUBDIVISION AND STREETS IN HIGHWAY 63 ECO-INDUSTRIAL PARK

Dear Ed:

We are writing on behalf of the Land Management Division, Planning & Engineering Department, Regional Municipality of Wood Buffalo, to request the Community Identification Committee's consideration and approval to name the subdivision and associated streets in the new Highway 63 Industrial Park.

Proposed Subdivision Name - TaigaNova Eco-Industrial Park.

After much discussion, supported by professional marketing advice, we are recommending that the region's newest industrial park be named TaigaNova Eco-Industrial Park. The rationale for the name is provided below.

Firstly, following on Council's March 14, 2006 resolution, and in keeping with the terms of reference for the development, we wanted the name to reflect the Municipality's desire to demonstrate leadership and innovation in sustainability.

Secondly, we wanted the name of the subdivision to reflect a regional context, and to be easily linked with the Municipality geographically.

Finally, we wanted a unique name to ensure that this industrial park was easily distinguished, making it easier for the Municipality to gain recognition and to brand the development in the long-term.

We believe TaigaNova Eco-Industrial Park perfectly reflects the above elements. Taiga, a synonym for the boreal ecosystem that characterizes the region, is a strong sounding word that simultaneously brings to mind toughness and rugged outdoor beauty. 'Nova' is universally understood to mean 'new' but also brings to mind 'stellar' and 'performance'. 'Nova' is also a direct reference to the innovation being demonstrated in this development. Combined they offer the feeling of keeping in touch with rugged nature while being on the cutting edge. The created word sounds like natural language and has an excellent, almost poetic, flow that will make it highly memorable. We wish to include "eco-industrial" in the name as well, to clearly announce the intent of the development and to provide continuity back to Council's original resolution.

The only existing reference to TaigaNova our research revealed was to an obscure Russian literature critic. What this means is with a well crafted website, the eco industrial park should be able to dominate web searches and references.

Eco-Industrial Solutions Ltd.

Suite 501, 318 Homer St., Vancouver, BC V6B 2V2 T: 604.737.8506 F: 604.648.8439 E: info@ecoindustrial.ca

Proposed Street Names

Proposed street names and locations are shown on Figure 1 below. As you are aware, there is a strong possibility that the subdivision plan will change, pending negotiations Land Management is undertaking with the relevant private land owners. Figure 2 shows the proposed street names for that scenario.

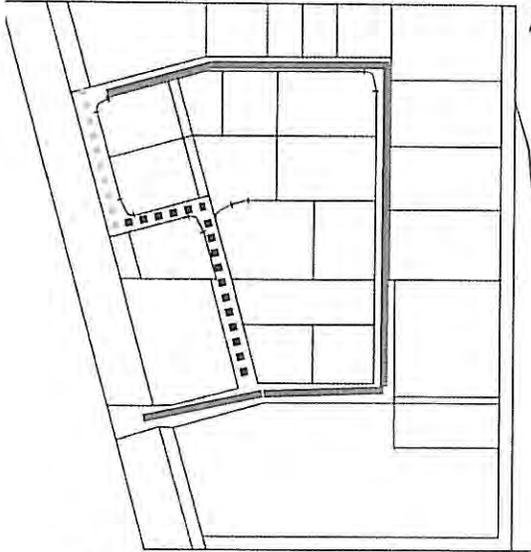


Figure 1: Proposed Street Naming, Current Plan

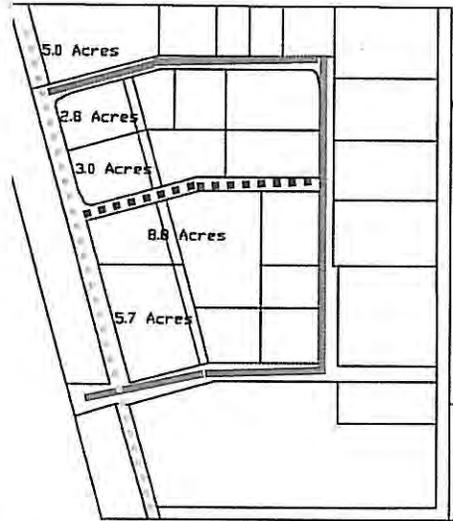
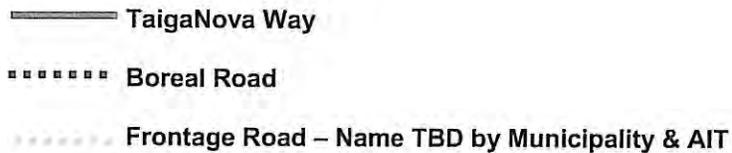


Figure 2: Proposed Street Naming, Anticipated Plan



I trust that this information meets your Committee's requirements for timely consideration. Please do not hesitate to contact me at 604.737.8506 ext 106 or tracy@ecoindustrial.ca if you require additional information.

We look forward to hearing from you.

Sincerely,

Tracy Casavant, MES, P.Eng.
Highway 63 North Eco-Industrial Park Development Management Team

Cc: Steve Cook, Land Manager, Regional Municipality of Wood Buffalo

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning and Development
Date:	July 10, 2007
Subject:	Lease of Office Space in Timberlea

ISSUE:

To lease 33,000 square feet of office space in Timberlea.

REFERENCE:

- Space Allocation Study dated 2006 by CPV Consultants, Red Deer.
- 2007 Operating Budget approved by Council December 12, 2006.

HISTORY:

In December 2006, Council approved 140.3 new municipal positions for 2007. As a result of this upsurge in hiring, the Municipality required approximately 20,000 square feet of additional space.

On February 27, 2007, Council approved the office space lease of 28,000 square feet at 9717 Franklin Avenue (the old Brick building). Administration negotiated a 10 year lease beginning May, 2007, at an annual rate of \$364,000, for the first five years, which translates to \$18.00 per square for the main level and \$8.00 per square foot for the lower level. The Municipality is responsible for all other costs related to the operation of the building such as gas, electricity, water, snow removal etc.

In May 2007, ACI Architecture Inc. conducted a building evaluation of the old Brick building, and determined that significant upgrades and changes are required to effect the change in use from warehouse to office space, and because of the age of the building itself. The estimated cost of the upgrades, leasehold improvements and furniture is estimated at \$8,800,000, with project completion scheduled for November 2008. This cost is much higher than was originally anticipated, and the estimated completion date of November 2008 would delay all other relocations within the Municipality, as well as the hiring of new employees.

An option is available to lease 33,000 square feet and 30 underground parking spaces in the Timberlea Landing Building located adjacent to the Timberlea RCMP Detachment and Fire Hall, with an approximate availability of June 2008. A 15-year lease term is available at \$30 per square foot for 2008-2012, \$32 per square foot for 2013-2017, and \$34 per square foot for 2018-2022. The total cost of the lease and improvements is comparable to the Brick, with the added advantages of a new building, more space, an earlier completion date and minimum capital investment in 2008.

ALTERNATIVES:

1. Authorize Administration to lease the Timberlea Landing building.
2. Reject the offer to lease the Timberlea Landing building and proceed with renovating the old Brick building.

ANALYSIS:

Leasing the Timberlea Landing Building would enable administrative growth within the Municipality to occur more quickly, as the additional space would be available approximately six months sooner than the Brick building. In addition, the combined cost of leasehold improvements and rent for the Timberlea building is less than that of the Brick building. Capital requirements for 2007 and 2008 could also be considerably lower since the landlord of Timberlea Landing will amortize the leasehold improvements over the full term. In the event that the Municipality determines it has no suitable use for the old Brick building, Administration has the option of attempting to negotiate a quit claim for the lease with the landlord or subleasing the space to a third party.

If the Municipality rejects the Timberlea site and opts to proceed with the old Brick building, ACI Architecture Inc. would be directed to continue renovations to 9717 Franklin Avenue and present proposed floor plans, costs and scheduling to the Planning & Development Department, and finally to Council for approval. Pending Council approval, construction would then begin with an anticipated completion date in the fall of 2008.

ATTACHMENTS:

1. Budget Summary of the Brick Building.
2. Cash flow analysis from ACI Architecture.
3. Comparison of the lease and improvement costs for the Brick building and Timberlea Landing.

ADMINISTRATIVE RECOMMENDATIONS:

THAT Administration be directed to complete the lease for the Timberlea Landing administration building for a 15 year term for the annual rent of \$990,000 for 2008 – 2012, \$1,056,000 for 2013 – 2017 and \$1,112,000 for 2018 – 2022;

THAT Administration be directed to negotiate a quit claim of the current lease with the landlord of 9717 Franklin Avenue (the old Brick building) if it is determined there is no alternative municipal use;

THAT Administration, if unsuccessful in negotiating a satisfactory quit claim, be directed to sub-lease 9717 Franklin Avenue for the balance of the lease; and

THAT Administration be directed to include approximately \$4,000,000 for the build-to-suit modifications required for the Timberlea Landing building in the 2008 Capital Budget.

4.2 Budget Summary

The estimated budget was developed on the basis of observations made on site and costs of similar projects recently built in Fort McMurray. It also is intended to reflect the Municipalities wish that the project will pursue LEED certification which will required some additional costs including the Canadian Green Building Council registration and certification costs as well as the need for third party commissioning.

The budget is a preliminary order of magnitude estimate. As there is no design to base certain costs on, assumptions have been made based on traditional factors applied to a renovation project and allowances made for yet unknown scopes.

The total **construction cost is estimated at \$7,100,000.** This includes at 7.5% contingency, which is typical for a renovation project. Contingencies are important for renovation projects as many unknown conditions may exist which make changes during construction necessary to maintain schedule and adapt the design to suit existing conditions in an appropriate way.

This is a construction estimate and does not include any project costs including fees, disbursements, furnishings and equipment, testing and land appropriation costs. These must be added to the above noted total to arrive at the total project cost.

RMWB PLANNING AND DEVELOPMENT RELOCATION
ESTIMATED CASH FLOW
JUNE 1, 2007
6616

	CONSTRUCTION PROGRESS PAYMENTS	FF&E	DISBURSMENTS	CONSULTANT FEES	TOTAL
October-07	\$150,000.00	\$0.00	\$37,500.00	\$600,000.00	\$787,500.00
November-07	\$150,000.00	\$0.00	\$5,000.00	\$30,000.00	\$185,000.00
December-07	\$300,000.00	\$0.00	\$5,000.00	\$30,000.00	\$335,000.00
January-08	\$300,000.00	\$0.00	\$5,000.00	\$30,000.00	\$335,000.00
February-08	\$600,000.00	\$0.00	\$5,000.00	\$30,000.00	\$635,000.00
March-08	\$700,000.00	\$0.00	\$5,000.00	\$20,000.00	\$725,000.00
April-08	\$1,000,000.00	\$0.00	\$5,000.00	\$20,000.00	\$1,025,000.00
May-08	\$1,000,000.00	\$0.00	\$5,000.00	\$20,000.00	\$1,025,000.00
June-08	\$800,000.00	\$100,000.00	\$5,000.00	\$20,000.00	\$925,000.00
July-08	\$700,000.00	\$100,000.00	\$5,000.00	\$20,000.00	\$825,000.00
August-08	\$600,000.00	\$100,000.00	\$5,000.00	\$20,000.00	\$725,000.00
September-08	\$500,000.00	\$100,000.00	\$5,000.00	\$20,000.00	\$625,000.00
October-08	\$200,000.00	\$300,000.00	\$5,000.00	\$20,000.00	\$525,000.00
November-08	\$100,000.00	\$0.00	\$2,500.00	\$20,000.00	\$122,500.00
					\$0.00
TOTALS	\$7,100,000.00	\$700,000.00	\$100,000.00	\$900,000.00	\$8,800,000.00

RMWB PLANNING AND DEVELOPMENT RELOCATION
ESTIMATED CASH FLOW
JUNE 1, 2007
6616

**TOTAL PROJECT
COST**

\$100,000

**COSTS
ATTRIBUTABLE TO
LEED (estimated)
*INCLUDED IN***

\$2,150,000

The Brick – Timberlea Landing

Note: To get the fair numbers both estimated costs are done for a 10 year lease and for 28,000 square feet area (Timberlea Landing has 33,000 square feet available and can be leased for 15 years). The costs of providing telecommunication connections to these buildings are not included in the estimates.

BRICK BUILDING

Lease = \$3,640,000

Renovation = \$8,800,000

TIMBERLEA LANDING

Lease = \$8,680,000

Renovation = \$3,400,000

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Administration
Date:	July 10, 2007
Subject:	TELUS Mobility Lease – Vista Ridge Ski Hill

ISSUE:

Request from TELUS Mobility to lease a portion of Vista Ridge Ski Hill to construct a 40 metre tower to enhance their service in the local area.

REFERENCE:

1. Municipal Government Act

HISTORY:

TELUS Mobility has requested to lease approximately 183 sq. m. (2000 sq. ft.) within the NE ¼ Sec 25 Twp 88 Rge 8 W4M at the Vista Ridge Ski Hill (Attachment 1) to construct a telecommunications facility. This land is owned by the Municipality and is currently leased to the Vista Ridge Recreational Association who operates a Ski Facility. The Vista Ridge Recreational Association has agreed to this proposal on the condition that their account is credited with the lease payment (Attachment 2).

TELUS has provided a copy of the TELUS Option and Site Lease Agreement (Attachment 3). The Option to Lease grants TELUS an option period of one year to lease the site described in the Site Lease as well as the right to enter the land to conduct surveys, soil samples, etc. In consideration of the Option, TELUS will pay \$250.

The Site Lease provided by TELUS provides a yearly payment of \$9,000. This amount is based on a regional average. The lease provides for an automatic rent increase of 10% to commence at the beginning of each new extension term. The lease contains an original 5 year term, plus 3 further 5 year extensions terms, for a total of 20 years.

ALTERNATIVES:

1. Approve TELUS Mobility's request to lease approximately 183 sq. m. at the Vista Ridge Ski Hill.
2. Reject TELUS Mobility's request to lease approximately 183 sq. m. at the Vista Ridge Ski Hill.

ANALYSIS:

1. Approving the lease will allow TELUS Mobility to enhance their service within the local area.
2. Rejecting the lease prohibits TELUS Mobility from enhancing their service within the local area.

ATTACHMENTS:

1. TELUS Mobility's Option to Lease
2. TELUS Mobility's Site Lease
3. Subject Property Drawing

ADMINISTRATIVE RECOMMENDATION:

THAT Administration be directed to enter into TELUS Mobility's Option to Lease and Site Lease Agreements at the regional average rates; and

THAT Administration be directed to execute the leases on behalf of the Regional Municipality of Wood Buffalo.

OPTION TO LEASE

This option is granted on this 1st day of January, 2005

By Regional Municipality of Wood Buffalo ("Grantor") to and in favour of TM Mobile Inc. ("TELUS")

The Grantor represents and warrants that it is the owner or lessee of the Premises described in the attached form of site lease or is the duly authorised agent of such owner or lessee and has the authority to grant this option.

In consideration of the payment or the promise of payment by TELUS to the Grantor of Two Hundred Fifty Dollars (\$250.00), the Grantor hereby grants to TELUS an exclusive and irrevocable option for a period of one (1) year from the date hereof (the "Option Period") to lease from the Grantor the Site described in the attached form of site lease on the terms and conditions set out therein. TELUS may, on providing written notice to the Grantor at least thirty (30) days prior to the expiration of the Option Period, extend the Option Period for an additional one (1) year. Any such extension shall be deemed to be included in the term "Option Period" for the purposes of this option.

This option may be exercised at any time during the Option Period by TELUS: (a) indicating on the attached form of site lease a Commencement Date that shall be prior to the expiry the Option Period, and a corresponding ending date; and (b) providing the completed and fully executed site lease, by registered mail or facsimile transmission, to the Grantor at the address or the fax number indicated below.

Throughout the Option Period: (i) TELUS may enter onto the Premises to conduct necessary testing, at TELUS' sole expense; and (ii) the Grantor will not act or omit to act in any manner that could reasonably be expected to have the effect of rendering the exercise of this option less desirable to TELUS than it is on the date hereof. Without limiting the generality of the foregoing, the Grantor will not dispose of its interest in the Premises unless the acquirer of such interest has agreed to be bound by this option.

All capitalized terms not defined herein have the meaning assigned to them in the attached form of site lease.

Address of Grantor:

9909 Franklin Avenue
Fort McMurray, Alberta T9H 2K4
Attention: Ed Salmon, Land Manager
Facsimile: (780) 743-7874
Telephone: (780) 743-7052

**REGIONAL MUNICIPALITY OF WOOD
BUFFALO**

[Authorized signatory]
[Title]

[Additional Authorized signatory]
[Title]

Address of TELUS :

3030 - 2nd Avenue SE
Calgary, Alberta T2A 5N7
Attention: Real Estate Department
Facsimile: 403-387-4921
Telephone: 1-800-815-5715
Emergency 24 hour #: 1-800-391-1391

TM MOBILE INC.

Scott Jackson
Manager, Acquisition and Municipal Affairs

SITE LEASE

This Lease is made on this 1st day of January, 2005

BETWEEN: Regional Municipality of Wood Buffalo (the "Lessor") and TM Mobile Inc. ("TELUS")

The Lessor represents and warrants that it is the owner or lessee of the real property described in Schedule "A" (the "Premises") or is the duly authorized agent of such owner or lessee and has the authority to enter into this Lease.

The Lessor has agreed to grant to TELUS a lease of a portion of the Premises, being the area(s) described in Schedule "B" (the "Site").

NOW THEREFORE in consideration of the rent payable by TELUS to the Lessor, the Lessor hereby leases to TELUS the Site together with its appurtenances herein described, subject to the covenants and obligations contained in the attached Terms and Conditions, and to such further specifications as are contained in Schedules A, B, C and D attached hereto, the whole forming the lease between the parties (the "Lease").

The Lessor grants to TELUS for the duration of the Lease:

- (i) the right to construct, install, maintain and use on the Site such equipment, devices, and facilities (collectively, the "Equipment") as may be necessary or useful from time to time for the purpose of carrying on the business of TELUS as a telecommunications service provider;
- (ii) the right to install concrete moorings as required in order to ensure the stability of certain exterior Equipment;
- (iii) the right to build, maintain, occupy and use on the Site such enclosed structures as are required from time to time for the purpose of housing any part of the Equipment (the "Shelter"), including the right to renovate for such purpose any interior space included in the Site;
- (iv) the right to access the Site, the Equipment and the Shelter on a 24/7 basis, on, over and through the Premises, with personnel, vehicles and equipment, as required, and to register such easements, servitudes and rights of ways as are necessary to give effect thereto, and;
- (v) the right to use the Site, including the Shelter and the Equipment, for the purpose of carrying on a telecommunications business.

TO HAVE AND TO HOLD for a term of five (5) years commencing on _____, 20__ (the "Commencement Date") and ending on _____, 20__ and any extension term as provided herein (the "Term").

Address of the Lessor:

9909 Franklin Avenue
Fort McMurray, Alberta T9H 2K4
Attention: Ed Salmon, Land Manager
Facsimile: (780) 743-7874
Telephone: (780) 743-7052
GST Registration Number: [GST/HST Number]

**REGIONAL MUNICIPALITY OF WOOD
BUFFALO**

[Authorized signatory]
[Title]

[Additional Authorized signatory]
[Title]

Address of TELUS:

3030 - 2nd Avenue SE
Calgary, Alberta T2A 5N7
Attention: Real Estate Department
Facsimile: 403-387-4921
Telephone: 1-800-815-5715
Emergency 24 hour #: 1-800-391-1391

TM MOBILE INC.

Name:
Title:

TERMS AND CONDITIONS

1. **Rental Rate.** For the rights granted by the Lessor to TELUS, TELUS shall pay to the Lessor rent in the amount of Nine Thousand Dollars (\$9,000.00) per annum (the "Rent") plus any applicable provincial sales tax and goods and services tax, on or before the Commencement Date for the first year and the anniversary of the Commencement Date for each subsequent year during the Term. Rent, and any other amount payable by TELUS to the Lessor under the terms of this Lease, shall be tendered at the address of the Lessor specified herein, or at such other address as may be duly notified to TELUS by the Lessor.

2. **Right of Extension.** The Lessor hereby grants to TELUS Mobility the right to extend the initial term of this Lease for three (3) further and consecutive periods of five (5) years. Such extensions shall take effect automatically and without further notice, unless TELUS Mobility gives notice to the Lessor, at least ninety (90) days prior to the end of the current term of this Lease, that it shall not exercise such right of extension. The extension term will be subject to the same terms and conditions as apply during the initial term except that the annual rent in such extension term shall be equal to the fee prevailing in the year immediately preceding the beginning of such extension term, changed by an amount equal to the change in the Canadian Consumer Price Index (all items) in the immediately preceding term.

3. **Termination by TELUS.** If, at any time during the Term, TELUS determines that operating the Site for the purposes declared herein is or has become commercially impractical, for any reason, TELUS may terminate this Lease without damages or penalty upon sixty (60) days prior written notice to the Lessor. In the event of such termination, the Lessor shall refund to TELUS any rent paid in advance for any period of time subsequent to the effective date of termination.

4. **Covenants of TELUS.**

(a) **Safety and Maintenance** - TELUS shall install, operate, and maintain its Equipment and the Shelter, in a good, safe and workmanlike manner.

(b) **Taxes, Rates and Assessments** - TELUS will pay as and when due all applicable taxes, rates and assessments, that are levied, charged or assessed with respect to any business carried on by TELUS on or from the Premises.

(c) **Electricity Charges** - TELUS shall pay for the electricity charges attributable to the operation of the Equipment at the Site either by having installed a separately metered electrical service or, in circumstances where the local utility will not install a separate meter, by installing a submeter and paying the Lessor's invoices for electricity based on the submeter readings and the actual tolls of the local utility. The Lessor is responsible for reading the submeter once every three months and invoicing TELUS accordingly no less frequently than on an annual basis, failing which TELUS may fully discharge its obligation to compensate the Lessor for electricity consumption by tendering payment of a reasonable estimate of the electricity charges for usage in the previous year. No claim may be made for electricity charges with respect to usage not invoiced more than one year in the past.

(d) **Government Regulation** - TELUS shall, at its own expense, at all times ensure that the installation, operation and maintenance of its Equipment, and Shelter, comply with all required laws, directions, rules and regulations of relevant governmental authorities, including all applicable building codes, and Industry Canada and Transport Canada requirements.

(e) **Removal of Equipment** - TELUS shall quit and surrender possession of the Site within ninety (90) days after the expiration or termination of this Lease and shall remove its Equipment and Shelter from the Premises within that time.

(f) **Interference** - TELUS covenants that TELUS' operation of its radio system(s) shall not cause material interference or degradation of any other signals lawfully transmitted or received within or on the Premises. TELUS shall use all reasonable efforts to correct such interference or degradation, where reasonably demonstrated, upon receiving written notice from the Lessor.

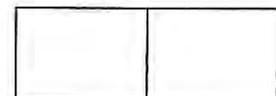
(g) **Insurance** - TELUS shall at all times throughout the Term maintain insurance coverage for: (i) All-Risk Property loss covering the full insurable replacement cost of the Equipment and the Shelter without deduction for depreciation and with reasonable deductibles; and (ii) Commercial General Liability in an amount not less than Five Million Dollars (\$5,000,000) per occurrence for bodily injury and property damage. The Lessor shall be included as an additional insured in all such policies, but solely with respect to liability arising out of the operations of TELUS at the Premises. At the Lessor's reasonable request, TELUS shall provide a memorandum of insurance confirming that policies as required herein are in force, and shall notify the Lessor of the cancellation of any such policy.

5. **Covenants of the Lessor.**

(a) **Quiet Possession** - The Lessor covenants that TELUS shall peaceably and quietly hold and enjoy the Site and its appurtenances, subject to the terms and conditions of this Lease. The Lessor shall not make any change to the Premises and its appurtenances that could adversely affect access to or use of the Site by TELUS at any time throughout the duration of this Lease without the prior written consent of TELUS, which consent may not be unreasonably withheld.

(b) **Access** - The Lessor shall provide to TELUS and its authorized representatives and agents such additional rights of access as are necessary from time to time to construct, install, maintain, repair, replace, reconfigure and operate the Equipment and the Shelter, including but not limited to the right to connect the Equipment to local utilities, to install underground or overhead telephone or power lines in any combination, and to install conduits for fibre or telephone cabling or both of them.

(c) **Emergency Power** - The Lessor shall allow TELUS to install electrical connections to the Lessor's emergency power generator on the Premises for emergency use by TELUS in the case of any failure of public electrical service to the Site. TELUS shall have the right to install and operate an emergency power generator on the Premises, including such cabling as may be required to connect the generator to the Equipment, for its own use while public utility service is not available for any reason. TELUS shall pay all costs attributable to such installation and operation.



(d) **Premises Maintenance** - The Lessor hereby agrees to provide not less than thirty (30) days prior written notice to TELUS of any repairs, additions or maintenance (collectively the "Work") to take place at the Premises, which may have an impact on the Shelter or the operation of the Equipment. The Lessor further agrees to meet on-site with TELUS and to make available the contractor(s) involved with the Work, not less than fifteen (15) business days prior to the commencement of the Work to review the Work and the related impact on the Shelter or the Equipment, except in the case of an emergency situation requiring immediate intervention to preserve the structural integrity of the Premises. The Lessor further agrees to make a reasonable effort to inform TELUS as soon as possible of an emergency situation that may have an adverse effect on the Shelter or the Equipment.

(e) **Exclusivity** - Throughout the Term, the Lessor shall not use the Premises or adjacent lands owned by the Lessor, or licence for use or lease space at the Premises or at such adjacent lands to any person, for the purpose of the installation and operation of telecommunications equipment, without the prior written consent of TELUS.

6. **TELUS' Equipment**. The Equipment and the Shelter shall remain at all times the personal and moveable property of TELUS, and not become fixtures, notwithstanding the attachment to any degree or in any manner of any part of the Equipment or the Shelter to the Premises. TELUS shall have the right to make alterations or improvements or both at the Site at any time during the Term including, but are not limited to, the replacement, expansion, reconfiguration or addition of transmission facilities of any kind, towers and/or antenna mounts, equipment shelters and/or additional radio equipment as deemed necessary by TELUS.

7. **Lessor not Liable**. Except for the negligent acts or omissions or the willful and wrongful acts or omissions of the Lessor or the Lessor's employees or those persons authorized by the Lessor to be on the Premises, the Lessor shall not be liable to or indemnify TELUS for any inconvenience to the operations of TELUS at the Site, or damage to the Equipment or the Shelter, or injury to any person occupying the Site.

8. **TELUS not Liable**. Except for the negligent acts or omissions or the willful and wrongful acts or omissions of TELUS or TELUS's employees and those persons authorized by TELUS to be on the Premises, TELUS shall not be liable to or indemnify the Lessor for any costs incurred or losses or damages or injury suffered by the Lessor.

9. **Confidentiality**. Except as otherwise provided herein, the parties agree that all information relating to the use of the Premises pursuant to this Lease is confidential and proprietary, and shall not be disclosed to any third party unless required by lawful authority. Each party will take all reasonable steps to protect the confidentiality of such information, and in particular shall hold the terms and conditions of this Lease in the strictest confidence. This provision shall survive any termination or expiration of this Lease.

10. **Default**. Either party may at its option and without further liability to the other party terminate this Lease: (i) upon the material default by such other party in the performance of any of its covenants or obligations under this Lease, if such default is not remedied within thirty (30) days of the party in default receiving written notice of such default, or within such longer period as is reasonable in the circumstances so long as the party in default is diligently moving to implement remedial action; or (ii) subject to the rights granted by TELUS' financing arrangements, as authorized herein, if such other party becomes insolvent, ceases to do business as a going concern, is adjudged a bankrupt or made subject to the appointment of a receiver-manager, makes a general assignment for the benefit of creditors, or takes the benefit of any statute in force for the winding up or liquidation of business enterprises.

11. **TELUS' Financing Arrangements**. The Lessor acknowledges that TELUS has entered into, and will be entering into, certain financing arrangements which may require an assignment or hypothecation of TELUS' rights and obligations under this Lease, or the creation of security interests in the personal or moveable property of TELUS located at the Premises. The Lessor consents to any such assignment, hypothecation or grant of security interests, and to any transfers occurring on the enforcement of same. The Lessor shall, at the request of TELUS, acknowledge in writing the foregoing in such form as the relevant financier may reasonably require. For the purposes of this section, TELUS is executing this Lease for itself and as agent for the financiers with whom TELUS may be entering into financing arrangements from time to time as acknowledged herein.

12. **Registration**. TELUS may register a notice of lease or caveat or appropriate instrument in the land registry office of the province in which the Premises are situated, stipulating TELUS's interest, the Term, any rights to extend and, when applicable, a short form of lease, and the Lessor will execute any documents required to effect such registration. Such registration may be effected on behalf of TELUS by an affiliated corporation, partnership or other entity as bare nominee for registration purposes only, at TELUS' expense. The Lessor also agrees to obtain a non-disturbance agreement at TELUS' expense from any mortgagee on the Premises in such form as TELUS may reasonably require.

13. **Encumbrances**. TELUS may, at its option, pay or discharge any arrears owing under any encumbrance upon the Premises which has priority over the interest of TELUS under this Lease, or any arrears of any property taxes, local improvement charges and any other rates, duties, levies and assessments levied or assessed by any competent government authority upon or in respect of the Premises or that affect the Premises in any way, in which event TELUS shall be subrogated to the rights of the creditors of such discharged obligations and may, at its option, apply the rent or any other amounts owing to the Lessor under this Lease to the repayment of any arrears so paid or discharged.

14. **Assignment**. Except as otherwise permitted herein, this Lease shall not be assigned by TELUS without the prior written consent of the Lessor, such consent not to be unreasonably withheld or delayed. Notwithstanding the foregoing, TELUS may, without consent of the Lessor: (i) assign its rights and obligations under this Lease to any affiliated entity including a partnership; (ii) sublet all or any portion of the Site and its appurtenances to any affiliated entity including a partnership; and (iii) license all or any portion of the Site and its appurtenances to a third party, for use as a telecommunications site. Whenever the Lessor's consent is required by virtue of these provisions, such consent is deemed granted if Lessor does not respond within fifteen (15) days to the written request of TELUS for such consent.

15. **Successors and Assigns**. This Lease shall enure to the benefit of and be binding upon the successors and assigns of the Lessor and the successors and permitted assigns of TELUS, and no assignee or successor of the Lessor shall challenge the validity or enforceability of any provision of this Lease and every assignee or successor of the Lessor shall be bound by all the obligations of the Lessor hereunder. Upon a conveyance or assignment of its interest in the



Premises, the Lessor shall provide TELUS with written notice of the identity of the successor or assign and the address at which the rent shall be tendered and notices given pursuant to the conveyance or assignment.

16. **Overholding.** In the event that TELUS remains in possession of the Site after the expiration of the Term, TELUS shall be deemed to be occupying the Site as a tenant from month to month at the current monthly rent, or if the rent is payable annually, one twelfth (1/12) of the annual rent. The rent shall thereafter be payable monthly in advance on the first day of each month following the expiration of the Term, with all other rights and obligations of this Lease remaining in force to the extent they may apply to a month to month tenancy, subject to the proviso that neither party may terminate the month to month tenancy except by giving ninety (90) days written notice to the other party. No extension of the Term, nor any new Term, nor any tenancy from year to year will be created by implication of law through overholding.

17. **Expropriation.** If during the Term, the whole or any part of the Premises is expropriated, the Lessor shall not accept any award for compensation without TELUS' written consent. TELUS shall be entitled to receive such part of the award as compensates for the loss of its interest in the leased Site.

18. **Governing Law and Jurisdiction.** The provisions of this Lease shall be governed by and interpreted in accordance with the laws of the province in which the Premises are located. The parties hereby attorn to the exclusive jurisdiction of the courts of that province.

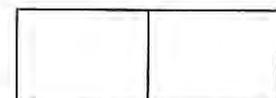
19. **Entire Lease; Survey.** This Lease cancels and replaces all other agreements between the parties with respect to the Premises. This Lease contains the entire agreement between the Lessor and TELUS with respect to the Premises and expressly excludes all prior representations and discussions, either oral or written, between the parties other than those set forth in this Lease. Each party acknowledges having obtained adequate explanation of the nature and scope of each of the clauses of this Lease, and having had the opportunity to consult legal counsel with respect thereto. Except as otherwise provided herein, this Lease may not be amended or modified except by written instrument executed by both parties. TELUS may elect to obtain, at its discretion, technical drawings or a survey of the Premises and the Site, and give written notice of such technical drawings or survey to the Lessor, which once so delivered shall replace and become Schedule "C", and take precedence over the plans exhibited at Schedule "B".

20. **Facsimile Transmissions; Notices.** This Lease may be executed, amended or renewed by either party by facsimile transmission, and receipt of a copy of the document so executing, amending or renewing this Lease shall bind the transmitting party to all the terms and conditions contained therein. Any notice required or authorized by this Lease shall be deemed to have been properly given if by personal delivery at any place, or by registered mail, courier or facsimile transmission to the address or fax number specified herein or to any other address or fax number duly notified by one party to the other.

21. **Severability.** Any provision of this Lease that is determined to be void or unenforceable in whole or in part, shall be deemed unwritten and shall not affect or impair the validity or enforceability of any other provision of this Lease, which shall all remain binding on the parties.

22. **Authorization.** The Lessor hereby authorizes TELUS for the entire duration of the Term, to use correspondence attached at Schedule "D" (the "Authorization Letter"), to obtain from any person, corporation or government authority, any information regarding the Premises that TELUS may require for the purposes of exercising its rights under this Lease, and the Lessor agrees to execute the Authorization Letter from time to time as reasonably requested by TELUS for these purposes.

23. **Environmental.** During the Term, the Lessor represents and warrants continuously that there are not contained, within or under the Premises, any toxic material or hazardous substances or any other contaminants (collectively "Hazardous Substances") as defined under all applicable provincial or federal legislation, regulation or orders of any kind. The Lessor shall indemnify and hold TELUS harmless from and against any liability arising from the presence of Hazardous Substances on the Premises. TELUS shall have the right to conduct environmental testing at the Site at any time during the Term and to terminate this Lease immediately without damages or penalty should the results of such environmental testing demonstrate the presence of Hazardous Substances at levels not acceptable to TELUS acting reasonably. TELUS shall comply with all applicable provincial or federal environmental legislation, regulation or orders of any kind.



SCHEDULE "B"

IDENTIFICATION OF SITE

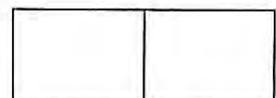
NOTE: Plan is not to scale. Boundary lines, easements, servitudes and rights of way identified in the plan are approximations which may be further specified in technical drawings or a survey, to be added as required through Schedule C. Plan is subject to all terms and conditions of the Lease.



SCHEDULE "C"

TECHNICAL DRAWINGS OR SURVEY OF PREMISES AND SITE

NOTE: Technical drawings and surveys are subject to all terms and conditions of the Lease.



SCHEDULE "D"
AUTHORIZATION LETTER

FROM: REGIONAL MUNICIPALITY OF WOOD BUFFALO
9909 Franklin Avenue
Fort McMurray, Alberta
T9H 2K4

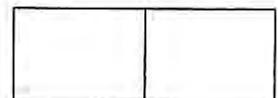
TO WHOM IT MAY CONCERN:

Re: NE 25-88-8-W4M
Site: AB1458-6

We/I, Regional Municipality of Wood Buffalo, the owner of the above mentioned property, hereby give TM Mobile Inc. (TELUS) and its agents permission to act as our agent to acquire the necessary permits, drawings and/or buildings structural blue-prints, hydro information from the public utility and information from the municipality or other authorities concerned, needed to approve the construction of the telecommunications site at the address indicated above and as shown on the attached plans.

Sincerely,

[Authorized signatory]
[Title]



AFFIDAVIT VERIFYING CORPORATE SIGNING AUTHORITY

CANADA) I, _____ [Name of Officer/Director] _____
PROVINCE OF ALBERTA)
) of the City of _____ [Officer/Director's Place of Residence] _____,
)
) in the Province of Alberta

MAKE OATH AND SAY:

1. I am an officer or a director of Regional Municipality of Wood Buffalo named in the within or annexed instrument.

2. I am authorized by the corporation to execute the instrument without affixing a corporate seal.

SWORN before me at the _____)
)
of _____, in the Province of Alberta) _____
)
this _____ day of _____, _____)
)
)
)
)

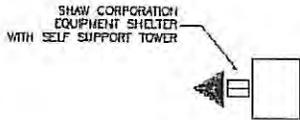
A Commissioner for Oaths in and for the
Province of Alberta

SCHEDULE 'B' - IDENTIFICATION OF SITE AND DESCRIPTION OF THE LEASEHOLD SPACE, EASEMENTS, SERVITUDES, AND RIGHTS OF WAY.

ABI458_FORT_MCMURRAY_SE (SAPRAE_CREEK)



VISTA RIDGE
SKI HILL
PARKING AREA



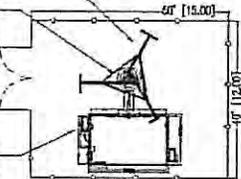
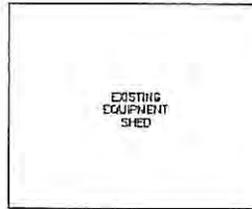
SKI HILL AREA
MAIN GATE

ACCESS
ROAD

TELUS COMPOUND AREA
(APPROX. 12.00m x 15.25m OR 40' x 50'),
FENCED WITH 2.4m (8') TALL WOOD FENCE,
INCLUDES ACCESS AND INTEGRATED MAIN GATE

TELUS 40.0m (132')
MONOPOLE TOWER,
BASED ON CENTRE
OF COMPOUND,
AZIMUTHS T.B.D.

TELUS EQUIPMENT SHELTER
(3.9m x 6.1m OR 13' x 20')
CORRUGATED STEEL EXTERIOR COVERING



TREED AREA

X	DATE:	APPROVED BY:
PM:		
RF:		
RE:		
MU:		

REVISIONS		
#	DATE:	DESCRIPTION:
0	08/08/08	INTERNAL UPDATE
1		
2		
3		
4		
5		

GENERAL NOTES:

- 1.) PLAN NOT SCALED, UNLESS OTHERWISE INDICATED.
- 2.) NOTWITHSTANDING ANY ANTENNA MOUNTS SHOWN ALREADY (OR NOT SHOWN), LEASEE AGREES FOR ADDITIONS, MODIFICATIONS, OR RECONFIGURATION. EASEMENTS IDENTIFIED IN THIS DRAWING ARE ONLY APPROXIMATIONS, AND SHOULD BE VERIFIED ON A STAFFED CERTIFIED ENGINEERING SURVEY.
- 3.) ALL ANTENNAS AND EQUIPMENT SHOWN ARE APPROXIMATE LOCATIONS. EQUIPMENT LOCATIONS MAY CHANGE DUE TO STRUCTURAL AND/OR ELECTRICAL REQUIREMENTS.
- 4.) ANTENNA MOUNT LOCATIONS ARE "PROPOSED ONLY" LOCATIONS, AND AS SUCH ARE SUBJECT TO CHANGE WITHOUT NOTICE.

SITE SPECIFIC NOTES:

- 1.)

Project Name:
ABI458_FORT_MCMURRAY_SE
(SAPRAE_CREEK)
CELL: ?????

Project Address:
FORT MCMURRAY, ALBERTA

TRUE NORTH
(ASSUMED)

Drawn By: T.S. Date: 08/08/08

EXE / File: Sheet #: SB1a



DATE:

XXX M

AMSL (IN M):

07' 58.0"

N 56

COORDINATES (NAD 83): N 56 39' 42.0" W 111' 07' 58.0"
LEGAL ADDRESS (L.S.D.): N/A



REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning and Development
Date:	July 10, 2007
Subject:	Sale of Municipal Land - Lot 31U, Plan 752 0462

ISSUE:

To authorize the sale of Lot 31U, Plan 752 0462 to L. Robert Enterprises L.P. for fair market value of \$141,000 plus 7% administration fee.

HISTORY:

L. Robert Enterprises L. P., a division of CEDA International Corporation, has approached the Municipality requesting to purchase Lot U31, Plan 752 0462 located between 105 and 125 MacKay Crescent. A development permit for a temporary structure to be located at 125 MacKay Crescent was issued in 2000. The permit expired in 2005 and the temporary structure remained on the property. It was determined that the structure encroached onto the adjacent utility lot. L. Robert Enterprises L.P. had been in discussion with the Municipality for the purchase of the utility lot therefore no enforcement was initiated.

ALTERNATIVES:

1. Sell the property to L. Robert Enterprises L.P.
2. Retain ownership of the property

ANALYSIS:

The Municipality and L. Robert Enterprises L.P. have been negotiating this sale since August 2000. L. Robert Enterprises L.P. has initiated a property appraisal and is willing to incur all costs associated with subdivision/consolidation and subsequent registration. The utility lot would be consolidated with 125 MacKay Crescent (Lot 3, Block 42, Plan 792 1539) which is currently owned by L. Robert Enterprises L.P. The request was circulated to Municipal Departments and Franchise Utilities. No objections were received, however, Engineering Services has requested the purchaser provide a drainage plan to their satisfaction should the sale be approved.

ATTACHMENTS:

1. Subject property drawing.
2. Appraisal summary dated March 13, 2007

ADMINISTRATIVE RECOMMENDATIONS:

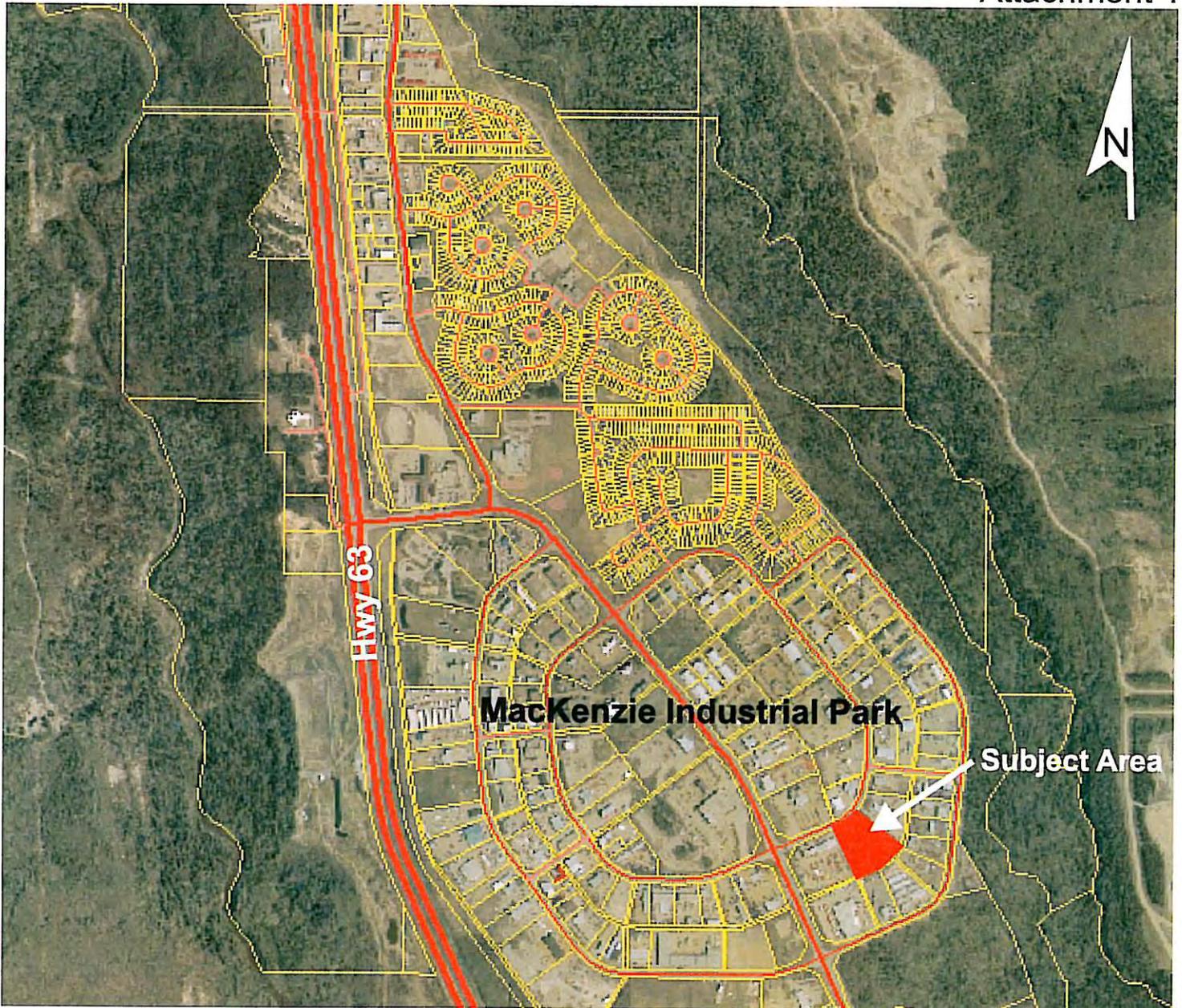
THAT Administration be directed to complete the sale of land of approximately 0.22± acres (890 sq.m.), being Lot U31, Plan 752 0462, to L. Robert Enterprises L.P. for the price of \$141,000 plus a 7% administration fee;

THAT all costs associated with subdivision/consolidation and registration be borne by the purchaser;

THAT the proceeds from the sale shall be deposited to the Asset Addition Reserve; and

THAT the 7% administration fee shall be deposited to the Land Management Operating Budget;

THAT administration be directed to advise the Purchaser to provide a drainage plan to the satisfaction of Engineering Services before the Transfer of Land document is executed.

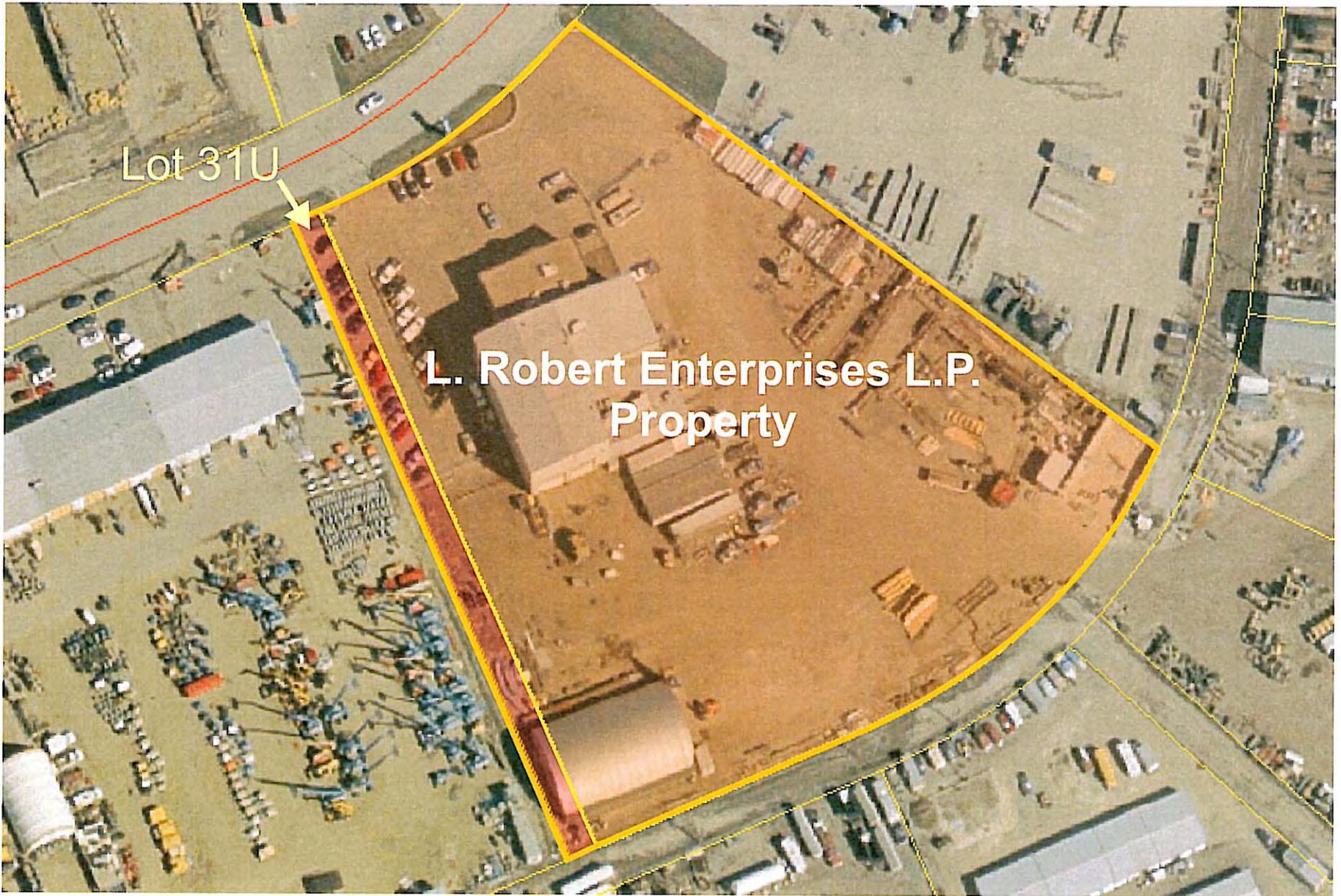


Hwy 63

MacKenzie Industrial Park

Subject Area





Subject Property Drawing



CHALIFOUR DENIS &
Real Estate Appraisals & Cons
Environmental Site Assessment

Attachment 2

March 13, 2007

File #: 070111

Gary Ritchie
L. Robert Enterprises.
125 MacKay Crescent
Fort McMurray, AB
T9H 4C9

Dear Mr. Ritchie:

RE: Appraisal of Vacant Land Property
Located Adjacent West of 125 Mackay Crescent, Fort McMurray, Alberta
(Plan 7520462, Lot U31)

At your request, the appraiser has completed a narrative appraisal report estimating the "current contribution of value" from the site legally described as **Plan 7520462, Lot U31**, located Adjacent West of 125 Mackay Crescent, Fort McMurray, Alberta.

The purpose of this appraisal assignment is to estimate the "contribution of value" of the subject site to the total market value of the proposed assembled property which would be comprised of the subject site (Plan 7520462, Lot U31) and 125 Mackay Crescent (Plan 7921539, Block 42, Lot 3). The market value estimate of the proposed assembled site as a whole, and as if vacant, will then be utilized to estimate the contribution of value from the subject site. The subject site has a total area of 0.22 acres (890 sq. m.) and will form the west portion of the proposed assembled site. The effective date of this valuation is February 15, 2007.

The function of this appraisal assignment is to assist our client in negotiating the potential purchase of the subject property. This report has been prepared strictly for the use of Gary Ritchie and L. Robert Enterprises, who are identified as the Intended Users. The property rights appraised are those of the "fee simple".

The subject property is a narrow, rectangular shaped vacant land parcel that has a frontage of approximately 25 ft and a total site area assumed to be 0.22 Ac. (890 sq.m.)±, and is presently zoned BI – Business Industrial.

The appraised value is based on information contained in the Direct Comparison Method of site valuation.

The appraiser has not carried out any ecological or environmental studies of the above captioned property and assumes no responsibility for these areas. Should such be a concern, specific ecological and environmental expertise should be sought.

March 13, 2007

Page Two

Gary Ritchie
L. Robert Enterprises.
125 MacKay Crescent
Fort McMurray, AB
T9H 4C9

The appraiser has physically inspected the subject site and the adjacent site known as 125 Mackay Crescent, which would form the small west portion and the large east portion respectively, of the proposed assembled site containing 4.37 Ac. (1.77 Ha.) ±. The appraiser has formulated an opinion that the "contribution of value" from the interest in the subject site described as Plan 7520462, Lot U31, Fort McMurray Alberta, *based on the assumption that it would be assembled to the adjacent site known as 125 Mackay Crescent*, as of February 15, 2007 and subject to the limiting conditions and assumptions stated elsewhere in the report is: **\$141,000.00**

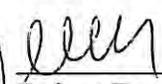
The final estimate of value is based upon those Hypothetical Conditions and Extraordinary Assumptions and Limiting Conditions described on Page 6 of this report.

The following appraisal report contains the data analysis and conclusions supporting the valuation and consists of the body of the report, plus a Preface as well as Exhibits which are located in the Addendum.

We trust that you find the report satisfactory and that it fulfils its intended purpose.

Respectfully submitted,

CHALIFOUR DENIS & ASSOCIATES



Robert Denis, AACI

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning and Development
Date:	July 10, 2007
Subject:	Capital Budget Amendment - Forestry Building Renovation

ISSUE:

Funding request for renovations at the former Alberta Forestry Administration Building located - 168 Airport Road, Fort McMurray.

REFERENCE:

2007 Capital Budget

HISTORY:

The former Alberta Forestry administration building has been empty for over a year. In order for the facility to comply with Alberta Building Code and be ready for municipal use renovations are required. These include:

- re-configuration of the interior footprint to meet municipal standards
- some minor work on the air conditioning, heating and ventilation systems
- bringing high speed telecommunications in from the adjacent highway
- re-configuration of the internal information systems network which includes the telephone network
- some minor electrical work; replacement of the shingled roof
- replacing roof shingles
- painting
- replacement of carpeting
- overall cleaning
- new workstations, computers and peripheral network equipment

Once complete, this space will be occupied by the Recreation, Arts and Leisure division, the administration and development functions of the Parks and Outdoor Recreation division, and staff from the Solid Waste division with the Operation and Maintenance department. These staff have immediate space requirements to help alleviate the stress due to tight working conditions. In order to have the facility retrofitted and renovated for Municipal staff, administration is requesting a total of \$550 000.00 from the Capital Infrastructure Reserve.

ALTERNATIVES:

Submit a capital request for the 2008 budget year asking for dollars required to complete the work in the 2008 calendar year.

ANALYSIS:

We know what the 2007 costs are to renovate and retrofit the former Forestry building with anticipated timelines for completion in late September of this year freeing up much needed space for other Municipal employees.

ATTACHMENTS:

1. Capital Budget Amendment Request Form.

ADMINISTRATIVE RECOMMENDATION:

THAT the 2007 Capital Budget be amended by increasing the Forestry Building Renovation project by \$550,000, with funding to be allocated from the Capital Infrastructure Reserve, as per Attachment 1 – Capital Budget Amendment Request Form, dated July 10, 2007.

**Regional Municipality of Wood Buffalo
Capital Budget Amendment Request, July 10, 2007
2007**

Attachment 1

CURRENT PROJECT NAME: Forestry Building Renovation
 AMENDED PROJECT NAME:
 SPONSOR DEPARTMENT: Community Services Project Amendment
 SPONSOR DIVISION: Community Development

CURRENT PROJECT BUDGET
 Unfunded capital project

Current Priority Score

<i>Year</i>	<i>Annual Cost</i>	<i>Fed Grants</i>	<i>Prov Grants</i>	<i>Reserves</i>	<i>Operating Budget</i>	<i>Other Sources</i>	<i>Debenture Financed</i>
<i>Prior</i>	-						
<i>2007</i>	-						
<i>2008</i>	-						
<i>Thereafter</i>	-						
<i>TOTAL</i>	-	-	-	-	-	-	-

DESCRIPTION/REASONS FOR BUDGET AMENDMENT

Renovation of the former Alberta Forestry building to accommodate the Administration and Development staff from Parks, the Recreation Arts and Leisure Division from Community Services, and some temporary space for Operations and Maintenance staff. The property was only made available in 2007 hence project proposal was not made and presented during the normal budget session/timing. This project will help the current office space problem that the organization is facing.

AMENDED PROJECT BUDGET (Only required if project is new, deferred, or amended)

Funded capital project

Amended Priority Score
72

<i>Year</i>	<i>Annual Cost</i>	<i>Fed Grants</i>	<i>Prov Grants</i>	<i>Reserves</i>	<i>Operating Budget</i>	<i>Other Sources</i>	<i>Debenture Financed</i>
<i>Prior</i>	-						
<i>2007</i>	550,000			550,000			
<i>2008</i>	-						
<i>Thereafter</i>	-						
<i>TOTAL</i>	550,000	-	-	550,000	-	-	-

ADDITIONAL INFORMATION

Planning and Development
 Sponsor Department

Hania Ejsmont, Manager, Accommodation Services
 Project Lead

PLEASE NOTE: Deferred projects must follow the budget process. Deferring a project to a future year does not grant pre-budget approval for that project.

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Community Services Department
Date:	July 10, 2007
Subject:	Request for Support - 2007 Blueberry Festival

ISSUE:

The Blueberry Festival Society has requested funding and support for the 2007 Festival.

HISTORY:

On June 22, 2007, the Blueberry Festival Committee submitted a letter requesting funding support from the Municipality for their August 31, 2007 to September 3, 2007 event.

The primary focus of this annual event is to showcase the region's community spirit and diversity. The Municipality provided \$5,000 in funding support in 2006. This year the organizing committee is requesting \$7,500 and support in a variety of areas as outlined in attachment 2.

OPTIONS:

- Support the Event as outlined in the recommendations.
- Deny the request of support.

ANALYSIS:

This is an annual community event expects to attract over 15,000 participants. Supporting the Blueberry Festival as outlined in the recommendations and Attachment 2 will allow this event to be a success. Without the support identified in the recommendations and Attachment 1, the Blueberry Festival Committee may not be able to program this event.

ATTACHMENTS:

1. Letter of Request – June 22, 2007
2. 2007 Blueberry Festival Committee event additional requirement

ADMINISTRATIVE RECOMMENDATIONS:

THAT \$5,000 be allocated from the Joint Initiatives Fund and \$2,500 from the Civic Grant Fund for the 2007 Blueberry Festival; and

THAT the Blueberry Festival Committee request for support, as outlined in Attachment 2 – 2007 Blueberry Festival Committee Requirements, dated July 10, 2007, be approved.



BLUEBERRY FESTIVAL FORT McMURRAY

Regional Municipality of Wood Buffalo
Attn: Manager of Community Services
9909 Franklin Avenue
Fort McMurray, AB
T9K 2K4



Dear Mr. Stephen Clark, Manager of Community Services,

The Wood Buffalo Blueberry Society is currently planning Blueberry Festival 2007. We are aware that the Regional Municipality of Wood Buffalo has provided valuable support to this long-standing community event in the past, which was integral to its success. We recognize that through partnerships like this, the community of Fort McMurray can continue to enjoy this end of summer tradition. We look forward to continuing this well established relationship with the Municipality, as we work toward bettering community development and the quality of living within our region.

Last year's event was a tremendous success, due in large part to the employment of an Event Coordinator, who worked in cooperation with a dedicated volunteer board. This year, continuing to have an event coordinator creates some challenges. There will be additional cost incurred, requiring supplementary funding.

Today Mr. Clarke the Festival Committee asks of the following from the City of Fort McMurray:

- A \$7500 budget to assist in covering the costs of rentals, advertising costs, and miscellaneous expenses. Also, we would like to allocate \$2500 of the total budget to the Event Coordinator
- Up to 40 hours of Community Development Coordinator time, working in cooperation with the committee
- Operations and Maintenance Department to provide barricades and garbage cans as required by the Society for the various events including set-up, dismantle and removal of debris, and the barricades.
- RCMP to provide traffic control for the parade and the possibility of the Labor Day Cabaret/Concert
- RCMP to coordinate participation in Red Serge for the parade
- Fire Department Engine participation in the parade
- Communications Department to provide the Regional Municipality of Wood Buffalo float for the parade
- Park and Ride transportation via city transit from sites to be determined at a later day, with cooperation and consultation with the Municipality for all of the Festivals Events
- Various trades' people to assist with power/water requirements at the Howard Pew Park for the set up of activities as required by the event's needs. Possibly one electrician and one plumber/pipe fitter.

RECEIVED JUN 22 2007

The Blueberry Festival Committee would also like to be working with the Municipality to obtain the following documentation:

- Parade Permit
- Special Events Permit
- All other required permits as specified by the Municipality and recognized by the Committee
- Insurance (when and where required)
- All other required and necessary documentation

A community event such as the Blueberry Festival is only as successful as the team that works to bring it about. The Committee would like to extend our sincere appreciation for the support of the Regional Municipality of Wood Buffalo throughout the years. Should you have any further questions or require clarification on any of the above, please contact me at 791-2447 or bbftmc1@telusplanet.net.

Regards,



Koreen Roberts
Blueberry Festival Chairperson

2007 Blueberry Festival Committee Requirements
July 10, 2007

Blueberry Festival Committee

- They need to ensure all necessary permits and insurance is obtained.

Operations & Maintenance Department

- Provide garbage cans and barricades, including set up and dismantling and removal of debris and the barricades.
- The Park and Ride transportation via city transit from sites to be determined at a later date.
- One electrician and one plumber/pipe fitter to assist with the set up of activities as required by the events needs.

Parks and Outdoor Recreation Division

- Parks and Outdoor Recreation Division to provide garbage cans and snow fencing.

Communications

- Participate in the Blueberry Festival parade with the Municipal Float.

RCMP

- Provide assistance with traffic control and traffic movement on Sept 1, 2007.
- On September 1, 2007 members to participate in the parade in Red Serge.

Fire Department

- Supply fire trucks and ambulance with appropriate personnel for the parade.

Recreation Arts and Leisure Division

- Provide forty hours of Coordinator support to help the organizing Society.

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Community Services
Date:	July 10, 2007
Subject:	2007 Northern Lights Air Show & Benefit

ISSUE:

The Northern Lights Air Show & Benefit Society has requested funding and support for the 2007 Air Show.

HISTORY:

On April 16, 2007, the Northern Lights Air Show & Benefit Society submitted a letter requesting funding support from the Municipality for their July 21, 2007 event. The Air Show will be one of the region's most anticipated events, offering our community a chance to see the Canadian Air Force Snowbirds and the region's aviation pioneers.

The 2007 Northern Lights Air Show & Benefits Society is requesting \$25,000 in financial support, labor and materials from various Municipal departments (Attachment 1) to program this year's event.

OPTIONS:

- Support the Event as outlined in the recommendations.
- Deny the request of support.

ANALYSIS:

This new community event expects to attract over 10,000 people. The assistance requested will foster building positive community spirit and contribute to the region's quality of life. Supporting the Air Show & Benefit as outlined in the recommendations and Attachment 2 will allow this event to be a success.

Without the support identified in the recommendations and Attachment 2, the Northern Lights Air Show and Benefit Society may not be able to program this event.

The funding and support from the Municipality will set the stage for a successful and safe event for the participants and spectators.

ATTACHMENTS:

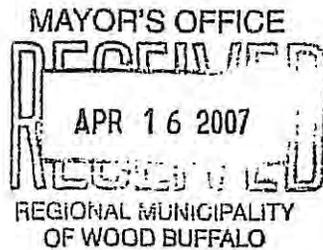
1. Letter of Request – April 16, 2007
2. 2007 Northern Lights Air Show & Benefit Society event additional requirement

ADMINISTRATIVE RECOMMENDATION:

THAT \$20,000 be allocated from the Community Services Department 2007 Operating Budget for the 2007 Northern Lights Air Show & Benefit;

THAT \$5,000 be allocated from the Communications Department 2007 Operating Budget for the 2007 Northern Lights Air Show & Benefit; and

THAT the request for support from the Northern Lights Air Show & Benefit be approved as outlined in Attachment 2 - Air Show & Benefit Society Additional Requirements, dated July 10, 2007.



April 16, 2007



Mayor Melissa Blake
Regional Municipality of Wood Buffalo
9909 Franklin Avenue
Fort McMurray, AB
T9H 2K4

RE: NORTHERN LIGHTS AIRSHOW & BENEFIT – JULY 21, 2007

Dear Mayor Blake:

In January of this year, the Canadian Forces Snowbirds confirmed a performance date and the newly formed Northern Lights Airshow and Benefit Society went to work to secure additional presentations and feature acts to create a full day of excitement and fun for the citizens of Wood Buffalo. With the Municipality's support, the skies over Fort McMurray on July 21, 2007 will be the backdrop for the Airshow featuring the CF Snowbirds, infamous stunt pilots, feature acts and a pyrotechnics show guaranteed to warm the hearts and faces of all in attendance.

As you know, the Wood Buffalo Region has an amazing connection to our country's aviation pioneers. Streets and schools in Fort McMurray pay tribute to this connection. May Crescent honours Winifred "Wop" May, Leigh Crescent and Brintnell Road is named for Leigh Brintnell, and Ecole Dickinsfield School and Dickins Drive for Clennell "Punch" Dickins. Other noted flyers include Marlowe Kennedy, Cy Becker, Con Farrell, Matt Berry, Archie McMullen and Grant McConachie - all flew extensively throughout the north and are immortalized within our community. It is our goal to present a family-centered summer attraction that will showcase our region's aviation history, salute our Canadian Forces, and bring families and friends together under our beautiful summer skies.

The Northern Lights Airshow and Benefit Society is made up of community members with the desire to work together to present an exhilarating event. Our region continues to receive less than positive media regarding the quality of life available to our citizens. We are optimistic an event of this nature and magnitude will assist in dispelling this myth and put our region in a more positive light.

The Northern Lights Airshow and Benefit also hopes to leave a legacy by distributing all net proceeds from the event to the following youth organizations: Boys & Girls Club, Girls Inc., Big Brothers/Big Sisters, The Hub, The Children's Centre, and the Fort McMurray Air Cadets.

The Northern Lights Airshow and Benefit would not be possible without the individuals, groups and businesses who donate their time, financial support and services. We know the Regional Municipality of Wood Buffalo's support along with support garnered from the business community is integral to the Airshow's success. We respectfully request the following support from the Municipality:

- - Permission to fly specialized aircraft over the city of Fort McMurray the week of July 16-21, 2007
- - \$20,000 to support infrastructure costs (tents, booths, stage and audio equipment, etc.)
- - \$5,000 to support advertising, printing and promotional costs
- - Up to 40 hours Community Development Coordinator time leading up to and during the event to act as a liaison to the RMWB.
- - RCMP to provide assistance with traffic control and traffic movement on July 21, 2007 including roving coverage at the Fort McMurray Regional Airport, and general assistance with the Safety and Communications portfolio.
- - RCMP to provide two members to support the Canadian Forces Snowbirds security requirements.

- Fire Department to supply fire trucks and ambulance and the appropriate personnel to provide first aid support at Fort McMurray Airport during the Airshow on July 21, 2007.
- Have Municipal staff "on call" for emergency assistance.
- 30 hand held radios for use by the parking/ground crew, First Aid, and volunteer leaders.
- Operations and Maintenance Department to provide thirty barricades and cones, thirty traffic vests and stop and go paddles for our shuttle/traffic control team, and assist with parking control on July 21, 2007.
- Operations and Maintenance Department to provide additional barricades for use at the Fort McMurray Airport July 20 & 21, 2007.
- The use of Specialized Transportation Vehicles and drivers to provide for the transportation needs of attendees with disabilities.
- Parks and Recreation Division to provide approximately 300 metres of snow fencing, and assist with the transportation of equipment, signs and supplies for the event.
- Sand bags for use in the food and activity tents.
- 100 Municipal pins to be inserted in the welcome kits for VIPs and special guests.
- 300 bags to be used for volunteer kits.
- Assistance and guidance with parking and shuttle strategy.
- Avoid scheduling any construction work along Highway 69 and MacKenzie Boulevard which might disrupt the traffic flows to the designated parking areas and the Fort McMurray Airport.
- Release of Municipal staff assisting with the event the week of July 16-20, 2007.
- The Northern Lights Airshow and Benefit Society will work with the Municipality to obtain all necessary permits. We request support and guidance to expedite this task.

The Northern Lights Airshow and Benefit Society is grateful for the support of the Regional Municipality of Wood Buffalo - we know it is crucial to the success of the event. Your assistance in presenting the best air show possible will aid in building positive community spirit while contributing to our region's quality of life.

Should you have any questions or require further clarification, please contact myself at 743-0222. Thank you in advance for your consideration of the above request. We look forward to your support.

Yours sincerely,



Glen Fleming
 Chair, Board of Directors
 Northern Lights Airshow & Benefit

Northern Lights Airshow & Benefit - Taking Our Community to New Heights

Northern Lights Airshow & Benefit - 230A MacKay Crescent, Fort McMurray, Alberta T9H 5C6

Air Show & Benefit Society Additional Requirements

July 10, 2007

Northern Lights Air Show & Benefit Society

- Ensure all necessary permits and insurance is obtained.

Operations & Maintenance Department

- Provide 30 hand held radios for use by the parking/ground crew, first aid, and volunteer leaders.
- Provide the variable message signs for July 20th and July 21st and additional barricade for use at the Fort McMurray Airport.
- Specialized Transportation will be available for those that require assistance. They will avoid scheduling any construction work along Highway 69 and Mackenzie Boulevard which might disrupt the traffic flow to the designated parking areas.

Parks and Outdoor Recreation Division

- Provide garbage cans and 300 meters of snow fencing.
- Assist with the transportation delivery of equipment, signs and supplies for the event.

Communications

- Supply 100 Municipal pins for the VIP and special guests welcome kits.

RCMP

- Air Show event organizers will work directly with the RCMP for assistance.

Fire Departments

- Supply fire trucks and ambulance with appropriate personnel to provide first aid treatment for Fort McMurray Airport during the Air Show on July 21, 2007

Recreation Arts and Leisure Division

- Provide 40 hours of Coordinator support to help the organizing Society.

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Legislative and Legal Services
Date:	July 10, 2007
Subject:	Council Expense Report – Period Ending June 30, 2007

ISSUE:

To identify Council expenses submitted as of June 30, 2007.

REFERENCE:

Elected Officials Compensation, Travel, Expense and Support Policy (LEG-050)

HISTORY:

On April 24, 2001, Regional Council adopted the Elected Officials Compensation, Travel, Expense and Support Policy, which came into effect immediately following the 2001 General Municipal Election. The Policy requires that quarterly reports on expenditures for each Council Member be presented to Standing Committee for review.

ANALYSIS:

In order to monitor expenditures, spreadsheets have been developed and expenses are recorded for each Member of Council. These expenses have been broken down into the following categories: registration fees, travel (mileage, airfare, taxi, bus, etc.).

A summary of expenses has been prepared and reflects all expenses submitted as of June 30, 2007. This summary also includes those expenditures resulting from participation on Provincial Boards/Committees and periods in which a Member of Council performed the duties of Deputy or Acting Mayor.

With one exception, the 2007 Council Expense Summary for the period ending June 30, 2007 is within budget allowances. As such, the impacted Council Member will require prior approval from Council before undertaking any further training and development activity, or attending conferences.

ATTACHMENT:

2007 Council Expense Summary

ADMINISTRATIVE RECOMMENDATION:

THAT the Council Expense Report for the period ending June 30, 2007 be received as information.

2007 COUNCIL EXPENSE SUMMARY

Year to Date Expenses Submitted for the Period Ending June 30, 2007

	Annual Budget	Registration Fees	Travel	Meals	Accom.	Other Expenses	Total	Percentage Expended	Other Committees	Deputy Mayor
Blake, Melissa - Expenses	35010		9,724.15	677.07	1,723.02	1,020.53	\$13,144.77	37.55%		
Blake, Melissa - Conference	4562	953.00	525.35	0.00	915.34	199.28	\$2,592.97	56.84%		
BLAKE - TOTAL	39572						\$15,737.74	39.77%		
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		2,265.75		3,404.50		\$5,670.25	25.20%	\$1,566.60	
Chadi, John - Conference	5000	1,236.70	1,874.70	294.50	1,729.12	90.00	\$5,225.02	104.50%		
CHADI - TOTAL	27500						\$10,895.27	39.62%		
Clarkson, Sharon - Expenses	1725						\$0.00	0.00%		
Clarkson, Sharon - Conference	5000	570.00	848.84	27.26	751.04		\$2,197.14	43.94%		
CLARKSON - TOTAL	6725						\$2,197.14	32.67%		
Flett, Sonny - Expenses	22500		3,250.00	299.27	3,836.80		\$7,386.07	32.83%		
Flett, Sonny - Conference	5000				187.59		\$187.59	3.75%		
FLETT - TOTAL	27500						\$7,573.66	27.54%		
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	1,033.80	238.91	607.55		\$2,500.26	50.01%		
VYBOH - TOTAL	6725						\$2,500.26	37.18%		
Wiltzen, Lorne - Expenses	10000						\$0.00	0.00%		
Wiltzen, Lorne - Conference	5000						\$0.00	0.00%		
WILTZEN - TOTAL	15000						\$0.00	0.00%		

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Chief Administrative Officer
Date:	10 July 2007
Subject:	Award of Contract for the South Wastewater System Force Main

ISSUE:

To expand the Stantec Contract for the Wastewater Master Plan to include the design of the Force main from Lift Station 1B to the Waste Water Treatment Plant.

HISTORY:

At the regular meeting of May 22, 2007 Council passed Resolution # 07-226, being that \$2,000,000 be committed in the Capital Infrastructure Reserve for the design of the force main from Lift Station 1B to the Wastewater Reclamation Facility as identified in the Capital Budget Amendment Request attached to the May 22nd administrative report.

It was identified at that time the municipality would need to fast track the design to allow us to get out to tender and start construct the force main this Fall if we were to have it operational by Fall 2008. This would allow us to lift the development constraints on the south side of the Athabasca River. We neglected to request permission to add it to the contract we had recently awarded to Stantec for the development of a Waste Water Master Plan.

OPTIONS:

1. Run a competition for the design
2. Sole Source to an Engineering Firm
3. Expand the Stantec contract for the Waste Water Master Plan

ANALYSIS:

Council clearly indicated their intent that this project be complete by the Fall of 2008. That won't be possible if we introduced a competitive process for the design. The development of terms of reference, advertising, evaluation and award for the design would lose us the 2007 construction window. The CAO bylaw provides the CAO authority to award tenders and enter into contracts, subject to the project being included in an approved budget, a competitive tender process undertaken, and the tender being awarded to the lowest qualified bidder. Any tender not meeting the criteria set out in the bylaw still requires Council approval. This project has an approved budget but needs permission to award directly to the Master Plan consultant.

ADMINISTRATIVE RECOMMENDATION:

THAT the design for the force main from Lift Station 1B to the Wastewater Treatment Plant be added to the Stantec contract for development of a Wastewater Master Plan, at a cost not to exceed the approved budget of \$2 Million inclusive.

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Regional Emergency Services
Date:	July 10, 2007
Subject:	Proposal for New Full Time Positions as 911 Operators/Dispatchers

ISSUE:

There is an urgent and pressing need to create six (6) new full time positions as 911 Operators/Dispatchers for the Fort McMurray Public Safety Answering Position. This would allow for three (3) dispatchers per platoon in order to maintain two (2) dispatchers 24/7.

REFERENCE:

2007 Capital Budget

HISTORY:

In 2006 two (2) on-call personnel were transitioned to full time employees (FTE) to maintain one (1) person on a twenty-four (24) hour a day, seven (7) days a week basis. Currently there are four (4) FTE linked to the platoons and two (2) twelve (12) hour day staff that are linked to platoons in order to cover annual leave for the next three (3) months. There are presently no on-call staff. An offer has been made to an individual with a possible start training date for the end of July. Should any other absences occur such as illnesses, bereavement etc., the only option will be increased overtime on a work unit that is already over stressed.

Attempts to recruit more on-call dispatchers in 2007 have yielded very little success. The staffing ratio of 5.3, shift configuration, inability to attract on-call staff, increased call volume, and anticipated retirements have been used to determine the requirement for a total work unit of thirteen (13) FTEs. This includes one (1) supervisor and twelve (12) full time dispatchers.

The increase in call volume has exacerbated this situation. The current dispatchers cannot devote time to train new staff due to operational impacts and there is very little flexibility to amend their shift in order to accommodate the training and mentoring of new dispatchers. Early indications from the Operational Review currently underway indicate the need to transition to a two (2) dispatcher system 24/7. This transition is identified in the draft 2008 operational budget. The following data provides an indication of the increase in call volumes.

Medical/Fire calls from Jan 1/07 to June 20/07	2,230
Medical/Fire calls from Jan 1/06 to June 20/06	<u>1, 884</u>
Difference	349

This represents an increase of 18.52%.

911 calls received by Fort McMurray Fire Department Public Safety Answering Position in 2007	10,460
911 calls received by Fort McMurray Fire Department Public Safety Answering Position in 2006	<u>8,594</u>
Difference	1,866

This represents an increase of 21.71%.

ALTERNATIVES:

1. Maintain current staffing levels.
2. Hire additional on-call staff.
3. Create six (6) new full time positions to increase efficiency, morale and address health, safety and wellness issues.

ANALYSIS:

Maintaining current staffing levels would result in additional overtime to meet increased call volume. This would result in increased stress and overtime, and possible loss of current staff due to low morale and poor work conditions.

Hiring on-call staff would not alleviate the situation as noted previously. We cannot rely on this style of staffing, as they have other commitments and are very difficult to call in for immediate coverage. We have found this has created increases in overtime and puts greater stress on full time staff.

Hiring six (6) new full time positions would allow a minimum of a two (2) dispatcher service 24/7. This two (2) dispatcher system provides the depth to manage the increased call volumes, facilitate the ongoing technical and general training requirements, workforce planning for dispatchers, and more efficiently manage all types of absences from work.

Currently experienced dispatchers have over twenty (20) years of service and will be retiring in the next five (5) to seven (7) years. Preparing now and being proactive should result in a smoother transition when current dispatchers retire. For the remainder of 2007, funds can be utilized from the vacant positions in Fire Department Operations that will not be filled this year. In 2008 these positions are included in the Regional Emergency Services (RES) operating budget.

The current 911 call centre can accommodate two (2) dispatchers for an interim period as there are two (2) operating consoles.

The anticipated 2007 financial impact, based upon all six positions being staffed in September, would be \$236,652.00. Financial impact for 2008 would be \$460,404.00 (\$65,734/dispatcher including COLA and wellness, + \$11,000 for benefits X 6 dispatchers).

ADMINISTRATIVE RECOMMENDATION:

THAT six (6) new full-time 911 Operator/Dispatcher positions be approved for the Fort McMurray Public Safety Answering Position;

THAT \$236,652.00 be utilized from the 2007 Regional Emergency Services operating budget to fund the six additional positions;

THAT in the event the entire amount cannot be accommodated with the Regional Emergency Services 2007 operating budget, the balance be funded from a 2007 Corporate operating surplus; and

THAT in the event a 2007 Corporate operating surplus is insufficient or non-existent, the funds be committed from the 2007 Emerging Issues Reserve.