



PARSONS CREEK PHASE TWO OUTLINE PLAN

Approved May 2012
Amended February 2013

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PREFACE

The purpose of the Parsons Creek Phase Two Outline Plan is to describe the land use framework and development objectives for Phase Two of the Parsons Creek development. The intent of this Outline Plan is to ensure the orderly development of Phase Two which strives to provide a balanced community of residential, recreational, and commercial opportunities. Though the focus of Phase Two is on commercial space, the Parsons Creek development has been designed as an integrated community that will promote a high quality of life for residents through the provision of a pedestrian-friendly environment and a variety of transportation, housing, commercial, and recreational options.

The Phase Two Outline Plan is a non-statutory planning document, consistent with the *Parsons Creek Urban Design Plan*, which provides the basis to proceed with the detailed design and development of the Phase Two Plan Area.

1.0 PLAN AREA

1.1 PARSONS CREEK

As Shown in **Figure 1.0 – Location Plan**, the Parsons Creek development is located on an upland parcel, situated in northwest Fort McMurray, within the Regional Municipality of Wood Buffalo (RMWB). Parsons Creek is located west of the Athabasca River valley and north of the existing Timberlea residential subdivision. In total, Parsons Creek is approximately 815.0 hectares (2014.0 ac).

In 2010, the Overall Concept Plan for Parsons Creek and the Phase One Outline Plan were submitted to the RMWB for review and approval; construction of Phase One began in 2010.

1.2 PHASE TWO OUTLINE PLAN AREA

The Parsons Creek Phase Two Outline Plan Area, is approximately 187.70 hectares (463.82 ac) located in the northeast corner of the Parsons Creek development. The Phase Two Outline Plan Area constitutes a logical planning unit with respect to identifiable plan boundaries and servicing considerations.

The Phase Two Outline Plan Area has the following boundaries:

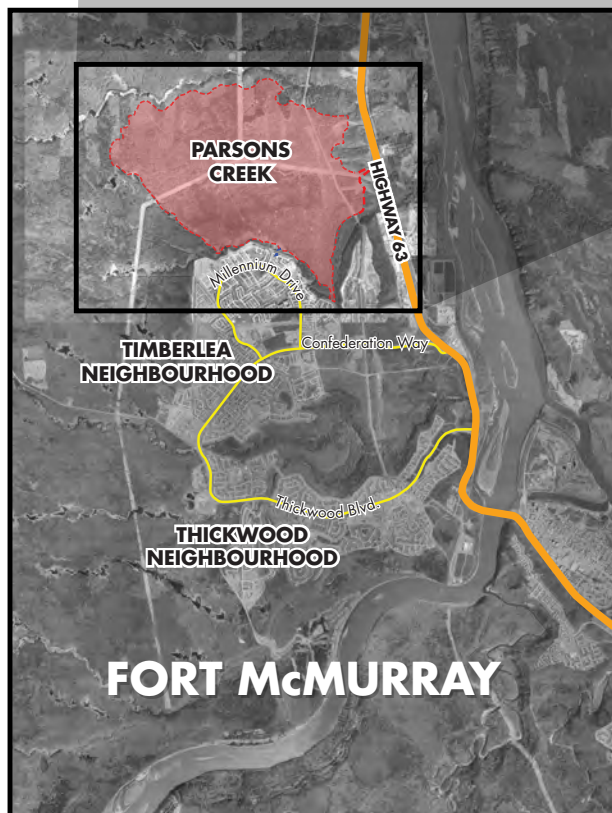
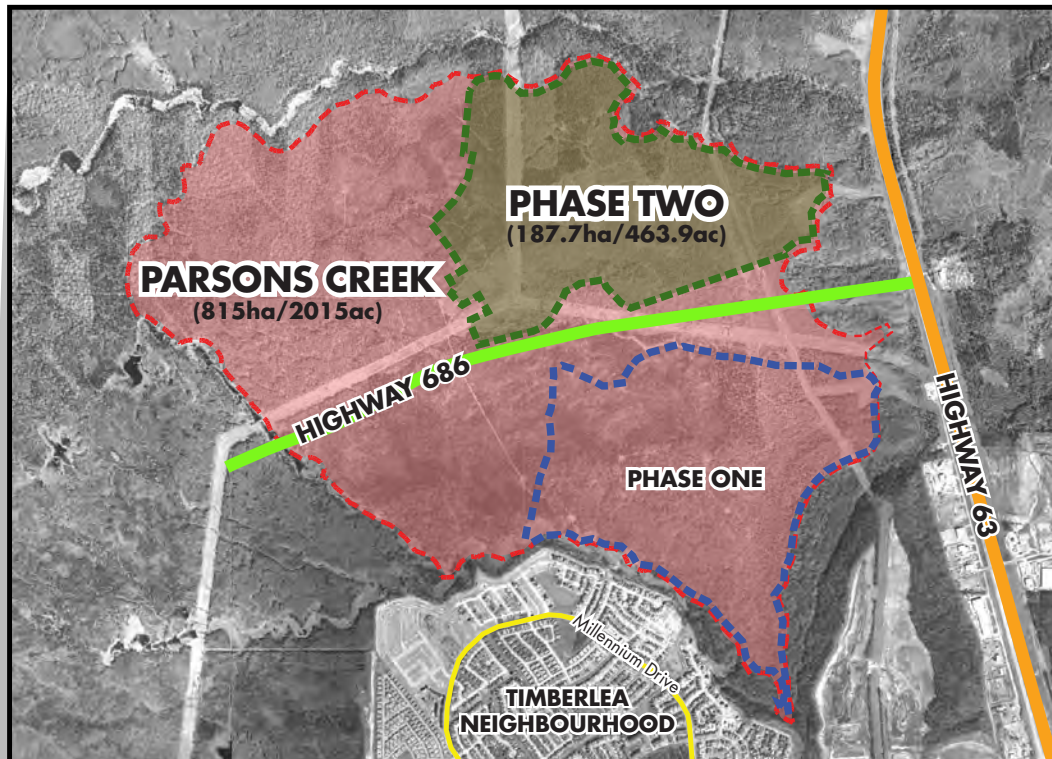
North Boundary: Geotechnical top of slope, undeveloped land

West Boundary: Undeveloped land, future Phase Three of Parsons Creek

South Boundary: Highway 686, Phase One of Parsons Creek

East Boundary: Geotechnical top of slope, Highway 63





LEGEND

- Parsons Creek Boundary
- Phase One Outline Plan Boundary
- Phase Two Outline Plan Boundary
- Highway 63
- Highway 686
- Major Roadway Routes



Figure 1.0 - Location Plan
Parsons Creek Phase 2

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2.0 URBAN DESIGN PLAN

2.1 OVERVIEW

Stantec Consulting Ltd. began the planning and design of Parsons Creek in 2009. Through an open and collaborative planning process with Municipal Staff, industry and agency representatives, community representatives, and the general public; an overall Concept Plan for the Parsons Creek community was developed.

The overall objectives, vision, principles, and goals of Parsons Creek were originally described within the 2009 *Parsons Creek Community Vision and Design Brief* created by Dillon Consulting. In 2010, as a supplement to this document, the *Parsons Creek Urban Design Plan* was completed by Stantec Consulting Ltd. to incorporate more detailed planning practices, newly available technical assessments, and an update to the overall Concept Plan.

A combination of districts, forming the unique fabric of Parsons Creek, were described within the Urban Design Plan. These districts are further detailed within this Outline Plan along with discussion regarding their specific applications within Phase Two.

Throughout the development process, the Developer of Parsons Creek has strived to retain the vision and principles described within the original Dillon Consulting document.

2.2 URBAN DESIGN PLAN UPDATE

An amendment to the Parsons Creek Urban Design Plan was submitted in 2012 in order to include a more detailed version of the Phase Two Concept Plan and updated overall Parsons Creek design. The design of Phase Two and its associated land uses, as described within this Outline Plan, are reflective of the Urban Design Plan.

The maps included within the Urban Design Plan lay out the broad road network, general land use areas, future utilities and drainage, and staging of the overall design. The boundaries of Parsons Creek and of Phase Two, as identified in the Urban Design Plan, have been shown on **Figure 2.0 - Overall Phasing Plan** and **Figure 3.0 – Overall Land Use Plan**. These boundaries are shown to provide a reference to how Phase Two relates to the overall transportation system and design of Parsons Creek.



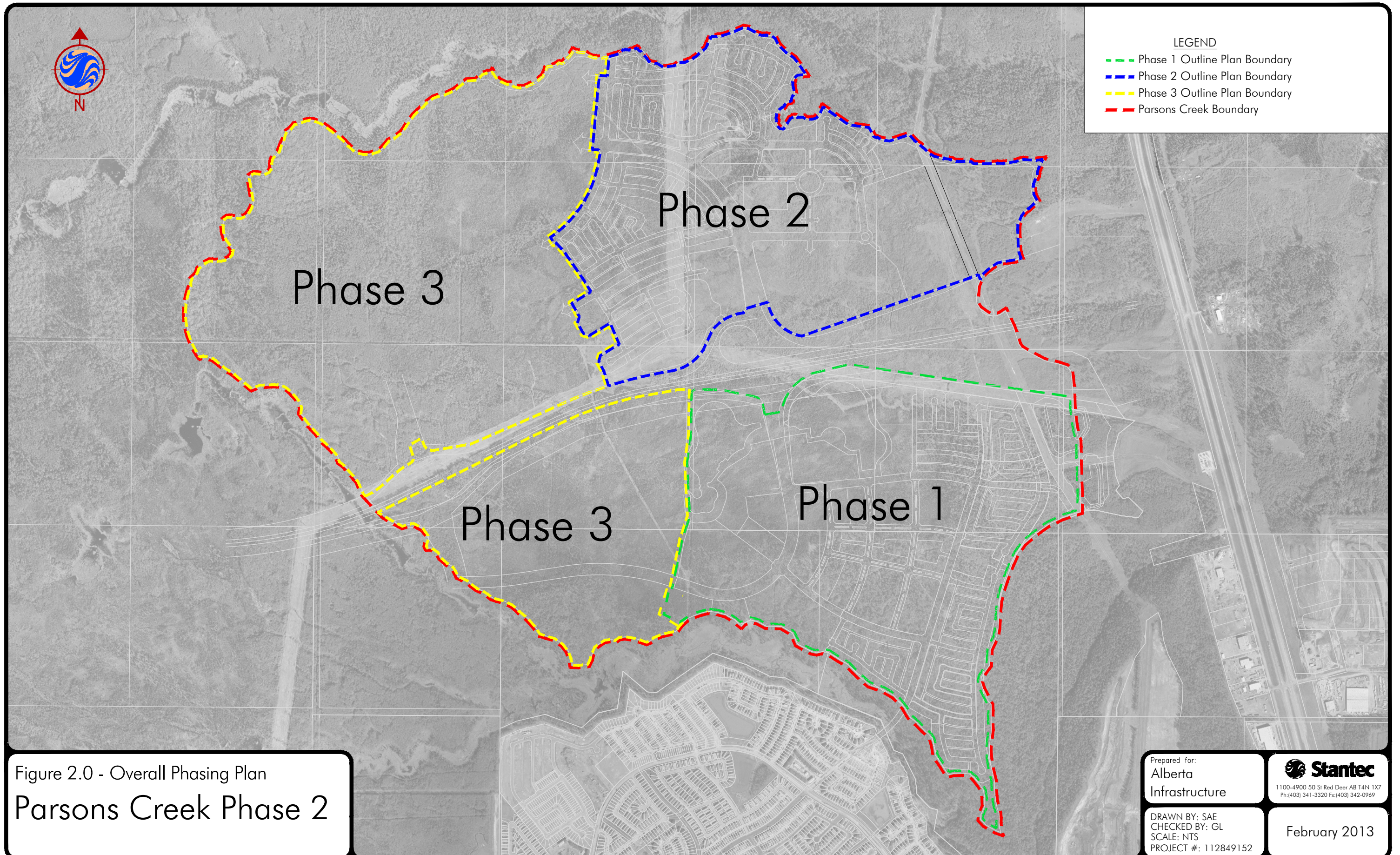


Figure 2.0 - Overall Phasing Plan
Parsons Creek Phase 2

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3.0 SUSTAINABILITY

3.1 DESIGN

As a greenfield development, Parsons Creek has the opportunity to create a sustainable community that would meet the needs of residents in the short-term, as well as the long-term. In order to create such a community, sustainable initiatives were undertaken during the planning and design stages to form a community that considers economic, social, environmental, and cultural sustainable solutions for everyday living.

Parsons Creek's design aims to create a compact, walkable, vibrant, mixed-use community with good connections to adjacent neighbourhoods. Focus on sustainable principles such as mixed use areas, extensive trail systems, pedestrian connections, and transit nodes; Parsons Creek has been designed to encourage sustainable development and lifestyles.

3.2 IMPLEMENTATION

Design Guidelines have been created to further guide development within Parsons Creek ensure the vision described within the *Parsons Creek Urban Design Plan*. These guidelines have been designed to reflect the sustainable objectives of Parsons Creek including recommendations for building materials and

construction methods to meet or exceed BuiltGreen™ practices, the use of energy efficient lighting fixtures and windows, and other "green" building initiatives.

The following is a list of potential initiatives used to promote and guide sustainable development within Parsons Creek.

- Transit Oriented Development (T.O.D.) design principles have been used to support and encourage transit use.
- A network of open spaces and walkway linkages has been provided for pedestrians, cyclists, and other multi-use travel.
- Naturalized landscaping is encouraged 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.
- The potential use of heat generating technologies such as solar air heating, solar hot water heating, geothermal heating, heat recovery and district heating have been examined and are encouraged for use within Parsons Creek.
- Smaller buildings footprints and higher unit densities have been integrated into the design of Parsons Creek to increase land and infrastructure efficiency.



4.0 DEVELOPMENT PRINCIPLES

4.1 CREATE A STRONG SENSE OF PLACE.

As described within the *Parsons Creek Urban Design Plan*, Parsons Creek has been designed to showcase a sense of place that is unique to northern Alberta. The Districts described within the Urban Design Plan, each with its own identity and features, have been implemented throughout Phase Two.

Although Parsons Creek has been developed as a comprehensive master planned community, each phase within the development has a unique combination of land uses that provide various services and focuses for the community. For example, the focus of Phase One was on the niche market commercial Mainstreet District; whereas, Phase Two is focused around the larger format commercial Town Center District, the Public Service District, and transit-oriented Mixed Development District.

The *Phase Two Outline Plan* and *Parsons Creek Urban Design Plan* have been created to further describe the intent, vision, character, and focus of individual phases within Parsons Creek. These documents are to be used together to guide development within the community and ensure the overall vision of Parsons Creek is achieved.

4.2 PROVIDE SINGLE-FAMILY AND MULTI-FAMILY HOUSING OPPORTUNITIES.

Phase Two has been designed with a significant residential component to provide a variety of housing options for the Municipality. Within the Neighbourhood District, housing will be low density featuring: single family detached dwellings with front or rear garages, duplexes, semi-detached dwellings, and secondary suites.

Higher density residential development within Phase Two has been located within the Mixed Development and Multi-Family Residential Districts where housing ranges from apartment buildings to townhouses, row homes, and triplex or fourplexes. These districts have been located to take advantage of public transportation systems, amenities, and/or proximity to public amenities and commercial areas.

Providing a range of housing options will aid in creating more affordable housing options; Parsons Creek will provide residents with various housing options for all stages of life, various preferences, and different income levels.



4.3 PROVIDE OPPORTUNITIES FOR COMMERCIAL DEVELOPMENT.

Created in 2010, the *Commercial and Industrial Land Use Study* (CILUS) describes the state of commercial development within the Regional Municipality of Wood Buffalo. The CILUS reported that the lack of non-residential land had significantly increased the cost of doing business within the region. With the projected population of the Municipality increasing, introducing additional commercial space into the Municipality was recommended.

In 2010, it was estimated that the RMWB was underserved for commercial space by at least 2,000,000 sq.ft. Of this amount, the majority of the deficit was found within the non-food store retail space. The lack of commercial space and variety of retail was also linked to a decrease in the quality of life within the Municipality. A variety of future developments are discussed within the Study which include the creation of large-format shopping centres.

In alignment with the CILUS report, Phase Two has allocated a Town Centre District that is envisioned to provide space for regionally-focused large format and destination type commercial development. Although Parsons Creek will not be able to provide all of the commercial space that is currently needed within the Municipality, it has been designed to accommodate as much commercial land as possible while following best planning practices for the creation of a balanced neighbourhood. As noted in the CILUS report, the additional deficit will need to be addressed elsewhere throughout Fort McMurray and the Municipality.

4.4 ENCOURAGE ALTERNATIVE MODES OF TRANSPORTATION.

To encourage pedestrianism, an extensive pedestrian network has been located within the community comprised of open spaces, trails, and sidewalks. This pedestrian network has been specifically designed to conveniently and effectively connect residential areas to commercial and recreational spaces.

Parsons Creek has been designed to centrally-locate services and public transportation nodes to increase accessibility. As further described within the *Parsons Creek Urban Design Plan*, amenities such as open spaces, commercial areas, and proximity to transit, have been located within 400-800m of residential areas to further ensure accessibility. This distance represents a 5min-10min walking distance respectively.

The design of Phase Two is reflective of Transit-Oriented Design (TOD) principles and includes a transit node surrounded by a high density central core which is designed to be highly walkable. This transit node and surrounding core will provide a range of services and amenities to residents.

A Bus Rapid Transit (BRT) system has also been planned to service the area which will allow municipal buses and company buses to work together providing residents with quick and efficient transportation options.

4.5 PROVIDE A TRANSPORTATION NETWORK THAT IS SAFE AND EFFICIENT.

A looping arterial roadway has been designed to link all phases of Parsons Creek together, function as a ring road within the development, and connect Parsons Creek to Highway 686. This arterial roadway will enter Phase Two in the southwest and travel northwest towards Phase Three.

The arterial roadway will be designed to meet or exceed the standards set forth by the Regional Municipality of Wood Buffalo and will include a buffer on either side to minimize negative impact on adjacent land use while creating a more pedestrian friendly streetscape. This arterial, along with the collector and local roadways proposed for Phase Two, have been designed to facilitate high density traffic travelling to the commercial areas and also ensure efficient access to all areas of the community.

4.6 PROVIDE A VARIETY OF RECREATION OPPORTUNITIES FOR RESIDENTS AND VISITORS.

The provision of recreational space has particularly driven the design of Phase Two and resulted in a multitude of open spaces including an urban plaza within the Mixed Development District, a regional recreation facility within the northeast corner of the Plan Area, and a joint school site to be integrated with the recreation facility. These features are further discussed in the following sections.

Phase Two has also been designed with a number of community amenities dispersed throughout the Neighbourhood District to ensure all residents are within close proximity to recreational open spaces.

5.0 LAND USE

5.1 CONCEPT OVERVIEW

Phase Two of Parsons Creek has been designed to include a range of amenities with a focus on providing commercial, recreational, and residential areas. This concept has been derived from the consideration of a combination of factors including:

- a response to environmental conditions and constraints within the Phase Two boundary;
- a response to the commercial shortage findings of the CILUS report;
- 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;
- the provision of regional recreation amenities; and
- the satisfaction of the requirements of municipal infrastructure.

A detailed and extensive community consultation process, described within **Appendix A, Section A.2: Community Consultation**, was undertaken to gather input regarding the type, shape, size, and locations of various land uses.

The Phase Two Concept Plan is shown in **Figure 4.0 – Concept Plan** and **Figure 5.0 - Massing Study**. Land Use allocations are summarized below in **Table 1.0 – Land Use Allocation** and specifics are further described throughout the remainder of this document.

Table 1.0 - Land Use Allocation.

	AREA (ha)	AREA (ac)	% OF GDA
GROSS AREA	187.70	463.82	100%
NON-DEVELOPABLE AREA (NON-SALEABLE LAND)			
Roadways	43.15	106.63	22.99%
Public Service District (Municipal Reserve)	16.18	39.98	8.62%
Parks & Recreation District (Municipal Reserve)	26.61	65.75	14.18%
Public Utility Lots	5.81	14.36	3.10%
Sub-Total	91.75	226.72	48.88%
NET DEVELOPABLE AREA (SALEABLE LAND)			
Town Centre District	20.52	50.71	10.93%
Neighbourhood District	47.42	117.18	25.26%
Multi-Family Residential District	10.42	25.75	5.55%
Waterfront District	4.75	11.74	2.53%
Mixed Development District	10.09	24.93	5.38%
Public Service/Mixed Development District	2.90	7.17	1.55%
Sub-Total	95.95	237.10	51.12%

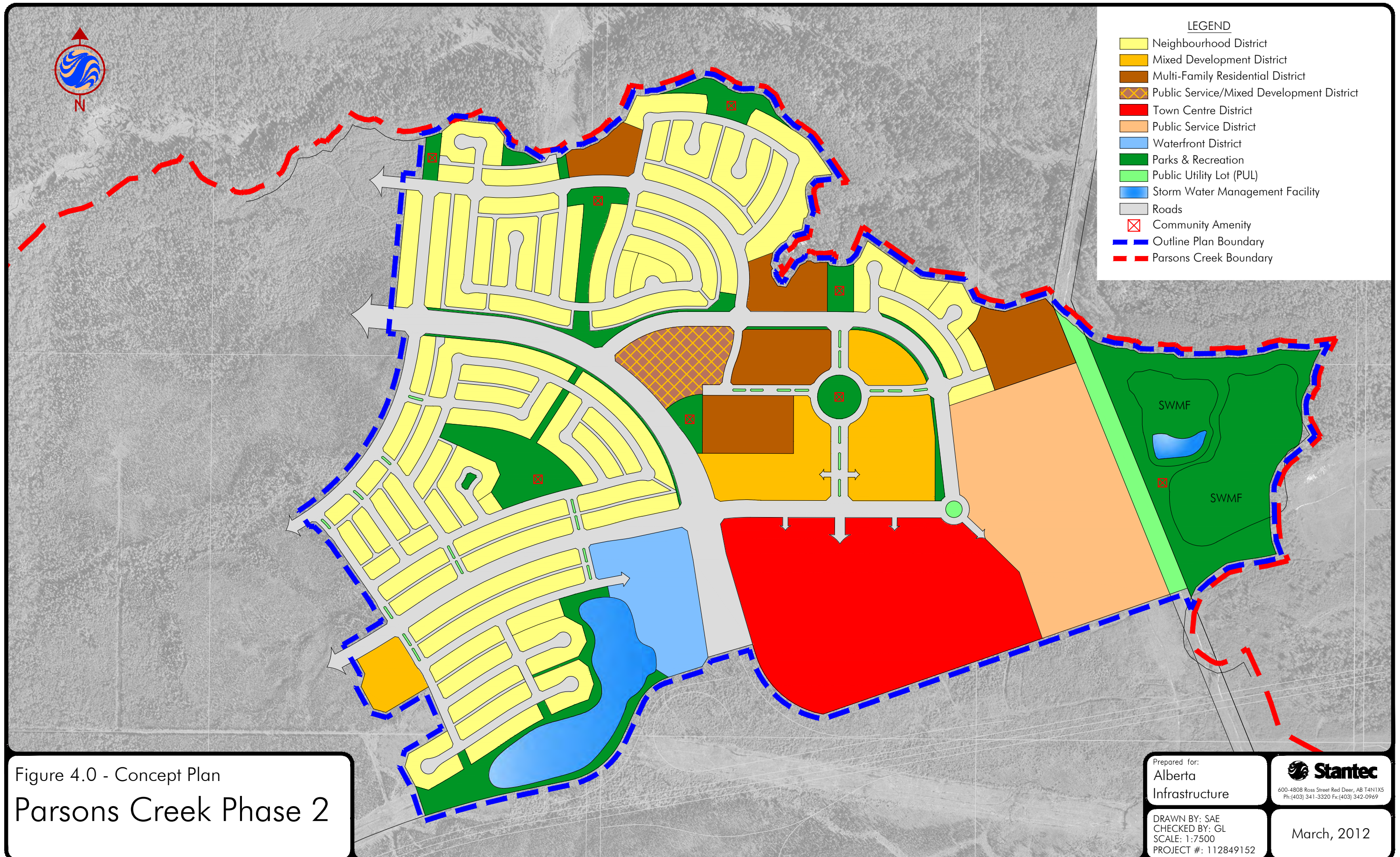


Figure 4.0 - Concept Plan
Parsons Creek Phase 2

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March, 2012

LEGEND

- Town Centre District
- Mixed Development District
- Multi-Family Residential District
- Public Service District
- Waterfront District
- Neighbourhood District
- Parks and Recreation District



Figure 5.0 - Massing Study
Parsons Creek Phase 2

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5.2 TOWN CENTRE DISTRICT

The Town Centre District is intended to help reduce the commercial land deficit experienced by the Municipality by providing large-format, regionally-focused commercial space.

The Town Centre District has been located within Phase Two adjacent to the Parsons Creek arterial ring road and Highway 686 to provide optimal access and visibility for the area. Sized to address the issues brought forward within the CILUS report, as discussed in **Section 3.3**, the Town Centre District is envisioned to be comprised of destination type commercial uses incorporating anchor stores and commercial retail units.

The Town Centre District will be developed with a comprehensive site design in order to create a pleasing area and ensure visually cohesiveness among all units within the District. As detailed within the *Parsons Creek Design Guidelines*; this District will be designed with high standards for architecture, colours, materials, hard surfacing, signage, and landscaping; in order to achieve its vision of being a pleasant and vibrant environment.

Although it is recognized that many visitors will access the Town Centre District using personal vehicles, the District will be designed to maximize pedestrian comfort to encourage individuals to walk from store to store with minimal reliance on their vehicles.

5.3 MIXED DEVELOPMENT DISTRICT

As outlined within the Urban Design Plan, the Mixed Development District is intended to offer higher density residential and smaller format commercial opportunities within the same structure. To transition between the commercial Town Centre District and the residential Neighbourhood District, the Mixed Development District has been used.

Reflective of its urban character, the Mixed Development District is envisioned to be highly walkable with a variety of shops and services while providing easy access to the transit node within Phase Two. Pedestrian-oriented streets, enhanced streetscapes, and high quality architecture will ensure the Mixed Development District contributes to the high standard of development that is characteristic of Parsons Creek.

Commercial uses frequented by the public, such as retail stores, restaurants, or entertainment facilities, are limited to locating on the first floor of buildings to maximize access and visibility. These types of uses are envisioned to be concentrated along pedestrian-oriented sidewalks, plazas, and public park areas to further facilitate visibility. Possible commercial tenants within the Mixed Development District may include larger format lifestyle based retailers, specialty grocers/retail, restaurants, cafes, service-orientated commercial, and boutique hotels.

An urban plaza has been located as the focal point of the Mixed Development District. This area will be designed as a pedestrian-focused gathering space to



foster a sense of community and encourage access to the mixed use area. Landscaping and seating areas will facilitate the urban plaza's intended use as a pedestrian-scaled environment that is to be used by all members of the community.

The creative mixture of uses envisioned within the Mixed Development District will not only provide alternative housing opportunities within Parsons Creek but also create an area with a more balanced day and night population.

5.4 MULTI-FAMILY RESIDENTIAL DISTRICT

The Multi-Family Residential District is intended to provide multi-family housing opportunities within Parsons Creek at three storeys or less without the inclusion of commercial uses. Located throughout Phase Two, this district will be comprised of multi-unit housing in the form of apartments, row or townhomes, fourplexes, triplexes, or cluster housing and provide a transition between commercial and residential uses.

A large Multi-Family Residential District has been located within the TOD catchment area of Phase Two to provide convenient access to transit and service options for residents. This area has also been chosen to maximize infrastructure efficiency and to group large building forms in a centralized area.

The Multi-Family Residential District has not been previously utilized within Parsons Creek; therefore, a new Land Use Bylaw District will need to be created and approved by the RMWB, prior to its development.

5.5 NEIGHBOURHOOD DISTRICT

As described within the *Parsons Creek Urban Design Plan*, the Neighbourhood District will be comprised of low density residential uses and allow for accessory uses such as religious assemblies and neighbourhood parks.

Similar to Phase One, the Neighbourhood District within Phase Two will provide a range of low density housing options to accommodate the needs of varying income groups and lifestyles. Housing types envisioned within this District range from single-detached residences with attached or detached garages, narrow lot single family homes with rear lane access, to semi-detached or duplex residences.

The Neighbourhood District has been located along the northern Phase Boundary to take advantage of the natural vegetation surrounding Parsons Creek and to ensure separation between higher density development. Due to the presence of Highway 686 and the Town Centre District, Phase Two has been designed to gradually transition from the high density Town Centre District, through the Mixed Development and Multi-Family Residential Districts, into the low density Neighbourhood District.

Any non-residential uses located within the Neighbourhood District are intended to be complementary and locally/neighbourhood scaled.



5.6 PUBLIC SERVICE DISTRICT

The Public Service District located within the northeast portion of Phase Two is a major community amenity and is envisioned to include a large public recreation facility in addition to two high school sites. This area will include associated outdoor sport facilities and a stormwater management facility integrated with trail connections. The function of this area will be as a school site and an area for both organized and general recreation by the community.

This district has been planned as an integrated facility to allow the schools and the recreation facility to realize mutual benefits from the recreation amenities. The outdoor programming of the site will be completed with input from both school boards and the RMWB ensuring all user needs are met.

In order to ensure efficient access to and from the area for both students, facility, and community users; the eastern Public Service District within Phase Two has been located along the looping collector roadway which will accommodate the Bus Rapid Transit (BRT) system. It has also been located along the northeast boundary of Phase Two in an effort to preserve and take advantage of natural topography and vegetation, as well as connect to the perimeter trail network.

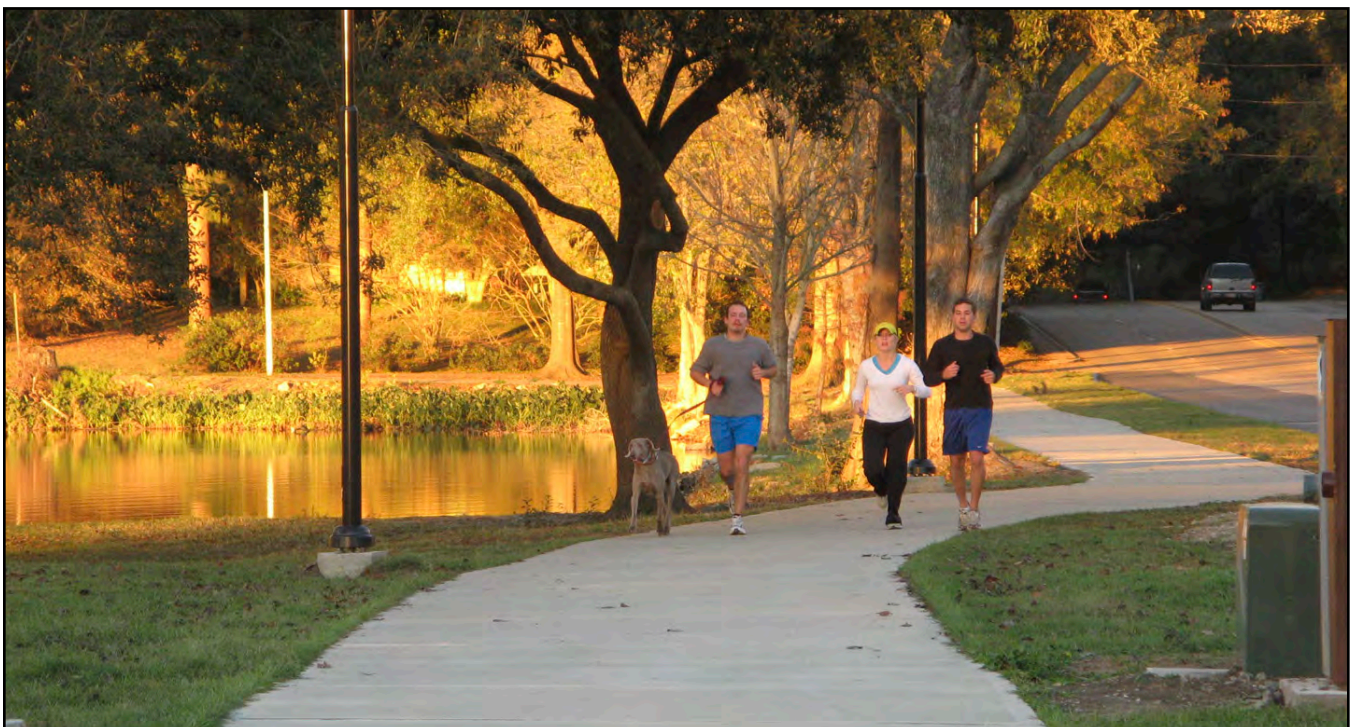
One site within the Public Service District has been reserved for the construction of religious assembly facilities. This site will be advertised for sale for one year; should it fail to be purchased for its intended use within that time; the site may be utilized for an alternative purpose.

5.7 WATERFRONT DISTRICT

The Waterfront District located within Phase Two is envisioned to showcase the area's stormwater management ponds as passive recreation facilities unlike Phase One's more active ponds.

Uses permitted within this District include commercial businesses such as retail stores or restaurants, medium to high density residential units, and mixed use developments.

To promote its use as a passive recreation element, a public trail may be constructed circumnavigating the pond.



5.8 PARKS AND RECREATION

Parsons Creek has been designed to provide a comprehensive system of parks, open spaces, and recreation amenities for residents and visitors as shown in **Figure 6.0 - Open Space & Pedestrian Network**. Open spaces located within Phase Two include: regional pathway corridors, stormwater management facilities, and Municipal Reserve areas.

The open space system within Phase Two has been designed to provide a connection with the surrounding natural environment by creating a transition between natural and planned open spaces. A series of linking open spaces provide regional and local pathways for passive recreation and active recreation opportunities.

The open spaces located within Phase Two provide a high degree of connectivity, provide recreation facilities, and facilitate convenient access to the Districts and natural environment within and surrounding Phase Two.

5.8.1 Pedestrian Network

The open space system of Phase Two has been designed to provide a comprehensive network of pedestrian linkages throughout the districts and to adjacent phases. These linkages are intended to act as an alternative transportation choice by providing convenient non-vehicular routes to local destinations such as residential, commercial, and recreation areas as well as transit nodes as shown in **Figure 6.0 - Open Space & Pedestrian Network**.

A FireSmart firebreak has been placed to surround the entire Parsons Creek development. This area will be selectively cleared to reduce tree cover, as required within the *FireSmart: Protecting Your Community From Wildfire* manual, and will have several functions: contribute to the Parsons Creek pedestrian network by accommodating a regional trail, provide pedestrian connections to surrounding communities, ensure proper FireSmart setbacks, and act as a passive recreation space. To ensure the perimeter trail is accessible to pedestrians, bicyclists, and maintenance vehicles, it will be constructed as a 3.0m wide asphalt pathway.

5.8.2 Stormwater Management Facilities

Dry Pond

A large dry pond has been located within the northeast corner of the Phase Two to contribute to the open space system. This area, previously discussed in **Section 5.6 - Public Service District**, has been designed to supplement the outdoor recreational facilities associated with the adjacent recreation center and schools, and to provide a buffer between the

natural environment surrounding Parsons Creek and the development itself. While acting as a recreational amenity for Phase Two, this area will also act as a stormwater management facility to provide water detention when necessary.

The programming associated with the dry pond recreational facilities will be completed in consultation with the RMWB and school districts during the time of detailed design.

Wet Pond

One large wet pond has been identified for development within the southwest corner of Phase Two. While providing necessary stormwater management and improved water quality, this facility will be integrated into the Waterfront District to provide passive recreation opportunities such as: walking trails, picnic areas, informal sport areas, bird-watching, cross-country ski areas, etc.

A combination of smaller dry and wet ponds may be used in various locations throughout Phase Two to manage stormwater events on a more local scale.

5.9 POTENTIAL DENSITIES AND POPULATION

Due to the format of development envisioned for this project, it is hard to identify specific unit and population numbers for each individual District as many supplemental uses that occur in different districts are not applicable for housing units.



Figure 6.0 - Open Space & Pedestrian Network
Parsons Creek Phase 2

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6.0 TRANSPORTATION

The system of roads proposed for Phase Two, as shown in **Figure 7.0 – Transportation Network**, provides residents and visitors with safe access within Phase Two, throughout Parsons Creek, and to the rest of Fort McMurray.

6.1 TRANSIT ORIENTED DEVELOPMENT

Phase Two of Parsons Creek has been designed to incorporate the principles of Transit Oriented Development (TOD). These principles, described within the Parsons Creek Urban Design Plan, are intended to create a central transit node and surrounding catchment area. Within this catchment area, urban design practices have been considered to form a pedestrian-friendly, high density, mixed-use area.

6.2 BUS RAPID TRANSIT

The use of Bus Rapid Transit (BRT) system is intended to be incorporated within Parsons Creek to enhance sustainability by providing priority transit service as shown in **Figure 8.0 – Overall Transit Routing**. BRT systems are a high level transit mode system that provides station to station transportation using dedicated BRT/transit lanes and stops. It is serviced by the local transit system which collects and distributes passengers from local bus stops and delivers them to the BRT/transit

stops. The BRT system proposed for Parsons Creek is intended to provide a premium service which utilizes local BRT routing.

A draft report entitled *Parsons Creek Community Development Incorporating BRT Supporting Elements into the Roadway System* by Stantec Consulting Ltd. evaluates how BRT elements could be incorporated into the Parsons Creek roadway network by identifying the transit routing and impacts on existing roadway cross-sections. However, a more detailed in-depth transit study should be completed which will identify specific transit routes including ridership estimates, scheduling details, bus specifications, off-street and on-street bus stop designs, and traffic signal priority design.

As previously noted, the BRT system operates in conjunction with a local transit distribution system to create faster and more reliable service when compared to automobile travel; minimizing the number of system wide passenger transfers by providing more direct routes to high volume destinations such as major employment centres; providing shorter walking distances to bus stop locations; and providing a system that is safe, easy to use, and convenient.

Rapid access and minimized waiting period are essential for diverting vehicular traffic to transit use. It was proposed in the "Parsons Creek Community Development Incorporating BRT Supporting Elements into the Roadway System" that express BRT service be



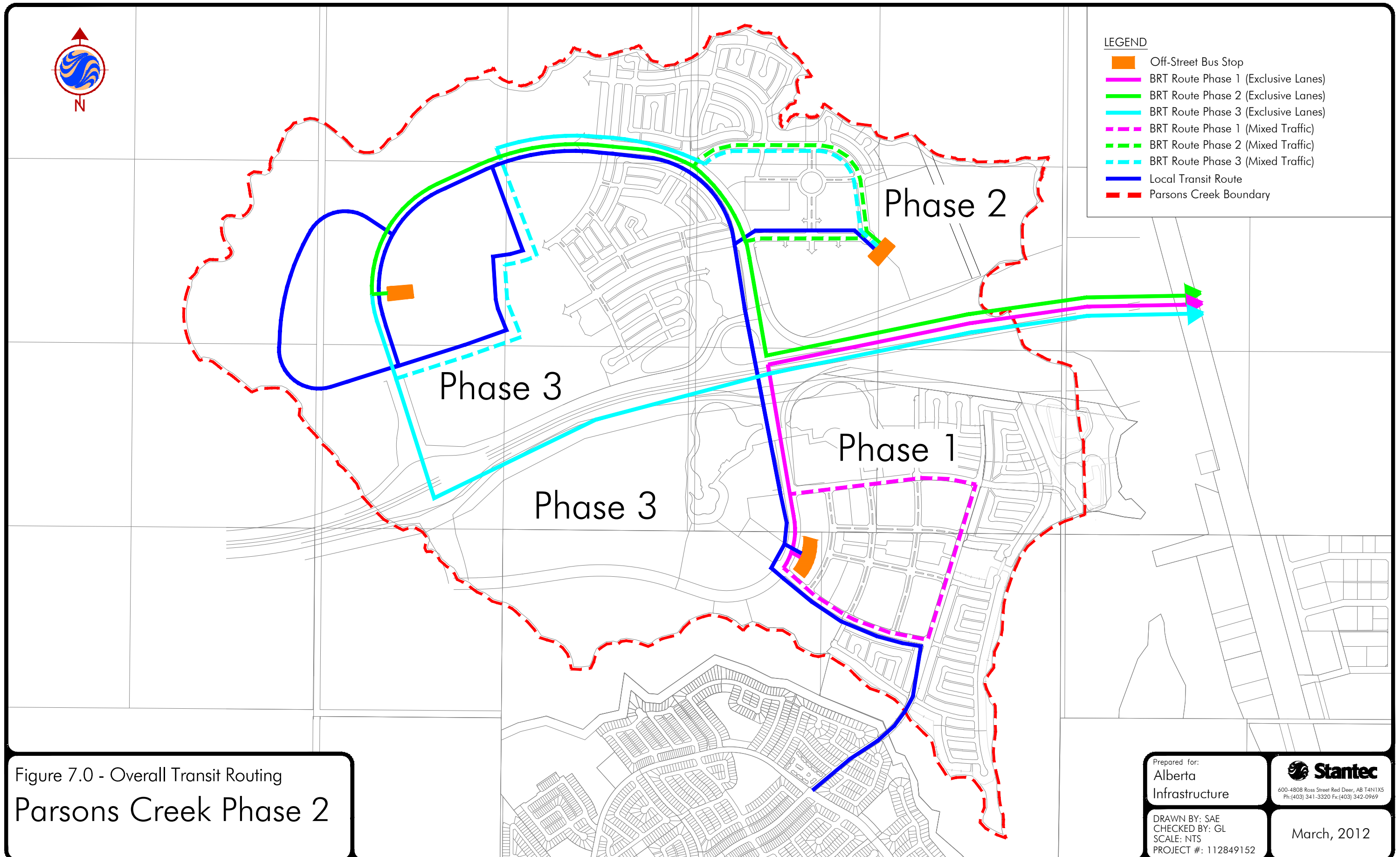


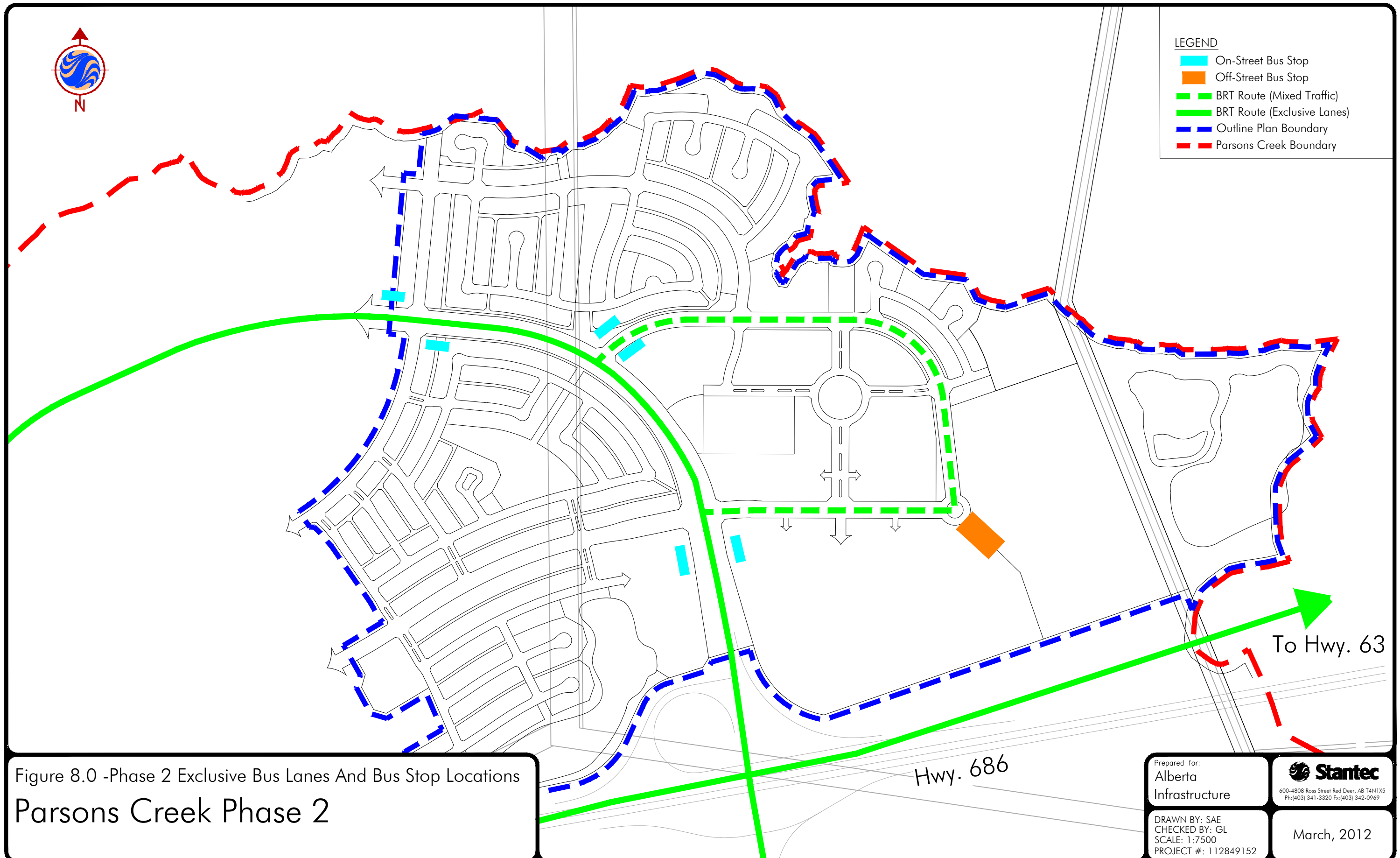
Figure 7.0 - Overall Transit Routing
Parsons Creek Phase 2

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provided every 6 to 8 minutes in the extended peak periods (i.e. 5:00 am to 9:00 am and 4:00 pm to 9:00 pm) and every 15 minutes in off-peak periods. Local routes would operate every 10 minutes in peak periods and every 20 minutes in off-peak periods.

6.2.1 Transit Routing

As shown on **Figure 8.0 - Overall Transit Routing** and **Figure 9.0 - Phase 2 Exclusive Bus Lanes and Bus Stop Locations**, transit routing within Parsons Creek has been limited to arterial and collector roadways to make transit services faster and to reduce traffic congestion due to buses. By locating the bus routing along primary roadways, no one within Parsons Creek will have to walk more than 400m to a bus stop. The majority of the BRT routes will be located on arterial roadways within Phase 2. However, in order to provide a premium service, some BRT routes will follow major collector roads. This results in some overlap between the BRT service and transit service in high passenger load areas.

It is the intention of the Parsons Creek BRT system to have the premium transit service transport riders from within Parsons Creek to surrounding major employment centers within the region, and have the local service routes transport riders from Parsons Creek to other areas within the Parsons Creek community, neighbourhoods to the south, and downtown Fort McMurray.

6.2.2 Bus Stops

In order to incorporate a BRT system, Phase Two has been designed with modified roadway cross-sections to allow for exclusive bus lanes along the Arterial Ring Road, and the collector road around the commercial use area and for sidewalk modifications at BRT and bus stops. These bus stops will be located at intersections where sidewalks will bulb to accommodate the shelters and seating areas. Along BRT routes, both the BRT system and transit system will use the same stops to improve accessibility public. By locating bus stops in these areas, parking on both sides of collector roadways is able to be preserved and road width at pedestrian crossing areas is minimized. It is anticipated that bus stop locations will be provided within Parsons Creek approximately every two blocks.

A central BRT/transit station has also been identified for location within Phase Two using TOD principles to maximize density and services within the area and minimize walking distances for transit users. This transit area, referred to within the Report as an "off-street bus stop", will be further detailed during its development; however, it is intended to have information kiosks, real-time schedule information, bicycle storage, etc.

6.2.3 Roadways

The Parsons Creek Arterial Ring Road, further discussed in **Section 6.4 – Arterial Roadway**, will be designed to accommodate an exclusive transit lane, referred to within the Report as a "Priority BRT Lane", which will be located as the outermost lane going either direction which also will serve as the right-hand turning lane.

The collector roadways within Parsons Creek will not include Priority BRT Lanes as there are roadway space limitations and the travel time savings that would result from such lanes would likely be small.

6.2.4 Additional Support

In addition to accommodating BRT service within Parsons Creek's roadway network, a series of supportive initiatives are recommended within the "Parsons Creek Community Development Incorporating BRT Supporting Elements into the Roadway System" Report. These recommendations are beyond the scope of this Outline Plan; however, they should be further examined by the Developer and the Municipality during the detailed design of Parsons Creek. The initiatives, further detailed within the Report, include: traffic signal priority for buses, increased pick-up service during peak periods of the day, sidewalk extensions via intersection bulbing for bus stops to avoid buses having to pull in and out of traffic, bus stops located approximately every two blocks, the use of high quality bus stops with heated shelters, car-share and bike-share programs, and community bus pass programs.

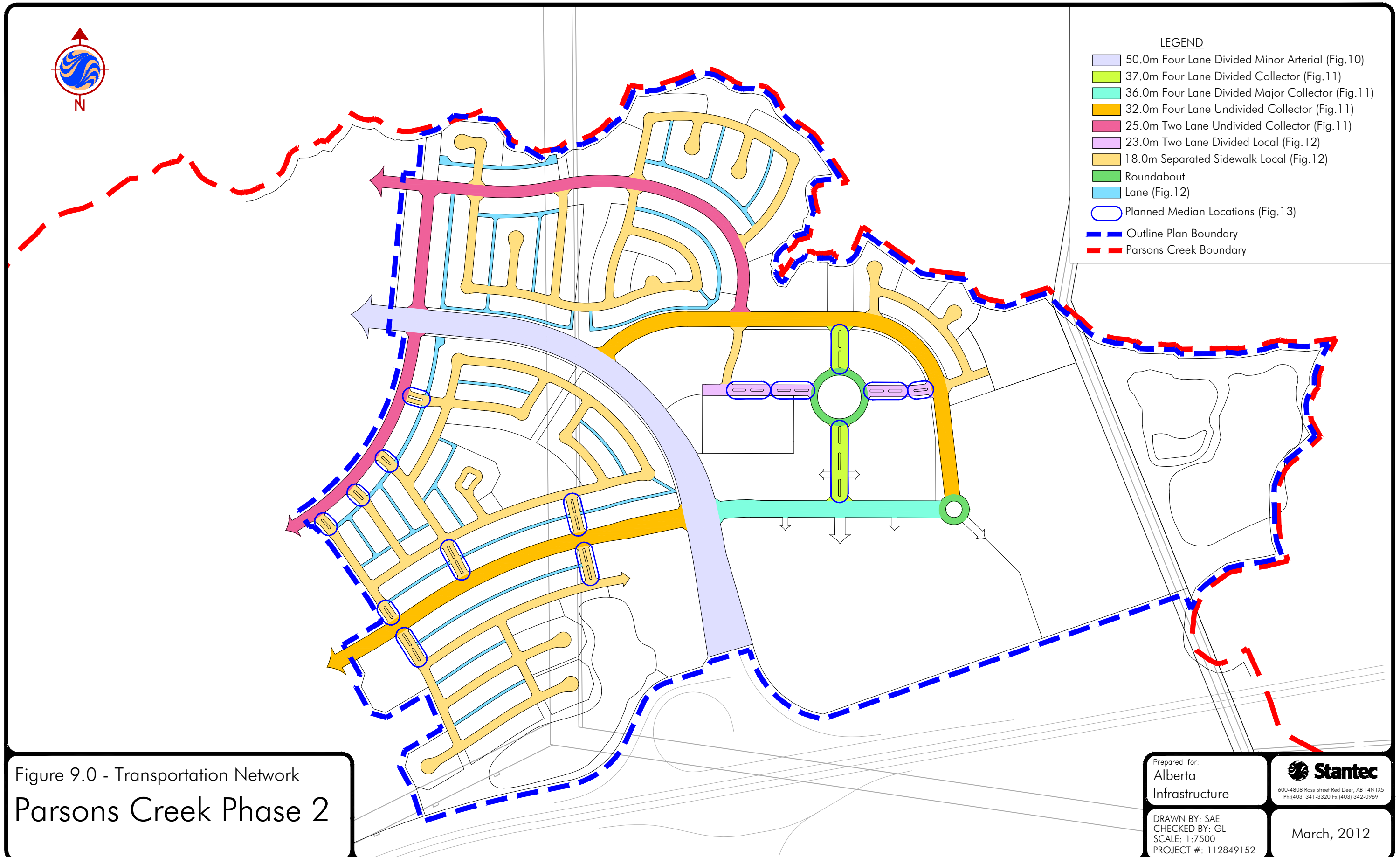
A more detailed in-depth transit study should be completed which will identify specific transit routes including ridership estimates, scheduling details, bus specifications, off-street and on-street bus stop designs, and traffic signal priority design.

6.3 ACCESS

Primary access into Phase Two of Parsons Creek will be via the Parsons Creek arterial ring roadway which travels north from Phase One into Phase Two. This ring road will also provide access into Phase Two from Highway 686 as shown on **Figure 7.0 - Transportation Network**.

The development of Phase Two is dependent on the construction of the Parsons Creek arterial ring roadway, as well as the Highway 686 intersection, Highway 686 itself, and the interchange at Highway 686/Highway 63. The following are anticipated time lines associated with the completion of these roadways.

- The Highway 686/Highway 63 interchange is envisioned for completion by 2014.



- The portion of Highway 686 between the Phase Two intersection and the Highway 63 intersection is envisioned for completion by 2014.
- The Highway 686/Parsons Creek arterial ring road interchange is envisioned to be functional around the time Highway 686 is completed. Initially this interchange will be constructed at-grade in an attempt to expedite the development of Phase Two.

6.4 ARTERIAL ROADWAY

The arterial ring road system that runs north to south along the western boundary of Phase Two has been designed to accommodate the flow of traffic between Highway 686 and Parsons Creek.

Designed as a six-lane divided arterial, this roadway will branch off Highway 686's north-south Parsons Creek interchange and will be comprised of a 50.0m wide right-of-way with 3.7m wide driving lanes: two lanes for regular traffic, and one Priority BRT Lane going each direction. This BRT Lane will also function as the right-hand turning lane. The arterial road right-of-way has been designed to accommodate the location of a 4.6m wide planted boulevard and 3.0m wide separated sidewalk on both sides of the roadway. To supplement these landscaped areas, an additional open space has been allocated along either side of the road right-of-way to provide space for landscaping, meandering sidewalks, and sound buffering.

The arterial ring road within Phase Two has been designed to facilitate the safe and efficient movement of regular and BRT traffic throughout all areas of Parsons Creek. By providing a landscaped boulevard and wide sidewalks, this roadway has also been designed as a comfortable area for pedestrian movement. A cross-section of the arterial proposed for Phase Two is shown in **Figure 10.0 - Transportation Details - Arterial Roadway**.

6.5 COLLECTOR ROADWAYS

Phase Two will be serviced via a collector roadway that will travel through Phase Two from west to east and connect local roadways to the Parsons Creek arterial road. This collector roadway has been placed within Phase Two to provide efficient access to the Town Centre District and the Public Service District. It is envisioned that the commercial and recreation areas within Phase Two will have a high number of visitors traveling from Highway 686 which has led to a modified design of this roadway. The portion of

collector roadway servicing the Town Centre will have dedicated turning lanes to facilitate increased traffic volumes.

The modified divided collector used adjacent to the Town Centre District within Phase Two will have a 44.0m ROW and take the form of a divided four-lane roadway consisting of 3.7m wide driving lanes and dedicated turning lanes into the Town Centre and Mixed Development Districts.

Standard collector roadways within Phase Two will be in the form of an undivided four-lane roadway with 32.0m wide ROW, 36.0m divided four-lane roadway, or 25.0m undivided two-lane roadways. Both four-lane roadways will include a shared BRT lane to expedite transit traffic.

As discussed in **Section 6.2.3 – Roadways**, all collector roadways within Phase Two will not have Priority BRT Lanes; however, they will be designed to accommodate the BRT system by including enhanced bus stops.

All collector roadways will be developed to the RMWB's Engineering and Servicing Standards as shown in **Figure 11.0 – Transportation Details – Collector Roadway**.

6.6 LOCAL ROADWAY

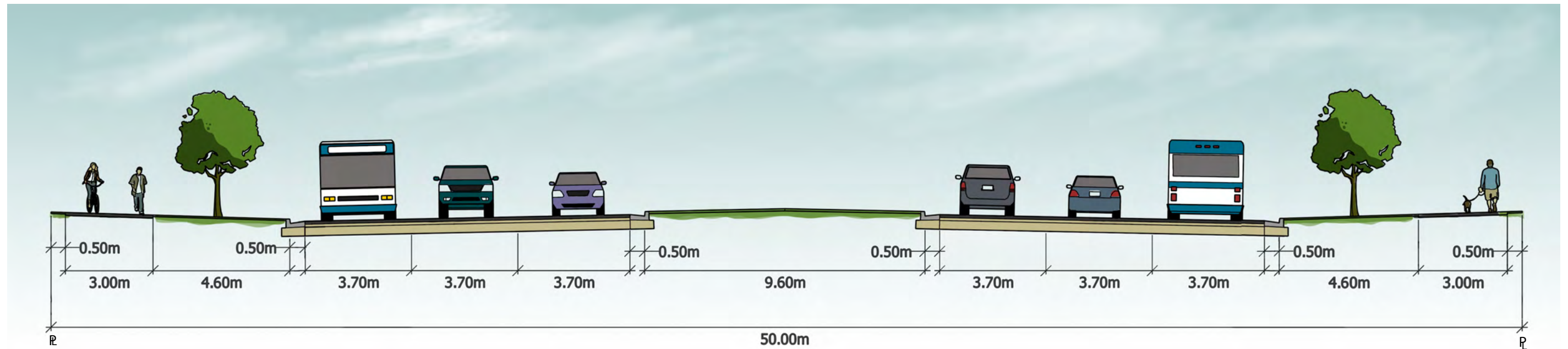
The system of local roads has been planned to provide access to individual development cells while at the same time discouraging outside traffic from short cutting through local roadways. Local roadways within Phase Two have been used to service both the Neighbourhood and Mixed Development Districts with the intention of maintaining a pedestrian-scale environment throughout.

Local roads located in Phase Two will typically be undivided 18.0m wide ROW roadways; however, divided 23.0m wide ROW roadways have been used in certain areas to service higher density development.

All local roads will be built with 4.75m wide driving lanes and 1.5m wide separated sidewalks on either side of the roadway. Local roadways will also incorporate boulevard planting between the sidewalks and carriage ways as shown in **Figure 12.0 – Transportation Details – Local Roadway**.

All local roadways will be developed to the RMWB's Engineering and Servicing Standards.

A system of internal roadways will be created where appropriate to supplement the local roadway network and service areas such as multi-family developments and commercial areas within the Town Centre District.



50.0m Four Lane Divided Minor Arterial Roadway

* Centre median is sized to accomodate two left hand turn bays where required. Right hand turn bays will require additional ROW land at the time of subdivision.

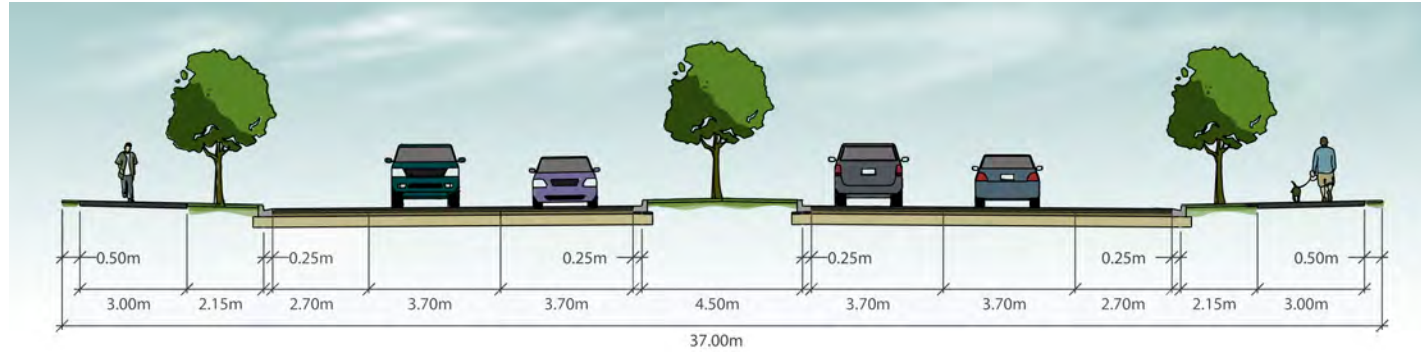
Figure 10.0 - Transportation Details - Arterial Roadway
Parsons Creek Phase 2

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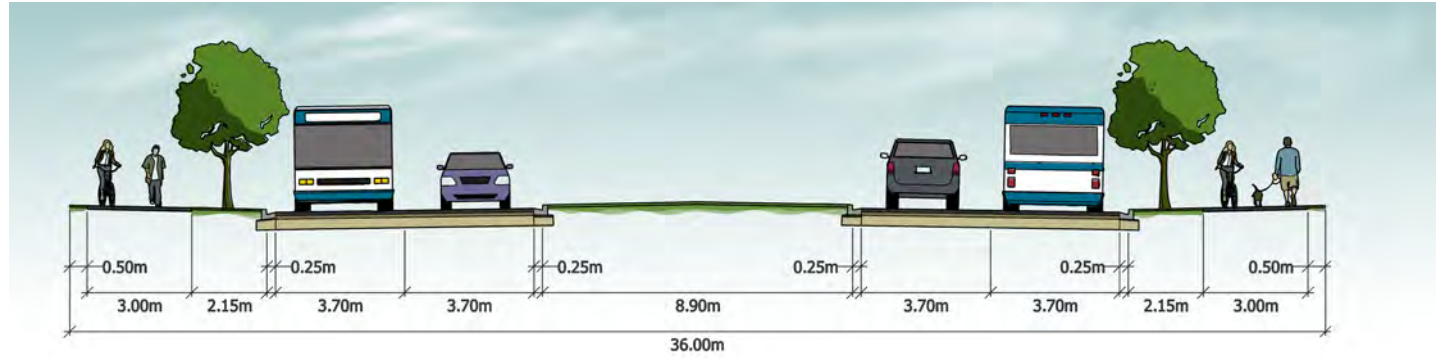
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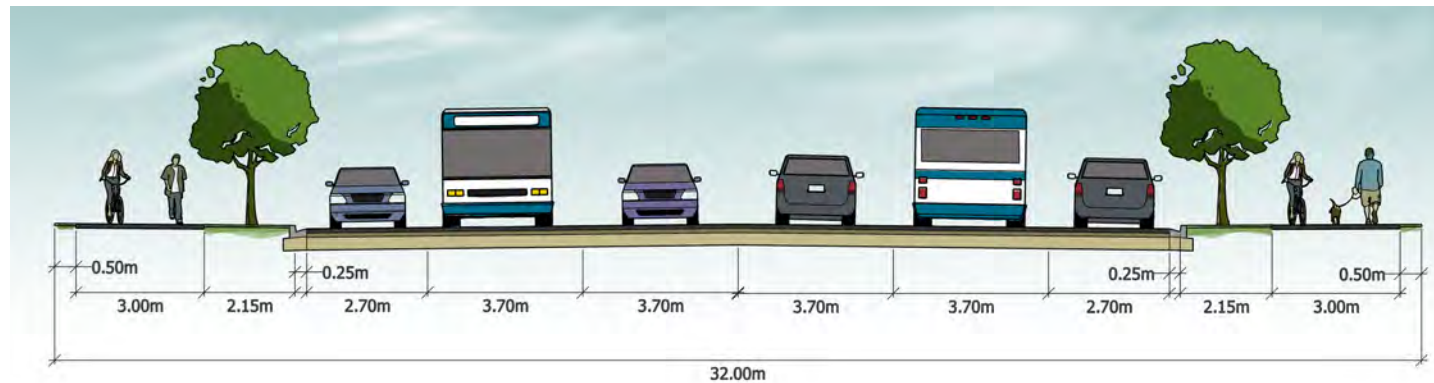


37.0m Four Lane Major Divided Collector

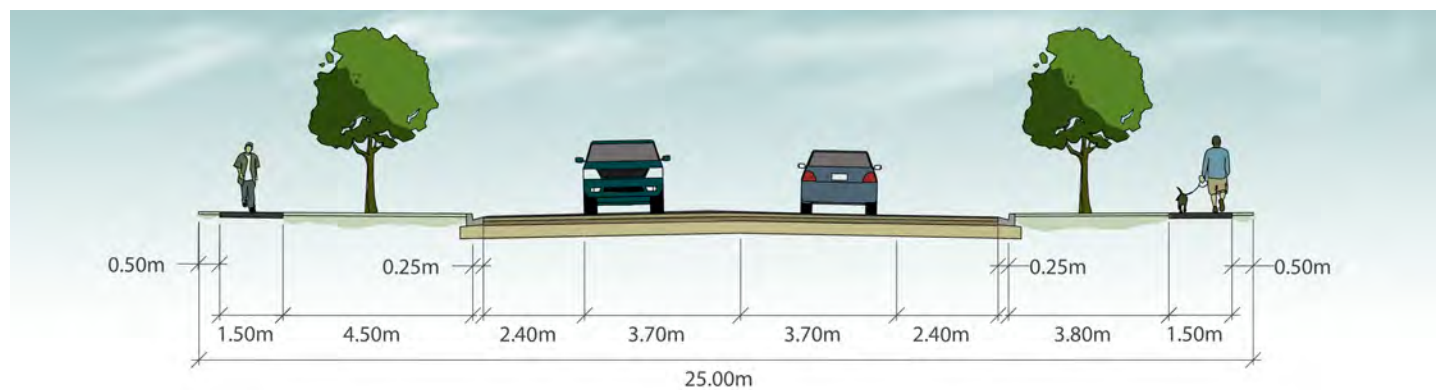


36.0m Four Lane Divided Collector

* Centre median is sized to accomodate two left hand turn bays where required. Right hand turn bays will require additional ROW land.



32.0m Four Lane Undivided Collector



25.0m Two Lane Undivided Collector

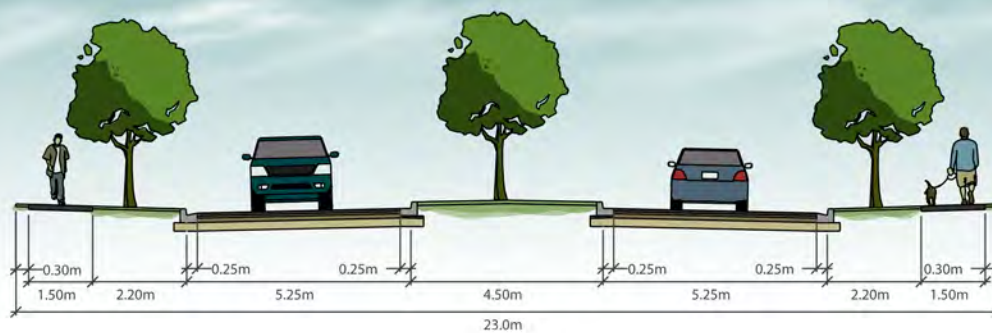
Figure 11.0 - Transportation Details - Collector Roadway
Parsons Creek Phase 2

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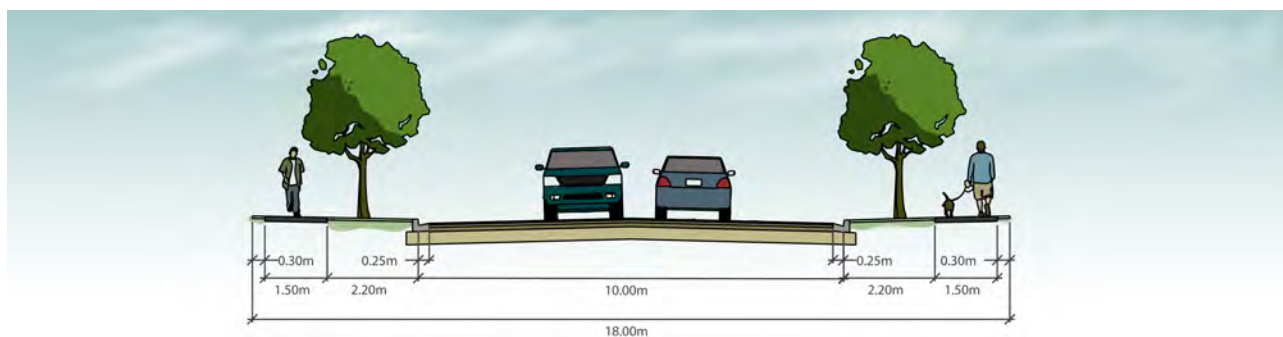
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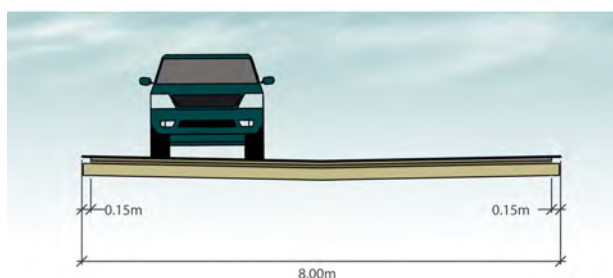
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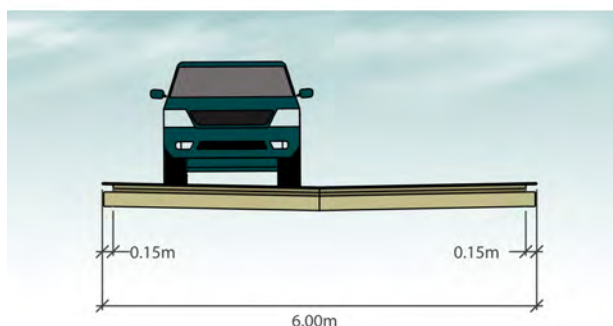
23.0m Divided Local



18.0m Separated Sidewalk Local



8.0m Lane



6.0m Lane

Figure 12.0 - Transportation Details - Local Roadway
Parsons Creek Phase 2

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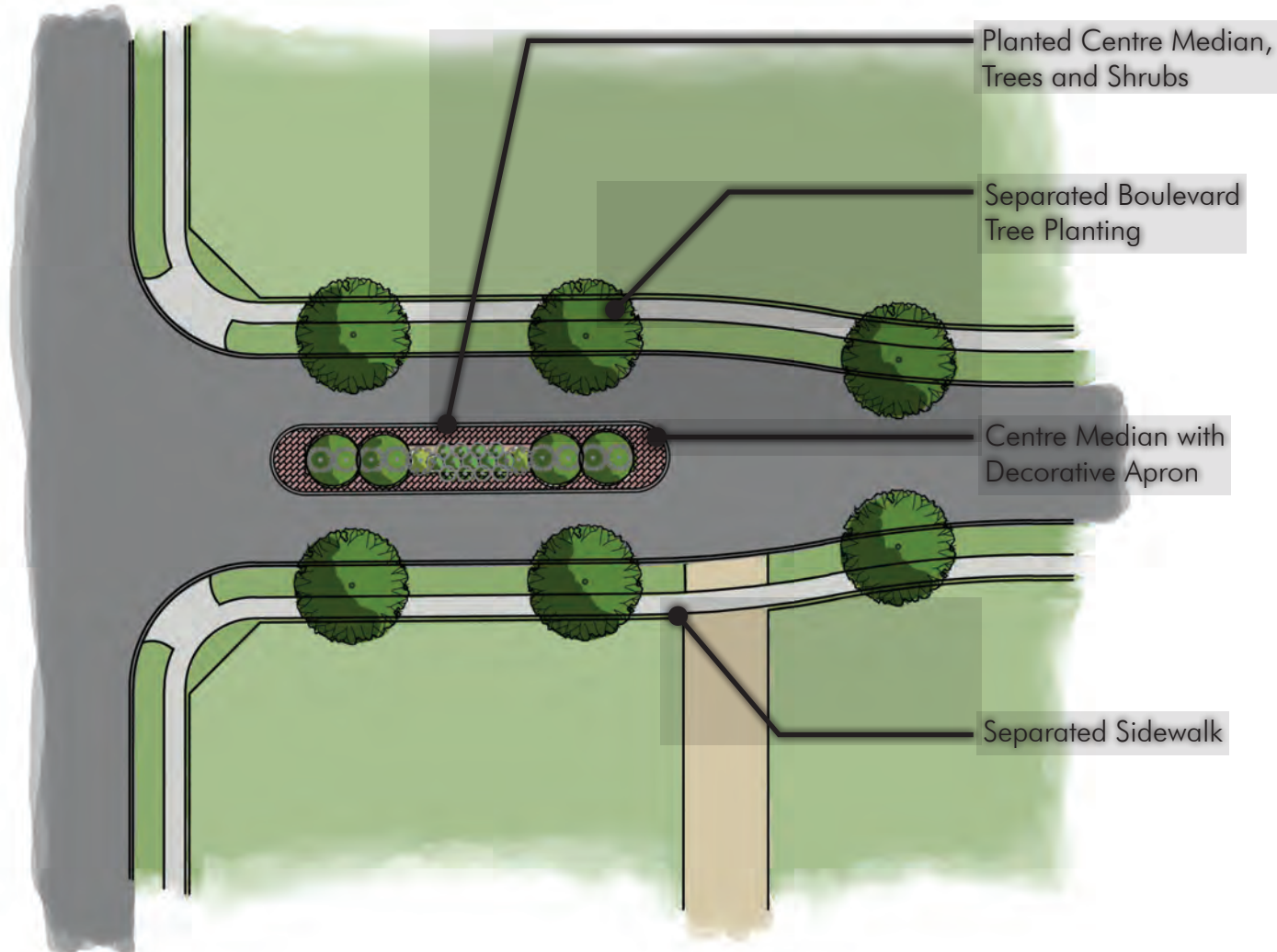
6.7 LANEWAYS

All laneways within Parsons Creek will be paved and have a minimum right-of-way width of 6.0m. In order to provide a variety of housing product options, including houses with rear garages, a number of lots have been designed to be accessible via a rear lane. In areas where houses are accessible via a rear lane, 8.0m wide lanes have been provided.

6.8 PLANNED MEDIAN LOCATIONS

To create an attractive entry into specific areas of Phase Two, landscaped medians with entry feature designs have been planned.

As shown on **Figure 13.0 – Transportation Details – Median**, these medians will also be designed to help control traffic flows in areas of high congestion.



Medians will be designed to accomodate landscaping as per the standards set by the Regional Municipality of Wood Buffalo.

Size and design of the median will vary depending on the roadway classification and placement.

Figure 13.0 - Transportation Details - Median
Parsons Creek Phase 2

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7.0 SERVICING

The servicing for Parsons Creek is fully detailed in the Parsons Creek Master Servicing Study that has been submitted under separate cover. 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.

7.1 STORMWATER SYSTEM

Two stormwater management facilities (SWMFs) are proposed for the Phase Two Plan Area. These facilities will manage stormwater runoff from both the major and minor storm systems for Phase Two as shown on **Figure 14.0 – Stormwater Management System**. All SWMFs throughout Parsons Creek will be sized to address stormwater from a 1:100 year storm event.

The SWMF in the southwest has been designed as a wet pond and will serve as a catchment area for stormwater but will also be an added amenity for the Neighbourhood and Waterfront Districts that back onto the pond. This facility will not only provide stormwater quantity and quality treatment, but will also be passive recreational amenities for the entire neighborhood.

The SWMF located in the northeast has been designed primarily as a dry pond in order to minimize risk of slope instability of the existing escarpments.

Although this detention pond will be primarily dry, a semi-detention forebay has been proposed in order to provide water quality improvement.

The southwest portion of the development will be serviced by storm trunks which will direct stormwater to the wet stormwater management facility located adjacent to the Highway 686 interchange. From this location, a storm trunk will be extended under Highway 686 to connect to the existing Phase One storm sewer system. The remainder of the development area in Phase Two will be serviced by storm trunks that will connect to the dry storm water management facility located at the extreme east end of the development. From here, a new trunk will be constructed down the escarpment to connect to the storm system at Highway 63 that Alberta Transportation will be constructing.

The Phase Two Plan 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 storm 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 that has been used for Parsons Creek.

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.

7.2 SANITARY SEWER SYSTEM

Sanitary sewer flows will be collected throughout Parsons Creek and conveyed by a gravity trunk sewer as shown **Figure 15.0 – Sanitary System**. All of Phase Two will be serviced by gravity sewer mains that will connect to a proposed sanitary syphon. This sanitary syphon, will be extended under Highway 686 right-of-way and connect to the Phase One sanitary outfall. From here, sanitary effluent is directed down the escarpment, into the Highway 63 trunk, and then into the RMWB wastewater plant.

7.3 WATER DISTRIBUTION SYSTEM

The overall water distribution system needed to service Phase Two is conceptually shown in **Figure 16.0 – Water System**. Two water main trunks are proposed access Highway 686. These trunks, along with the Parsons Creek Reservoir, will provide water servicing from phase one into phase two of Parsons Creek.

The overall water distribution 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.

7.4 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 Two.

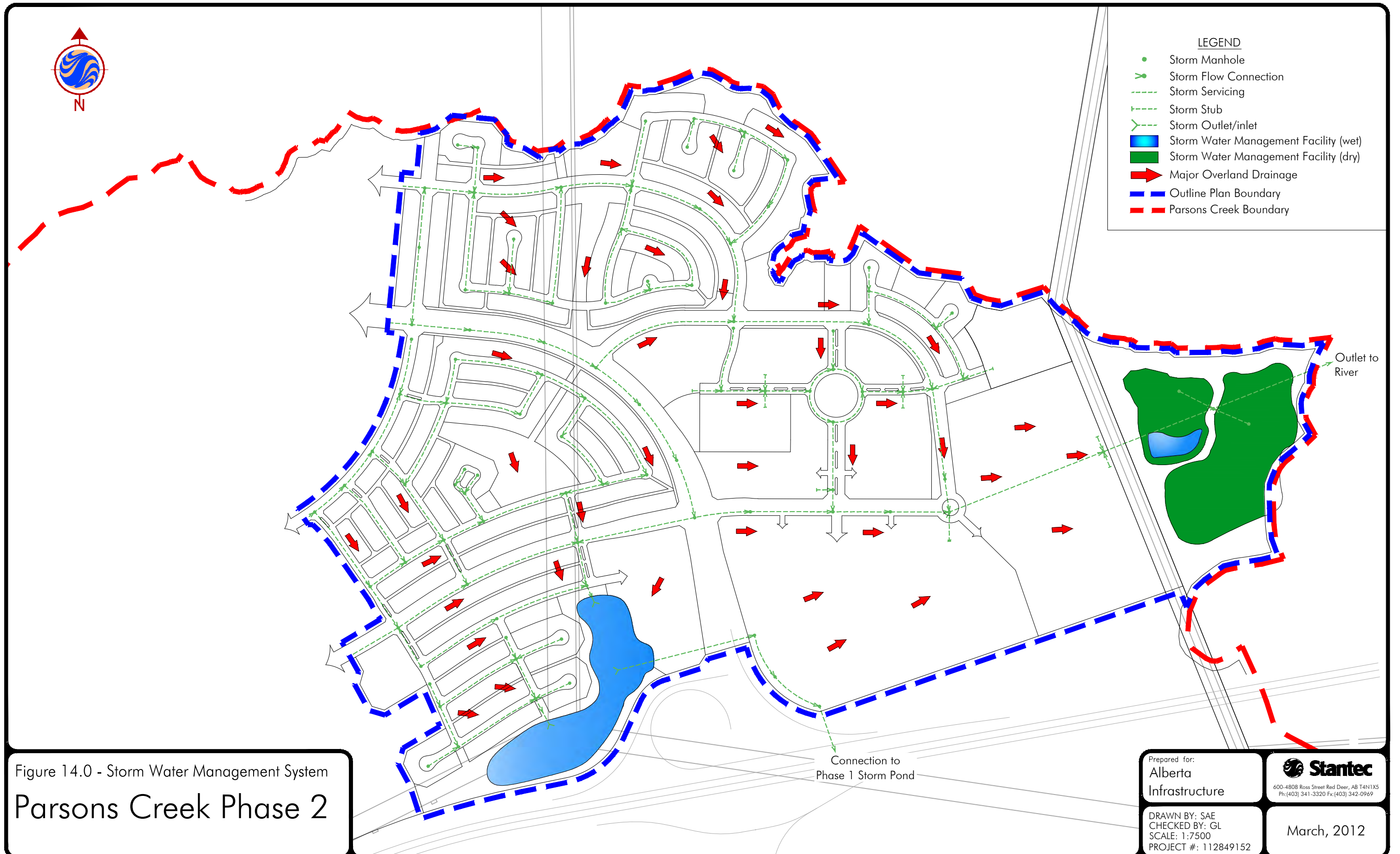


Figure 14.0 - Storm Water Management System
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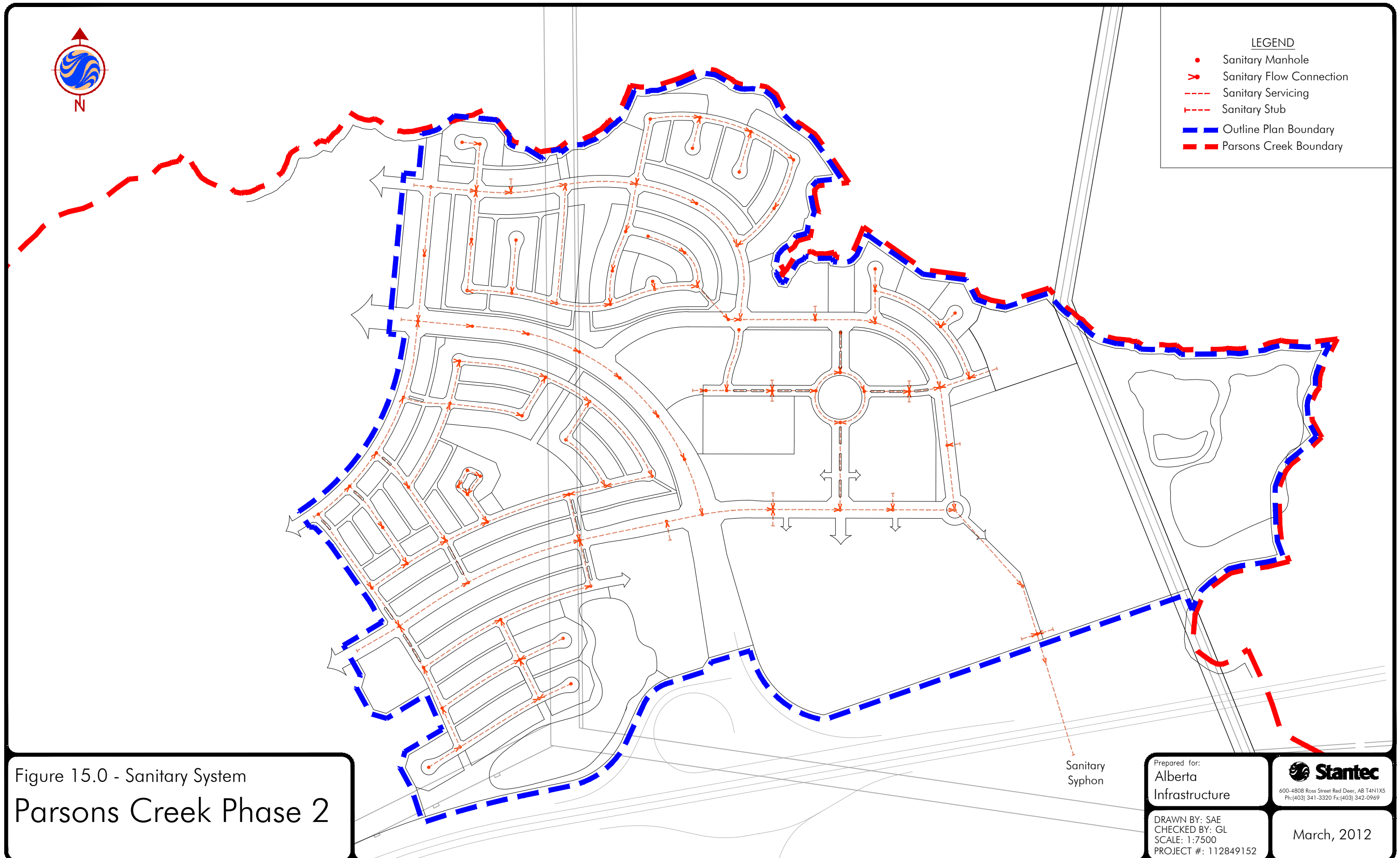


Figure 15.0 - Sanitary System
Parsons Creek Phase 2

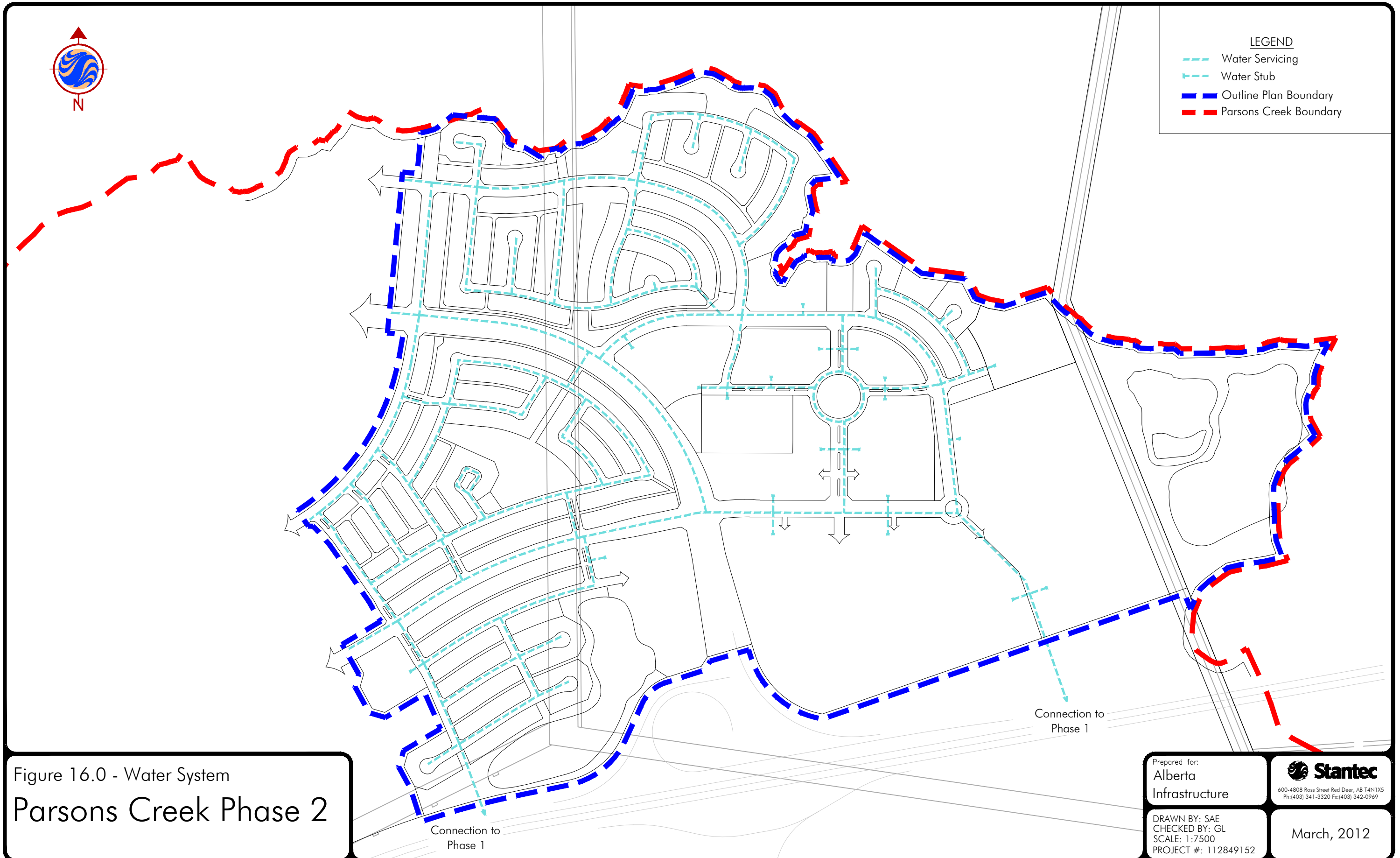


Figure 16.0 - Water System
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8.0 IMPLEMENTATION

8.1 DEVELOPMENT STAGING

The direction of development within Parsons Creek will proceed in a logical manner based upon the orderly, economic, and efficient extension of roadways, and utility servicing. Although Parsons Creek has been divided into phasing areas, Phase Two has not been divided based on development staging.

It is anticipated that the construction of Phase Two will begin in the south at the intersection of the Highway 686 interchange due to servicing and infrastructure linkages. To mitigate the commercial land shortage experienced by the Municipality as soon as possible, the Town Centre District is anticipated to be one of the first areas to be developed within Phase Two.

As shown within *Parsons Creek Phase One Outline Plan*, Parsons Creek was formerly proposed to be developed as five phases; however, this has since been changed to three phases.

8.2 LAND USE BYLAW

The majority of Land Use Districts described within **Section 5 - Land Use Concept** were created by the RMWB specifically for the development of Parsons Creek at the time of the Phase One Outline Plan submission. These districts were approved and added to the RMWB Land Use Bylaw (LUB) at that time.

During the time of Phase Two Outline Plan submission, a Town Centre District and Multi-Family District will be created and submitted for approval by the RMWB to be used within the LUB.

8.3 REDISTRICTING AND SUBDIVISION

Based upon the Regional Municipality of Wood Buffalo Land Use Bylaw, the undeveloped land within Phase Two is currently designated as "Urban Expansion" (UE). Phase Two of Parsons Creek will be subdivided into smaller portions and redesignated prior to being sold to developers; the developers will in turn be responsible to further subdivide the land into appropriately sized lots.

8.4 DESIGN GUIDELINES

Community Design Guidelines have been created to ensure that the development of Parsons Creek will reflect the overall vision as set out within the *Parsons Creek Urban Design Plan*. The development of these guidelines ensure consistency regarding the detailed implementation of planning principles and objectives across all districts and phases of Parsons Creek. Furthermore, the *Parsons Creek Design Guidelines* are important in implementing the sustainable development and urban design concepts promoted in this Outline Plan.

Available under separate cover, the Design Guidelines include, but are not limited to: innovative housing forms, mixed-use area treatments, location and configuration of parking, landscaping and architectural treatment of buildings, and the promotion of an overall or district-specific style. These design considerations contribute to the attractiveness, livability, consistency, uniqueness, and sustainability of Phase Two, the overall Parsons Creek community, and the Municipality as a whole.

APPENDIX A

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*, the *Parsons Creek Urban Design Plan*, and the *Parsons Creek Design Guidelines*; to address land use, servicing, transportation, and implementation in detail.

The *Parsons Creek Phase Two Outline Plan* is intended to be consistent with the vision, guidelines, and objectives of the above referenced documents to the greatest extent possible. A significant amount of additional information used to guide the creation of this Outline Plan has been based upon the refinement of the Concept Plan, servicing considerations, and technical information made available since the creation of the proceeding documents.

A.2 COMMUNITY CONSULTATION

In the preparation of this Outline Plan, an extensive public participation process was undertaken. The process included sessions and meetings that were open to the general public and those that were by invitation. Meetings were held during the Parsons Creek project initiation, overall development of the Concept Plan, refinement of each phase, and continue for specific matters such as transportation and open space.

Feedback received during the public consultation process has been taken into consideration and has been instrumental in shaping the design of all areas of Parsons Creek.

A.2.1 Stakeholder and Public Notification

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

A.2.2 Industry and Agency Meetings

The Industry and Agency Group for Parsons Creek was comprised of representatives from corporations involved in the development process such as builders and utility companies, and from public agencies such as school and health boards.

Many meetings were held with the Industry and Agency stakeholder group throughout the Parsons Creek planning process to gather comments, present, and review the various Concept Plans. In addition, four Industry and Agency meetings were held specifically to discuss the refinement of the Phase Two Concept. 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

The Public Advisory Group for Parsons Creek was comprised of representatives from any public organization or group throughout the Municipality that expressed an interest to participate.

Like with the Industry and Agency stakeholder group, many meetings were held with the Public Advisory with four additional meetings held that were specific to Phase Two. Discussion during these meetings centered around overall design, overall vision, 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

Though many Open Houses were held for the development of the overall Parsons Creek Concept Plan, there were three Open Houses held that were specific to Phase Two.

The first Phase Two public open house was held on August 19, 2010 at the Sawridge Inn in Fort McMurray to provide an update on Phase One though primarily focusing on the planning of Phase Two. Topics discussed during this open house ranged from the timing of the project to the type of potential tenants located within the Town Centre District.

The second public open house for Phase Two was held February 2, 2011 at the Sawridge Inn in Fort McMurray to share updated project information with the general public and gather input. Among the feedback received during this meeting, there was a

common response from attendees of a to have primarily single-family housing located within Phase Two and there was also an eagerness to have the commercial areas open as soon as possible.

The third Public Open House for Phase Two of Parsons Creek was held on June 23, 2011 at the Sawridge Inn in Fort McMurray to update the public on the concept and progress of Phase Two. Discussions during this meeting centered around the particular districts to be found within Phase Two as well as the joint recreation facility and school sites. Attendance for this meeting was recorded at twenty-three.

Feedback forms were made available at each open house to capture public input; these forms were then circulated and considered during the design process.

APPENDIX B

Considered to be greenfield development, the Parsons Creek Plan Area has very little in the way of constraints. A 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 17.0 – Existing Conditions**.

The following information was gathered through the creation of the *Phase One Environmental Site Assessment of Parsons Creek Fringe Area* by MMM Group Limited in 2008. Within this site assessment, the entire Parsons Creek Plan Area is described in further detail.

B.1 NATURAL FEATURES

The Parsons Creek Plan Area is an undeveloped piece of land that is heavily forested. Natural features found within the Plan Area include a high concentration of muskeg and vegetation consistent with the Boreal forest.

B.2 TOPOGRAPHY, SOILS & VEGETATION

The topography of the Parsons Creek Plan Area 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 of slope within the eastern portion of the Plan Area. This setback distance is due to the existence of a slope greater than 15% that prevents development.

The Plan Area is underlain by deposits of glacial, fluvioglacial, and lacustrine till likely consisting of a mixture of clay, silt, and sand. Subsurface conditions of the Plan Area generally consist of a layer of peat or topsoil overlying clay till, overlying clay shale bedrock.

Varying forms of muskeg are present throughout Parsons Creek with depths ranging from approximately 3.0cm to over 1.0m in different areas. Additional vegetation within the Plan Area is comprised primarily of short black spruce, willows, alders, and moss.

B.3 ENVIRONMENTAL SITE ASSESSMENT

The Environmental Site Assessment of the Parsons Creek Plan Area concluded the potential for minor environmental impacts from vehicle use and household refuse disposal exists within the Plan Area; however, no significant areas of contamination and nothing warranting conducting an additional Environmental Site Assessment was found.

B.4 HISTORIC AND CURRENT LAND USE

Historic aerial photos of the Parsons Creek Plan Area were reviewed within the Environmental Site Assessment; the findings were as follows:

- The land remained 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.
 - 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 land remained unchanged.

B.5 CURRENT LAND OWNERSHIP

There is currently no development located within Phase Two of Parsons Creek with the exception of utility rights-of-way. A small cabin, apparently used for recreational hunting purposes, is located in the northwest portion of Phase Two on the ¼ Section NW12-90-10-W4, though it does not have a land title. The Parsons Creek Plan Area 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 all of Parsons Creek, is held solely by the Government of Alberta.

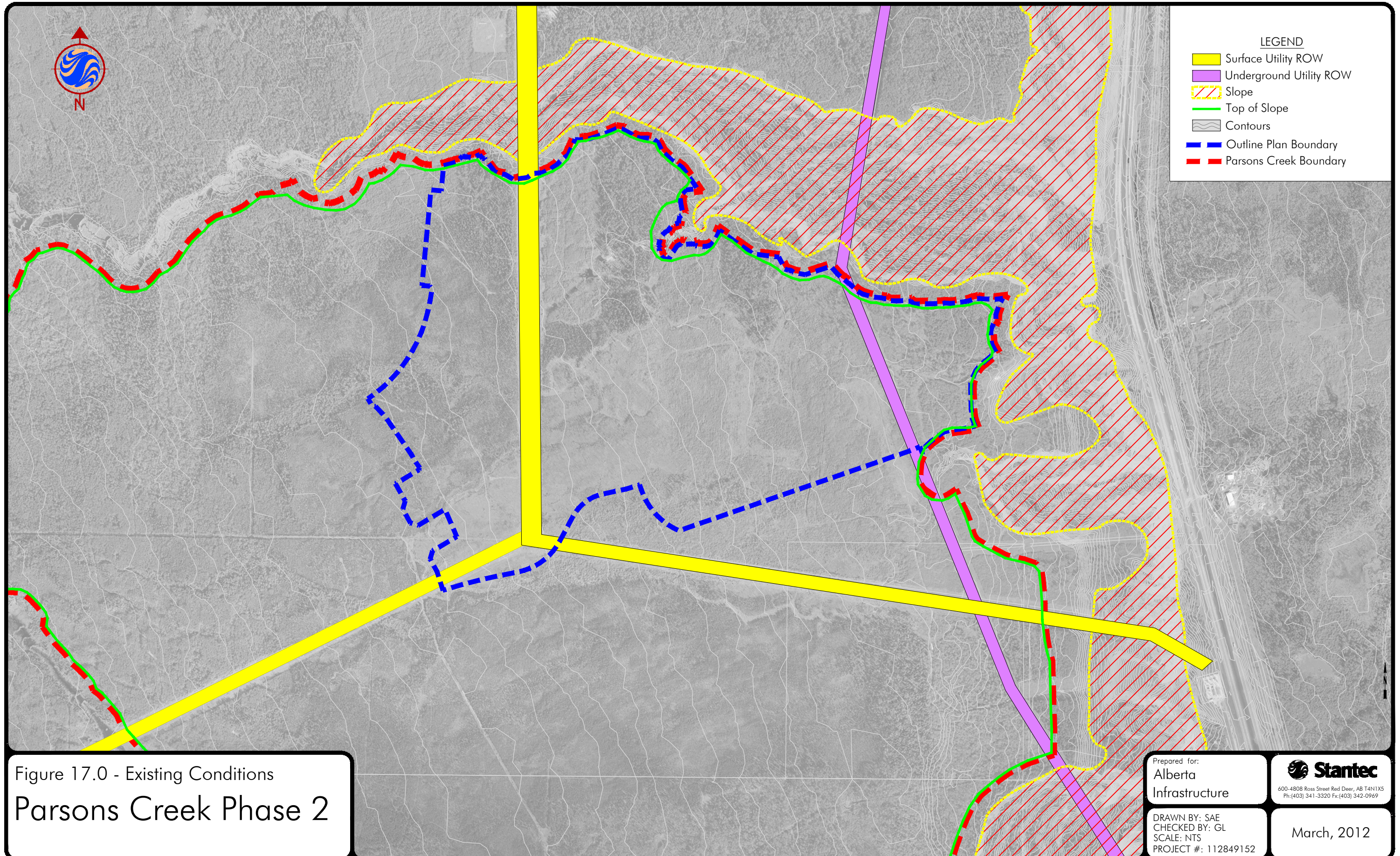



Figure 17.0 - Existing Conditions
Parsons Creek Phase 2

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B.6 RIGHTS-OF-WAY

As shown on **Figure 15.0 - Existing Conditions**, there are five utility rights-of-way within the Phase Two Plan Area owned by ATCO Electric and Suncor Energy Inc.

The surface utility ROW shown running through the western portion of Phase Two are owned by ATCO Electric to contain powerlines. These lines have been planned for relocation, underground, outside of the Parsons Creek development boundary.

The ROW running through the eastern portion of Phase Two contain a gas line, oil line, and electric power line. These ROW will not be moved and have been accounted for within the design of Phase Two.

B.7 RELEVANT PLANNING DOCUMENTS AND SOURCES

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

B.7.1 Parsons Creek Community Development Incorporating BRT Supporting Elements into the Roadway System (2011)

As described within **Section 6.1 - Transit Oriented Development**, Parsons Creek has been designed to incorporate a Bus Rapid Transit (BRT) system to enhance sustainability by providing a high-quality priority transit service. This system will include both private and municipal bus lines to expedite travel for residents of Parsons Creek both to job sites and throughout the community.

B.7.2 Parsons Creek Design Guidelines (2011)

The *Parsons Creek Design Guidelines* were created to ensure that Parsons Creek is developed as a cohesive community and completed in a manner which was envisioned by the Developer. Within the Design Guidelines, a series of recommendations and requirements are described for each area of the community ranging from parking topics and lighting fixtures to window size and canopy use.

B.7.3 Parsons Creek Urban Design Plan (2010)

As discussed in **Section 2.0 – Urban Design Plan**, the *Parsons Creek Urban Design Plan* was created as an overlying planning document to guide the design of the Parsons Creek development. Key focuses of the Plan 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 reflects northern Alberta.

B.7.4 Municipal Development Plan (MDP) (2011)

The Regional Municipality of Wood Buffalo's MDP, Bylaw No. 11/027, was adopted in October 2011. This 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 for 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 Urban Design Plan*, the *Parsons Creek Phase One Outline Plan*, and the *Parsons Creek Phase Two Outline Plan* must comply with the policies in the Municipal Development Plan.

As outlined in the Regional Municipality of Wood Buffalo's MDP, the Urban Growth Management strategy for the municipality's Urban Service Area of Fort McMurray includes the creation of a new neighbourhood called Parsons Creek.

Based on the 2011 MDP guidelines, Parsons Creek has been designed as an area that incorporates sustainable neighbourhood characteristics such as the implementation of TOD principles and BRT routes, as well as the provision of interconnected open spaces.

B.7.5 Land Use Bylaw (2010)

The *Regional Municipality of Wood Buffalo's Land Use Bylaw* regulates the use and development of land and buildings in the Regional Municipality. Phase Two of Parsons Creek is currently designated "Urban Expansion" within the Bylaw. The purpose of this district is to protect land around the Urban Service Area for future urban development, and to limit premature subdivision and development. Subject land parcels will have to be redesignated to the appropriate land use districts when developers submit actual plans of subdivision.

B.7.6 Parks and Outdoor Recreation Master Plan (2004)

Published in 2004, the *Regional Municipality of Wood Buffalo Parks and Outdoor Recreation Plan* is a comprehensive assessment of community recreation needs and priorities at the time of creation. Recommendations relevant to the development of Phase Two include the following as taken from the Plan:

- 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.

- Facilitate the development of a comprehensive pathway and walkway system.

During planning for Parsons Creek Phase Two, it was determined that the large recreation site, located within the northeast portion of the Plan Area, would be most appropriately located adjacent to the schools' site so as to share open space facilities. The various active and passive fields constructed will be incorporated within the schools' site design at the detailed design stage.

This recreation area has been located to be easily accessible by foot or bicycle, through the interconnected pedestrian network, and by public transit.

B.7.7 Engineering Servicing Standards and Development Procedures (2009)

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 quality engineering and construction practices. Parsons Creek has been designed to meet or exceed all standards as set forth by the Municipality.

B.7.8 Bear Smart (2002)

BearSmart is a Provincial initiative to inform and educate the public about proper bear safety. Key elements of the BearSmart initiative include how to prevent a bear encounter and what to do when faced with a bear encounter. The design of Phase Two takes these recommendations into consideration; however, further refinement will be applied during detailed design and landscape design. Suggestions from the BearSmart program that are particularly relevant to the design of Phase Two include the following:

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

B.7.9 FireSmart: Protecting Your Community from Wildfire (2003)

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 are: landscaping, access, and architectural controls. In designing Parsons Creek, the landscaping and layout have been designed to reflect the guidelines set out within this document.

In accordance with FireSmart principles, a firebreak and fuel break trench will surround the development. This firebreak area will be selectively cleared to minimize wildfire fuel and will provide a location for the perimeter trail system that surrounds the entire Parsons Creek development and provides a location for passive recreation with natural views from the top of bank.

APPENDIX C



COMMUNITY SERVICES

C.1 POLICE SERVICES

Police services in Fort McMurray are currently provided by the RCMP. The Wood Buffalo RCMP Detachment, an amalgamation of the Fort McMurray and the Fort Chipewyan Detachment, currently has approximately regular members and 83 municipal employees. There are two RCMP offices located within Fort McMurray: one within the Lower Townsite and one in the Timberlea subdivision. There are also 35 community peace officers that work with the RCMP.

While Phase Two is not anticipated to include a RCMP detachment, an emergency service location has been identified for location within Phase Three. The potential emergency service area is envisioned to be 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 (FMFD) operates an integrated fire department and emergency medical services organization. The FMFD currently operates four locations throughout the Municipality including within the Lower Townsite, Thickwood/Dickensfield, and Timberlea. A location was reserved within Parsons Creek Phase One for the development of an additional fire hall; Phase Two is not envisioned to include such a facility. Should the fire hall within Phase One not be constructed, a facility is anticipated to locate within Parsons Creek Phase Three that will service the area.