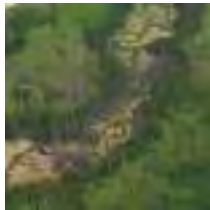


# PARSONS CREEK

FORT McMURRAY, AB

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## PHASE ONE OUTLINE PLAN

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Update April 2013

Prepared by:  
Stantec Consulting, Ltd.  
1100 - 4900 Ross Street  
Red Deer, AB  
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**PARSONS CREEK**  
**PHASE ONE OUTLINE PLAN**  
APPROVED MAY 2010 – APRIL 2013 UPDATE

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## **Preface**

The purpose of the Parsons Creek Outline Plan is to describe the land use framework and development objectives for Phase One of the Parsons Creek development. The intent of this Outline Plan is to ensure the orderly development of the Parsons Creek Phase One Plan Area and to develop a balanced community of residential, commercial, and recreational opportunities, while ensuring complimentary land uses. In order to achieve this, Phase One will be integrated with interconnected parks and open space linkages to complement the development of high-quality commercial, residential and public use opportunities. Phase One will provide Fort McMurray with a well-designed complete community which promotes a high quality of life by offering a pedestrian friendly environment, variety of transportation choices, a mix of housing, range of jobs, and services and stores to meet daily the daily needs of all residents.

Located in the Regional Municipality of Wood Buffalo (RMWB)'s Urban Service Area of Fort McMurray, Parsons Creek is north of the Timberlea residential subdivision and west of Highway 63. The Parsons Creek Phase One Outline Plan Area, as it applies to this document, encompasses approximately 210.90 hectares (521.12 acres). The Phase One Outline Plan is a non-statutory document that provides the basis to proceed with the detailed design and development for this Area.

## **1.0 Plan Area**

---

### **1.1 PARSONS CREEK PLAN AREA**

As Shown in **Figure 1.0 – Location Plan**, the Parsons Creek development is located on an upland parcel of ground, situated in northwest Fort McMurray, in the RMWB. Parsons Creek lies to the west of the Athabasca River valley, north of the existing Timberlea residential development, and northwest of the existing residential subdivision of Stone Creek. In total, Parsons Creek is approximately 815 hectares (2015 acres).

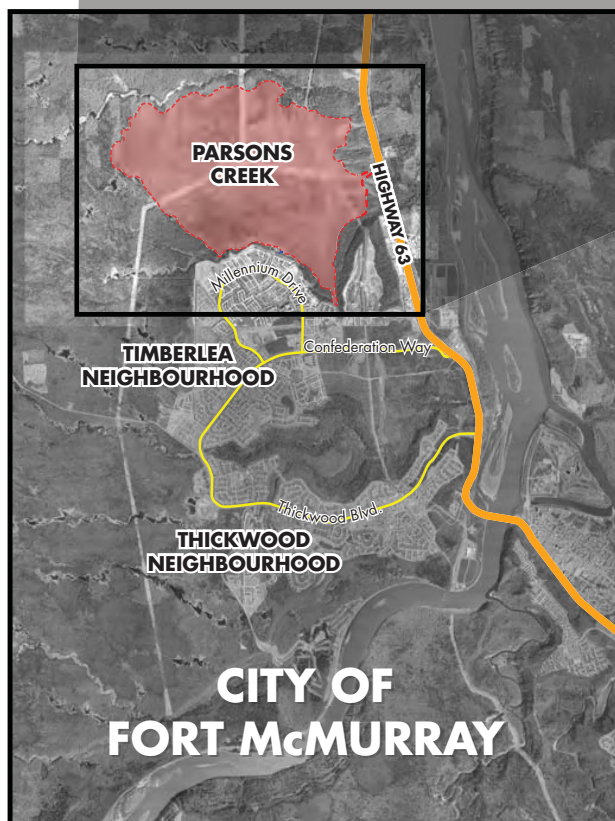
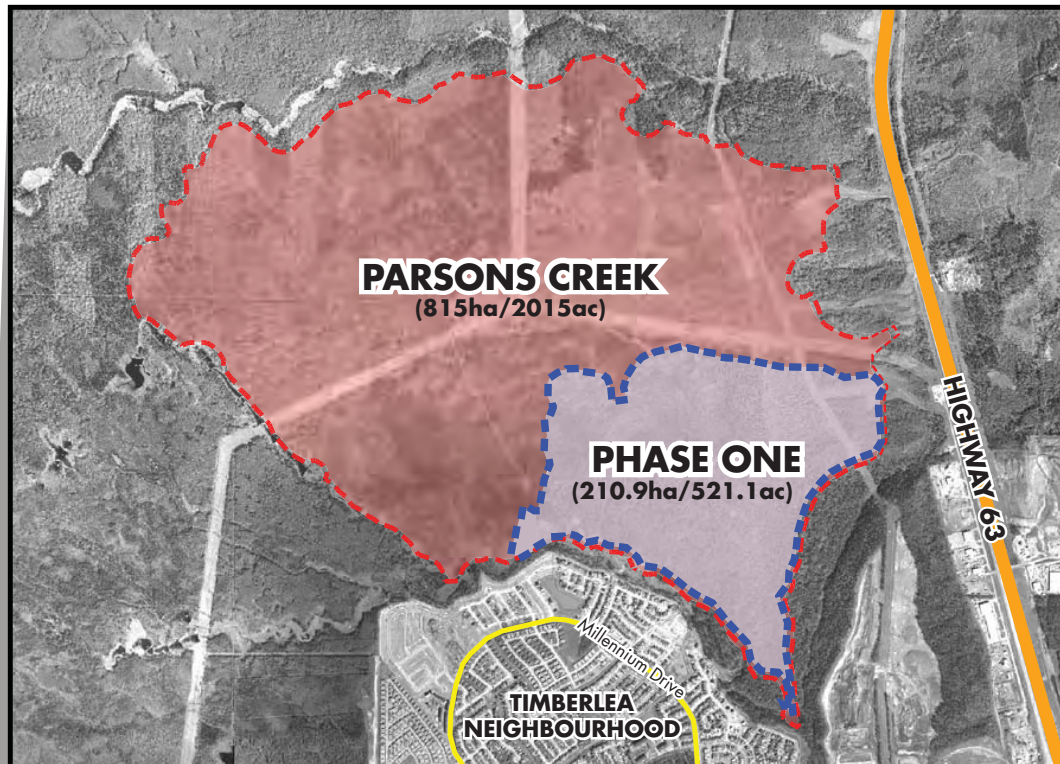
### **1.2 PHASE ONE PLAN AREA**

The Phase One Outline Plan Area is a 210.90 hectares (521.12 acres) parcel of land located in the southeast corner of the Parsons Creek development. The Phase One Outline Plan Area constitutes a logical planning unit with respect to identifiable plan boundaries and servicing considerations.

The Phase One Outline Plan Area is defined by the following boundaries:

- North Boundary: Undeveloped land, additional Phases of Parsons Creek,  
Future major Arterial Roadway
- West Boundary: Undeveloped land, additional Phases of Parsons Creek,
- South Boundary: Timberlea residential development
- East Boundary: Steep topography, Highway 63

Three accesses have been planned for the Phase One Outline Plan Area. The ultimate access is anticipated to be a major arterial roadway off of Highway 63 as shown in the Context Plan. The initial access to Phase One will be the extension of Rainbow Creek Drive in Timberlea and a construction access constructed to the east of the project site.



## LEGEND

- Parsons Creek Boundary
- Phase One Outline Plan Boundary
- Highway 63
- Major Roadway Routes

Figure 1.0 - Location Plan  
Parsons Creek Phase One

Prepared for:  
Alberta Infrastructure  
Edmonton, Alberta

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SCALE: NTS  
PROJECT #: 112849152

April 2013

## **2.0 Design Brief & Urban Design Plan**

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### **2.1 OVERVIEW**

Planning and design of the Parsons Creek development by Stantec Consulting Ltd (Stantec) began in 2009. Through numerous meetings with Municipal Staff, industries and agencies, community representatives, and the general public; an Overall Concept Plan for Parsons Creek was developed. In 2010, the Overall Concept Plan and Phase One Concept Plan were submitted to the RMWB for review and approval.

### **2.2 URBAN DESIGN PLAN**

The *Parsons Creek Community Vision and Design Brief* is the overlaying document used to guide the development potential of the Parsons Creek site. Originally created by Dillon Consulting, the *Parsons Creek Community Vision and Design Brief* document was approved in 2009. In 2010, as a supplement to the Design Brief, the *Parsons Creek Urban Design Plan* was completed by Stantec to reflect more detailed planning practices, available technical assessments, and an update to the overall Concept Plan. The original vision and principles for Parsons Creek as set forth have been applied to the design revisions.

The *Parsons Creek Urban Design Plan* acts as a background information document for the overall Parsons Creek development as it includes maps and information the design intent envisioned for the entire Project. By setting out the overall objectives of the project, the road network, general land use areas, future utilities and drainage, and staging, the Urban Design Plan can be used as a guiding document for each of Parsons Creek's future phases.

The design of Phase One and its associated land uses are outlined in the Urban Design Plan and in this Outline Plan.

## **3.0 Sustainable Design**

---

### **3.1.1 Sustainable Objectives**

- Expand the concepts of sustainability through proper urban design, transportation, and green infrastructures.
- Allow for the potential use of heat generating technologies such as solar air heating, solar hot water heating, geothermal heating, heat recovery, and district heating.
- Allow for the potential use of sustainable electric generation.
- Encourage naturalized landscaping on public and private lands, to the extent acceptable to the Regional Municipality of Wood Buffalo, in order to minimize environmental and economic costs associated with their maintenance.
- Promote the development of open spaces and walkway linkages for pedestrians, bicycles, and other multi-use travel.
- Encourage energy efficient construction and other innovative building and infrastructure techniques.

### **3.2 SUSTAINABLE OPPORTUNITIES**

As a greenfield development, Parsons Creek has a significant opportunity to create a sustainable community that will be productive and efficient in the short-term, as well as the long-term. In order to design a community that could meet the wants and needs of the community today and into the future, a variety of sustainable community design aspects were taken into consideration.

The vision of Parsons Creek provides for the creation of a compact, walkable, vibrant, mixed-use neighbourhood with good connections to adjacent communities. Parsons Creek has been designed with these objectives in mind; the grid street network, mixed use areas, pedestrian scaled community centers, and extensive trail system all facilitate Parsons Creek as a comfortable and vibrant community.

The sustainability of any community will increase when residents are in close proximity to jobs, amenities, services, and/or public transportation nodes. As a walkable mixed use community with several public transportation nodes, Parsons Creek's residents will be encouraged to use non-vehicular forms of transportation when traveling in the community and throughout the rest of the Urban Service Area. The reduced reliance on private vehicles lowers greenhouse gas emissions and increases face-to-face interactions creating a strong sense of community. Networks of open spaces and connections to the natural environment also encourage physical activity while protecting environmental systems.

## **PARSONS CREEK**

### **PHASE ONE OUTLINE PLAN**

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#### **3.3 SUSTAINABLE INFRASTRUCTURE AND BUILDINGS**

A truly sustainable community will also emphasize the performance of the infrastructure and buildings in the development. Parsons Creek has had two energy related studies completed for it; both recommend initiatives that would reduce the energy demand of the community significantly including increasing energy efficiency through building materials.

The Developer of Parsons Creek has been asked to provide the RMWB with architectural guidelines for the project. These Design Guidelines are a perfect place to include requirements for building materials that meet or exceed BuiltGreen™ practices. By requiring the use of high efficiency insulation, windows, and other materials and appurtenances the overall energy consumption of the community can be drastically reduced.

## 4.0 Land Use Concept

### 4.1 CONCEPT OVERVIEW

The Parson Creek Phase One design is based upon a response to current and anticipated market trends in the RMWB. A detailed community consultation process was undertaken for this project in order to gather input from outside sources as it relates to this project. The process that was undertaken to gather outside information is further detailed in **Appendix A.2: Community Consultation**. Throughout the public consultation process, an analysis of identified requests and trends as they relate to the Parsons Creek site was undertaken. An assessment of their implications assisted in shaping the concept for the overall site and more specifically, Phase One by providing information type, shape, size, and locations of various land uses. The Phase One Concept Plan has been developed based on the character areas identified in the Parsons Creek Urban Design Plan as shown in **Figure 2.0 - Concept Plan**.

**Table 1.0 – Land Use Allocation**

Below are the areas and percentages of different land uses in the Phase One Plan Area.

Land Use District		
Gross Area (GDA)	210.90 hectares	
Non-Developable Area (non-saleable land)	Area (hectares)	% of GDA
Arterial Right-of-Way	5.91 ha	2.80 %
Internal Roads	32.50 ha	15.41 %
Public Service District	15.96 ha	7.57 %
Open Space	33.31 ha	15.80 %
Public Utility Lot	26.16 ha	12.40%
<b>SUB-TOTAL</b>	<b>113.85 hectares</b>	<b>53.98 %</b>
Net Developable Area (saleable land)		
Main Street District	10.29 ha	4.88 %
Mixed Development District	23.14 ha	10.97%
Waterfront District	12.06 ha	5.72 %
Civic District	5.20 ha	2.47 %
Neighbourhood District	42.35 ha	20.08 %
Multi-Family District	4.00 ha	1.90 %
<b>SUB-TOTAL</b>	<b>97.05 hectares</b>	<b>46.02 %</b>



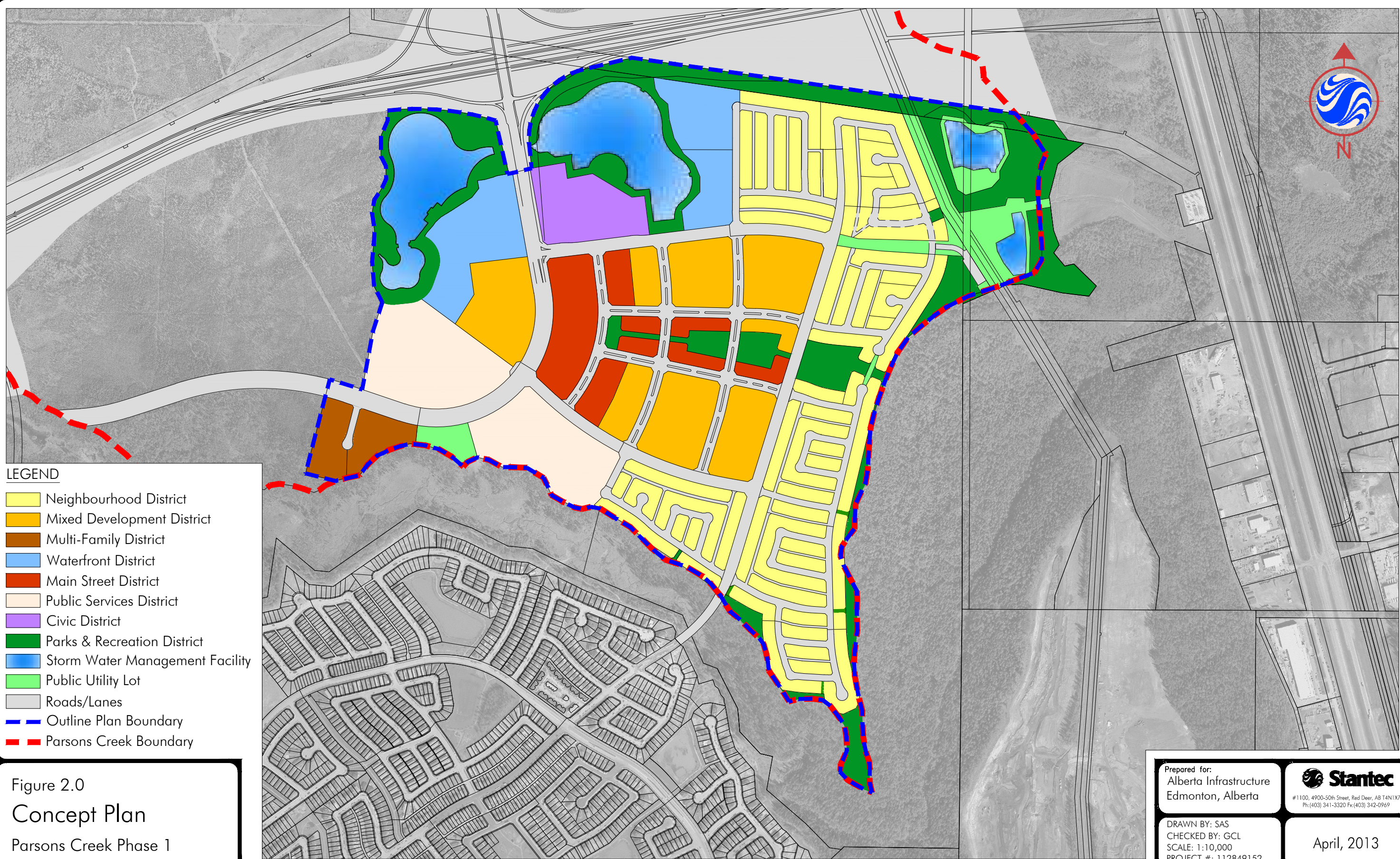


Figure 2.0  
Concept Plan  
Parsons Creek Phase 1

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April, 2013



## PARSONS CREEK

### PHASE ONE OUTLINE PLAN

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Phase One will provide a range of residential area, services, amenities and open spaces throughout the Plan Area as envisioned in **Figure 3.0 – Development & Massing Study**. The organization of land uses and the circulation system is derived from a combination of factors including: a response to the environmental conditions and constraints, the desire to create compact, complete, walkable neighbourhoods, the provision of mixed use nodes that are easily accessible by all residents, the provision of schools, parks and other services and amenities according to the best practices of catchment distances, and the satisfaction of the requirements of municipal infrastructure.

In Phase One, Transit Oriented Development (TOD) design principles have been applied to create higher density, pedestrian friendly, mixed-use environments in the station areas that optimize the use of transit infrastructure. There are development cells that are in walking distance from the neighbourhood nodes, schools and other amenities.

The TOD is designed to create mobility options for the community. The TOD design has been prepared to enhance this mixed use environment as it will offer residential, retail, offices, open space and public uses, all in a comfortable walking distance.

#### 4.1.1 General Objective

The overall goal of the Phase One Outline Plan is to provide a framework for efficient, attractive, safe and orderly development of the area. Several objectives have been identified to guide development in Phase One towards the overall goal:

- Encourage a sustainable neighbourhood design and land use planning approaches that reduce environmental impacts and costs, while maintaining community livability.
- Develop a community that has been designed to achieve high quality environmental performance, including energy efficiency.
- Develop a plan consistent with the general intent and purpose of the existing Urban Service Area plans.
- Provide a framework that delivers high quality, comprehensively planned, residential and commercial areas by defining the general pattern and composition of land uses, linkages, servicing designs, and development staging.
- Create a strong sense of place by highlighting the natural and cultural features that are unique to Fort McMurray.
- Encourage pedestrianism by having services centrally-located and a well-planned street and trail network that connects all areas.
- Provide dispersed park and open space in Phase One to offer recreational opportunities for residents through the dedication of Municipal Reserves.
- Design street patterns and building placements to maximize passive solar heat gain and the use of solar technologies.



Figure 3.0  
Development And Massing Study  
Parsons Creek Phase 1

Prepared for:  
Alberta Infrastructure  
Edmonton, Alberta



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**PARSONS CREEK**  
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Encourage a variety of housing types, including single detached, duplexes, row housing, apartments, and mixed use residential to provide an affordable residential option for a wide range of residents.

**4.2 MAIN STREET DISTRICT**

**4.2.1 Objectives**

- Encourage co-location of larger buildings to assist with supporting the potential for district heating/energy scenarios.
- Allow for residential, or another use, to be located above the at-grade commercial development to increase density and also create an “eyes on the street” effect to increase street safety.
- Create many business faces and entrances on the street to engage pedestrians and create a vibrant street front
- Combine residential, commercial, offices, and services to create a high density area of mixed uses centrally located to act as a community center for Phase One.
- Use the mixed use node for a combination of public and private space that will reinforce Phase One’s unique sense of place.

**4.2.2 Main Street District Purpose**

The Main Street District will accommodate high density residential uses combined with a variety of commercial, retail, office opportunities. The Main Street District will be designed with a typical Main Street theme to create a high quality pedestrian environment, regardless of the type of development occurring in the area. Tree lined streets with ample sidewalks and the use of a modified grid design with multiple access routes will create a pedestrian friendly environment that encourages walking and other non-vehicular modes of transportation. The site design will also incorporate internal pedestrian routes linking urban parkettes and gathering spaces to shops, smaller scale businesses, and street-oriented buildings. This focus on access for pedestrian travel and street safety will create direct and attractive alternatives to vehicular transportation. The Main Street theme will create a unique sense of place for these commercial nodes which will encourage more commercial tenants to be located in the area providing increased shopping opportunities to Fort McMurray. These developments will provide employment opportunities for the residents of Parsons Creek and the surrounding communities.

The Main Street District land use bylaw was created specifically for this area and identifies applicable development and building standards. As described above, the primary use for this area is intended to be commercial/retail units and perhaps professional offices. All residential units located in the Main Street District will be required to locate above the commercial units and with structures at a maximum height of three stories as set forth in the Land Use Bylaw.

## **4.3 MIXED DEVELOPMENT DISTRICT**

### **4.3.1 Objectives**

- Allow for various land uses to occur in the same area and where applicable, in the same structure.
- Allow for compact building forms.
- Create a unique and vibrant land use district where opportunities for live, work, and play are all in the same locations.
- Combine multi-family housing with other uses to create a high density area of mixed uses centrally located to act as a community center for Phase One.
- Combine commercial development with other uses to create a high density area of mixed uses centrally located to act as a community center for Phase One. This will allow residents to get all their services and amenities from one walk-able location.

### **4.3.2 Mixed Development District Purpose**

In the Mixed Development District, a variety of higher density residential uses with limited commercial opportunities are envisioned. The residential neighbourhoods are urban in nature and are typically identified by higher density building forms. The mixed-use areas should be designed with a high level of walkability with easy access to the public transit system and the higher density development in the neighbourhood. Open Spaces in the form of parkettes are envisioned throughout to offset the greater intensity of building forms in in this district. The mixed-use areas in Phase One will establish a high standard for the neighbourhood, focusing on pedestrian oriented streets, enhanced streetscape and high quality architecture.

The Mixed Development District land use bylaw was created specifically for this area and identifies applicable development and building standards. The residential units in the Mixed Development District will include multi-storied units and will allow for the inclusion of commercial and office uses, with office uses on the ground floor and other uses throughout the structure as identified in the applicable bylaw. The overall site density and the proposed building heights being considered in the new bylaws are suitable for the area, as they include proposed uses for a diverse range of multi-residential housing types, retail, and office space. The creative set of land uses will provide the area with a balanced daytime and nighttime population of both residential and commercial elements.

Varied retail may be located will occur primarily on the ground floor of the buildings along pedestrian oriented sidewalks, plazas and public park areas. Possible tenants for this area may include larger format lifestyle based retailers, specialty grocers/retail, restaurants, cafes, service orientated commercial and boutique hotels. Development in Mixed Development District will have a maximum height of five stories and follow the density requirements as set forth in the municipal bylaws for the applicable land use.

#### **4.4 WATERFRONT DISTRICT**

##### **4.4.1 Objectives**

- Provide Fort McMurray with a unique amenity that offers commercial, retail, office, residential and recreation opportunities in a year-round manner.
- Allow for facilities and amenities that have the opportunity to front onto a water body.
- Provide areas for additional commercial, office and housing.
- Provide open space and recreational opportunities for the residents in the adjacent Mixed Development Districts as well as the surrounding communities.
- Provide site visitors an interface to the water through the design and development of a “boardwalk” system that fronts developable area adjacent to the water body.

##### **4.4.2 Waterfront District Purpose**

The Waterfront District will contain a variety of commercial, retail and office opportunities while taking advantage of the views and ambiance of the waterfront.

The potential of the recreational water amenity provides for an excellent opportunity in design and function. The Waterfront will have a pedestrian friendly environment, focusing on the relationship of the structures and pedestrian walkways, with the water. It is envisioned that a boardwalk will connect the area in order to bring activities close to the waterfront. Access will connect to the boardwalk so that pedestrians will have an interconnected, safe and direct network in the Waterfront District.

Not only will the Waterfront District make for a unique sense of place for the retail, office, entertainment and residential uses, but the waterfront will provide for many recreation opportunities. The Waterfront will attract tenants due to its character and uniqueness of the area. This attractiveness to retail, commercial and office tenants will provide increased shopping opportunities to Fort McMurray while developing employment opportunities for the residents of Parsons Creek and the surrounding communities.

The Waterfront District land use bylaw was created specifically for this area and identifies applicable development and building standards. This new land use bylaw district closely follows the intent of the Mixed Development District with the addition of policy that reflects the unique nature of the large water bodies that this District will identify with. It is envisioned that retail spaces will be located adjacent to the “boardwalk”. Residential uses and offices will also be encouraged in the area and will have a maximum height of six stories depending upon the structure form and use and will follow the density requirements as set forth in the municipal bylaws for the applicable land use.

#### **4.5 CIVIC DISTRICT**

##### **4.5.1 Objectives**

- Allow location for municipally sponsored facilities and amenities
- Provide a location for facilities that are used by the community

## **PARSONS CREEK**

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- Provide areas for civic, office and residential uses

#### **4.5.2 Civic District Purpose**

A Civic District is planned in the north with envisioned civic uses such as: cultural and recreation centers, libraries, performing arts and educational centers. This District may also provide office and residential opportunities as well as provide active/passive recreation opportunities and community services on a regional scale, for all residents of Fort McMurray.

An Emergency Services site for the purpose of a fire station, and/or EMS station is identified within this district. At this location, emergency services will have immediate access to the entire transportation network, Parsons Creek, and adjacent neighbourhoods.

The Civic District land use bylaw was created specifically for this area and identifies applicable development and building standards.

## **4.6 NEIGHBOURHOOD DISTRICT**

### **4.6.1 Objectives**

- Provide low density housing opportunities to the citizens of Fort McMurray.
- Allow for legal secondary suites to add more affordable housing solutions.
- Provide the framework for sustainable buildings that offer green technologies and include measures to reduce a building's ecological footprint in terms of energy consumption.
- Allow for single family detached housing that features front or rear garages.
- Orient larger parcels of medium density residential development adjacent to the collector road system to provide easy access to the mixed use nodes.

### **4.6.2 Neighbourhood District Purpose**

The Neighbourhood District in Phase One will be comprised of residential uses of traditional design and accessory uses such as neighbourhood commercial, schools, parks, etc. The Neighbourhood District is located around the perimeter of the Phase One in order to take advantage of the view off site and to buffer the surrounding communities from the more intense uses envisioned in the Mixed Development District. The Neighbourhood District will provide a diverse range of housing opportunities that accommodate the needs of varying income groups and lifestyles. The housing types will range from single-family residences with attached or detached garages, narrow single family homes with rear lane access, semi-detached residences, and multi-family developments (including villas, townhouses, walk up apartments and higher density apartment structures).

All neighbourhoods in the Parsons Creek site will reflect a uniform theme in their architecture and urban elements as the Developer will develop architectural guidelines that will need to be applied to all new development in Parsons Creek. The design of this area will focus on human scale architecture and will be interconnected with other neighbourhoods through a system of regional and local pathways, linear parks, continuous sidewalks, and a walkway system.

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Any commercial uses that are located in this district shall be local in nature and provide retail, commercial, and personal services that do not rely on patronage beyond the adjacent neighbourhoods.

The Neighbourhood District land use bylaw was created specifically for this area and identifies applicable development and building standards. Development in the Neighbourhood District will be low density residential in nature and have a maximum height three stories.

#### **4.7 MULTI-FAMILY DISTRICT**

##### **4.7.1 Objectives**

- Provide a location for multi-family housing options.
- Locate the Multi-Family District in a location that is accessible to Parsons Creek's services and open space amenities.

##### **4.7.2 Multi-Family District Purpose**

The Multi-Family District is intended to provide multi-family housing opportunities in Parsons Creek at four storeys or less without the inclusion of commercial uses. Located along the western boundary of Phase One, this district will accommodate two affordable housing sites in the form of apartments available for rent or ownership. Due to this District's close proximity to natural open space, the Waterfront District, Main Street District, and major roadways, the Multi-Family District in Phase One will be a convenient location for those who may be reliant on walking and transit to travel around the community.

The Multi-Family District land use bylaw was created specifically for this area and identifies applicable development and building standards. Development in the Multi-Family District will be medium density in nature and have a maximum height three stories.

#### **4.8 PUBLIC SERVICES DISTRICT**

##### **4.8.1 Objectives**

- Provide a school site in the community that, if it is decided a school will not be developed, can be transitioned to another land use.
- Provide a location for care facilities in the community that are in close proximity to transit and recreational spaces.

##### **4.8.2 Public Services District Purpose**

Phase One has been designed to accommodate an elementary/middle schools site in the southwest portion of the Plan Area. It is intended that the site will accommodate two elementary/middle schools. Located along the collector roadway system, this site has been chosen to support efficient transportation linkages for the many students that may be bused or dropped off at the schools. Furthermore, the site is centrally located to provide effective pedestrian linkages to the local and regional pathway system.



Additionally, the open space associated with the school sites will provide Phase One, and the surrounding communities, with various sport fields and play areas.

In addition to the school site provided, a Public Services District has been located in the northwest corner of Phase One which is intended to accommodate a continuing care facility and a community health and wellness centre. The location of this site was chosen to facilitate access to the area for visitors and patients and to encourage connectivity to Parsons Creek's open space system and Waterfront District.

## **4.9 PARKS AND RECREATION**

### **4.9.1 Objectives**

- Provide land the development of open space, parks and recreation facilities to service the active recreational needs for this community and adjacent neighbourhoods.
- Provide dispersed park and open space in Phase One to offer recreational opportunities for residents through the dedication of Municipal Reserves.
- Where possible, economically viable, and sustainable, utilize Stormwater management facilities to provide pedestrian linkages and open space or recreational opportunities.

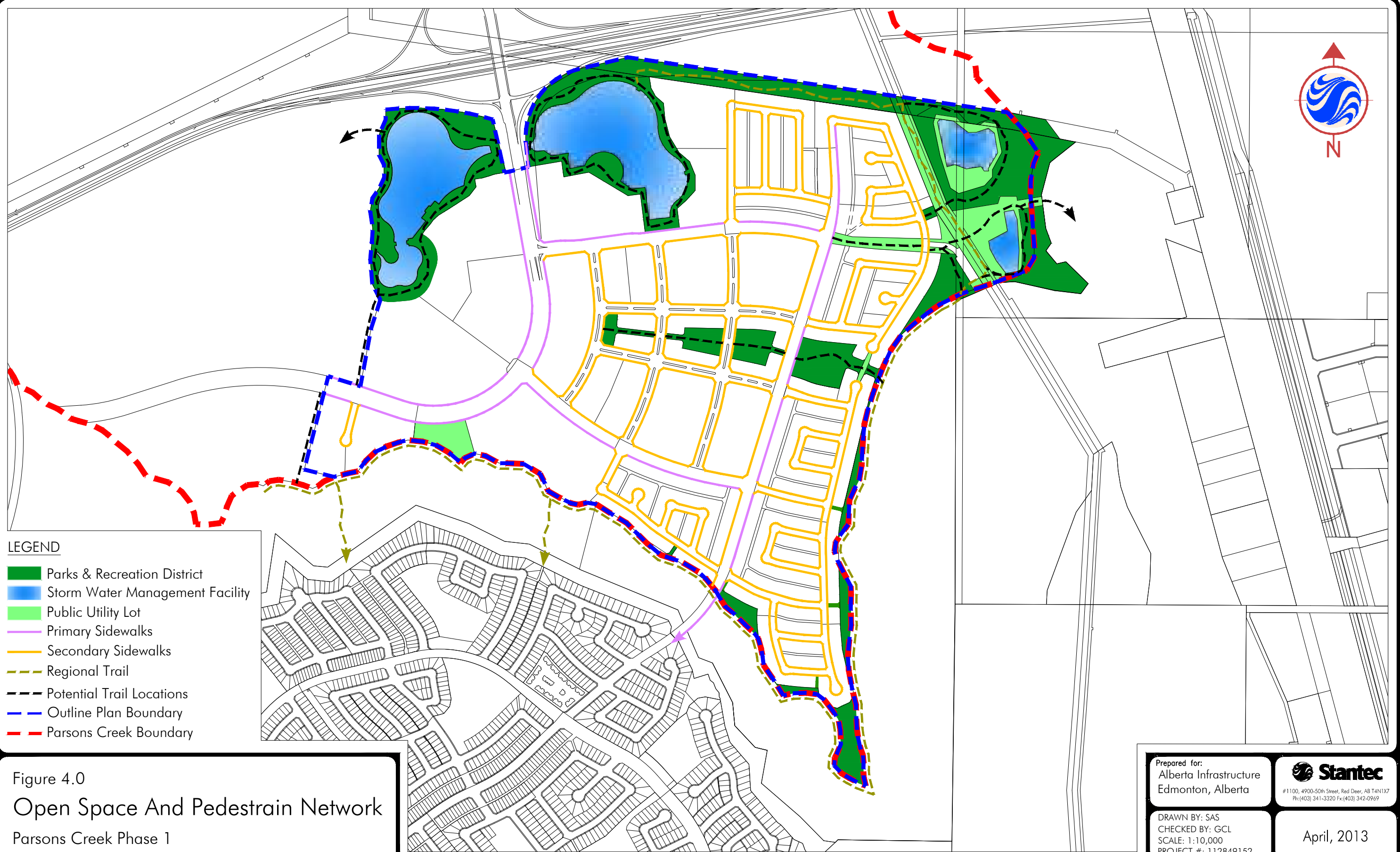
### **4.9.2 Description**

A system of parks, open spaces and recreation facilities will be developed for the Phase One Outline Plan area as shown in **Figure 4.0 – Open Space and Pedestrian Network**. Phase One is envisioned to incorporate a multi-functional open space system, which will accommodate the active and passive recreational needs of community residents. This system will provide a comprehensive network of pedestrian and non-vehicular linkages throughout the Plan Area through the use of Open Spaces, the Public Services District, and Public Utility Lots. The open space system will also provide convenient walking routes to local destinations. Community access points will be well defined using entry features, signage, crossings, and landscaping that provide a sense of continuity throughout Plan Area. Additional Open Space will be provided through the Public Services District.

Throughout Phase One, the open space areas will include Public District, regional pathway corridors, stormwater management facilities, and Public Utility Lots. The arrangement of open space provides a high degree of connectivity and allows the public to conveniently access and enjoy the open space network.

In Phase One, two Storm Water Management Facilities have been identified for placement in the northwest and northeast as shown in **Figure 2.0 –Concept Plan**. While providing necessary stormwater management and water quality, all facilities will be constructed to provide active and passive recreation opportunities. A combination of dry and wet ponds are envisioned with the larger centralized water bodies adjacent to the Waterfront Districts being designed as a “wet-pond” to hold a constant level of water and the eastern ponds utilizing “dry-pond” design characteristics.

Should Environmental reserve areas be applicable in Phase One they will be designated in accordance with the Municipal Government Act. Open Space dedication will provided protection of key natural



#### LEGEND

- Parks & Recreation District
- Storm Water Management Facility
- Public Utility Lot
- Primary Sidewalks
- Secondary Sidewalks
- Regional Trail
- Potential Trail Locations
- Outline Plan Boundary
- Parsons Creek Boundary

Figure 4.0

Open Space And Pedestrian Network  
Parsons Creek Phase 1

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features and areas, particularly in the form of open space and trails around the perimeter of the project area in the FireSmart boundary.

#### **4.10 TRAILS AND PEDESTRIAN NETWORK**

##### **4.10.1 Objectives:**

- Provide direct and safe pedestrian linkages to the community nodes and adjacent developments.
- Encourage pedestrian-friendly streetscapes with trees, wide sidewalks, street furniture, and building fronts oriented to human scale.

##### **4.10.2 Trails and Pedestrian Network Purpose**

A system of open space linkages will be developed for the Phase One Outline Plan area on sidewalks as shown in **Figure 4.0 – Open Space and Pedestrian Network**. The pathway system will form an integral part of the development and offer pathway connections to various locations throughout the community.. Through a combination of sidewalks, developed trails, and natural trails, this multi-functional system promotes active and passive recreational opportunities and maximizes the opportunity for use by adjoining lands.

A FireSmart firebreak will provide space for the trail system surrounding the entire Parsons Creek development and provide the area with natural views from the top of the bank. To ensure the FireSmart trail is accessible to pedestrians, bicyclists, and maintenance vehicles, this trail system will be constructed with a 3.0m wide asphalt pathway.

#### **4.11 POTENTIAL DENSITIES AND POPULATION**

Due to the format of development that is being envisioned specifically for this project, it is hard to identify specific unit and population numbers for each individual District as many supplemental uses that occur under different districts are not applicable for housing units. However, the Phase One area of Parsons Creek is anticipated to accommodate approximately 4,400 units and a population of 8,800. This entire population of Parsons Creek is not envisioned to exceed 24,000 at this time.

## **5.0 Transportation**

---

The system of roads, as shown in **Figure 5.0 - Transportation Network**, proposed for the Parsons Creek subdivision provides its residents and the surrounding traveling public with safe access from this area to the rest of Fort McMurray. The proposed roadway network is consistent with the Urban Design Plan.

### **Objectives:**

- Provide a safe and efficient transportation system in Phase One to address pedestrian, bicycle, and other multi-use modes of transportation.
- Allow for easy access into and around Phase One via local, collector, and arterial roadways.
- Encourage walking or bicycling as a plausible form of transportation by minimizing walking distances via the creation of an interconnected street network and by providing walkways where roadway connections are not feasible.

### **5.1 ARTERIAL ROADWAYS**

Access to this development is as per the Fringe Area Development Assessment Urban Service Area Study prepared by Armin A. Preiksaitis & Associated Ltd. dated March 22, 2007. This document identifies three access points for the Parsons Creek subdivision. The primary access will be a six lane arterial (East / West Connector) via an interchange off Highway 63, approximately 1.5km north of Confederation Way. Furthermore, two interchanges (the East and West Interchanges) are proposed on the East / West Connector to provide access to Parsons Creek subdivisions. The second connection could be developed by a regional ring road system and a new bridge crossing the Athabasca River. A third connection may be in the form of an extension of Tower Road from Thickwood Boulevard / Confederation Way.

An arterial ring road system will be accommodating the traffic from the East / West Connector via the East and West interchanges. Access to the subdivision via the collector roads is proposed at seven locations. The cross section of the arterial roadway will be comprised of a 50.0m right-of-way with 3.70m wide travel lanes, three going in each direction, and a center median. The center median will be 9.6m wide with curb and gutter on both sides as well as landscaping. A 4.6m wide boulevard is proposed with 3.0m wide paved multiuse trail on both sides.

A traffic study is currently being completed to confirm the roadway cross-section but preliminary indicate that it will be a 4-lane divided arterial standard as shown in **Figure 6.1 – Transportation Details – Arterial Roadway**.

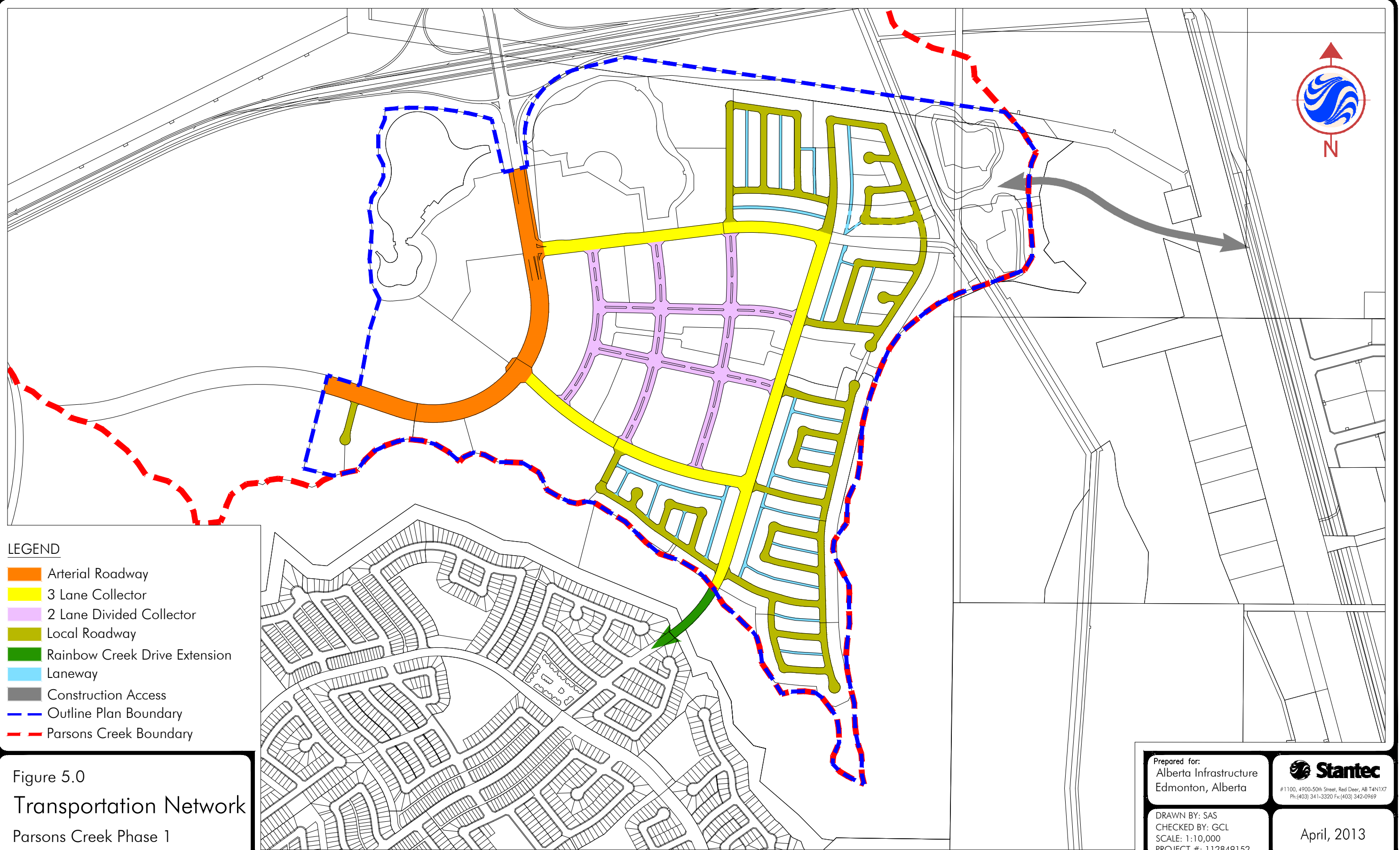


Figure 5.0  
Transportation Network  
Parsons Creek Phase 1

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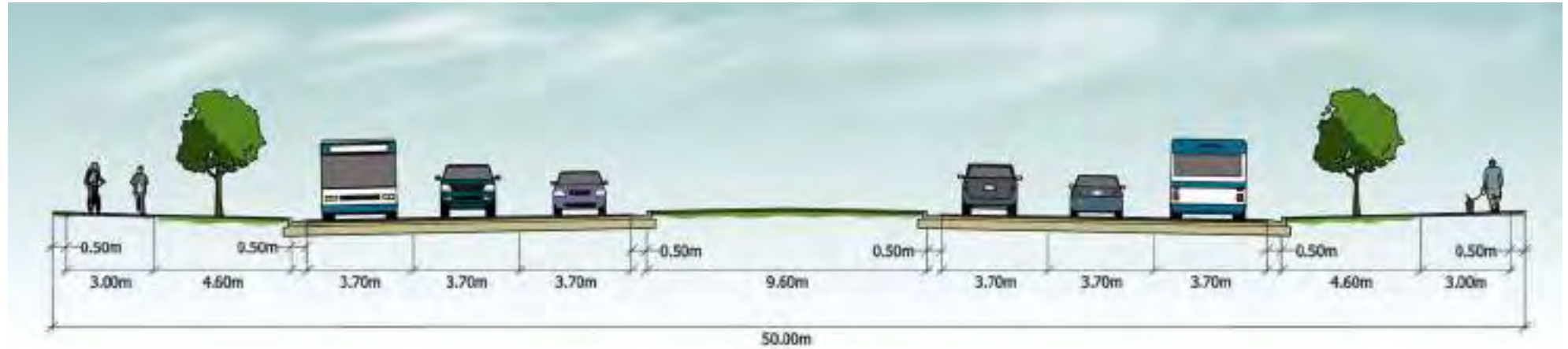


Figure 6.1 - Transportation Details: Arterial Roadway

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## **5.2 COLLECTOR ROADWAYS**

The Outline Plan provides two types of collector roadways linking the local roads to the rest of the Plan Area.

The major collector will be an undivided 4-lane collector road and will be located on the outside of the Mixed Development District. This roadway will consist of two 3.7m wide driving lanes and a 2.45m wide parking lane. As shown in **Figure 6.2 – Transportation Details – 4 Lane Collector**, this roadway will have a 2.15m boulevard tree planting on both sides, a 3.0m regional trail on either side.

The minor collector will be located in the Mixed Development District and will be a 2-lane collector road divided by a 4.0m wide raised planted median. This roadway will have single 3.7m wide travel lanes in each direction with 2.40m wide protected parking lanes on both sides of the roadway. This roadway is shown in **Figure 6.3 – Transportation Details – 2 Lane Divided Collector**.

The major collector roads will intersect the arterial ring road network to provide access to the different sections of Parsons Creek. Depending upon the location of the major collector roadway, it may connect to the local road directly or via the minor collector roadway. Final detailing of the roadway cross-section will occur during the detailed engineering process and will meet with the approval of the Regional Municipality.

## **5.3 LOCAL ROADWAY**

The system of local roads has been planned to provide access to individual development cells while at the same time discouraging outside traffic from short cutting through local roads. Local roads will have a 9.50m wide carriage way and an 18.0m wide right-of-ways. The local roads can be built with either an attached sidewalk or a detached sidewalk. Final detailing of the roadway cross-section will occur during the detailed engineering process and will meet with the approval of the Regional Municipality. However, it is the intent of the design of Parsons Creek that all local roads will be detached with a landscaped boulevard between the roadway and the sidewalk on each side of the roadway. Both potential design options are shown on **Figure 64 – Transportation Details – Local Roadways**.

## **5.4 LANEWAYS**

In order to provide housing product choices, a number of lots back onto green open space areas or a rear lane. These rear lanes are expected to be designed with either an 8.0m ROW or 6.0m ROW depending on their location.

## **5.5 RAINBOW CREEK DRIVE EXTENSION**

A secondary access will need to be built prior to the development of the Highway 63/Highway 686 Interchange. This Secondary access will be provided as an extension to Rainbow Creek Drive from the adjacent community of Timberlea. This access will be necessary to not only provide access to the Plan area but to provide a much needed emergency access. This roadway will also connect the communities giving the residents of Timberlea direct access to the amenities that will be so prevalent in the Parsons Creek community. Rainbow Creek Drive is not envisioned to be used for heavy equipment construction access.

## PARSONS CREEK

### PHASE ONE OUTLINE PLAN

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#### 5.6 CONSTRUCTION ACCESS

A construction access will be provided from the northeast portion of Phase One extending down to a local service road that is accessible at the existing signalized intersection of Highway 63 and the Bus Transfer Station/Suncor Business Center (Tempo Center). Intersection improvements such as, flashing left turn arrows, slotted left turn lanes, acceleration and deceleration lanes for the Highway 63 southbound movement, etc. will be implemented in Summer 2010 in order to accommodate construction traffic for Parsons Creek. These improvements will not only assist construction traffic but will also benefit existing businesses in the area.

The intent for this construction access is that once it is no longer needed it will be rehabilitated into a naturalized pathway that will connect the Parsons Creek community to the larger regional trail system.

**Figure 6.6 – Transportation Details – Temporary Construction Access** shows the temporary access right-of-way and the reclamation of the right-of-way once this access is no longer needed.



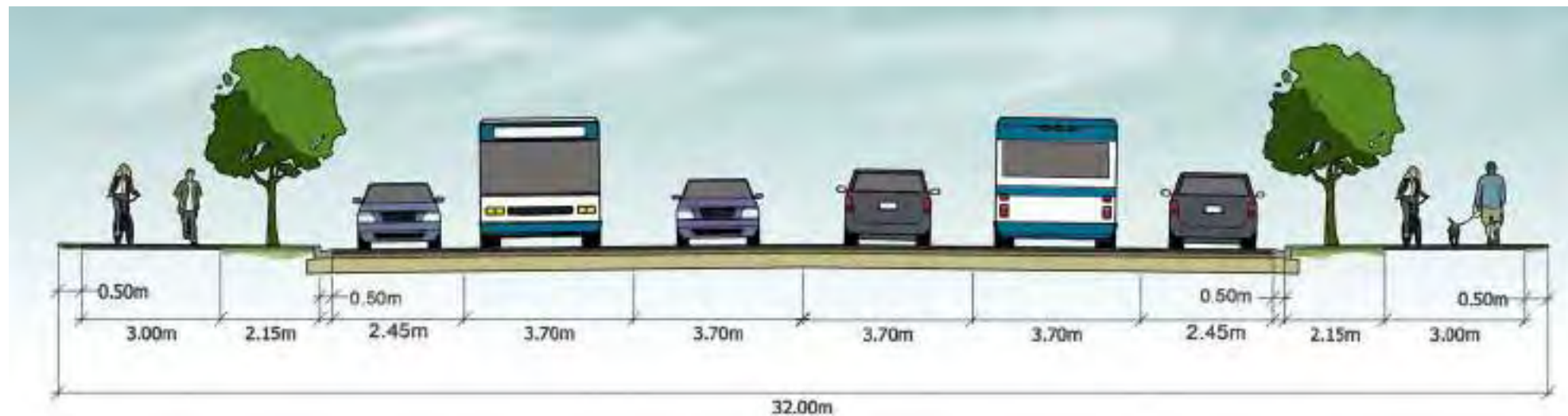


Figure 6.2 - Transportation Details: 4 Lane Collector  
Parsons Creek Phase One

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Figure 6.3 - Transportation Details: 2 Lane Divided Collector  
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0.30m  
1.50m  
2.00m

TRAVEL  
LANE

4.75m

TRAVEL  
LANE

4.75m

0.20m

1.50m

2.00m  
0.75m

PL

20.80m  
28.80m

Separated Walk



0.30m

1.50m

2.00m

TRAVEL  
LANE

4.75m

TRAVEL  
LANE

4.75m

0.20m

1.50m

2.00m  
0.75m

PL

20.80m  
28.80m

Mono Walk

Figure 6.4 - Transportation Details: Local Roadway  
Parsons Creek Phase One

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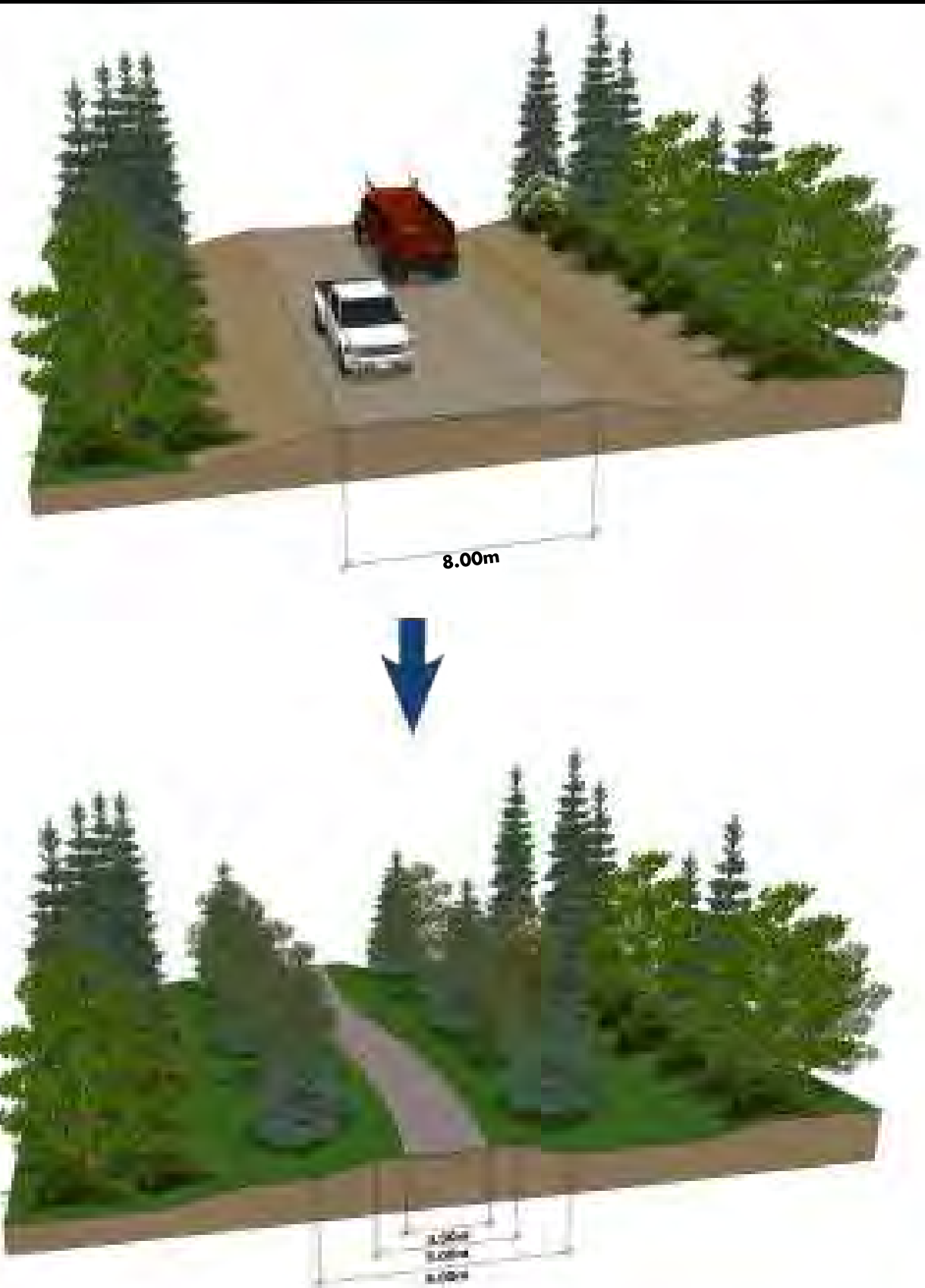


Figure 6.5 - Transportation Details: Temporary Construction Access  
Parsons Creek Phase One

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## **6.0 Servicing**

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The servicing for parsons creek is fully detailed in a Master Servicing Study for Parsons Creek that has been submitted and is being reviewed by the Regional Municipality of Wood Buffalo. The following information is a summary of the results of that study. For more detailed information it is suggested that the Master Servicing Study be reviewed.

### **6.1 STORM WATER SYSTEM**

Two stormwater management facilities (SWMFs) are proposed for the Plan area. They will manage stormwater runoff from both the major and minor storm systems for the entire Plan Area as shown on **Figure 7.0 – Storm Connection Concept Plan**.

The SWMF on the northwest will be designed as a wet pond. This facility is oversized such that it can provide treatment for a portion of the future phases located in the northwest of the overall development. The SWMFs located on in the northeast may be designed as dry ponds in order to minimize risk slope instability of the existing escarpments. However, this SWMF facility may also be designed with relatively small wet cells, so as to provide water quality improvement of these catchments. The option of including wet cells will need to be evaluated at the detailed design stage. To provide water quality improvement other options to be reviewed including vaulted oil and grit separators on the outlets of the proposed dry pond facilities.

The SWMFs will be sized to provide stormwater retention for the 1:100 year design storm event with no overland spill from the facilities. These facilities will not only provide stormwater quantity and quality treatment, but will also be passive recreational amenities for the entire neighbourhood. A primary storm trunk is proposed to service the majority of the overall Parsons Creek development, and it will descend the east escarpment in the vicinity of the proposed construction access and the northeast Phase One SWMF. Once down to the elevation of Highway 63, the proposed storm trunk will drain toward the east, all the way to the Athabasca River. All three of the Phase one SWMF facilities will drain to the proposed primary storm trunk located in the vicinity of the northeast SWMF.

The Phase One development area will have a dual drainage storm system with curb and gutter and storm sewers. The minor system (storm sewers) will be designed for the 1:5 year return period storm event using the Rational Method and the local IDF rainfall curves.

All runoff in excess of the minor system capacity will flow overland via roadways and swales, which is typically referred to as the major system. In Alberta, major systems are typically designed such that property will not experience flood damage for storms up to and including the 1:100 year return period; this is the design standard for the Parsons Creek development. Shown by the red pond catchment boundaries on **Figure 7.0 – Storm Connection Concept Plan**, it is planned that the catchment areas for both the minor and major drainage systems will coincide.

The proposed stormwater management facilities and the minor and major drainage systems will be designed in accordance with the (RMWB) Engineering Servicing Standards and also the Alberta Environment (AENV) Stormwater Management Guidelines.

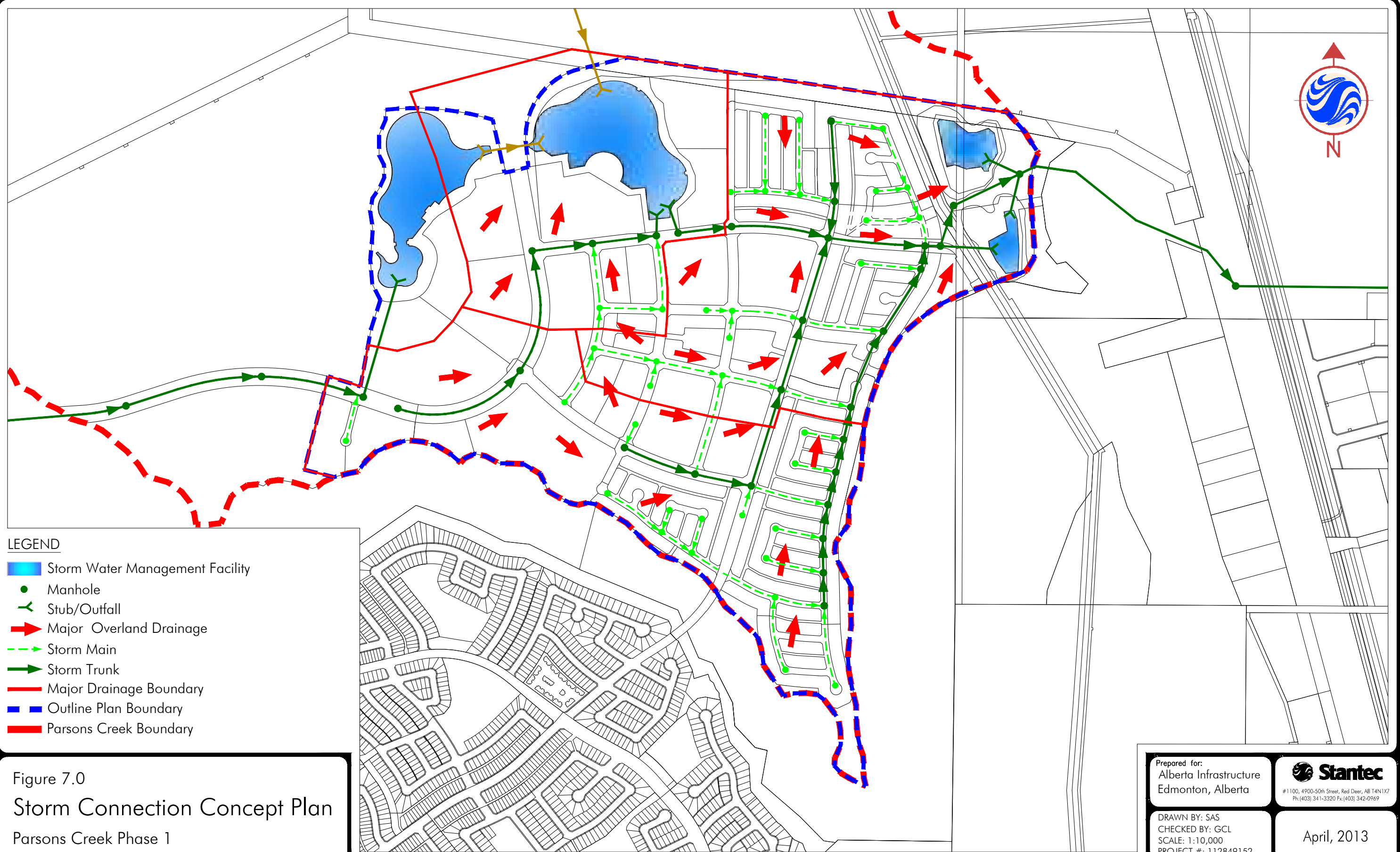


Figure 7.0  
Storm Connection Concept Plan  
Parsons Creek Phase 1

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## **6.2 SANITARY SEWER SYSTEM**

Sanitary sewer flows will be collected throughout the Parsons Creek area and conveyed by a gravity trunk sewer as shown **Figure 8.0 – Sanitary Concept Plan**. Some areas close to Parsons Creek may, due to the slope of the land, require lift stations to pump the sewage effluent into the gravity trunk sewer. The gravity trunk sewer will discharge into a siphon outfall that will descend from the Parsons Creek plateau approximately 130.0m to a trunk beneath Highway 63, and then flow in the existing trunks beneath the highway service roads to the new RMWB Wastewater Reclamation Facility.

## **6.3 WATER DISTRIBUTION SYSTEM**

The overall water distribution system needed to service Phase One is conceptually shown in **Figure 9.0 – Water Concept Plan**. The water system will be fed by a 750.0mm diameter supply line coming from the RMWB's water treatment plant south of the Plan Area. This supply line will feed a 7,900.0m<sup>3</sup> water reservoir to be constructed located in the south west corner of the Plan Area. From this reservoir there will be a 600.0mm supply line that heads east and west to service the Plan area and future Phases of Parsons Creek. The overall system consists of a network of trunk water mains which essentially "feed" the internal lateral water mains that make up the remainder of the distribution system.

## **6.4 SHALLOW UTILITIES**

Shallow utility services will be provided by the following companies:

- ATCO Gas (Natural Gas)
- ATCO Electric (Power)
- Telus Communications (Telephone)
- Shaw Cable (Cable Television)

The shallow utility alignments will be established during preparation of the servicing study for the Phase One.



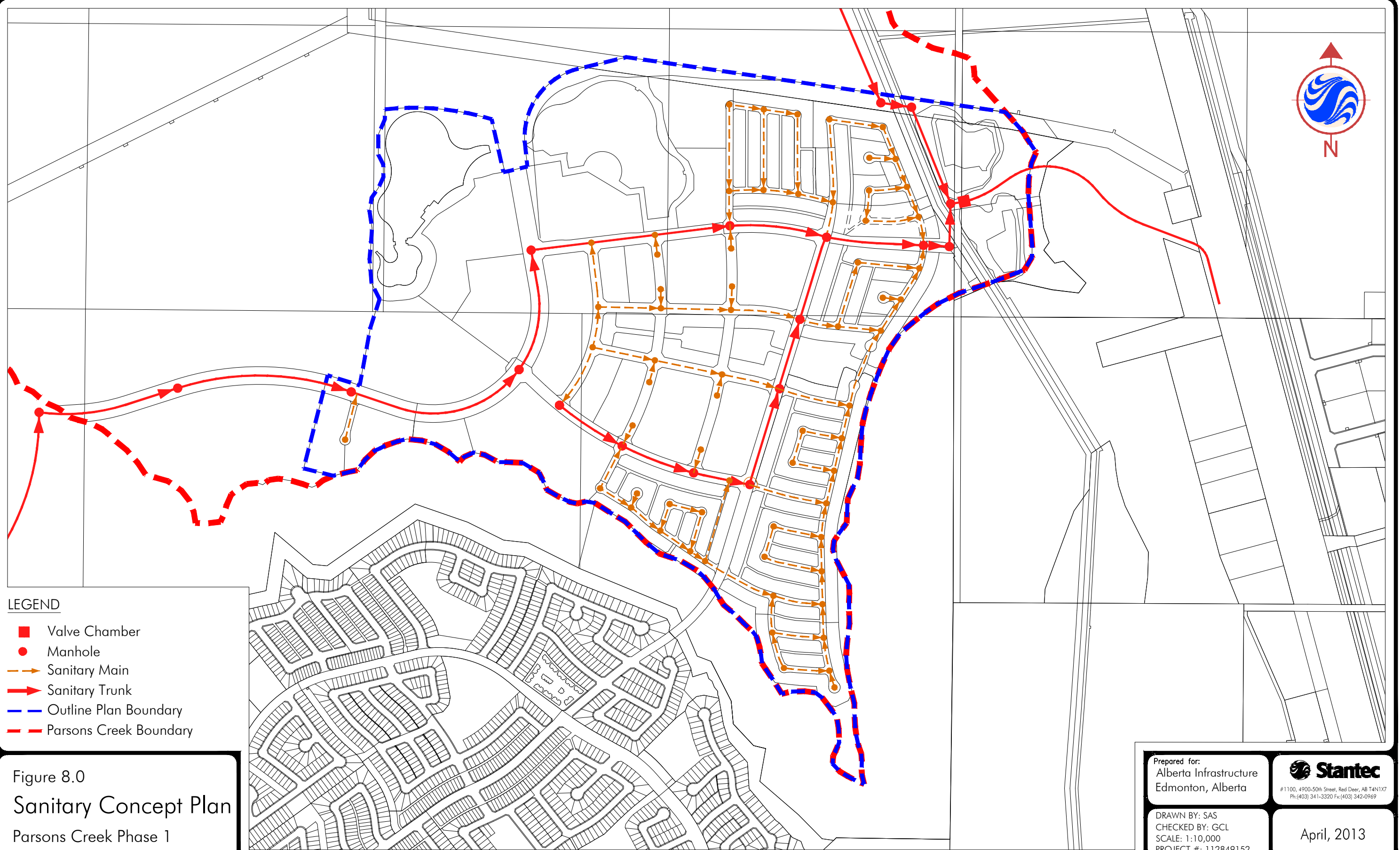


Figure 8.0  
Sanitary Concept Plan  
Parsons Creek Phase 1

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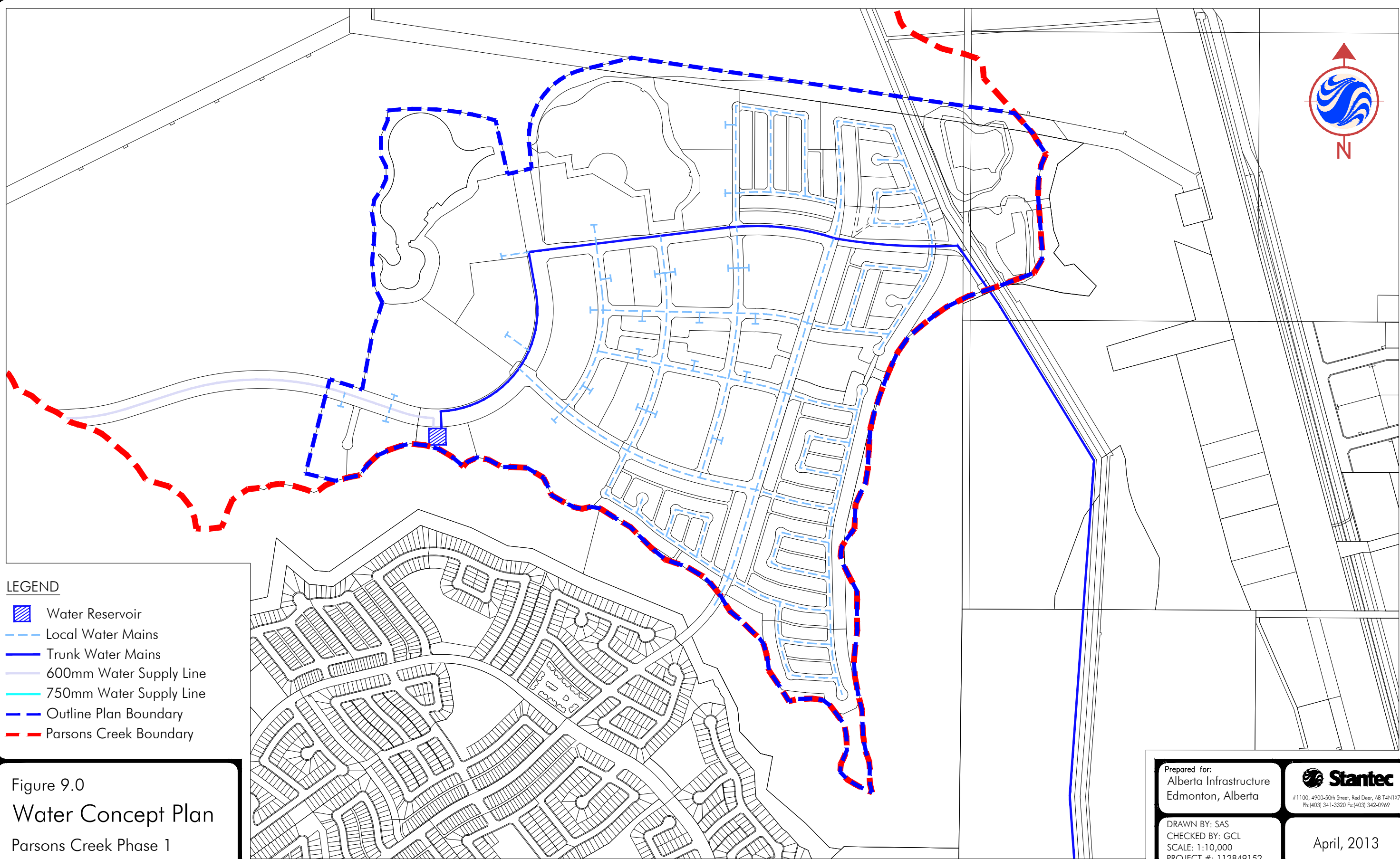


Figure 9.0  
Water Concept Plan  
Parsons Creek Phase 1

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## **7.0 Implementation**

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### **7.1 DEVELOPMENT STAGING**

The direction of development in the Parsons Creek Outline Plan will proceed in a logical manner based upon the orderly, economic, and efficient extension of roadways, and utility servicing. It is anticipated that no actual staging will occur in Phase One; the entire site will undertake construction at one time.

The construction of Phase One will begin in the south due to existing transportation and servicing connections. The extension of Rainbow Creek Drive will allow limited development to occur prior to the commencement of the major arterial from Highway 63. Once the arterial has been complete, development for the entire area will be feasible.

### **7.2 REDISTRICTING AND SUBDIVISION**

Based upon the Regional Municipality of Wood Buffalo Land Use Bylaw, the undeveloped land that falls in Phase One is currently designated as “Urban Expansion” (UE). Subject land parcels will have to be redesignated to the appropriate Land Use Bylaw Districts when developers submit actual plans of subdivision. These applications for subdivision should be consistent with the intent of the Parsons Creek Urban Design Plan and Outline Plan.

### **7.3 DESIGN GUIDELINES**

In order to guide and set standards, architectural design guidelines have been requested by the Municipality to be developed and implemented. These guidelines ensure architectural consistency with the detailed implementation of the planning principles and objectives. Furthermore, the architectural design guidelines are important in implementing the sustainable development and urban design concepts promoted in this Outline Plan. Architectural design guidelines may include, but are not limited to, innovative housing forms, mixed use area treatments, location and configuration of parking, landscaping and architectural treatment of buildings. These design considerations contribute to the attractiveness, livability, consistency and sustainability of both the community and the Municipality. It is our understanding that the landowner has agreed to prepare Architectural Guidelines as requested prior to building construction on site.

## **Appendix A: Planning Process**

---

### **A.1 ENABLING LEGISLATION**

This Outline Plan is a non-statutory document, used by the Municipality in conjunction with the *Parsons Creek Community Vision and Design Brief* and *The Parsons Creek Urban Design Plan*, to address land use, servicing, transportation, and implementation in detail.

This Outline Plan is intended to be consistent with the vision, guidelines and objectives of the above referenced document to the greatest extent possible. A significant amount of additional information and guidance used in this Outline Plan has been based upon the refinement of the Concept Plan, servicing consideration and technical information.

### **A.2 COMMUNITY CONSULTATION**

In the preparation of this Outline Plan, an extensive public participation process was undertaken. The public participation process included sessions and meetings that were open to the general public and or by invitation. Sessions were held during the project initiation stage, overall development Concept Plan stage, and continue for project-specific matters such as transportation and open space.

#### **A.2.1 Stakeholder and Public Notification**

Through communications with the Municipality and Developer, three stakeholders were identified: 1) Industry and Agency, 2) Public Advisory, and 3) the general public. In the three groups, many stakeholders and key people were identified and contacted via mail, email and telephone. Those who responded were invited to join the public participation process.

#### **A.2.2 Industry and Agency Meetings**

Three Industry and Agency Meetings were held to gather comments, present and review the various Plans of Parsons Creek. During these meetings, discussion focused on overall design, schedule, operations, land use, detail design, transportation, and servicing. Comments were recorded and applied to the various Plans as appropriate.

#### **A.2.3 Public Advisory Group**

Three Public Advisory Meetings were held to gather comments, present and review the various Plans of Parsons Creek. Discussion during these meetings centered around overall design, overall design, schedule, operations, land use, detail design, transportation, and servicing. Comments were recorded and applied to the various Plans as appropriate.

#### **A.2.4 Open Houses**

The first public open house was held October 14, 2009 at the Radisson Hotel in Fort McMurray with twenty-seven people in attendance. At this time the public were provided with relevant background

## **PARSONS CREEK**

### **PHASE ONE OUTLINE PLAN**

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information and detailed base plans of the area were presented. Furthermore, the public was presented with key development factors being considered in planning for Parsons Creek.

The second public open house was held November 19, 2009 at St. Martha's School in Fort McMurray. Updates to the Parsons Creek Context Plan were presented to the attendees and a discussion followed.

A third open house was held January 21, 2010 at Merrit Hotel in Fort McMurray to provide attendees with an update of the project and the process moving forward. A question and answer period was held to conclude the open house.

On March 16, 2010 at the Sawridge Inn in Fort McMurray, a fourth Open House was held to discuss transportation access. The public was presented with the transportation access considerations which included Highway 686, Rainbow Creek Drive Extension and construction access. Participants were invited to complete a feedback form to discuss their thoughts and opinions of the future transportation network.

Feedback from both the public meetings and the industry and agency meetings has been taken into consideration and been instrumental in shaping the design of Parsons Creek.

## **Appendix B: Supporting Information**

---

The Parsons Creek site is considered Greenfield Development and has very little in the way of constraints for Phase One. A quick diagram of site issues has been developed to show a few of the areas of interest in relation to existing conditions and is shown in **Figure 10.0 – Existing Conditions**.

### **B.1 NATURAL FEATURES**

The Parsons Creek area is an undeveloped piece of land heavily comprised of Boreal forest. The subject area is primarily forested with muskeg areas vegetated with short black spruce, willows, alders and moss.

### **B.2 TOPOGRAPHY, SOILS & VEGETATION**

Varying forms of muskeg are present throughout the Plan Area with depths ranging from approximately 1.0" to over 1.0m meter in different areas.

Subsurface conditions of the Plan Area generally consist of a layer of peat or topsoil overlying clay till, overlying clay shale bedrock.

The topography of Parsons Creek Phase One is fairly flat with a gradual slope from west to east toward the Athabasca River. Based upon a Geotechnical Assessment, a 30.0m setback has been applied along the top on slope in the east. This setback distance is due to a slope which is greater than 15%, thus preventing development.

### **B.3 ENVIRONMENTAL SITE ASSESSMENT**

Through review of the Parsons Creek Phase One Environmental Site, the Plan Area is underlain by deposits of glacial, fluvioglacial and lacustrine till likely consisting of a mixture of clay, silt and sand.

The Environmental Site Assessment of the Plan Area concluded that there is the potential for minor environmental impacts from vehicle use and household refuse disposal on the Plan Area but there are no significant areas of contamination; nothing found would warrant conducting an additional environmental site assessment.

### **B.4 HISTORICAL AND CURRENT LAND USE**

The Phase One Environmental Site Assessment reviewed historic aerial photos of the site, the findings were as follows:

The land remains generally unchanged from 1951 to present with the exception of gas and oil developments.

- In 1967 the natural gas pipeline right-of-way was visible on Section 12-90-10-W4 In 1985 the ATCO Power ROW was visible from the NW 6-90-110-W4 running west to SW 12-90-10-W4, then north to exit out the north boundary of the study area.



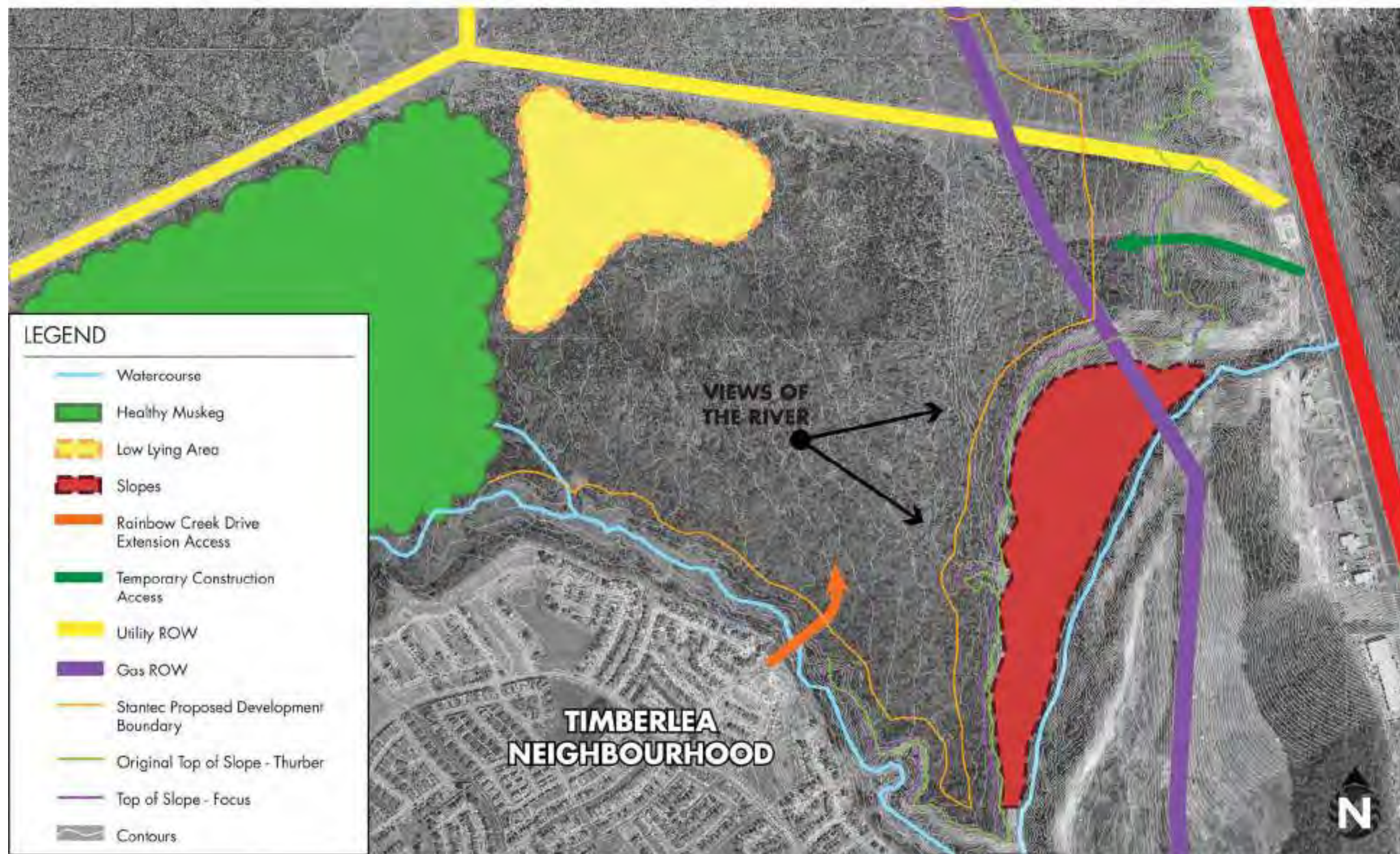


Figure 10.0 - Existing Conditions  
Parsons Creek Phase One

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## **PARSONS CREEK**

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- In 1991 the PTCO Power ROW had expanded to enter from the NW 2-90-10-W4 to meet at the SW 12-90-10-W4.
- From 1991 to present, the site has remained unchanged.

#### **B.5 CURRENT LAND OWNERSHIP**

There is currently no development on Phase One with the exception of utility right-of-ways. A small cabin is located on the ¼ Section NW12-90-10-W4, though there is no title for it. The land currently has a number of permitted activities and leases comprising of low impact recreation, forest research plots and utility corridors.

Land (both surface and mineral) encompassing Phase One, is held solely by the Government of Alberta.

#### **B.6 RELEVANT PLANNING DOCUMENTS AND SOURCES**

The following documents have been reviewed and form the basis for the preparation of this Outline Plan report:

##### **B.6.1 Urban Design Plan**

As discussed in **Section 2.0 – Design Brief and Urban Design Plan**, the Parsons Creek Design Brief was created as an overlying planning document to guide the design of the Parsons Creek development. Key features include: environmental preservation, walkability, mixed housing types, modifying the extreme climate by design, sustainability, and creating a development with a unique sense of place that defines northern Alberta.

##### **B.6.2 Municipal Development Plan**

The Regional Municipality of Wood Buffalo's MDP, Bylaw 00/05, was adopted in February 2000. This Municipal Development Plan is the primary land use policy document that outlines the collective vision for the Municipality and provides the policy framework to guide future growth and development of the Region.

Pursuant to the Municipal Government Act of the Province of Alberta, all statutory plans are to be consistent with one another. Accordingly, the land use policies in the Parsons Creek Design Brief and the Parsons Creek Outline Plan, comply with the policies in the Municipal Development Plan.

As outlined in the Regional Municipality of Wood Buffalo's Municipal Development Plan, the development strategy for Fort McMurray's Urban Service Area includes the area of Parsons Creek. In this section of the MDP, the Municipality discusses the Urban Service Area being developed as residential lands; however, Map 5 of the MDP currently designates the Parsons Creek area as "Open Space".

Based on specific guidelines set by the MDP, Parsons Creek Phase One has been designed as a unique neighbourhood that provides a range of affordable housing, pedestrian friendly streetscapes, and preserves natural spaces for passive and active recreation.

### **B.6.3 Land Use Bylaw**

The Regional Municipality of Wood Buffalo's Land Use Bylaw regulates the use and development of land and buildings in the Regional Municipality. The Parsons Creek Outline Plan area is designated "Urban Expansion" in the Bylaw. The purpose of this district is to protect land in the Rural Service Areas for future urban development, and to limit premature subdivision and development. Subject land parcels will have to be redesignated to the appropriate Land Use Bylaw Districts when developers submit actual plans of subdivision.

### **B.6.4 Parks and Outdoor Recreation Master Plan**

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 development of Phase One include:

- 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.

During planning for Parsons Creek Phase One it was determined that the athletic fields would be best located in the school sites. These various active and passive sport fields will be incorporated in the school sites at the detailed design stage. These central locations are easily accessible by foot or bicycle, thought the interconnected pedestrian network, and by public transit.

### **B.6.5 Engineering Servicing Standards and Development Procedures**

The Regional Municipality of Wood Buffalo's Engineering Service Standards and Development Procedures is a document that defines the minimum acceptable standards for developers. The purpose of these standards is to maintain good engineering and construction practices. Parsons Creek Phase One will meet all standards as set forth by the Municipality.

### **B.6.6 BearSmart**

BearSmart is a Provincial initiative to inform and educate the public about proper bear safety. Key elements of the BearSmart initiative are how to prevent a bear encounter and what to do in a bear encounter. The design of Phase One takes these ideas into consideration; however, further refinement and additions will be applied during detailed design and landscape design. Suggestions from the BearSmart program that are especially relevant to the design of Phase One are as follows:

- Public greenspaces will be landscaped to limit fruit-bearing trees as to not attract bears to areas where children frequent (schools, playgrounds, etc).
- Adequate wildlife corridors will be provided around the community to give bears, and other animals, the space to move about without passing through the community.
- Corridors will be limited that directly link forested areas to residential areas.



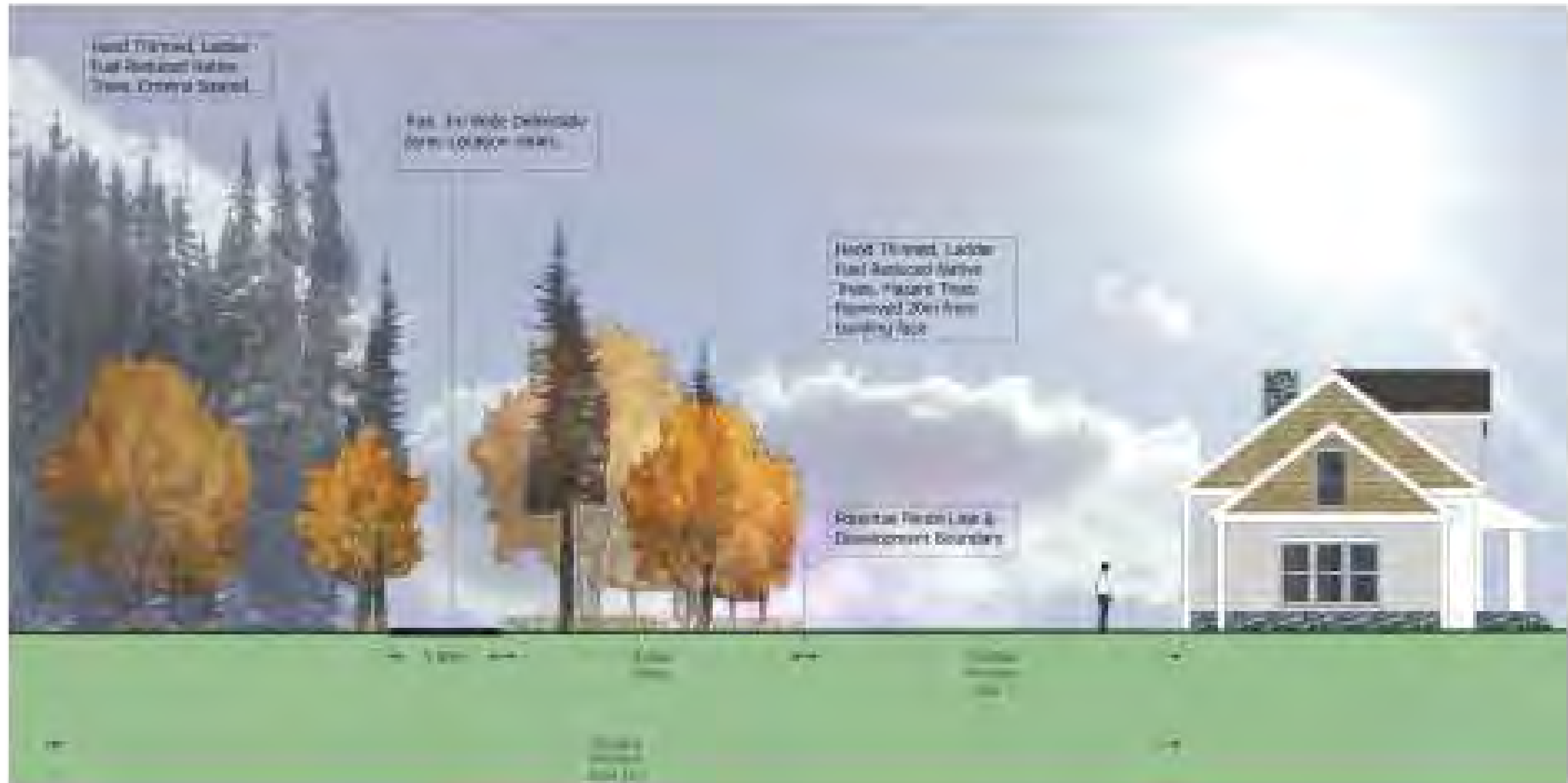
### **B.6.7 FireSmart**

FireSmart is an initiative by Partners In Protection of Edmonton, Alberta. The main goal of FireSmart is to educate the public on how to minimize the risk of wildfire. Key elements of the FireSmart initiative focus on: landscaping, access, and architectural controls. In designing Parsons Creek Phase One, the landscaping and layout will reflect the guidelines set out by Alberta Sustainable Resource Development.

- Trees' combustibility will be considered during the landscape design process.
- A firebreak of 30m and fuel break trench will surround the development.

This FireSmart firebreak will also provide the trail system surrounding the entire Parsons Creek development and provided the area with natural views from the top of bank.

A copy of the Regional Municipality of Wood Buffalo's FireSmart expectations as outlined by Cole Hendrigan in the Parks, Recreation and Culture Department is included as **Figure 11.0 – FireSmart and Hazard Tree Standard for Edge of Development Conditions**. It is the intent of this development that the guidelines as set forth in this diagram will be followed to the greatest extent feasible.



The principle of this standard is to ensure, at minimum, the recommended 30.0m FireSmart zones of assets protection (setbacks) and to maintain a buffer of reduced 'hazard trees' within 20.0m of a residential or commercial structure. Please go to <http://www.partnersinprotection.ab.ca/downloads/> for more information regarding FireSmart.

\*Coniferous trees should be thinned from the base of the trunk and spacing should be done to ensure an adequate 3-6m between crowns. No grubbing in this zone to protect living roots.

\*Ladder fuels (lower branched and shrub layer) must be reduced to limit the spread of ground fires.

\*Any tree taller than 10m must be considered for its potential as a hazard to fall on a structure within the first 20m from the face of a structure.



Regional Municipality of Wood Buffalo - Parks, Recreation, and Culture

Figure 11.0 - FireSmart and Hazard Tree Standard for Edge of Development Conditions

Parsons Creek Phase One

Prepared for:  
Alberta Infrastructure  
Edmonton, Alberta

DRAWN BY: SAS  
CHECKED BY: GCL  
SCALE: 1:10,000  
PROJECT #: 112849152

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## **Appendix C: Community Services**

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### **C.1 POLICE SERVICES**

Police services in the Regional Municipality of Wood Buffalo's Urban Service Area, Fort McMurray, is currently provided by the RCMP. The Fort McMurray RCMP Detachment consists of both Provincial and Municipal civilian staff that provide administrative services to the RCMP. The detachment currently has 95 dedicated RCMP members, including Fort Chipewyan, with a support staff of approximately thirty. There are two RCMP offices located in the Lower Townsite and Timberlea.

While Phase One is not anticipated to include a RCMP detachment, an emergency service location has been identified in the northwest. The potential emergency service area is envisioned to a single use service or a combination of services that may include a firehall, police services or ambulance services.

### **C.2 FIRE PROTECTION AND EMERGENCY MEDICAL SERVICE**

The Fort McMurray Fire Department operates an integrated ambulance, dispatch and fire service in the Urban Service Area through three active fire stations. One is located in the Lower Town site, and the two other fire stations are located north of the main city area in the Thickwood/Dickensfield and Timberlea subdivisions.