

BYLAW NO. 98/ 070

**BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO
ADOPT THE MARTIN RIDGE ESTATES AREA STRUCTURE PLAN.**

WHEREAS Section 633 of the Municipal Government Act, S.A., 1994, Chapter M-26.1 and amendments thereto authorizes Council to enact a Bylaw adopting an Area Structure Plan.

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

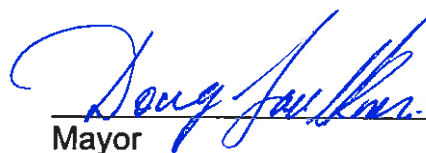
1. That a plan known as the **Martin Ridge Estates Area Structure Plan** is hereby adopted. This Plan shall comprise the attached Schedule "A" (subject area map) and Schedule "B" (Martin Ridge Estates Area Structure Plan).
2. That this Bylaw shall be passed and come into effect when it receives third reading and is signed by the Mayor and Regional Clerk.

READ a first time in Council this 12th day of August, 1998.

READ a second time in Council this 25th day of August, 1998.

READ a third time in Council and passed this 25th day of August, 1998.

CERTIFIED A TRUE COPY



Mayor



Regional Clerk

 August 25/98

Regional Clerk

ADOPTION OF AREA STRUCTURE PLAN—MARTIN RIDGE ESTATES
(Lot 2, Plan 982 0716)

Martin Ridge Estates

Area Structure Plan

FOR

The Regional Municipality of Wood Buffalo

David-Lee Developments Inc.

August 2, 1998

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1.0 INTRODUCTION

The primary objective of the Martin Ridge Estates Area Structure Plan is to provide a framework for the development of this site in a manner that is consistent with the goals and objectives of the community. It is intended to guide the future development of Martin Ridge Estates, a low density, multi-family residential subdivision. It establishes the future land use pattern of the area, and provides details respecting proposed servicing, roads, and open space.

2.0 THE DEVELOPMENT AREA

2.1 Plan Area Location (Figure 1)

The Martin Ridge Estates site is located at the west end of Fort McMurray Urban Service Area as indicated on **Figure 1**. The lands proposed to be developed are described legally as follows:

1. Lot 2 - Plan 9820716
2. Westerly adjacent 1.17ha. Government Road Allowance

The site is bound to the west and south by undeveloped road allowances, to the north by Thickwood Boulevard, to the southwest by Dickens Drive, and to the east by Real Martin Drive. Existing low-density residential neighborhoods, schools, and recreational uses located to the east of the plan area.

2.2 Physical Features (Figure 2)

The predominant characteristic of the site is a tributary of Conn Creek. It flows from the west-central part of the subject lands and enters at the northwest corner. It runs east through the center of the property, and discharges to the east at Real Martin Drive. Due to the presence of beavers in the area, the tributary corridor was subject to intermittent ponding in the past, but has subsided since the movement of the beavers approximately one year ago.

Site elevations vary from approximately 360 m (1,181 ft.) in the southwest corner to 353 m (1,158 ft.) at the deepest point of the creek ravine at the north end of the site.

Generally, the top of the bank is defined as the 355 m (1,165 ft.) contour, in the northern area of the site, and varies in elevations as the creek bank runs from west to east across the property. The Athabasca River valley is south of the plan area.

There is currently no permanent development within the Plan area. Portions of the site are heavily treed, characterized by a mixture of poplar and conifers. A detailed soils report has been submitted to the Municipality under separate cover.

2.3 Development Constraints

The presence of the Conn Creek ravine is the primary determinant in the development of Martin Ridge Estates, as it essentially severs the site into two distinct nodes. The location of this feature creates significant challenges in terms of site design and servicing. However, it also provides a central natural amenity for the development.

Physical access to the site is limited to Dickens Drive South which abuts Real Martin Drive to the south, and by Thickwood Boulevard to the north.

2.4 Site Area and Land Ownership

The Plan area contains a total of **6.73 ha. (16.63 ac.)** of gross land area, (which includes a **1.17 ha. (2.89 ac.)** Government road allowance which is currently being sought for purchase), of which **5.99 ha. (14.8 ac.)** are developable. The majority of lands contained in this Plan are currently held by Trak Enterprises (Fort McMurray) Ltd., in which David-Lee Developments Inc. has an agreement for sale to be closed in May of 1998. The developable area also includes a portion of an undeveloped road allowance which is titled to the Municipality.

2.5 Policy Framework

Municipal Development Plan

The Wood Buffalo Municipal Development Plan (MDP), is the primary planning policy document, and Area Structure Plans are required to be consistent with the policies contained therein¹. The MDP requires that Area Structure Plans address such subject matter as parks and open space, transportation, site conditions, population generation, environmental sensitivity, and servicing. The MDP also specifies that Area Structure Plans provide a “detailed statement addressing compliance with the General Municipal Plan [sic].”

The unique nature of this development, integrating quality residential development with natural environmental amenities meets with the Municipality’s policy of encouraging “a reasonable choice in terms of type, cost, and location within Fort McMurray [and] to encourage innovative land use and housing design” (Section 3, Part 1 - Residential Development Policy).

This Plan is also consistent with the MDP recreation, parks and open space policy “to ensure that natural spaces are preserved, conserved, reclaimed or managed as an integral part of Fort McMurray’s open space” (Section 5). The proposed development concept is also in keeping with conservation policies (Section 6, Part 4) that “establish guidelines for development in such a manner that the integrity of significant and unique environmental features are maintained or enhanced (wetlands, wildlife habitats, etc.)” and “to identify and evaluate the suitability of developing activities on sites which, because of their natural characteristics, may be hazardous and jeopardize public safety, including land such as those that are prone to flooding, land slides and similar hazards.”

¹Municipal Government Act, SA 1994, Section 638

Upon extensive inspection of the site during the topographical survey, and after contact with the Parks and Recreation Department of Fort McMurray, we were told that within the Development there were no notably distinct areas found which should be deemed as archaeologically or historically significant. No evidence of burial grounds, existing historical sites or buildings, residual matter from biologically important specimens or otherwise related materials were discovered. The identification and protection of environmentally sensitive areas is to be confirmed by Alberta Environment before the Development may proceed.

Land Use Bylaw

The subject lands are currently designated as Direct Control in the Land Use Bylaw. In order to facilitate this development, it is intended that the residential areas be designated as Residential Low-Density Multi-Family as required at the time of subdivision. In addition, the proposed corridor of open space could be designated as Natural Open Space or Public Park, and Recreation if deemed appropriate by the Municipality.

3.0 PLANNING ANALYSIS

3.1 Land Use Concept (Figure 3)

The Martin Ridge Estates Area Structure Plan proposes the development of a low-density residential subdivision, consisting of duplex lots and upper end walkout townhousing, that take advantage of the natural amenities of the site, and are compatible with the environmentally sensitive nature of the area.

The proposed development will consist primarily of low-density, multi-family dwellings. Stage 1 will consist of 44 lots which measure a minimum of 30' X 111'. Stage 2 lots will be slightly smaller, measuring a minimum of 32' X 100', and total 25 in number. Please reference **Figure 4**.

Although the development and circulation pattern for the subdivision are dictated by the physical attributes of the site, the design has been prepared to maximize lot exposure to the open space network. In addition, the design as presented is contingent on the acquisition of the undeveloped road allowance from the Municipality. This land is required to maximize the developability of the site, and is not required by the Municipality for future road construction given the recent development of Dickens Drive South.

A detailed breakdown of land uses is provided in **Table 1**. The dominant land use is low-density residential which accounts for 70.5% of the total developable land area. Based on a total of 189 lots, this translates to 47.0 units per net hectare (18.1 units per net acre).

3.2 Population Generation

It is anticipated that this development will generate a population of approximately 473 persons as outlined in **Table 2**. This forecast is based on a density of 2.5 persons per unit for multi-family residential development.

Of the 473 persons proposed to reside in the area, it is anticipated that approximately 30% of the population (142 individuals) will be of school age. The level of school age population, from this development and from the Wood Buffalo Estates Development, may result in the need for a new

school site in the area, or the expansion of existing schools. A determination of school needs shall be made taking into consideration the population generation of the Wood Buffalo Estates Development.

Table 1 - Land Use Area Estimates

Land Use	Land Area		Percent of Land Area
	Hectares	Acres	
Gross Land Area	6.73	16.63	-
Less Environmental Reserve	0.74	1.83	-
Total Developable Area	5.99	14.8	100%
Stages 1&2 - RM1	2.34	5.78	39.3%
Stage 3- RM2	0.78	1.93	13.0%
Roads	0.812	2.01	13.6%
Municipal Reserve	0.950	2.35	15.9%
Stage 4- RM2	1.08	2.67	18.2%

Table 2 - Potential Population

Area	Number of Units	Population
Multi-Family - Stage 1	44	110
Multi-Family - Stage 2	25	63
Multi-Family - Stage 4	120	300
TOTAL	189	473

3.3 Open Space Concept

An integral part of this development is the provision of open space and future linkages to existing urban park system. The proposed park and pedestrian network is illustrated on **Figures 5.0, 5.1, & 5.2.**

Open space is allocated through a combination of municipal reserve parcels and an environmental reserve corridor. Pedestrian linkages are to be provided along road and utility right-of-way to connect the residential nodes on either side of Conn Creek.

As indicated in **Table 1**, a total of **0.950 hectares (2.35 acres)** or at least 10% of the developable lands on site are to be dedicated as municipal reserve, meeting the maximum required by the Municipal Government Act. This reserve land is supplied in the form of two parcels in the central part of the site along Conn Creek, and one parcel in the center of the development of Stages 1 and 2. This central parcel is to serve as a Public Utility Lot, as well as a central park area with landscaping and a few benches.

The Conn Creek is to be protected by an environmental reserve parcel that runs the width of the development and constitutes 14.1% of the Plan area. This corridor is proposed as outlined in **Figure 3** to allow for the free movement of wildlife through the development, and also to ensure that an adequate development setback is maintained.

A 20' bank of existing large spruce trees is to be retained along Real Martin Drive in Stage 4. In addition to these, existing large spruce on the east edge of Stages 1&2 will be kept to reduce the level of noise generated from Real Martin Drive. These Noise Attenuations are outlined in **Figures 6.0, 6.1, & 6.2.**

3.4 Staging of Development

Figure 3 shows staging sequences of development. Stage 1 will be the development of duplexes along Real Martin Drive, and along greenbelt to the west, and built concurrently with Stage 2 which will consist of the townhouse units on the creek bank. The Developer is also leaning towards constructing a high quality, affordable, new rental property to be located on Stage 3, and Stage 4 at Martin Ridge Estates, and depending on demand, initiated in April of 1999. These would be in the 900sq.ft. - 1200sq.ft. range, which does not currently exist in Fort McMurray.

3.5 Fiscal Impact Review

To this date we have approximately 16 pre-sales of a possible 69. This is most encouraging, and a good forecast of sales to follow, due to the fact that an average percentage for pre-sales sits at approximately 15%, and with our current pre-sales representing 23% of total available sales. This indicates a very strong interest in the Development and the units available from the market.

Stages 1 & 2 of Martin Ridge Estates fill a void that has been created by an increase in demand for New family sized units in the range of \$150,000 to \$160,000. While 1200sq.ft. plus units start at the \$190,000 plus range, and previously owned units start at the \$150,000 range (which also require up to \$30,000 in upgrades to bring the units up to a suitable condition), these prices are out of the reach of the buyers in our target area. Martin Ridge Estates, while invoking most of the

qualities that you would enjoy with single family R1 dwellings, is priced within the means of people who cannot afford the single family dwellings.

Although the multi-family units are priced lower than single family units, the only real sacrifices made are the smaller lot sizes, and the necessity of sharing one common wall. Aside from the pricing, a strict adherence to workmanship and quality of materials will be maintained throughout the Martin Ridge Estates Development.

In addition, because of the size and scope of the Project, we have found a great interest by the sub-trades in the Fort McMurray area, and as such, have had to seek no additional pricing other than those prices which have been quoted by the local sub-trades. A vast majority of the pricing is coming in from local sub-trades who contact our office and not vice-versa.

It has also been noted that very few new townhouse and duplex projects have been constructed over the last 20 years. The newest project seems to be Valleyview on Thickwood Blvd., with prices ranging from \$169,000 to \$179,000. On that note, the Valleyview Project was also in an area which did not seem to be premium residential land, and in lieu of this fact, sales from that project were excellent given their time frame and features. This leads to the conclusion that there is a definite need for a new development of this scope and size.

Taking all of these factors into consideration, we feel that the Development on a whole is of great benefit to purchasers, sub-trades, suppliers, and the community of Fort McMurray.

4.0 ENGINEERING ANALYSIS

4.1 Road Network

Martin Ridge Estates will be accessed from two locations. One on Dickens Drive South (which runs directly into Real Martin Drive), and from Thickwood Boulevard at the north end of the site.

4.2 Municipal Services

4.2.1 Storm Drainage

Storm drainage will be subject to stormwater management and will involve a design that will control the release of stormwater to the adjacent Conn Creek tributary to pre-development rates. In the residential area, this will be achieved by directing storm run-off to an engineered wetland located between the residential and Conn Creek. The commercial area adjacent to Thickwood Boulevard will control run-off through a combination of superpipe storage and surface retention in the parking areas.

4.2.2 Water Distribution

The existing water distribution system in Wood Buffalo Estates Stage 1 has been designed to accommodate future development in Martin Ridge, with looping of watermains as necessary to provide an efficient system with adequate fire flows. Ultimately, the looping will extend into Wood Buffalo Estates Stage 2, and connect back to the existing distribution system on Wolverine Drive.

4.2.3 Sanitary Sewers

An existing 200mm sanitary sewer presently extends to the east of the site, and was intended to service this parcel of land by gravity, although some fills may be required to achieve minimum depth of cover. There may also be a necessity to upgrade the existing system through Wood Buffalo Estates Stage 1 to accommodate flows in excess of those anticipated at the time of the preparation of the Wood Buffalo Estates Area Structure Plan. At the time of the preparation of this Plan, development was perceived in Wood Buffalo Estates as being generally large country residential type lots. Any such upgrading of the system would be the responsibility of the developers affected, and consideration should be given to oversizing the main to optimize available capacity in the 450mm trunk at Tundra Drive.

As of August 1, 1998, David-Lee Developments Inc., on our own initiative, oversized certain sections of the sanitary sewer in Wood Buffalo Estates by changing these certain sections from 8" to 10". This enables Martin Ridge Estates to connect its' sanitary sewer to an 8" line which exists on the west boundary of Wood Buffalo Estates. An agreement was made with the Engineering Department of the City of Fort McMurray that the extra capacity that was created by oversizing could be utilized by Martin Ridge Estates.

4.2.4 Shallow Utilities

Gas, power, telephone, and the cable T.V. companies will service Martin Ridge by extensions to their existing apparatus.

4.2.5 Transportation

Access to the residential areas of Martin Ridge will be from Real Martin Drive. The spacing of intersections will be designed to accommodate both the efficient layout of the development and the safety considerations associated with Real Martin Drive. Access to the commercial site will be from Thickwood Boulevard, with locations established considering safety and spacing requirements.

From looking at the accessibility of the Martin Ridge Estates Development, it is our recommendation that two additional Transit stops will be required to service the subdivision. One should be located at the Northwest corner of the Development, and the other should be located on Real Martin Drive near the Southeast corner of the Development. The stop on Real Martin Drive would only be limited to what road upgrades are to follow as to be consistent with requirements for passenger loading and unloading. Please reference **Figure #'s 7.0, 7.1, & 7.2.**

Figure # 1
Plan Area Location
Martin Ridge Estates

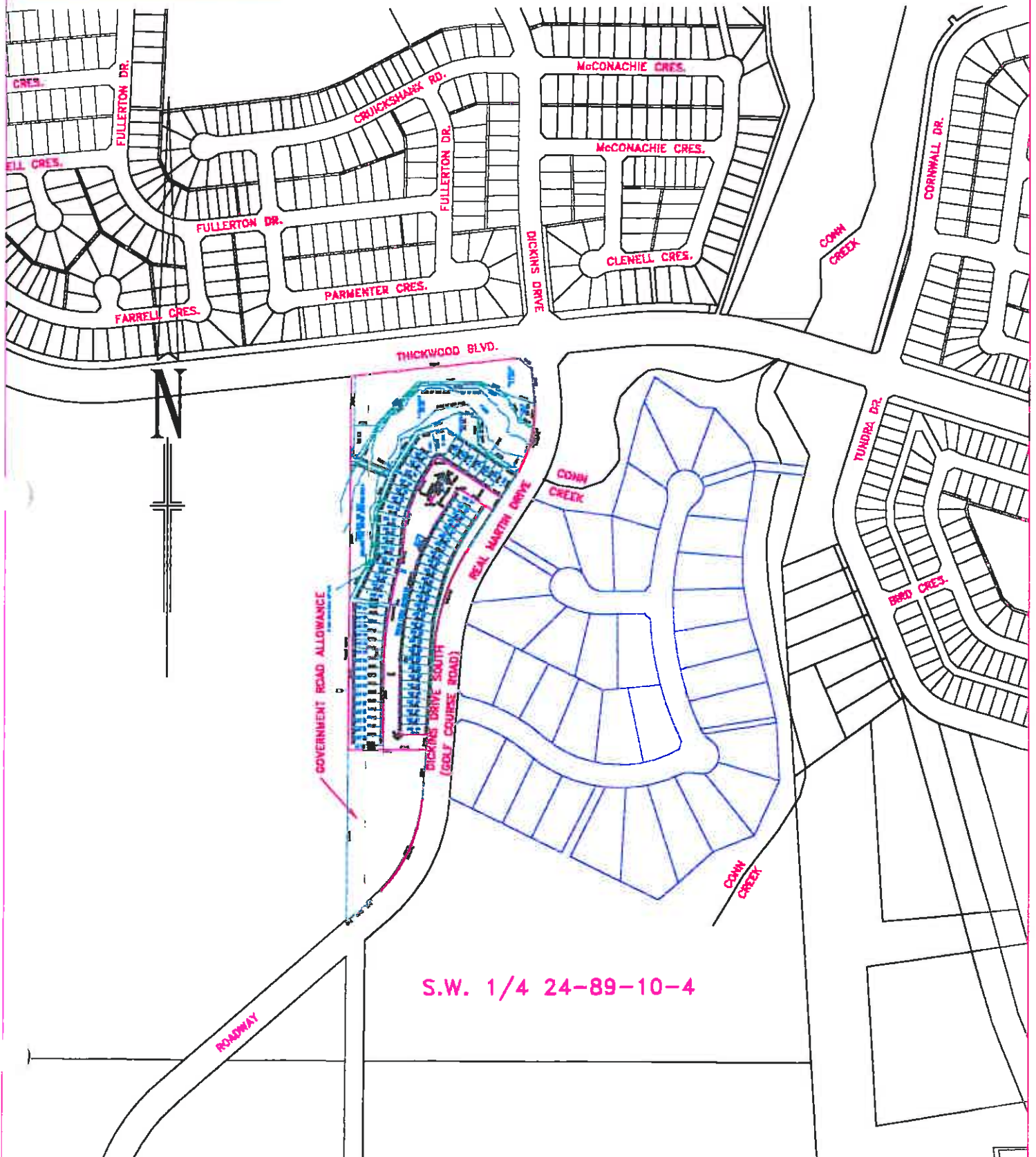


Figure #2 Physical Features

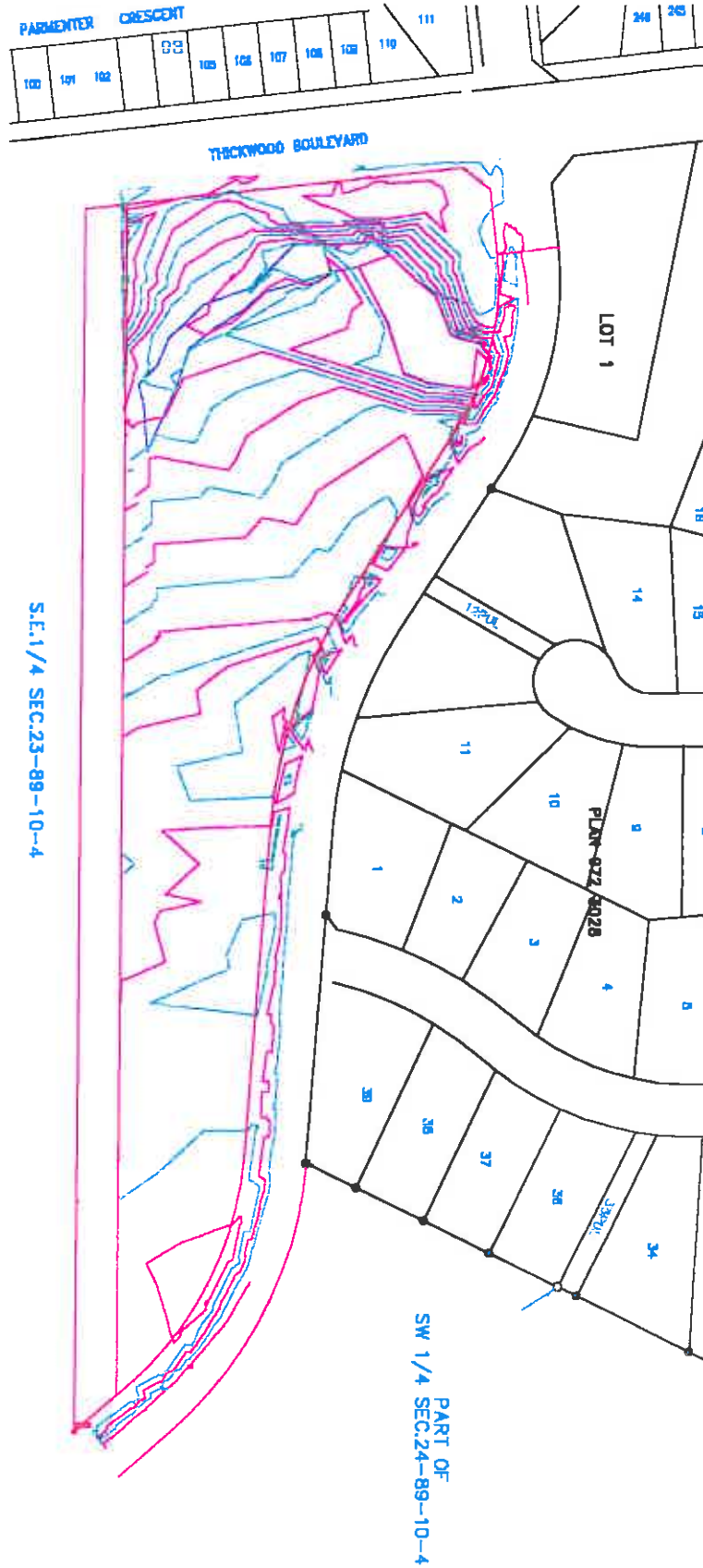
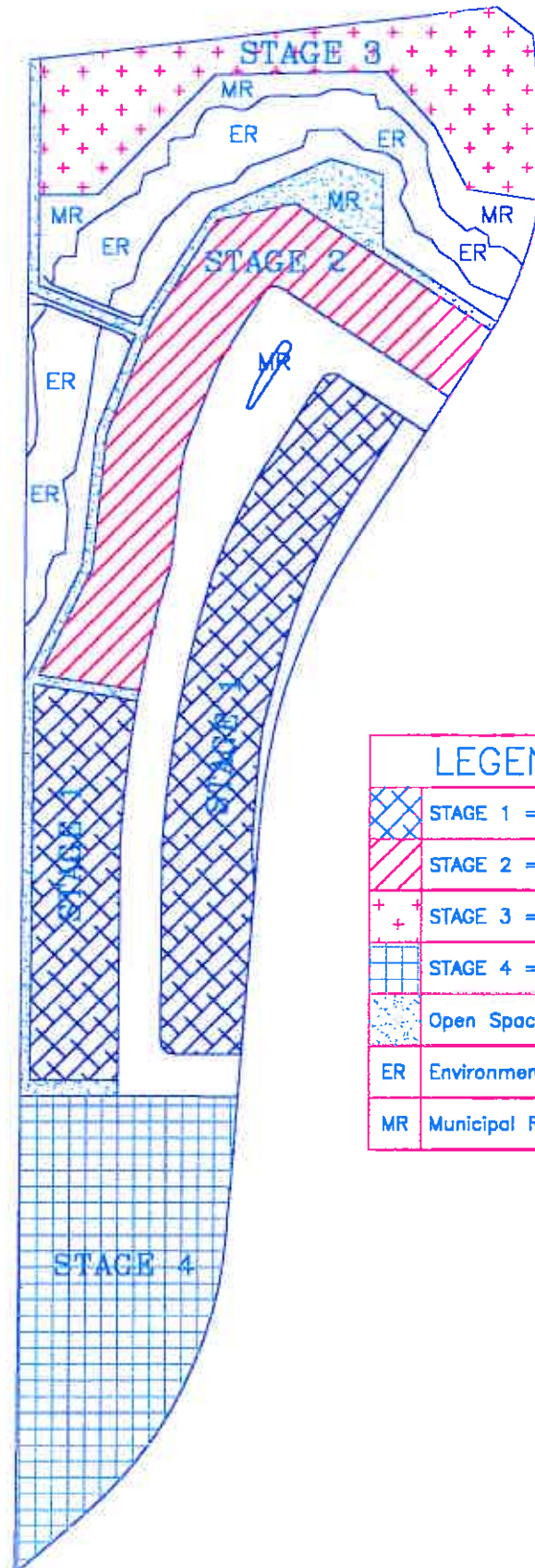


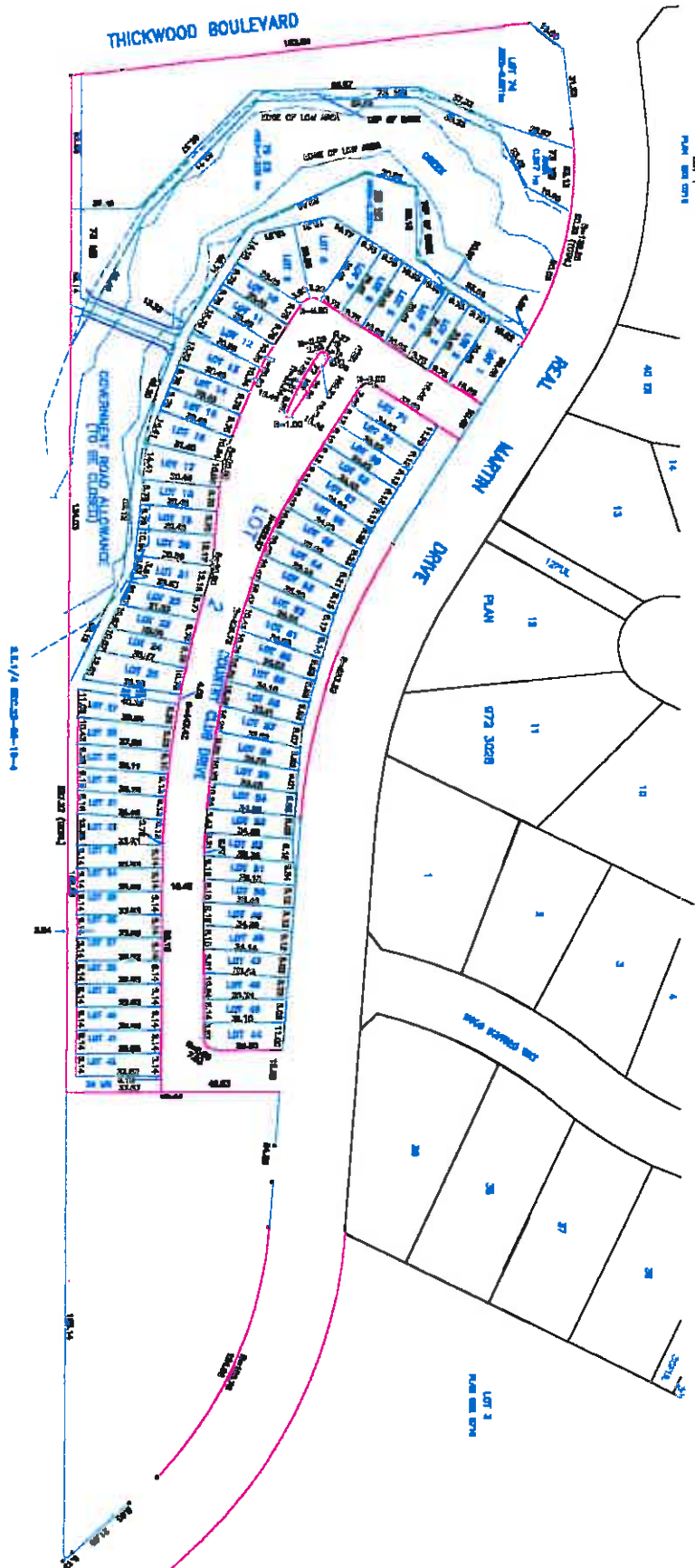
Figure # 3

Land Use Concept



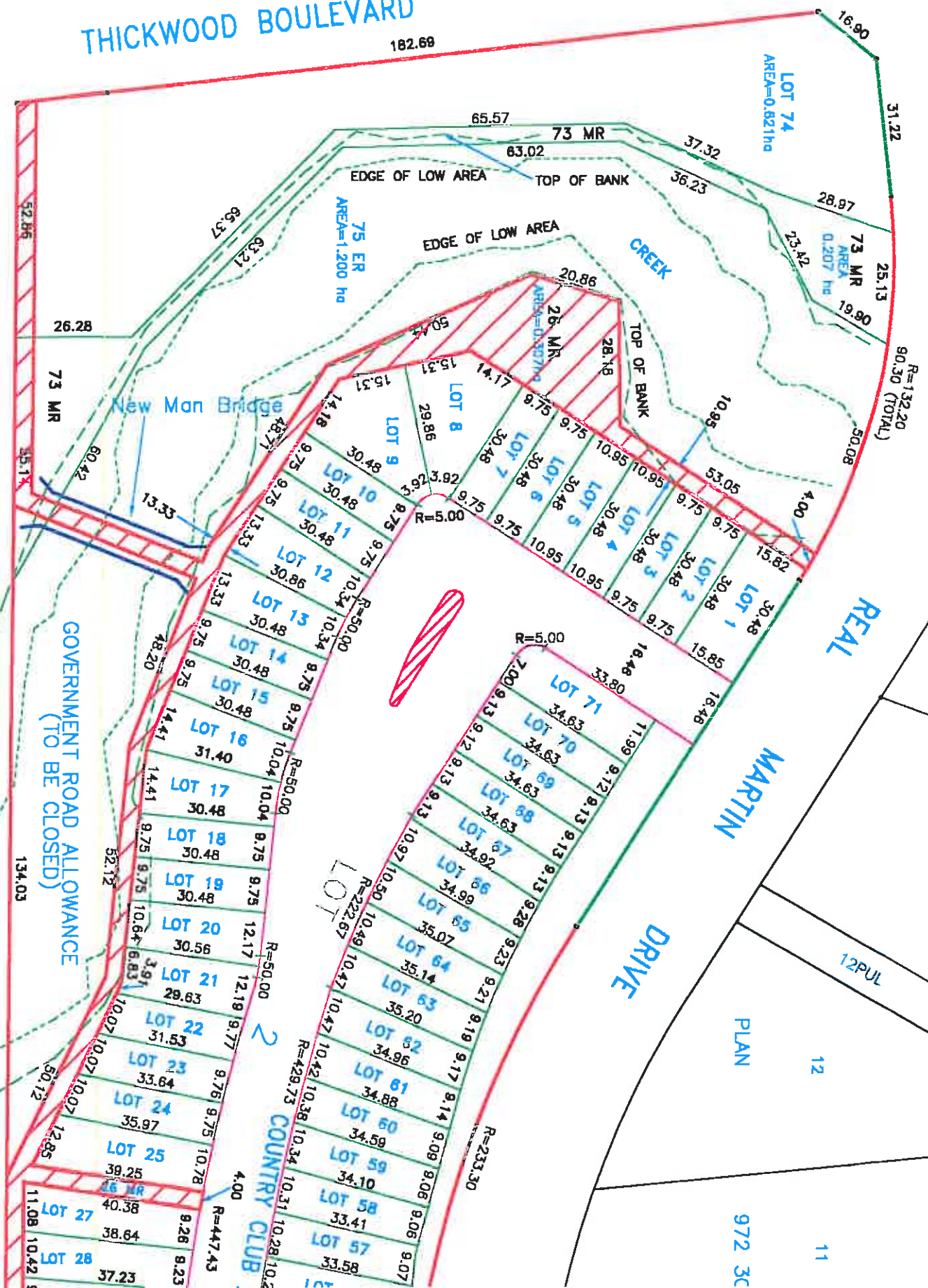
LEGEND OF LAND AREAS	
	STAGE 1 = 1.46 ha. - Duplexes
	STAGE 2 = 0.879 ha. - Townhomes
	STAGE 3 = 0.777 ha. - Multi-Family Residential
	STAGE 4 = 1.08 ha. - Multi-Family Residential
	Open Space Pathway Network
ER	Environmental Reserve = 0.735 ha.
MR	Municipal Reserve = 0.950 ha.

Figure # 4
Lot Layout



[illegible]

THICKWOOD BOULEVARD
182



LOT 3
PLAN 982 0718

WOOD BUFFALO WAY

972 3028

11

2

39

38

37

R=233.30

COUNTRY CLUB DRIVE

R=129.76

R=47.43

587.33 (TOTAL)

3.84

188.14

54.86

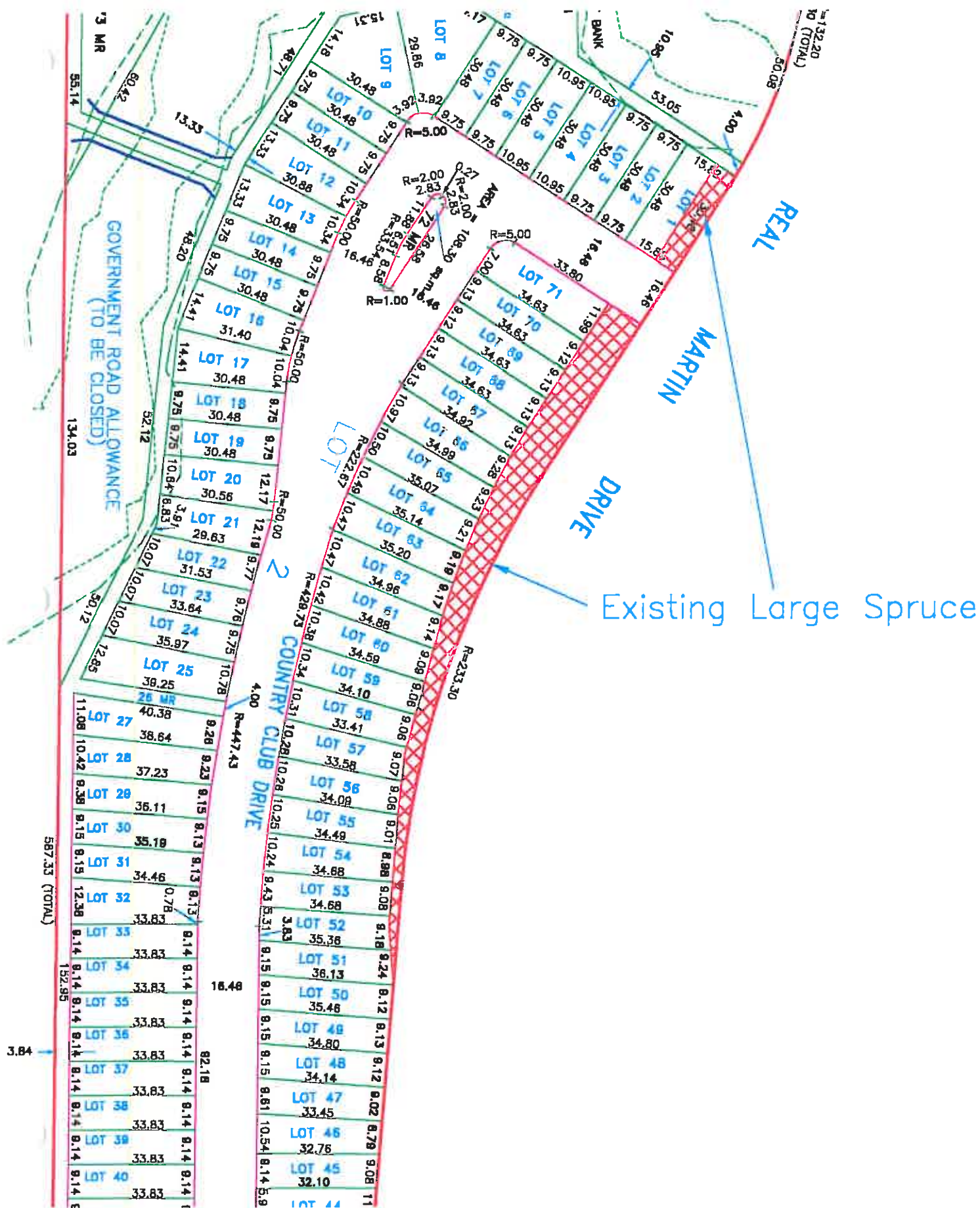
R=129.76

124.08

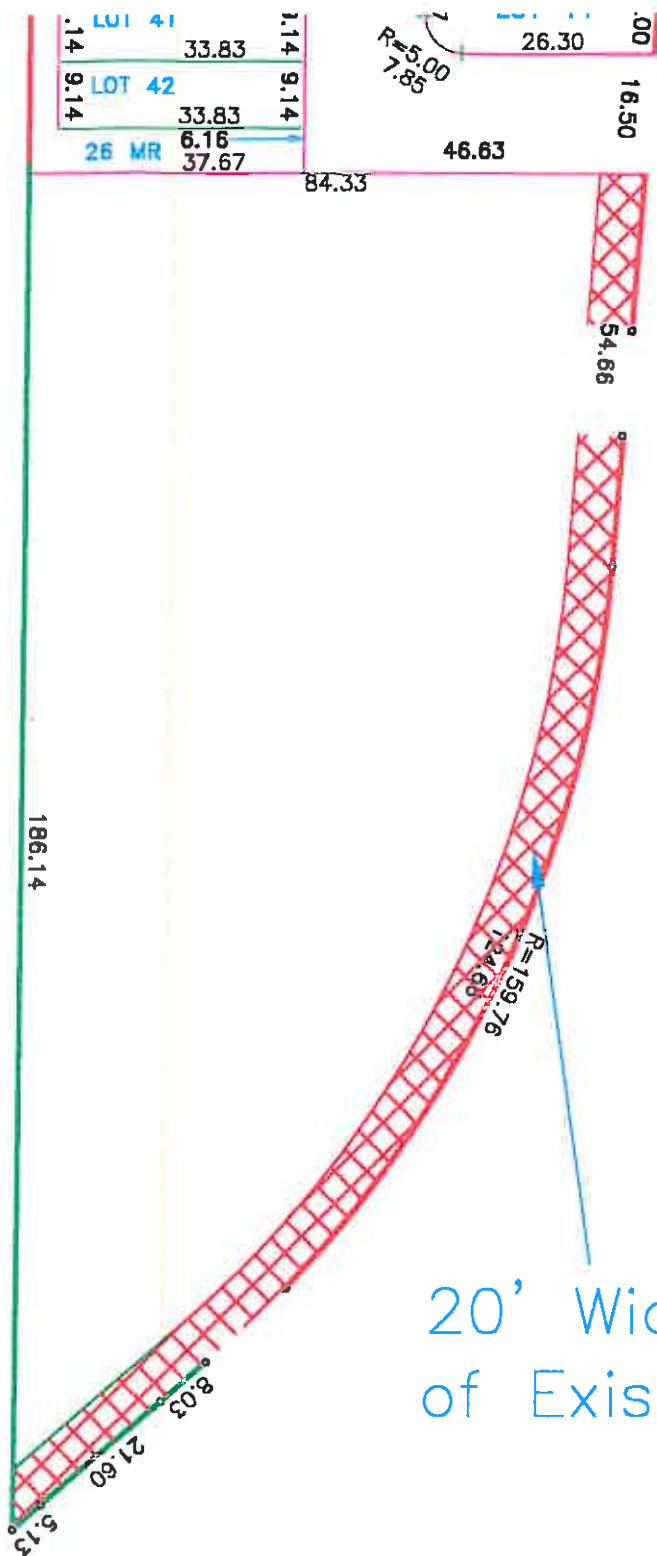
8.03
21.80
5.13

S.E.1/4 SEC.23-88-10-4

LOT 50	34.89	8.09	8.08	9.06	8.07	8.08	8.01	8.88	8.08	8.18	8.24	8.12	8.13	8.12	8.02	8.78	9.08	11.00	18.50
LOT 59	34.10	10.34	10.31	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	46.63
LOT 58	33.41	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 57	33.58	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 56	34.08	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 55	34.49	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 54	34.68	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 53	34.68	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 52	35.38	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 51	38.13	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 50	35.46	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 49	34.80	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 48	34.14	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 47	33.45	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 46	32.76	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 45	32.10	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 44	26.30	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 43	33.83	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 42	33.83	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 41	33.83	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 40	33.83	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 39	33.83	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 38	33.83	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 37	33.83	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 36	33.83	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 35	33.83	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 34	33.83	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 33	33.83	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 32	33.83	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 31	34.46	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 30	35.19	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 29	36.11	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 28	37.23	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 27	38.64	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 26	40.38	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 25	39.25	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33
LOT 24	35.97	10.28	10.26	10.25	10.24	9.43	5.31	8.15	8.15	8.15	8.15	8.15	8.15	8.01	10.54	8.14	5.97	26.30	84.33



LOT 3
PLAN 982 0716



20' Wide Tree Bank
of Existing Large Spruce

Figure # 7.0
Proposed Public Transportation Stops

