

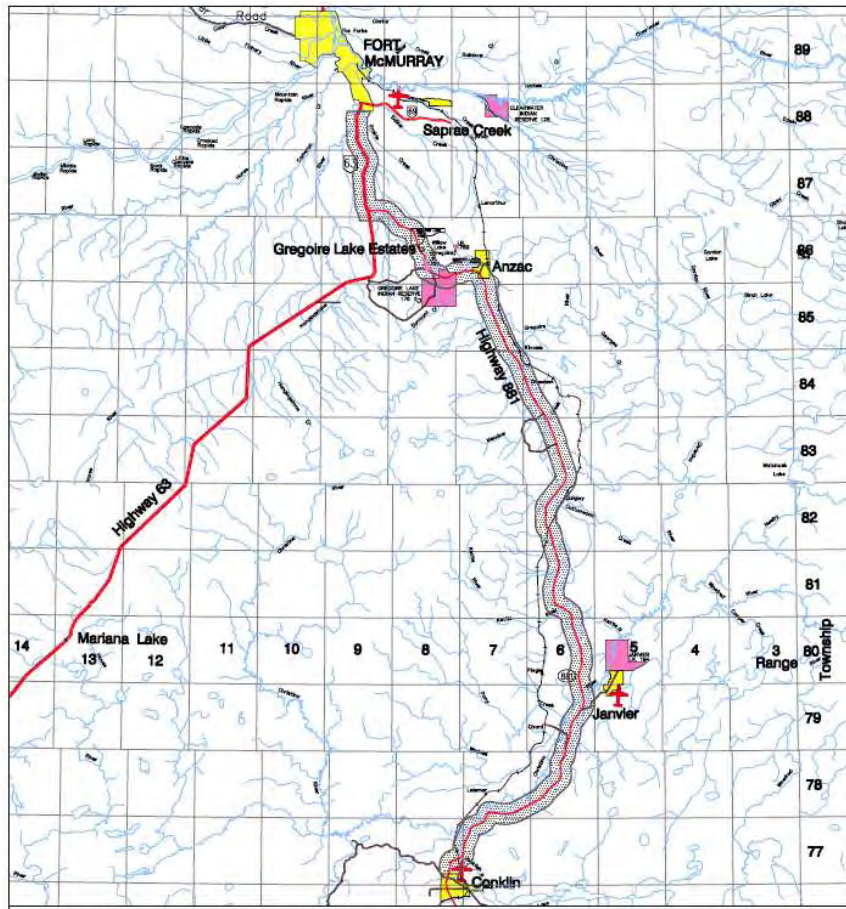
# REGIONAL MUNICIPALITY OF WOOD BUFFALO

Fort McMurray Anzac Conklin Fort Chipewyan Fort Fitzgerald Fort McKay  
Gregoire Lake Estates Janvier Mariana Lake Saprae Creek Estates



REGIONAL MUNICIPALITY  
OF **WOOD BUFFALO**

## Highway 63 / 881 Corridor AREA STRUCTURE PLAN



October 10, 2007

**BYLAW NO. 07/050**

**BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO  
TO ADOPT THE HIGHWAY 63/881 CORRIDOR AREA STRUCTURE PLAN**

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

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

1. THAT Bylaw No. 07/050, being the Highway 63/881 Corridor Area Structure Plan, as set out in Schedule B is hereby adopted.
2. THAT this bylaw shall be passed and become effective when it receives third reading and is signed by the Mayor and Chief Legislative Officer.


READ a first time this 26<sup>th</sup> day of June, A.D. 2007.

READ a second time this 9<sup>th</sup> day of October, A.D. 2007.

READ a third and final time this 9<sup>th</sup> day of October, A.D. 2007.

SIGNED and PASSED this 11<sup>th</sup> day of October, A.D. 2007.

  
\_\_\_\_\_  
MAYOR

  
\_\_\_\_\_  
SENIOR LEGISLATIVE OFFICER



HIGHWAY 63 / 881 CORRIDOR  
AREA STRUCTURE PLAN

*Prepared for the*

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

*by*

**ARMIN A. PREIKSAITIS**  
*& ASSOCIATES LTD.*

*in association with*



October 2007



## **Acknowledgements**

### Regional Council

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

### Steering Committee Members

Beth Sanders, Manager, Planning & Development, RMWB  
Martin Frigo, Planner, Strategic Planning & Policy Division, RMWB  
Laurene Viarobo, Superintendent, Strategic Planning & Policy Division, RMWB  
Arjen de Klerk, Supervisor, Development Control and Permitting Branch, RMWB  
Alanna McDonagh, Planner, Development Control and Permitting Branch, RMWB  
Salem Abushawashi, Superintendent, Engineering Services Division, RMWB  
Allan Grandison, Rural Supervisor, Community Services Department, RMWB  
Steve Cook, Superintendent, Land Management Division, RMWB  
Wayne MacIntosh, Supervisor, Subdivision and Development Services Branch, RMWB  
Ken Ball, Supervisor, Parkland Design & Development, RMWB  
Howard Peterson, Operations Services Coordinator, North Central Region, AIT  
Elizabeth Grilo, Senior Forester, Public Lands and Forest Division, ASRD  
Dave Lind, Land Management Specialist, ASRD

### Consultants: Principal

*Armin A. Preiksaitis & Associates Ltd.*

Armin A. Preiksaitis, President  
Mary-Jane Laviolette, Associate  
Greg MacKenzie, Associate  
Jamie Kitlarchuk, Planning Technologist

*Associated Engineering Alberta Ltd.*

Herb Kuehne, P.Eng., Vice President  
Bryan Petzold, P.Eng., Group Manager  
Subbu Gopalakrishnan, P.Eng., Senior Transportation Engineer  
Nelson Dos Santos, P.Eng., Infrastructure Engineer

### Consultants: Third Party Reviewer

*Dillon Consulting Limited*

Jamal Ramjohn ACP, MCIP – Associate  
Alex Taylor – Planner  
Tara Steell – Planner

# TABLE OF CONTENTS

---

<b>PART I</b>	<b>INTRODUCTION.....</b>	<b>5</b>
1.0	Plan Goals and Objectives .....	5
2.0	Plan Area.....	6
3.0	Enabling Legislation.....	7
4.0	Planning Process .....	7
5.0	Community Consultation .....	8
6.0	Policy Context .....	8
7.0	Site Context and Development Considerations.....	9
<b>PART II</b>	<b>DEVELOPMENT ISSUES AND OPPORTUNITIES .....</b>	<b>10</b>
1.0	Issues and Opportunities for the General Plan Area.....	10
2.0	Issues and Opportunities for Specific Areas.....	12
<b>PART III</b>	<b>FUTURE LAND USE CONCEPT .....</b>	<b>26</b>
1.0	Land Use Policies for the General Plan Area .....	27
2.0	Land Use Policies for Specific Areas .....	49
<b>PART IV</b>	<b>IMPLEMENTATION .....</b>	<b>52</b>
1.0	Overview.....	52
2.0	Objectives.....	52
3.0	Implementation Policy.....	55
<b>PART V</b>	<b>RECOMMENDATIONS.....</b>	<b>57</b>
<b>PART VI</b>	<b>GLOSSARY.....</b>	<b>59</b>

LIST OF FIGURES	PAGE
Figure 1: Illustration Showing Conservation Subdivision vs. Conventional Subdivision .....	28
Figure 2: Natural Tree Planting to Screen Industrial Development Along the ASP Corridor .....	34
Figure 3: Natural Treed Buffer.....	44
Figure 4: Example of sign elements.....	45
Figure 5: Highway 63 / 881 Corridor Land Development Process .....	53

## LIST OF MAPS

---

Map 1 – Plan Area

Map 2 (a-g) – Future Land Use Concept

#### Armin A. Preiksaitis & Associates Ltd. Disclaimer

This report has been prepared by Armin A. Preiksaitis & Associates Ltd. for the benefit of the client to whom it is addressed. The information and data contained herein represent Armin A. Preiksaitis & Associates Ltd.'s best professional judgment in the light of the knowledge and information available to Armin A. Preiksaitis & Associates Ltd. at the time of preparation. Except as required by law, this report and the information and data contained herein are to be treated as confidential and may be used and relied upon by the client, its officers, and employees. Armin A. Preiksaitis & Associates Ltd. denies any liability whatsoever to other parties who may obtain access to this report for any injury, loss, or damage suffered by such parties arising from their use of, or reliance upon, this report or any of its contents without the express written consent of Armin A. Preiksaitis & Associates Ltd. and the client.





## PART I INTRODUCTION

---

### 1.0 Plan Goals and Objectives

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

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

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

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

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

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

## 2.0 Plan Area

The Highway 63 / 881 Corridor Area Structure Plan area is shown on *Map 1 Plan Area*. The Plan area extends for 1.5 km on both sides of Highway 63 to the intersection of Highway 881 and then 1.5 km on both sides of Highway 881 to just south of the Hamlet of Conklin. It excludes water bodies, provincial parks, First Nation Reserve Lands, and the Plan Area identified in Ministerial Order No. 477/91 Gregoire Lake Area Structure Plan. The Plan area encompasses 40,142 hectares (155 square miles or 99,192 acres) of land. Due to the linear nature of the Plan area, the 145 kilometers (90-miles) Corridor has been segmented into seven areas from A at the north end to G at the south. These corridor segments are shown on *Map 1 Plan Area*.

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

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

### **Area A**

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

### **Area B**

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

### **Area C**

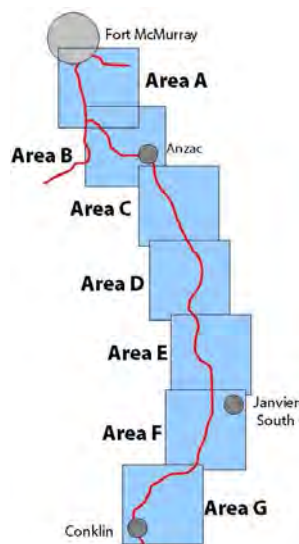
Existing land uses here include a trapper's cabin, Nexen project accommodation, residence near the La Loche Road turn-off, several gravel pits, old Kinosis railway siding and a communications tower

### **Area D**

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

### **Area E**

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



### **Area F**

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

### **Area G**

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

## **3.0 Enabling Legislation**

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

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

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

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

## **4.0 Planning Process**

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

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

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

## 5.0 Community Consultation

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

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

## 6.0 Policy Context

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

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

## **7.0 Site Context and Development Considerations**

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

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

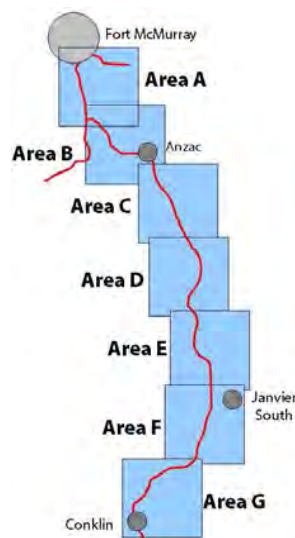
## PART II DEVELOPMENT ISSUES AND OPPORTUNITIES

---

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

### 1.0 Issues and Opportunities for the General Plan Area

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



#### 1. Resource development activity along the Highway 881 Corridor

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

#### 2. Dramatic increase in the project accommodation population

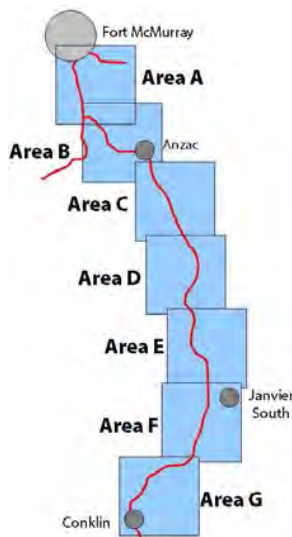
Based on recent 2006 Census information, over 10,000 people currently live in project accommodations in the Regional Municipality of Wood Buffalo, which comprises 13% of the total population of approximately 80,000. This project accommodation population has an impact on the roadway system as well as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

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

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

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

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



### **5. Impacts on natural and environmentally sensitive areas**

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

### **6. Increased tourist traffic**

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

## 2.0 Issues and Opportunities for Specific Areas

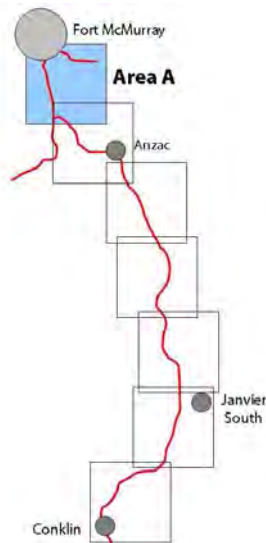
As the Plan area is large and has a linear shape, it has been divided into seven (7) parts (shown on *Map 2 (a-g)*). This section examines and identifies the specific issues and opportunities facing each area, elaborating on the general issues and opportunities that have been described in the preceding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

### 2.1 Area A Issues and Opportunities



#### ***Old peat pit site***

A future business / industrial site has been identified south of the Urban Service Area boundary at the old peat pit site on the east side of Highway 63. Development of this site could include light industrial uses such as storage of vehicles and materials. (Refer to Map 2a Future Land Use Concept).

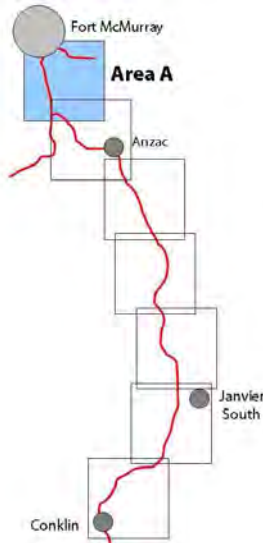


- Located at a major intersection, average Annual Daily Traffic counts indicate 5,460 vehicles per day travel past this area on Highway 63 immediately to the west. This location indicates that a strong local market to support the development of this area will exist within the 2 - 5 year timeframe.
- The current site has been previously disturbed and has the potential for future development.
- The Prairie Creek Subdivision lies approximately 1.5 kilometres to the north of the potential developable area. Appropriate measures must be taken to minimize nuisances arising for excessive dust, noise and light that may affect residents.
- Appropriate setbacks and screening from Highway 63 will be required. Setbacks and screening will be developed to the satisfaction of the Development Authority.
- On-site water and sanitary services would be required to service this site.
- Current site access is unsafe. Future development will require a more safe access to the site. Site access must be designed to the standards and satisfaction of Alberta Infrastructure and Transportation.
- Emergency fire and medical response to this study area is currently provided from Hawkins Hall #1. From this service location, response time standards will not be achievable.



### **881 / 63 Crossroads**

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



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

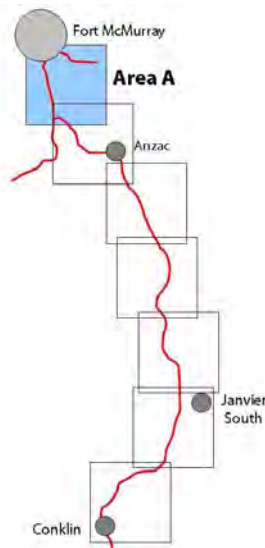


### **881 / 63 Business Industrial Area**

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

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

- As a major gateway to Fort McMurray, average Annual Daily Traffic counts show 3,960 vehicles per day travel past this site on Highway 881 to the south, and 5,460 vehicles per day travel past this area on Highway 63



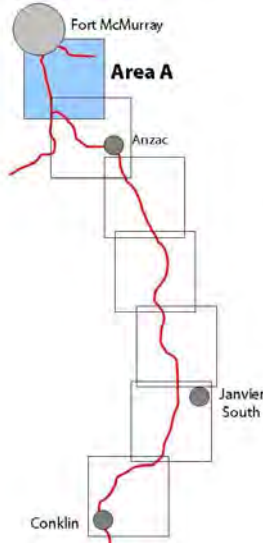
immediately to the west. This indicates that a strong local market exists to support the development of this area within an immediate (less than 2 years) timeframe. The area is located within good proximity to a local labour market.

- Ongoing oil sands development in the vicinity of Fort McMurray, and its related operations and fenceline industries, creates a strong demand for Industrial land. It is anticipated that development of the study area is within the 2 - 5 year timeframe.
- The location of the study area is in close proximity to existing and future suppliers and service providers based out of Fort McMurray.
- Intersection improvements are planned for the Highway 63/881 interchange. Future planning for industrial development must compensate for land requirements by Alberta Infrastructure and Transportation.
- The area should be developed to a rural service standard with private portable water supply and sewage disposal systems. Services must be developed to the satisfaction and standards of the Regional Municipality of Wood Buffalo and Alberta Environment.
- There are currently residential uses located within 2 kilometres east of the site. Appropriate setbacks and screening requirements will need to be provided to the satisfaction of the Regional Municipality of Wood Buffalo and Alberta Environment.
- No significant muskeg areas are located within the study area.
- Emergency fire and medical response to this study area is currently provided from Hawkins Hall #1. From this service location, the response time standard will not be achievable.



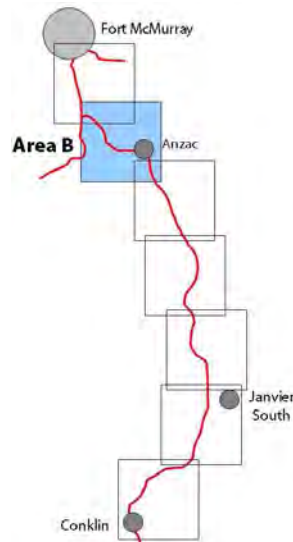
### **Trout Pond Day Use Area**

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



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

## 2.2 Area B Issues and Opportunities



### **Anzac South Business / Industrial Park**

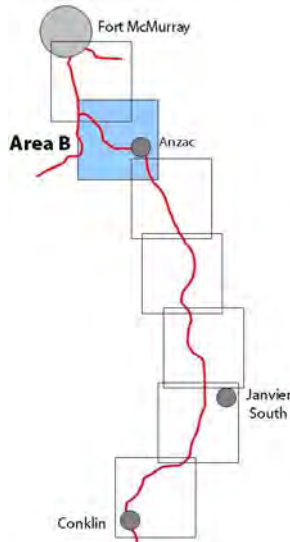
An area immediately south of the Hamlet of Anzac on the east side of Highway 881 has been identified for future business / industrial uses. This site would act as an alternative to the business / industrial area identified on the south side of Highway 881 in the Hamlet of Anzac Area Structure Plan (2002).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

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



### **Upgrades to Windsurfer Beach**

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

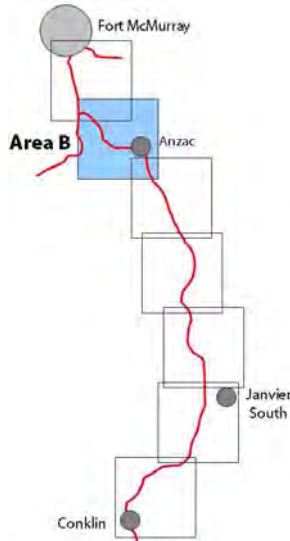


- This site consists of an access to the beach on the south side of Gregoire (Willow) Lake, which is currently utilized by residents of Fort McMurray, Gregoire Lake Estates, the Hamlet of Anzac and the surrounding region. Improvements to this facility will increase its recreational value and use.
- Due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



### **Anzac Community Recreation Area**

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



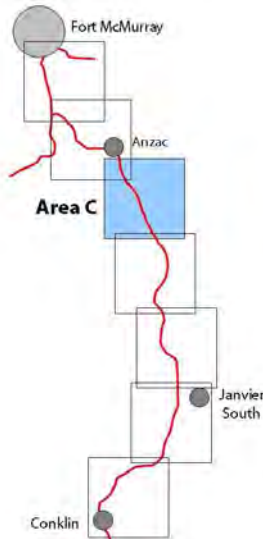
- This site consists of rolling hills, with both treed and cleared areas. Its scenic properties make it well suited for recreational development. With a growing population there will be a need to expand recreation opportunities for residents. The Hamlet of Anzac Area Structure Plan (2002) identifies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

## 2.3 Area C Issues and Opportunities



### ***La Loche Corner Truck Stop***

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



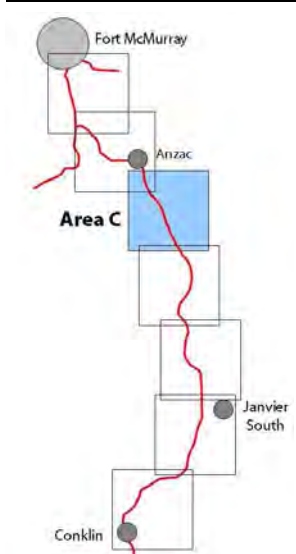
- Located at a major intersection on Highway 881, average Annual Daily Traffic counts indicate 735 vehicles per day travel past this site. Plans to upgrade the La Loche Road to an all-seasons road and the development of the proposed Long Lake South SAGD project on the west side of Highway 881 are anticipated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





### ***La Loche Business / Industrial Park***

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



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

## **2.4 Area D Issues and Opportunities**

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

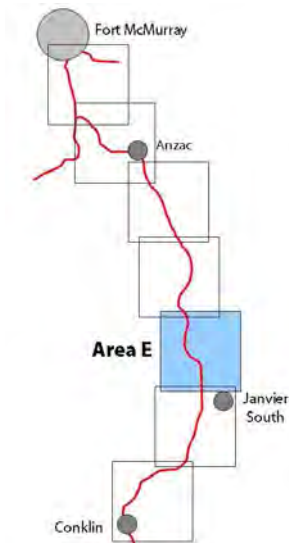


## 2.5 Area E Issues and Opportunities



### ***“The Prairies” Recreational Area***

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



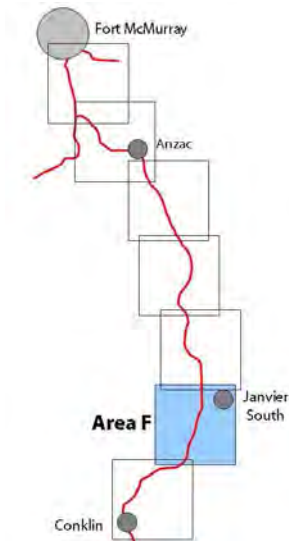
- This site is contained largely within the Christina River valley. Its scenic properties make it well suited for passive recreation and interpretive trail development.
- Traditional land use activities associated with this site provide opportunities for interpretive trail development.
- Highway 881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

## 2.6 Area F Issues and Opportunities



### ***Janvier Interpretive Centre***

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

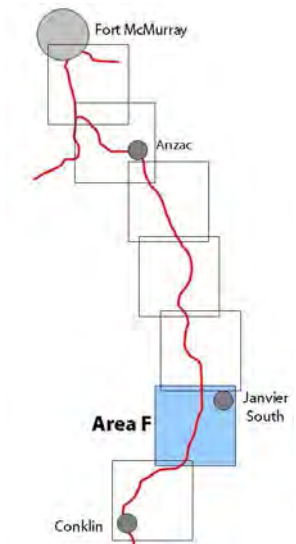


- Average Annual Daily Traffic counts indicate 375 vehicles per day travel past this site on Highway 881. Population growth predicted in both the Hamlet and First Nation Reserve indicates a local market will exist to support the development of this area within the 3 - 5 year timeframe.
- Good vehicular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



### ***Halfway Camp Day Use Area***

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

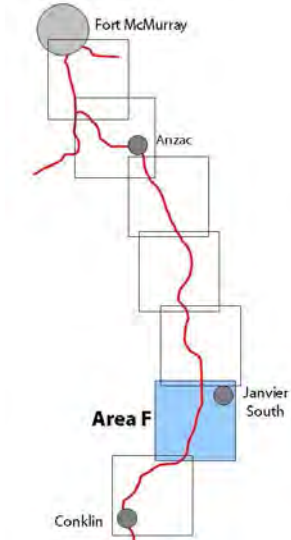


- This site, located between Highway 881 to the east and Christina River to the west, is predominately tree covered. Its scenic properties make it well suited for development of a day use area.
- Highway 881 forms the eastern boundary of this site and provides an opportunity for direct vehicular access.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



### **Chard Day Use Area**

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



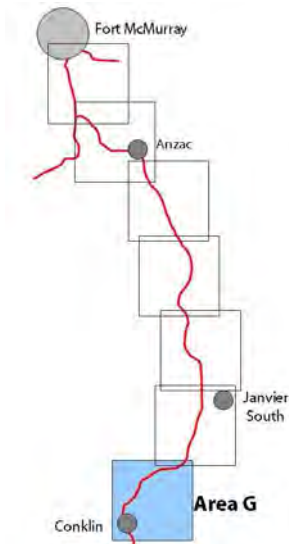
- This site, located along the Chard access road west of Highway 881, possesses scenic properties well suited to day use / recreation development, and historical interpretive opportunities.
- Access from Highway 881 currently exists.
- Population growth in the Hamlets of Janvier South and Conklin, and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

## 2.7 Area G Issues and Opportunities



### **Conklin Business / Industrial Park**

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



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

## PART III FUTURE LAND USE CONCEPT

---

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

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

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

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

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

## **1.0 Land Use Policies for the General Plan Area**

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

### **1.1 Residential Development**

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

#### ***Growth Hamlets***

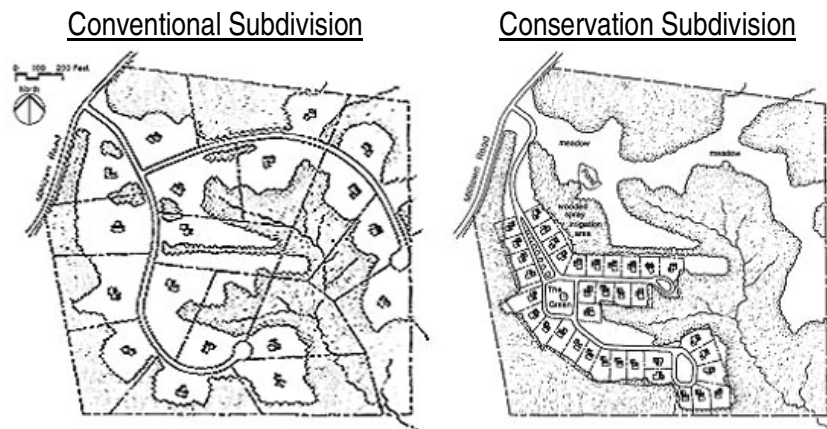
Priority for residential development for the Highway 63 / 881 Corridor will be directed towards the existing Hamlets of Anzac (Area B), Janvier South (Area F) and Conklin (Area G). These hamlets offer proximity to municipal services (including water, sewer and emergency services) and community services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

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

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

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

**Figure 1: Illustration Showing Conservation Subdivision vs. Conventional Subdivision**



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

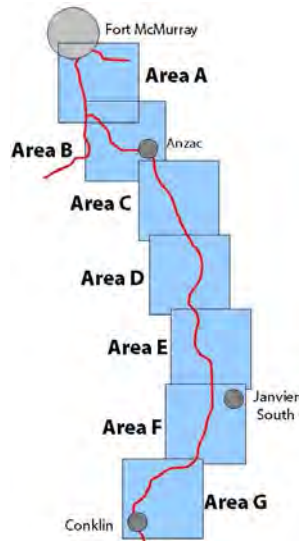
### **Country Residential Development**

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

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

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





## Residential Policy

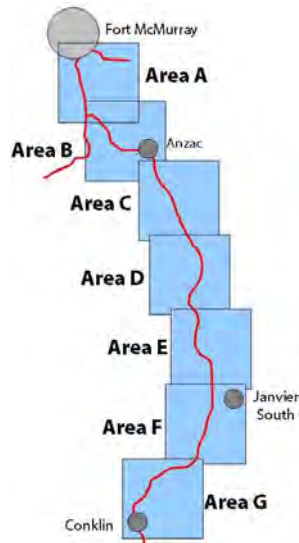
1.1.1 Prior to Municipal consideration of any rezoning and subdivision applications, an outline plan shall be prepared according to *Policy 3.1.1 – Outline Plan Requirements*. In addition, outline plans must address development criteria including (but not limited to):

- a) a detailed site-specific biophysical assessment is required, including documentation that habitat and riparian areas along watercourses remain intact and be dedicated as open space through municipal or environmental reserves, conservation easements or environmental reserve easements;
- b) the areas deemed as being developable shall be confirmed with a geotechnical study prepared by a qualified professional;
- c) a minimum 60 meters (200 feet) buffer / environmental setback from the top of the bank of watercourses will be required, subject to the approval of Alberta Sustainable Resource Development and the Regional Municipality of Wood Buffalo;
- d) the overall allowable density for the area shall not exceed one (1) dwelling unit per developable hectares (2.47 acres). A net developable hectare is defined as a gross developable hectare minus areas deemed to be Environmental Reserve in Section 664 of the Municipal Government Act;
- e) access by an internal roadway is required;
- f) the minimum parcel size shall be 0.4 hectares (1 acre) if lots are to be serviced by a private potable water source and sewage disposal system. The minimum lot size may be reduced to 0.2 hectares (0.5 acres) if the subdivision can be serviced with a communal sewer and water system acceptable to the Regional Municipality of Wood Buffalo;
- g) showing all federal and provincial regulations are adhered to, including provincial policies and regulations concerning wetlands; and
- h) any on-site and off-site development costs associated with development of the subdivision will be borne by the developer.

1.1.2 The Municipality requires all residential development to be concentrated in the Hamlets (Anzac, Janvier South, and Conklin).

1.1.3 All country residential subdivisions shall also meet the locational criteria listed in Part III of this ASP, in addition to:

- a) providing information with regards to the proximity to community services, quantified by distances and/or travel times to schools, medical care, recreation and social facilities;



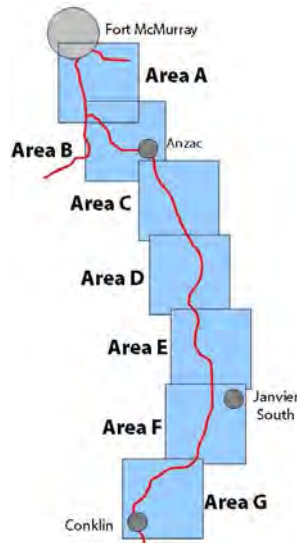
- b) priority shall be given to applications in areas contiguous to existing or proposed residential development; and
- c) applications for country residential development on Crown Land will only be considered where such applications conform with all relevant provincial and municipal policies.

## 1.2 Commercial Development

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

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

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



## **Commercial Policy**

1.2.1 The Municipality shall direct commercial uses to locate in areas identified for future commercial land uses on *Maps 2 (a-g)*. – Future Land Use.

1.2.2 Prior to Municipal consideration of rezoning and subdivision applications, an outline plan shall be prepared according to *Policy 3.1.1 – Outline Plan Requirements*. In addition, outline plans must consider development criteria including (but not limited to):

- a) a detailed site-specific biophysical assessment is required, including documentation that habitat and riparian areas along watercourses remain intact and be dedicated as open space through municipal or environmental reserves, conservation easements or environmental reserve easements;
- b) the areas deemed as being developable shall be confirmed with a geotechnical study prepared by a qualified professional;
- c) a minimum 60 meters (200 feet) buffer / environmental setback from the top of the bank of watercourses will be required, subject to the approval of Alberta Sustainable Resource Development and the Regional Municipality of Wood Buffalo;
- d) the overall allowable density for the area shall not exceed one (1) commercial unit per developable hectare (2.47 acres). A net developable hectare is defined as a gross developable hectare minus areas deemed to be Environmental Reserve in Section 664 of the Municipal Government Act;
- e) access by an internal roadway is required;
- f) the minimum parcel size shall be 0.4 hectares (1 acre) if lots are to be serviced by a private potable water source and sewage disposal system. The minimum lot size may be reduced to 0.2 hectares (0.5 acres) if the subdivision can be serviced with a communal sewer and water system acceptable to the Regional Municipality of Wood Buffalo;
- g) showing all federal and provincial regulations are adhered to, including provincial policies and regulations concerning wetlands; and
- h) any on-site and off-site development costs associated with development of the subdivision will be borne by the developer.

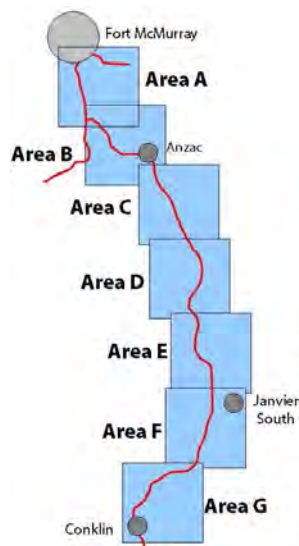
1.2.3 All commercial development shall also meet the locational criteria listed in Part III of this ASP, in addition to providing evidence of a local market to support the proposed commercial development.

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

### 1.3 Industrial Development

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

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



#### **Industrial Policy**

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

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

- d) the overall allowable density for the area shall not exceed one (1) industrial unit per developable hectare (2.47 acres). A net developable hectare is defined as a gross developable hectare minus areas deemed to be Environmental Reserve in Section 664 of the Municipal Government Act;
- e) access by an internal roadway is required;
- f) the minimum parcel size shall be 0.4 hectares (1 acre) if lots are to be serviced by a private potable water source and sewage disposal system. The minimum lot size may be reduced to 0.2 hectares (0.5 acres) if the subdivision can be serviced with a communal sewer and water system acceptable to the Regional Municipality of Wood Buffalo;
- g) showing all federal and provincial regulations are adhered to, including provincial policies and regulations concerning wetlands; and
- h) any on-site and off-site development costs associated with development of the subdivision will be borne by the developer.

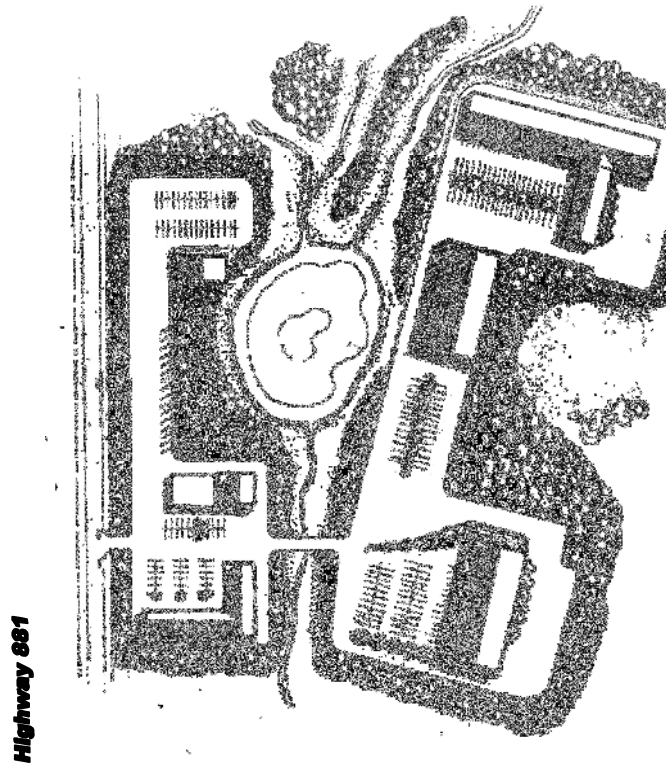
1.3.3 All industrial development shall also meet the locational criteria listed in Part III of this ASP, in addition to providing evidence of:

- a) proximity to resource development requiring complementary industrial uses;
- b) proximity to suppliers, service providers and urban centres;
- c) proximity to labour market;
- d) suitable separation distance / buffer from residential land uses to avoid conflict; and

1.3.4 The Municipality shall require through the provisions of the Land Use Bylaw and other municipal bylaws, that industrial developments mitigate off-site nuisances (i.e. noise, odour, dust) and ensure quality development. Key considerations include the siting and design of buildings, landscape treatment, and location and screening of parking and loading areas as illustrated in Figure 2. Additional considerations include signage at a scale and design that is appropriate to the surrounding natural and developed area.

1.3.5 The Municipality does not support subdivision or development that would compromise the future recovery of significant deposits of sand and gravel until an opportunity is provided for their extraction, consistent with the provisions of the Municipal Development Plan.

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



## **1.4 Recreation and Tourism Development**

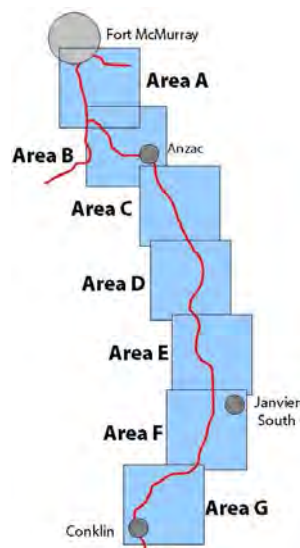
Tourism is Alberta's fourth largest industry. Rural tourism appeals to many North Americans. According to the American Tourism Commission, travelers between the ages of 15 – 55, are more likely than the over 55 group to go to a beach, lake or river for fishing, hunting or boating while visiting a small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

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

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

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

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



### ***Recreation & Tourism Policy***

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

## **1.5 Rural Policy Area**

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

The Rural Policy area is defined as:

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



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

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

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



### ***Rural Policy***

- 1.5.1 Intensive residential, commercial, industrial and recreational development is not suitable in Rural Policy Areas. Such land uses shall be directed towards areas outlined for future development in maps 2a - 2g – *Future Land Use Concept*.
- 1.5.2 Notwithstanding policy 1.5.1, limited residential, commercial, industrial and recreational development shall be permitted in the Rural Policy Area, according to policies 1.5.3 thru 1.5.11.
- 1.5.3 Country Residential Development shall be permitted in the Rural Policy Area, subject to the following requirements; all relevant policies of this plan must be met, including the residential policies and locational criteria both found in Part III 'Future Land Use Concept'. In addition, an outline plan for development as listed in Part IV 'Implementation' must also be submitted.
- 1.5.4 Trapper's Cabins shall be permitted throughout the Rural Policy Area.
- 1.5.5 Limited commercial uses such as farmers and flea markets, market gardens, greenhouses and nurseries shall only be permitted within two (2) kilometres or less from an existing hamlet; home businesses and home occupations shall be permitted throughout the Rural Policy Area.



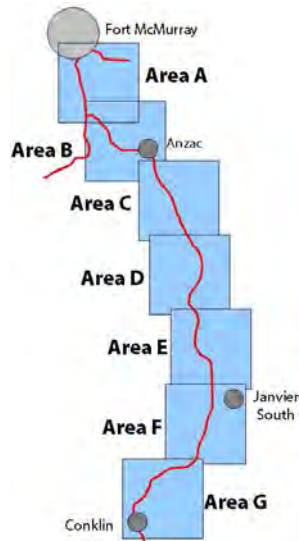
- 1.5.6 Notwithstanding policy 1.5.5, all other agricultural uses will be permitted throughout the Rural Policy area.
- 1.5.7 Industrial uses including natural resource extraction and processing, oil sands mining, extraction and upgrading, oil sands pilot projects, industrial facilities related to oil sands production, storage facilities, and waste management facilities shall be permitted throughout the Rural Policy Area.
- 1.5.8 Essential public services (police and fire stations), shall be located one (1) kilometre or less from an existing hamlet.
- 1.5.9 Outdoor recreation facilities shall be permitted within the Rural Policy Area, subject to the meeting of all policies as outlined in the Highway 63/881 Corridor Area Structure Plan.
- 1.5.10 Campgrounds shall be permitted at the discretion of the Development Authority (refer to Section 90 of the Land Use Bylaw for design criteria).
- 1.5.11 Other recreational uses including extensive recreation, day use areas, parks (as defined in the Land Use Bylaw), active walking trails, quad and snowboarding trails, and interpretive heritage areas shall be permitted throughout the Rural Policy Area.

## 1.6 Project Accommodations

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

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

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



### ***Project Accommodation Policy***

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

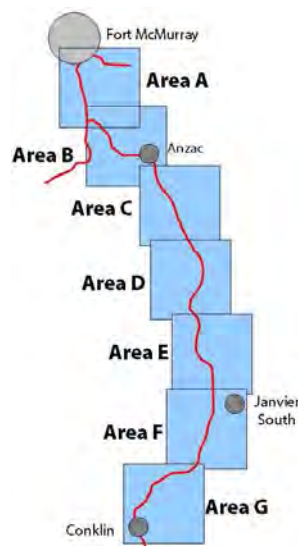
## 1.7 Environmental Protection

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

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

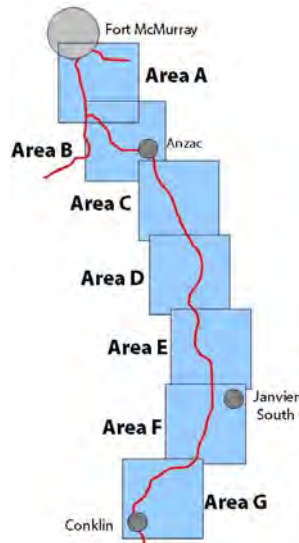
The section below outlines policies to conserve and protect environmentally sensitive areas, and historical and traditional use areas. These areas have been identified on Maps 1 (a-g) in the Technical Report. The goal of policies in this section is to **conserve and protect the region's natural, historical,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

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



### ***Environmental Protection Policy***

- 1.7.1 The Municipality shall direct passive parks and recreation uses to locate in areas identified for future parks and recreation uses on *Maps 2 (a-g) – Future Land Use*. Development other than those uses identified is prohibited from those areas designated passive parks and recreation.
- 1.7.2 The Municipality shall require a municipal environmental impact assessment be prepared by an accredited professional for any proposed development for which the Regional Municipality of Wood Buffalo considers necessary. An environmental impact assessment must include, but is not limited to:
- a) a description of the proposed development, including its purpose, alternatives, and staging requirements;
  - b) a description of the biophysical environment that would be affected;
  - c) a prediction of the effects (positive and negative) that the proposed undertaking may have on the biophysical environment;



- d) an indication of the limitations of the study, criteria used in predicting effects, and the interests consulted;
- e) the recommended mitigative measures to alleviate any negative effects identified; and
- f) the presentation of the results in a framework that can assist decision makers in determining the final course of action.

1.7.3 The Municipality shall disallow development in areas that are prone to flooding, erosion, landslides, subsidence, or any other natural or human-induced hazards.

- a) Development on escarpments, steep or unstable slopes may be considered only if recommended in geotechnical studies prepared by an accredited professional.
- b) Development of passive trail systems for hiking and bicycling as well as interpretive areas for tourists (i.e. heritage walks, picnic areas) may be considered on seasonal flood plains throughout the Plan area.

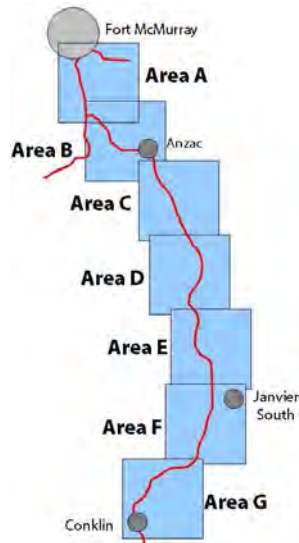
1.7.4 All development proposed within the 100 metres (328 feet) setback distance of a shoreline will be subject to approval by Alberta Sustainable Resource Development in terms of potential environmental and public access impacts. Exceptions to the buffer restriction may be made for low impact developments such as beaches, day use areas, boat launches, docks, walking trails, interpretative areas, and temporary structures for recreational purposes.

1.7.5 All shoreline developments require authorization from the Water Rights Branch, Alberta Sustainable Resource Development, and a Development Permit from the Planning & Development Department of the Regional Municipality of Wood Buffalo. The developer must prepare an Environmental Impact Assessment to ensure that all measures are taken to mitigate environmental impacts (see Policy 1.7.2).

1.7.6 All development requires a minimum 60 metres (200 feet) buffer strip measured from the top of the bank of a river, creek, or stream in such a case that a river, creek or stream is present. The top of the bank is to be determined through a geotechnical study conducted by a qualified professional.

1.7.7 The Municipality shall ensure that applications for subdivision and development include measures that minimize or mitigate any negative impacts on water quality, flow, supply deterioration, soil erosion, and groundwater quality and availability.

1.7.8 The Municipality will work with Alberta Sustainable Resource



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

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

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

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

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

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

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

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

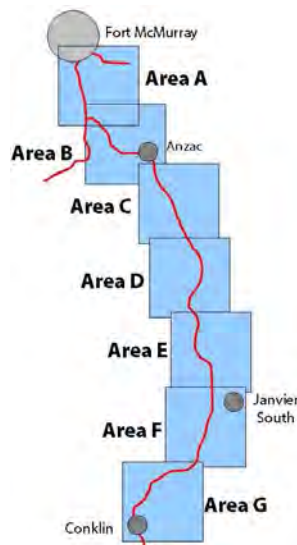
development review process.

## 1.8 Parks, Recreation and Open Space

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

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

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



### ***Parks, Recreation and Open Space Policy***

1.8.1 The Municipality will work with Alberta Sustainable Resource Development and Alberta Community Development to develop new parks and recreation areas identified conceptually on *Maps 2 (a-g)*.

1.8.2 The Municipality shall require a dedication of 10% of the gross developable land to be subdivided and to be dedicated as municipal reserve or provide cash in lieu of municipal reserve.

## 1.9 Aesthetics and Gateway Function

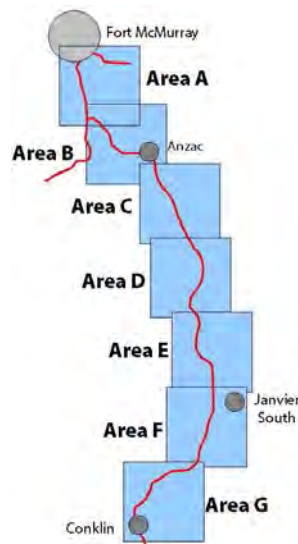
Visitors to the Regional Municipality of Wood Buffalo form some of their first impressions of the community by the attractiveness of the highway corridor entrances. Design guidelines and standards that address the architectural treatment of buildings, setbacks, landscaping, lighting, screening, parking and signage for



lands adjacent to the Highway 63 and 881 Corridors shall be addressed in the Land Use Bylaw. It is also important to preserve the scenic qualities of the rural landscape for the enjoyment of local residents and visitors.

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

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



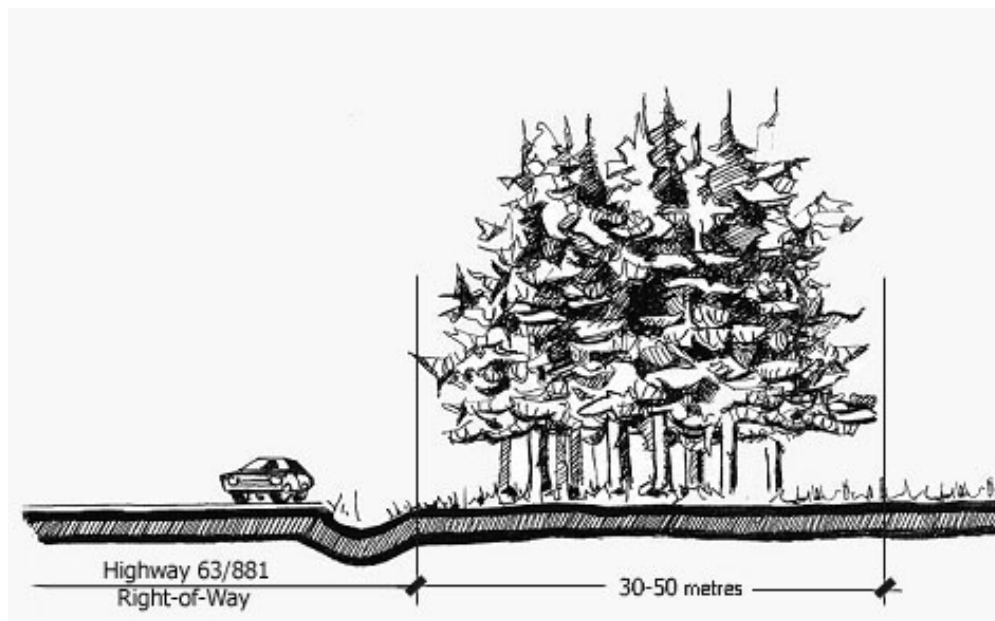
### ***Aesthetics & Gateway Function Policy***

- 1.9.1 The Municipality shall endeavour to develop and implement a statutory plan overlay in the Land Use Bylaw design guidelines, to improve the appearance of Highway 63 and Highway 881 as gateways to the Urban Service Area - Fort McMurray.
- 1.9.2 The Municipality shall work with the Community Associations in the Hamlets of Anzac, Janvier South, and Conklin to design and construct community gateway features to mark community entries. This could include a combination of signage, landscaping, and public art that celebrates the cultural heritage and uniqueness of the community.
- 1.9.3 The Municipality, in consultation with Alberta Sustainable Resource Development, shall require a minimum 41.0 metre development setback for all new developments. Where possible, setbacks shall take the form of a landscaped buffer. Types of buffers used will be based on existing site conditions and proposed impact of the development. Additional setback and buffer requirements may be issued by the Regional Municipality of Wood Buffalo in consultation with Alberta Sustainable Resource Development. Buffers shall be developed and maintained by leaseholders / property owners. See Figure 3.
- 1.9.4 In addition to policy 1.9.3, all new developments shall conform to Alberta Infrastructure and Transportation development setback requirements from primary and secondary highways.
- 1.9.5 The Municipality shall work with Alberta Infrastructure and

Transportation, Alberta Community Development, Alberta Sustainable Resource Development, First Nations, and local historical and naturalist groups to develop a series of pull-offs and day-use areas that provide interpretive displays and walks for the travelling public.

- 1.9.6 The Municipality shall work with Alberta Infrastructure and Transportation to create a hierarchy of signage to be located within the public road right-of-way that reduces the number of signs along highways and that improves wayfinding, safety, and the free flow of traffic. Signage can include a combination of sign elements found in Figure 4. Proposed signage shall meet to the satisfaction Alberta Infrastructure and Transportation and the Regional Municipality of Wood Buffalo.
- 1.9.7 The Municipality shall develop in cooperation with Alberta Community Development, Alberta Economic Development, Lakeland County, Fort McMurray Tourism, Chamber of Commerce and other affected private and public stakeholders a branding and tourism development strategy for the Highway 63 / 881 Corridor (examples of similar initiatives exist such as the Cowboy Trail in Alberta, Red Coat Trail in Saskatchewan and Cabot Trail in Nova Scotia).

**Figure 3: Natural Treed Buffer**



Source: Gibbs, Brown & Johansson Landscape Architects



### **Figure 4: Example of sign elements**

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

#### **Identifier Signing**



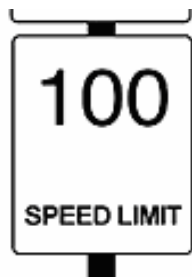
Identifier signage is used to identify route names and place locations (i.e. Urban Service Area – Fort McMurray, Highway 63, Highway 881).

#### **Information & Directional Signing**



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

#### **Regulatory Signing**



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

#### **Ornamentation**

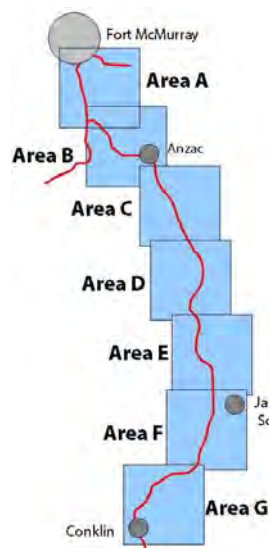
Roadway Signage should enhance the aesthetics of the Highway Corridor and can implement municipal colour schemes, banners, flagpoles and light standards. Interpretation and ornamentation opportunities should be developed on a site-by-site basis. Incorporation of the visual identifier should be considered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

## 1.10 Transportation

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

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

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



### ***Transportation Policy***

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

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

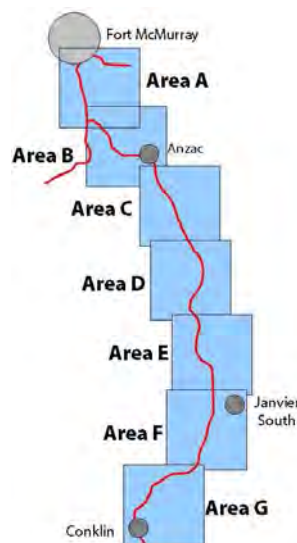
## 1.11 Municipal Services

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

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

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

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



### ***Municipal Services Policy***

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

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

## 2.0 Land Use Policies for Specific Areas

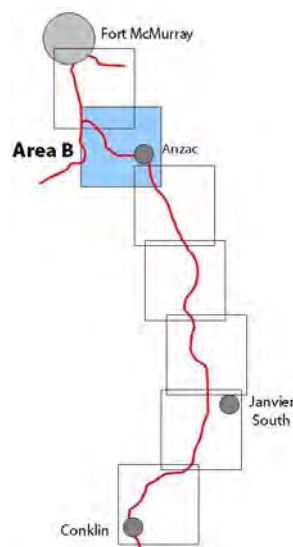
In addition to the general policies that pertain to the entire Plan area (refer to Part III, Section 1), specific policies for each area (Areas A through G) were further identified to meet the goals and objectives of this ASP, and to ensure future development meets the planning principles that the Regional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

### 2.1 Area A

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

### 2.2 Area B

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



#### **Area B Policy**

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

### 2.3 Area C

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

## 2.4 Area D

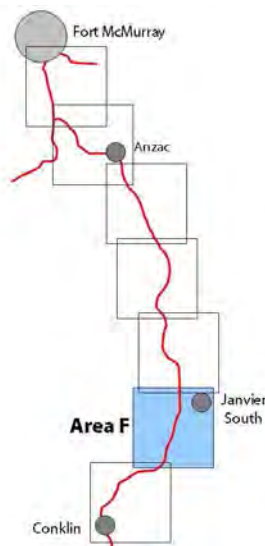
Area D includes Engstrom Lake and Campground. While all policies in Part III, Section 1 pertain to Area D, there are no additional specific policies for this Area.

## 2.5 Area E

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

## 2.6 Area F

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

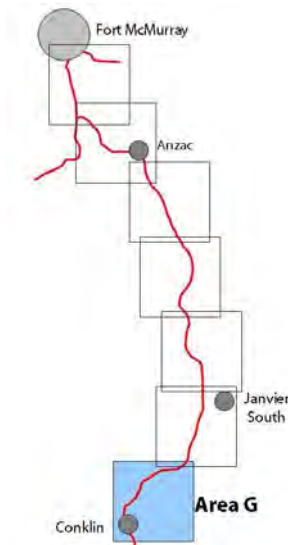


### ***Area F Policy***

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

## 2.7 Area G

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



### **Area G Policy**

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

## PART IV IMPLEMENTATION

---

### 1.0 Overview

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

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

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

### 2.0 Objectives

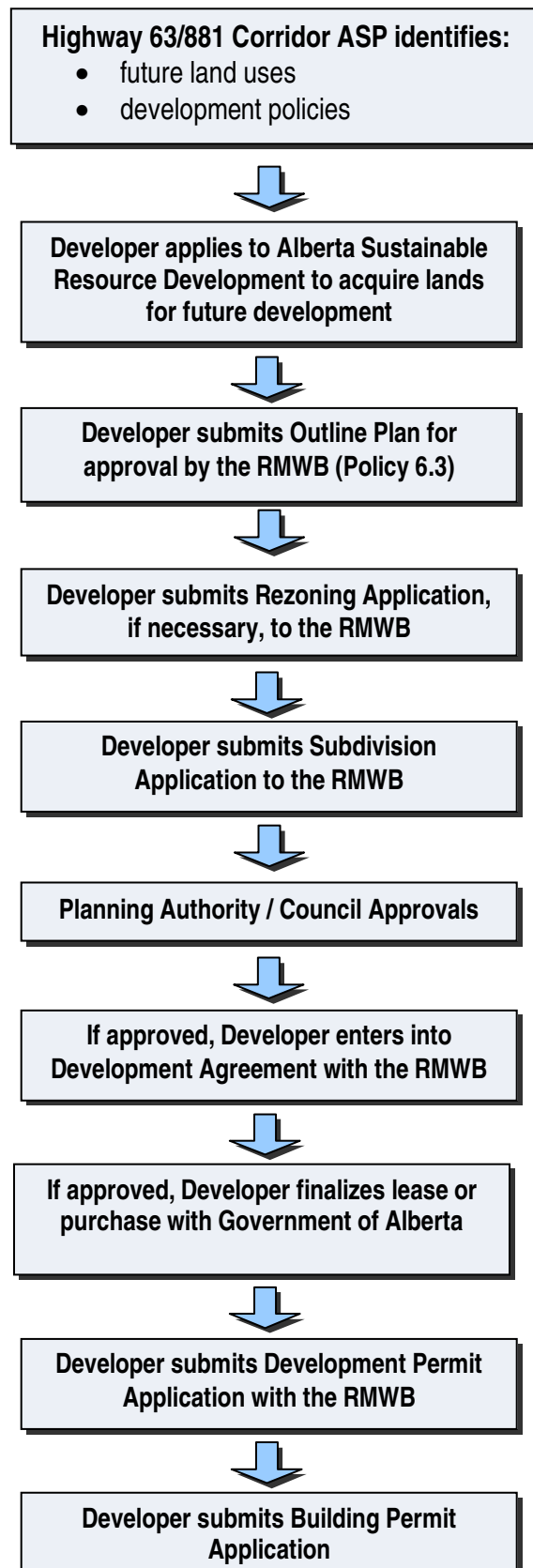
Objectives regarding the implementation of the Highway 63 / 881 Corridor Area Structure Plan include:

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



**Figure 5: Highway 63 / 881 Corridor Land Development Process**

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





### **3.0 Implementation Policy**

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

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

## PART V RECOMMENDATIONS

---

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

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

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

## PART VI GLOSSARY

---

<b>Accredited Professional</b>	An individual with specialized knowledge recognized by the Municipality and/or licensed to practice in the Province of Alberta. Examples of qualified professionals include, but are not limited to, agrologists, engineers, foresters, planners, geologists, hydrologists, and surveyors.
<b>Adjacent</b>	Refers to those lands that are next to the parcel of land of question and includes lands that would be next to the subject parcel if not for a river, stream, railway, road, utility right-of-way, or reserve land.
<b>Area Structure Plan</b>	An intermediate level statutory plan, adopted by bylaw, which details the intended land uses, road patterns, utilities and municipal services for subdivision and development of a specified area within the Municipality.
<b>Building</b>	Includes anything constructed or placed on, in, over or under land. This includes supporting structures of any type but does not include a highway or public roadway or a bridge forming part of a highway or public roadway.
<b>Buffer</b>	A natural or designed linear area of trees, shrubs, grass, earth berms, or fencing providing visual or physical separation and/or noise attenuation between waterbodies, lots, roads, and other land uses.
<b>Council</b>	The Municipal Council of the Regional Municipality of Wood Buffalo.
<b>Development</b>	Development is defined in the <i>Municipal Government Act</i> specifically as: <ul style="list-style-type: none"><li>a) an excavation or stockpile and the creation of either of them;</li><li>b) a building or an addition to or replacement or repair of a building and the construction or placing of any of them in, on, over, or under land;</li><li>c) a change of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the use of the land or building; or</li><li>d) a change in the intensity of use of land or a building or an act done in relation to land or a building that changes or is likely to change the intensity of use of the land or building.</li></ul>
<b>Development Authority</b>	The Development Officer or Municipal Planning Commission of the Regional Municipality of Wood Buffalo, or both, as the case may be.
<b>Development Permit</b>	A document authorizing the commencement of a development pursuant to the provisions of the Land Use Bylaw.
<b>Dwelling Unit</b>	A complete building or self-contained portion of a building used by a household, containing sleeping, kitchen and sanitary facilities intended as a permanent residence and having an independent entrance either directly

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

**Environmental Reserve (ER)**

A lot created by a plan of subdivision, as required under the *Municipal Government Act*, which is not suitable for development because of slope instability, groundwater, steep valley banks, flooding, soil conditions, pollution concerns, etc. Environmental Reserve lots may consist of a swamp, gully, ravine, coulee or natural drainage course, or a strip of land abutting the bed and shore of any lake, river, stream or other body of water in order to provide public access. An environmental reserve lot is identified by the “ER” suffix on the lot number in the legal description.

**Environmentally Sensitive Area**

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

**Flood Plain**

The area of land adjacent to or near a watercourse or water body that would be inundated by a 1 in 100 year flood (i.e. a flood that has a 1% chance of occurring every year). Development within the flood plain should be limited and regulated to minimize the risk to residents or property.

**Focus Group**

A small group of people whose response to an issue or policy direction is studied to determine the response that can be expected from a larger population.

**Geotechnical**

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

**Goal**

An idealized end towards which planned action is directed, and which provides an indication of what is to be achieved.

**Greenway**

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

**Hamlet**

An unincorporated community established by an order of the Minister of Municipal Affairs, or designated as a hamlet by Council pursuant to the *Municipal Government Act*.

**Hamlet Commercial**

Applies to those areas in hamlets appropriate for general commercial activities that are of a size and use consistent and compatible with development within a hamlet. Examples of permitted land uses in the Hamlet Commercial District of the Land Use Bylaw include: Eating and Drinking Facilities (major and minor), Hotel, Motel, Retail Store (convenience or General) and Service Station (major and minor)



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

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

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

and do not require specific skills.






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

# Highway 63/881 Corridor






## Area Structure Plan

### Consolidated Legend





#### General

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





#### Transportation and Infrastructure

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


#### Man Made Constraints

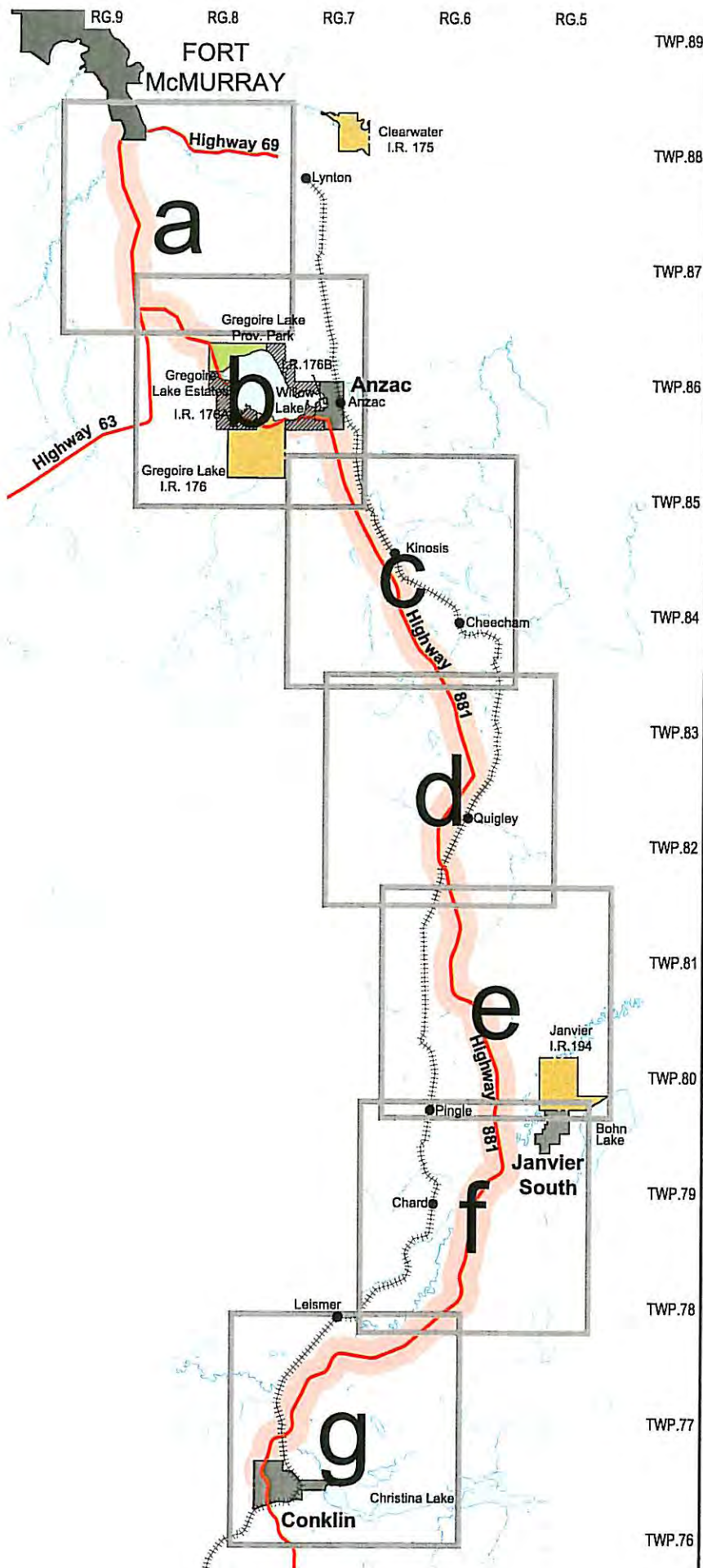
-  Existing Power Line
-  Existing Pipeline
-  Existing Utility Access
-  Outline

#### Existing Land Use

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

#### Future Land Uses

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



# Highway 63/881 Corridor Area Structure Plan

## Legend

- ASP Area
- Urban Service Area
- Hamlet
- Indian Reserve
- Provincial Park
- Highway
- Athabasca Northern Railway
- Gregoire Lake ASP Plan Area (1991)  
(Includes Provincial Park)  
(Corridor plan does not include Gregoire Lake Plan Area)

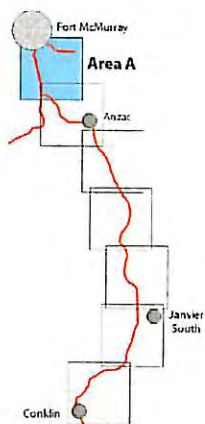
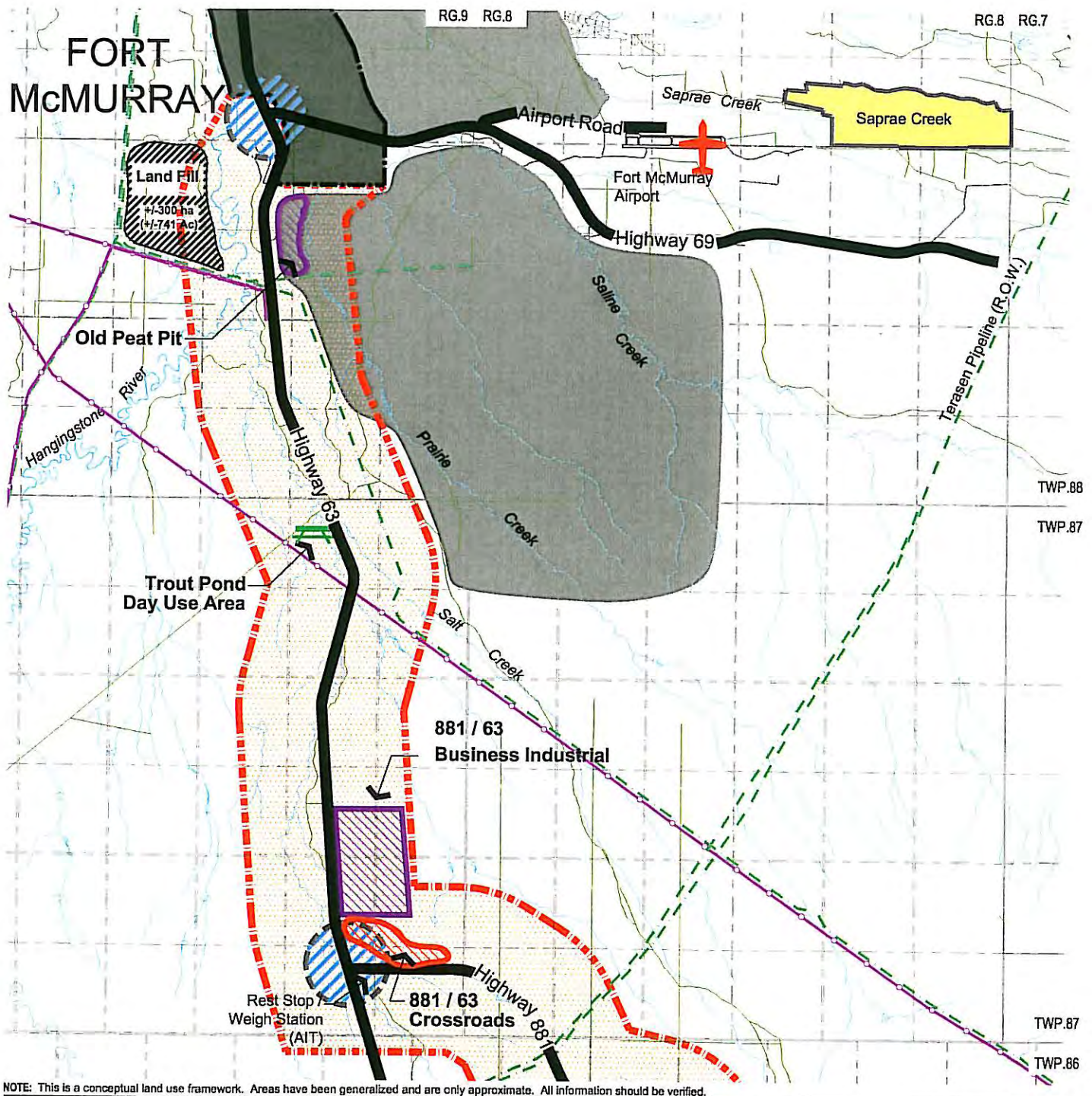
## Map 1 Plan Area



REGIONAL MUNICIPALITY  
OF WOOD BUFFALO







### Legend

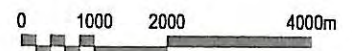
- - - - - ASP Boundary
- Urban Service Area
- Future Urban Expansion
- Commercial
- Business / Industrial
- Rural Policy Area
- - - - - Proposed Day Use Area
- - - - - Provincial Highway
- Future Grade Separated Intersection Upgrade

## Map 2a Future Land Use Concept



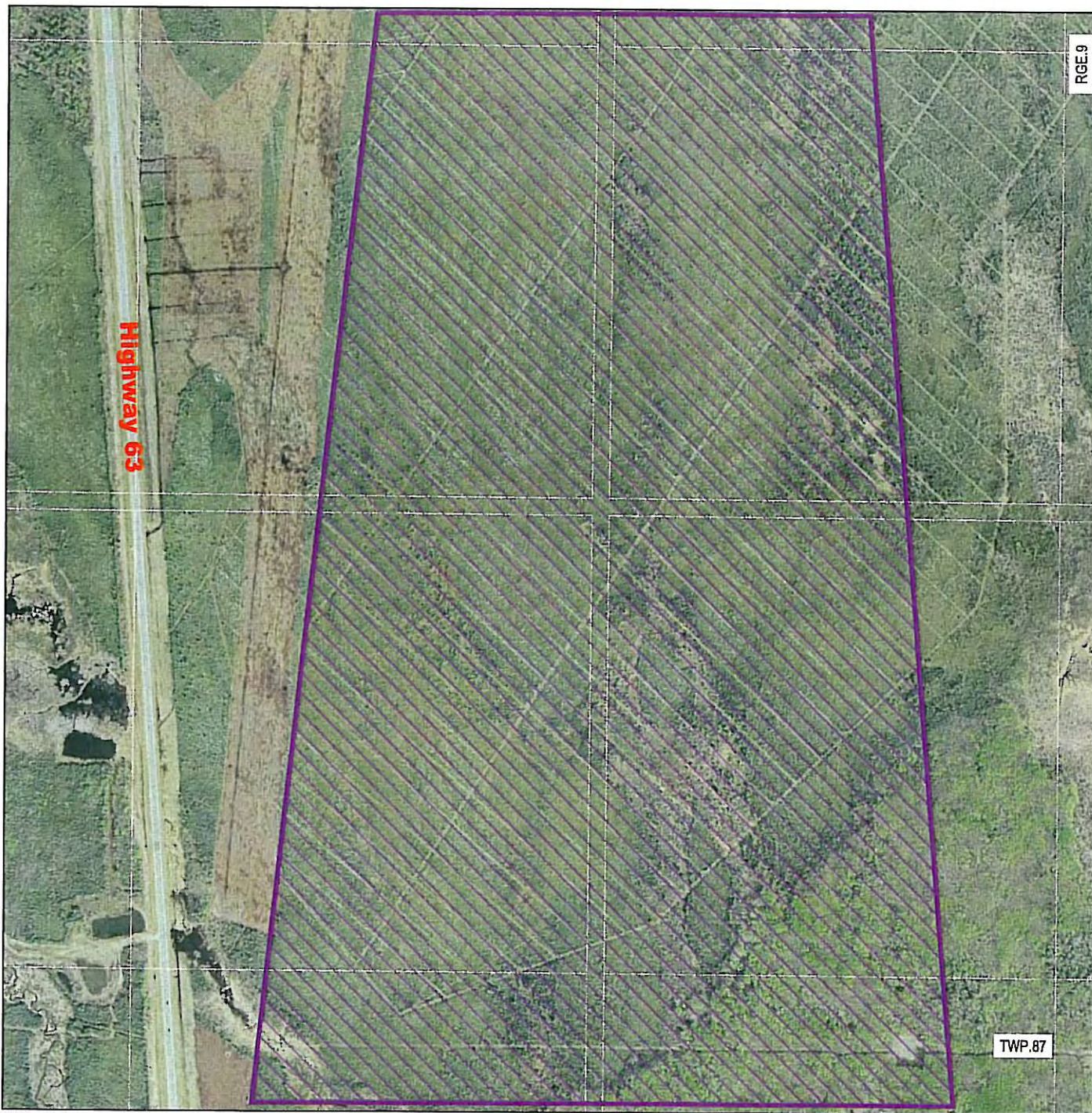
REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan

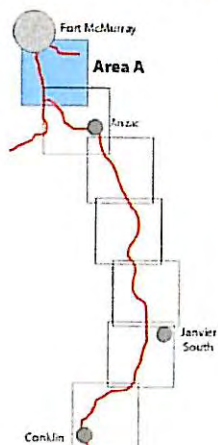


**NOTE:** For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.






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



### Legend

 881 / 63 Business / Industrial

## Map 2a-1 Future Land Use Concept



REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan

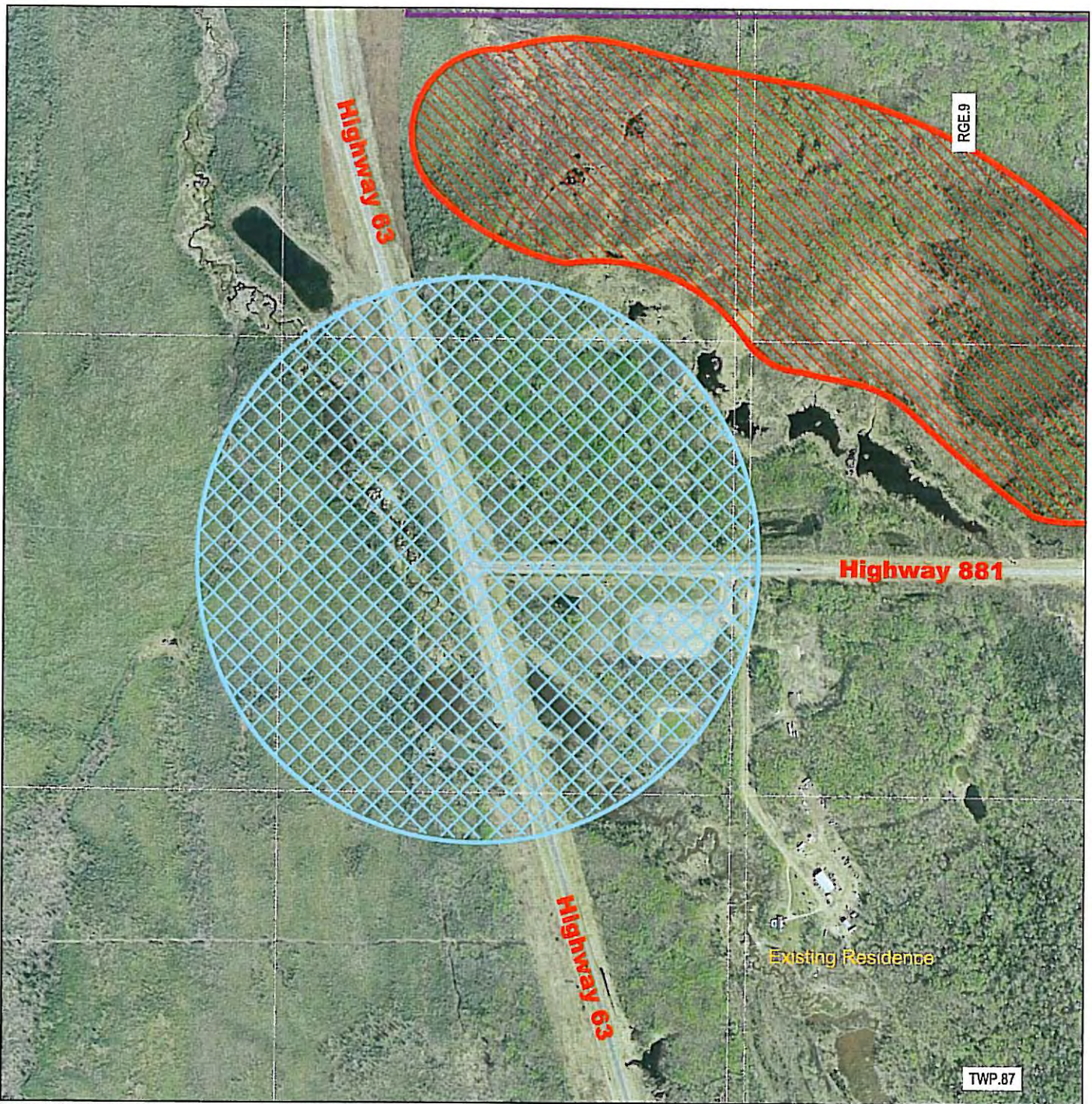


Scale: 1:10000

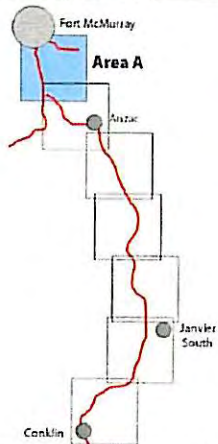
Photography Acquired May 2006

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







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



### Legend

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

## Map 2a-2 Future Land Use Concept



REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan

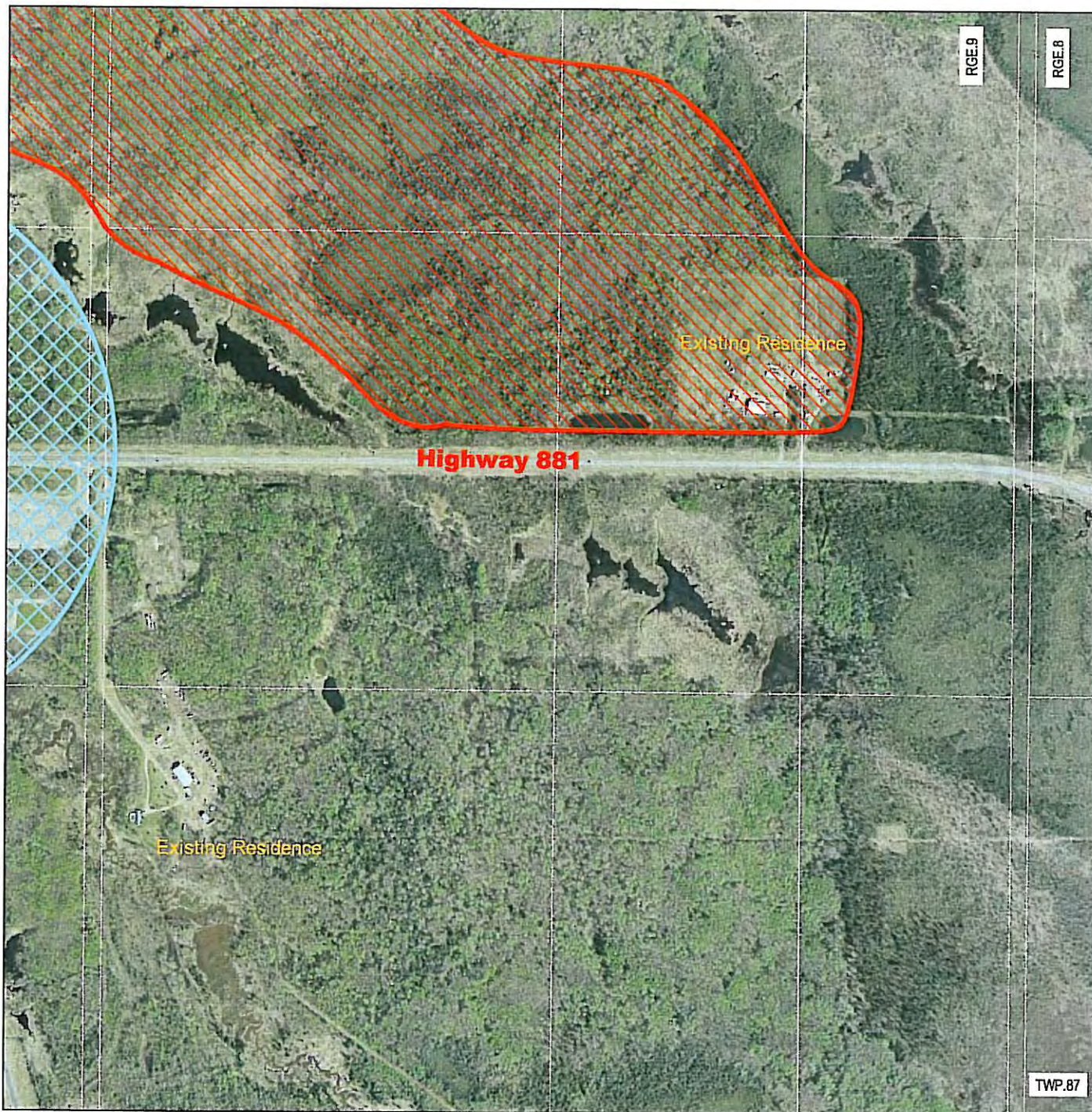


Scale: 1:10000

Photography Acquired May 2006



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





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

### Legend

-  881 / 63 Commercial Crossroads
-  Future Intersection Upgrade

## Map 2a-3 Future Land Use Concept

©2006 by the City of St. Louis. All rights reserved. This map is a conceptual land use framework and is not a legal document. It is not to be used for any purpose other than for informational purposes only.

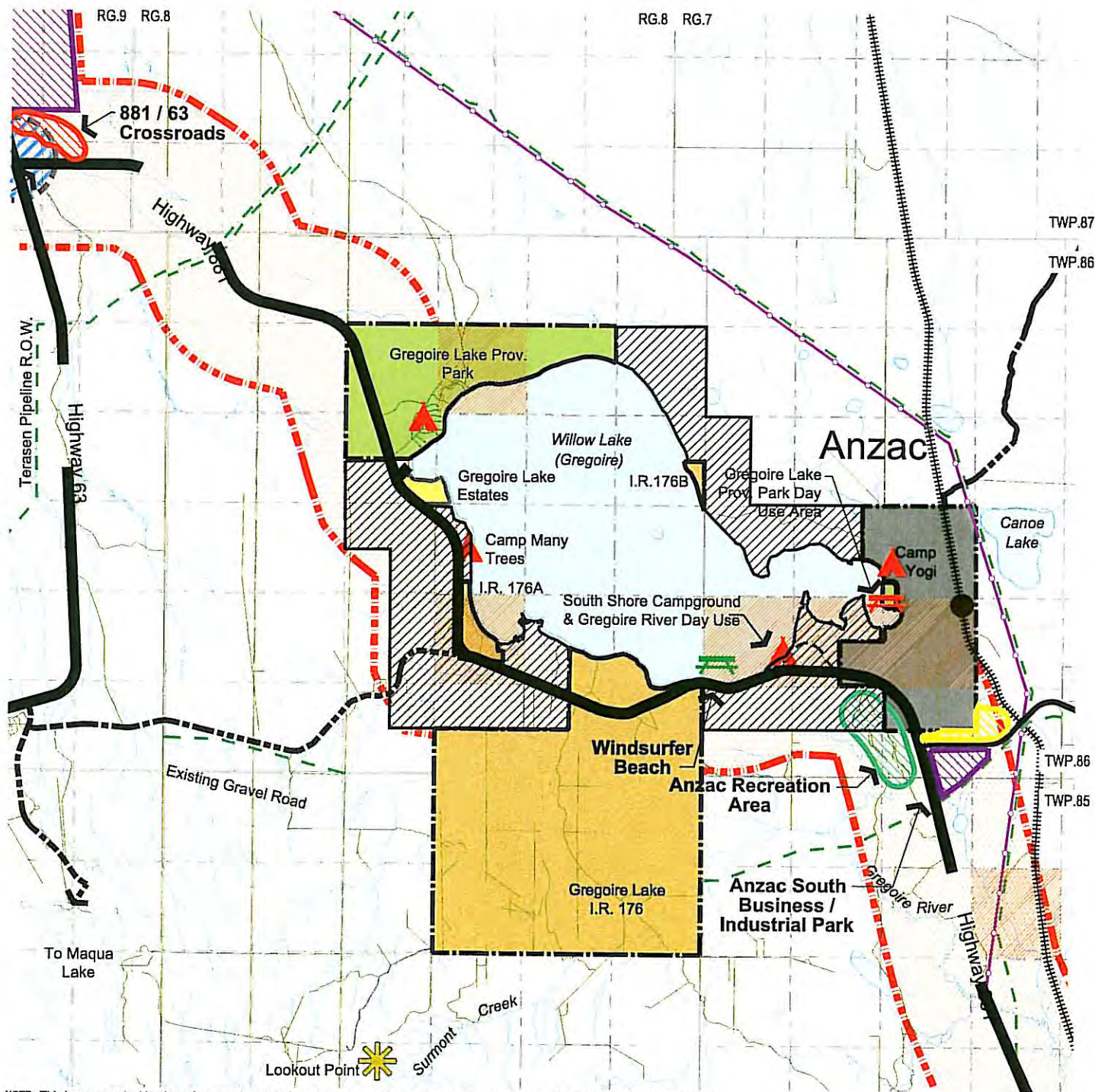
### Highway 63/881 Corridor Area Structure Plan



Scale: 1:10000  
Photography Acquired May 2006

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





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



### Legend

- |  |  |  |  |
|--|--|--|--|
|  | ASP Boundary   |  | Tourism / Recreation                   |
|  | Hamlet   |  | Rural Policy Area                      |
|  | Indian Reserve   |  | Historic / Archeological Resource Site |
|  | Commercial   |  | Provincial Highway                     |
|  | Business / Industrial  |  | Future Intersection Upgrade            |
|  | Residential (Anzac Area Structure Plan 2002)   |  | Proposed Day Use Area                  |
|  | Gregoire Lake ASP Plan Area (1991) (Includes Provincial Park) (Corridor Plan does not include Gregoire Lake Plan Area) |  |  |

## Map 2b Future Land Use Concept

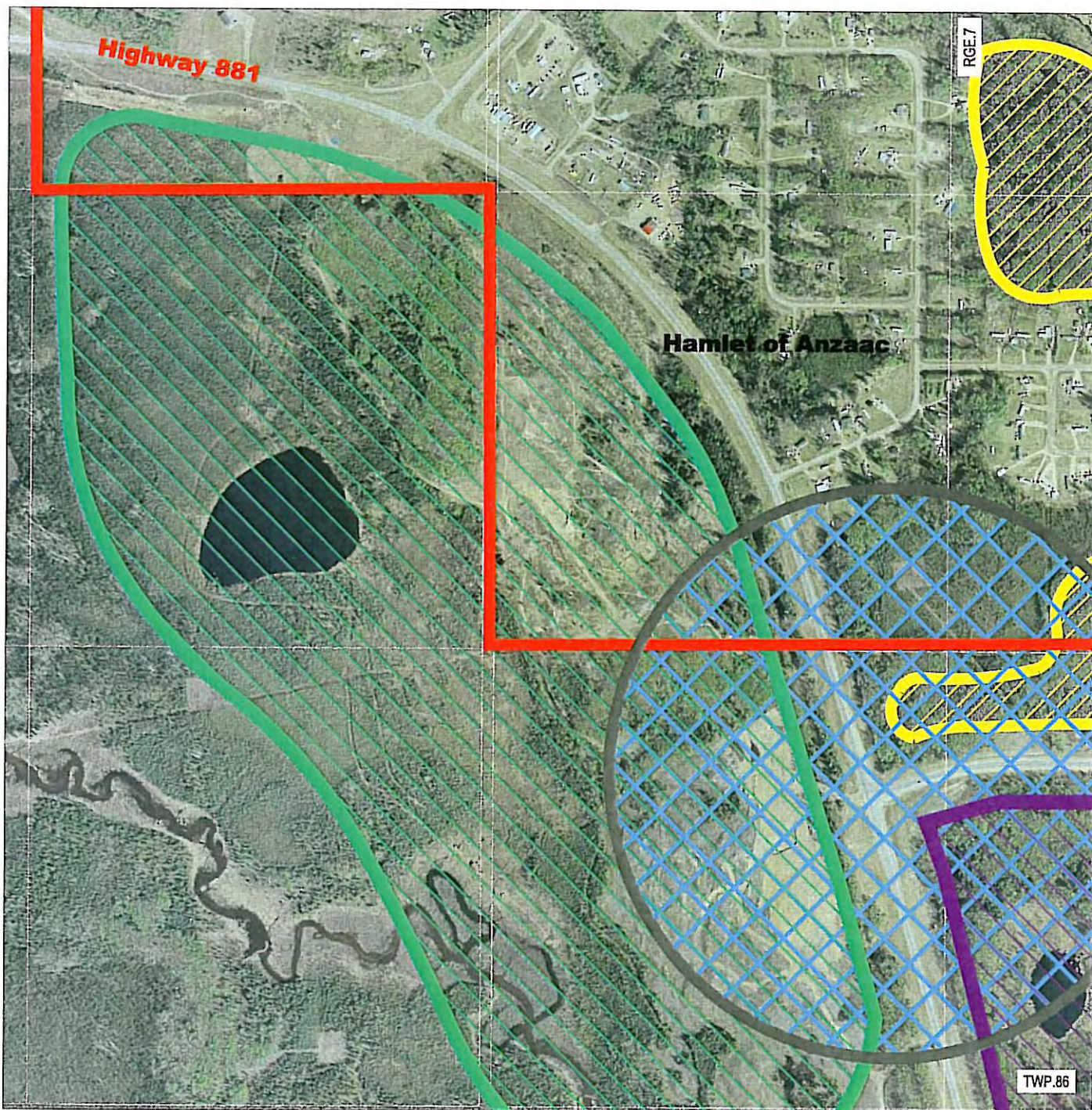
### Highway 63/881 Corridor Area Structure Plan



0 1000 2000 4000m

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









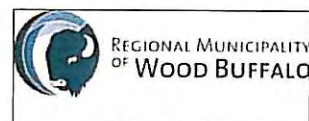
NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



### Legend

-  Future Residential (Anzac Area Structure Plan 2002)
-  Anzac South Business / Industrial Park
-  Anzac Community Recreation Area (NE 5-86-7-4 Falls Under The Gregoire Lake Area Structure Plan Boundary. Amendments To Gregoire Lake ASP Must Be Made If Development is to Occur.)
-  881 Future Intersection Upgrade

## Map 2b-1 Future Land Use Concept



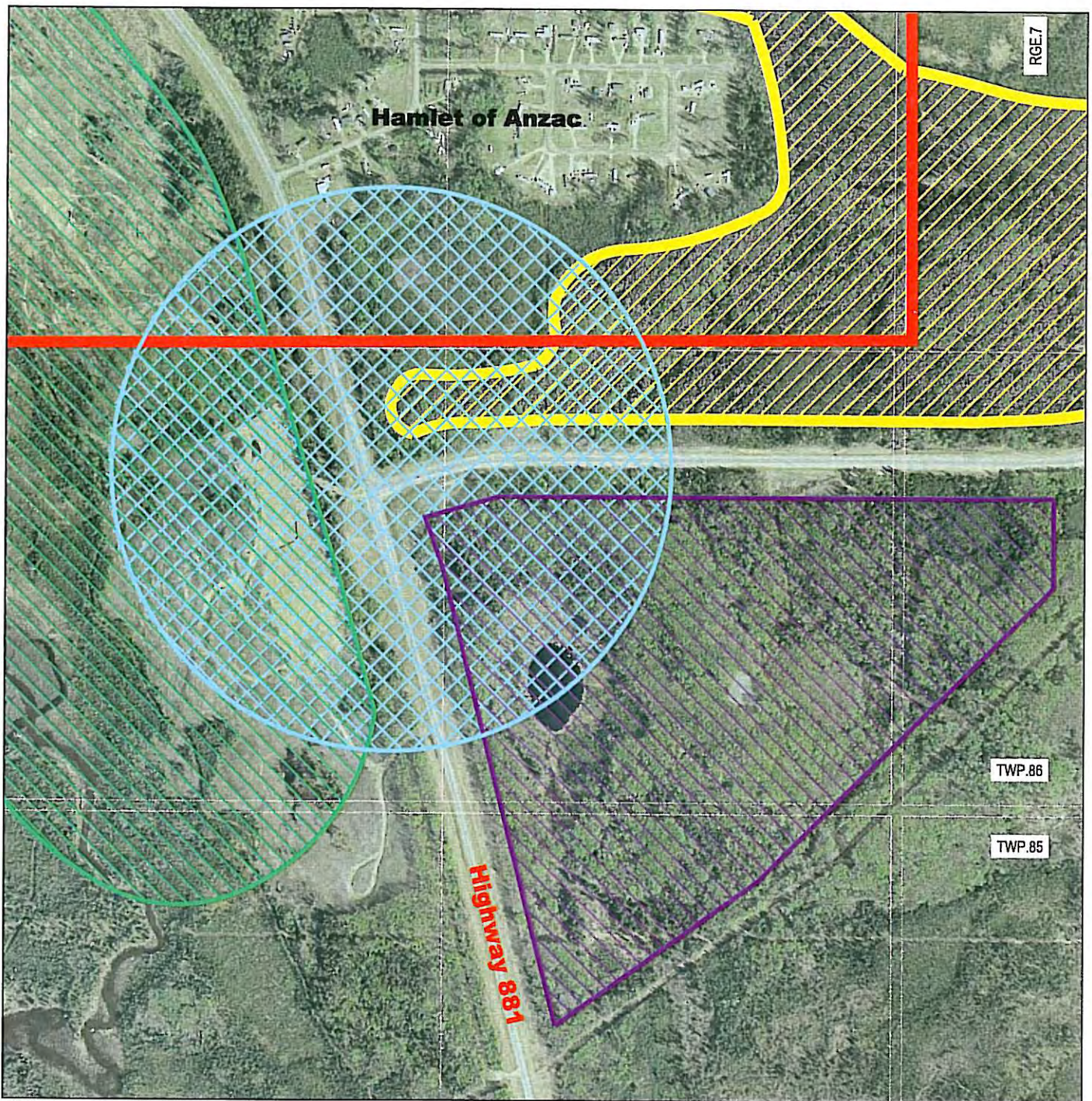
### Highway 63/881 Corridor Area Structure Plan



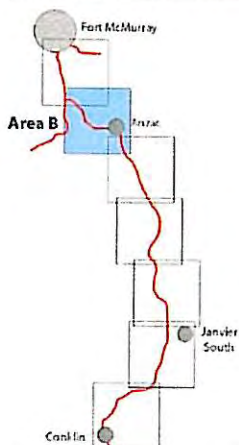
Scale: 1:10000  
Photography Acquired May 2006

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









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



### Legend

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

## Map 2b-2 Future Land Use Concept



REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan

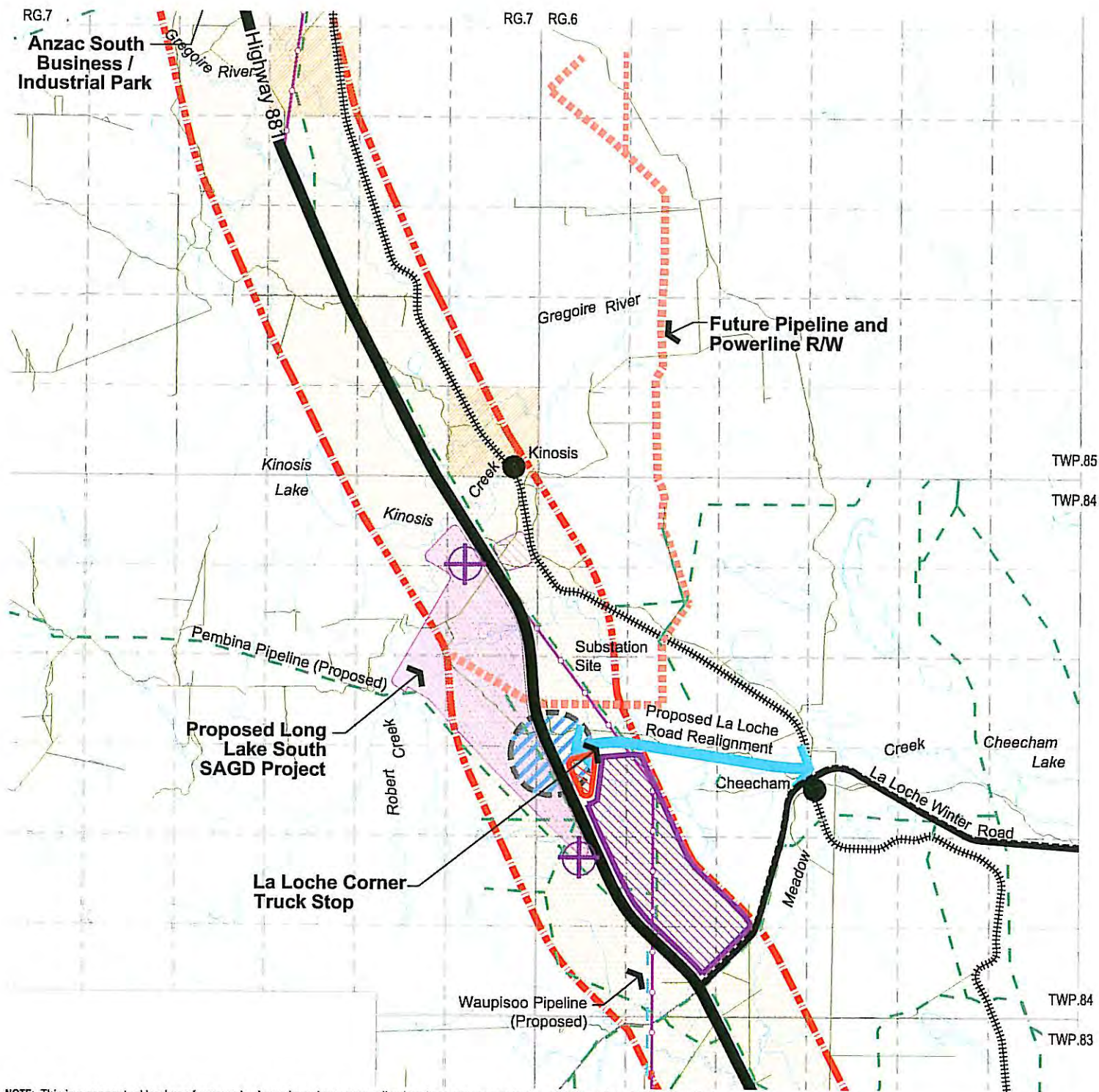


Scale: 1:10000

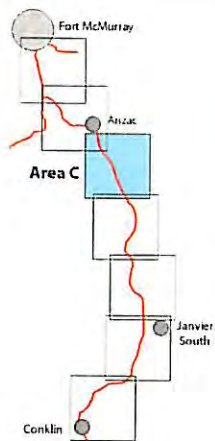
Photography Acquired May 2006

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





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



### Legend

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

## Map 2c Future Land Use Concept



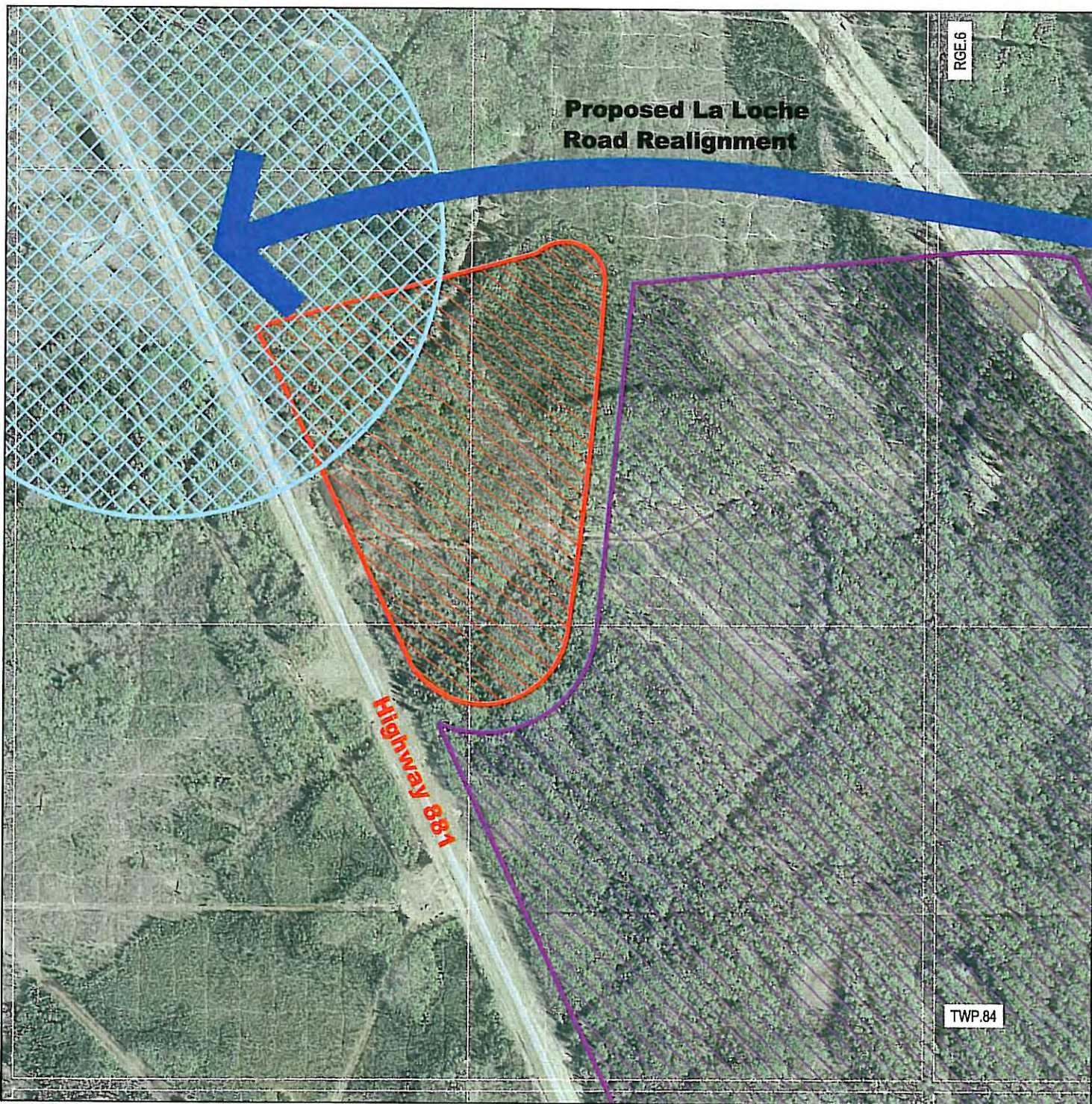
REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan

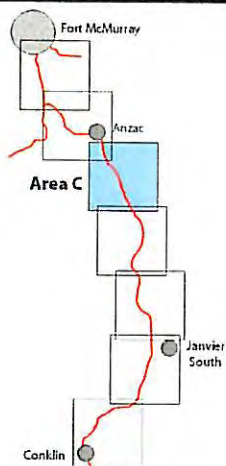


NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.  
SOURCE: Nexen Inc. - Long Lake South - Phase 2 Development - Conceptual Plan, 2006








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



### Legend

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

## Map 2c-1 Future Land Use Concept



REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan

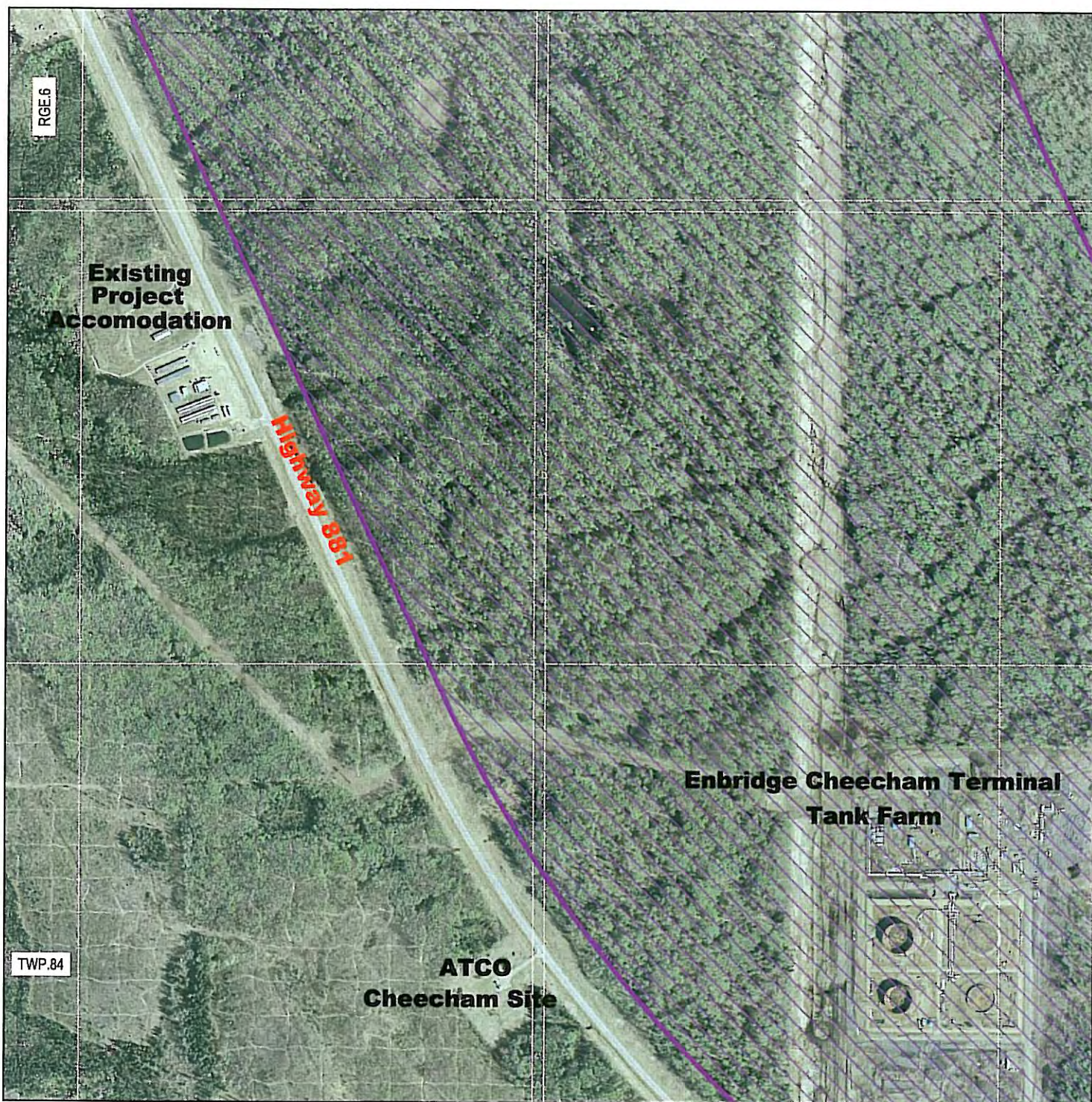


Scale: 1:10000

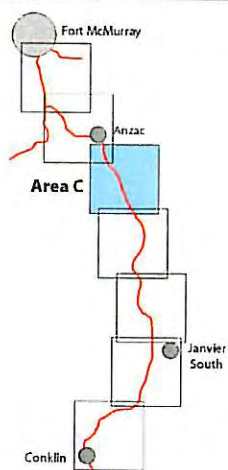
Photography Acquired May 2006

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





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



#### Legend



La Loche Business / Industrial Park

## Map 2c-2 Future Land Use Concept



REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan

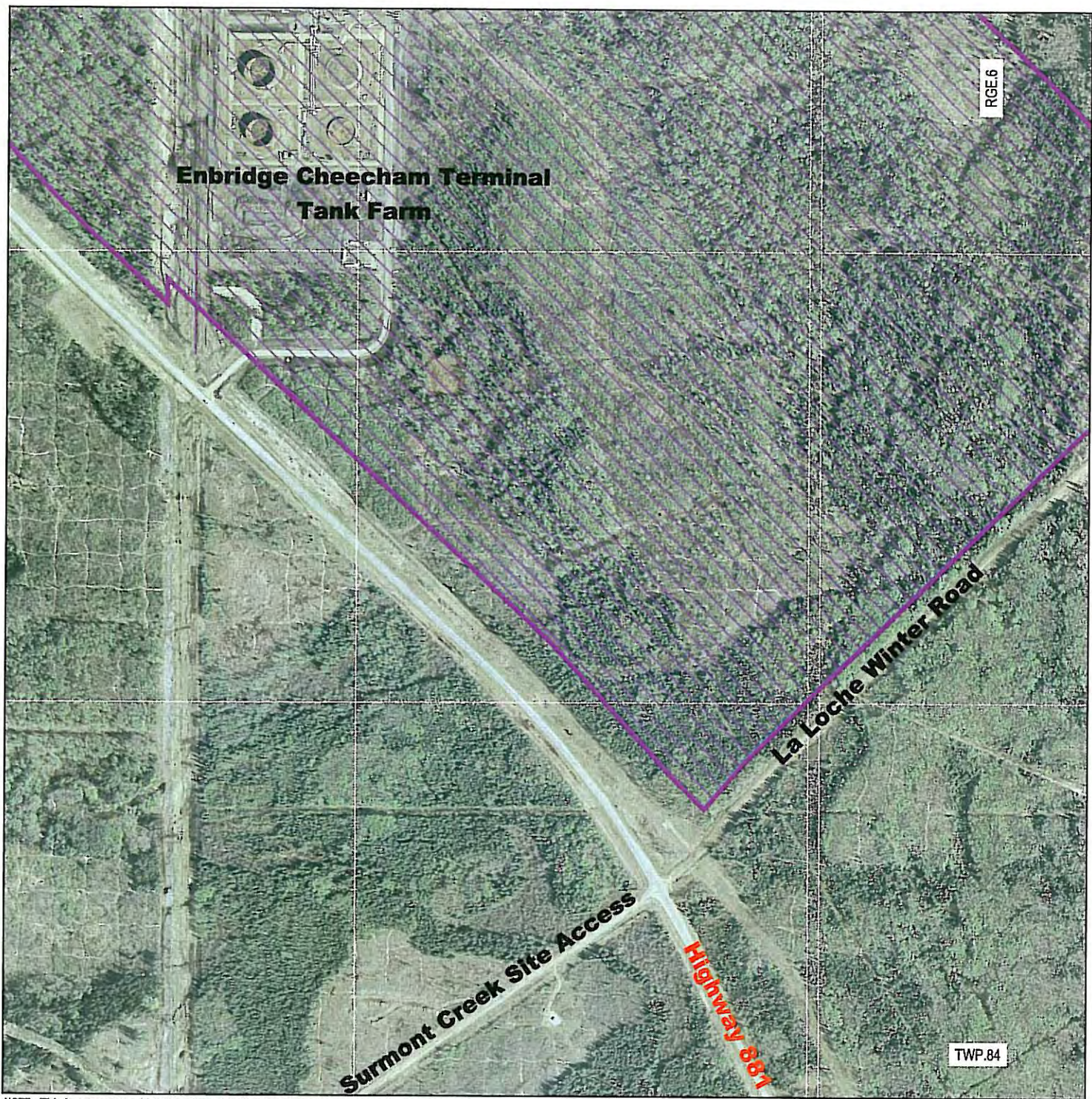


Scale: 1:10000

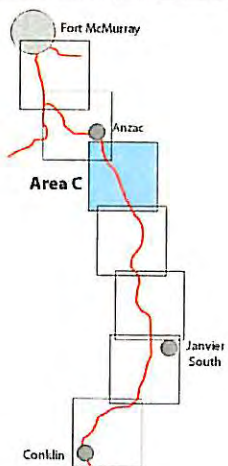
Photography Acquired May 2006

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






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



### Legend

 La Loche Business / Industrial Park

## Map 2c-3 Future Land Use Concept



REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan

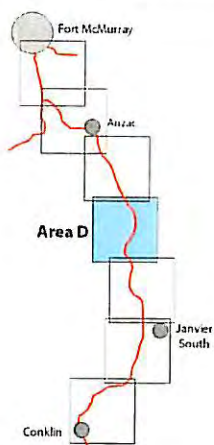
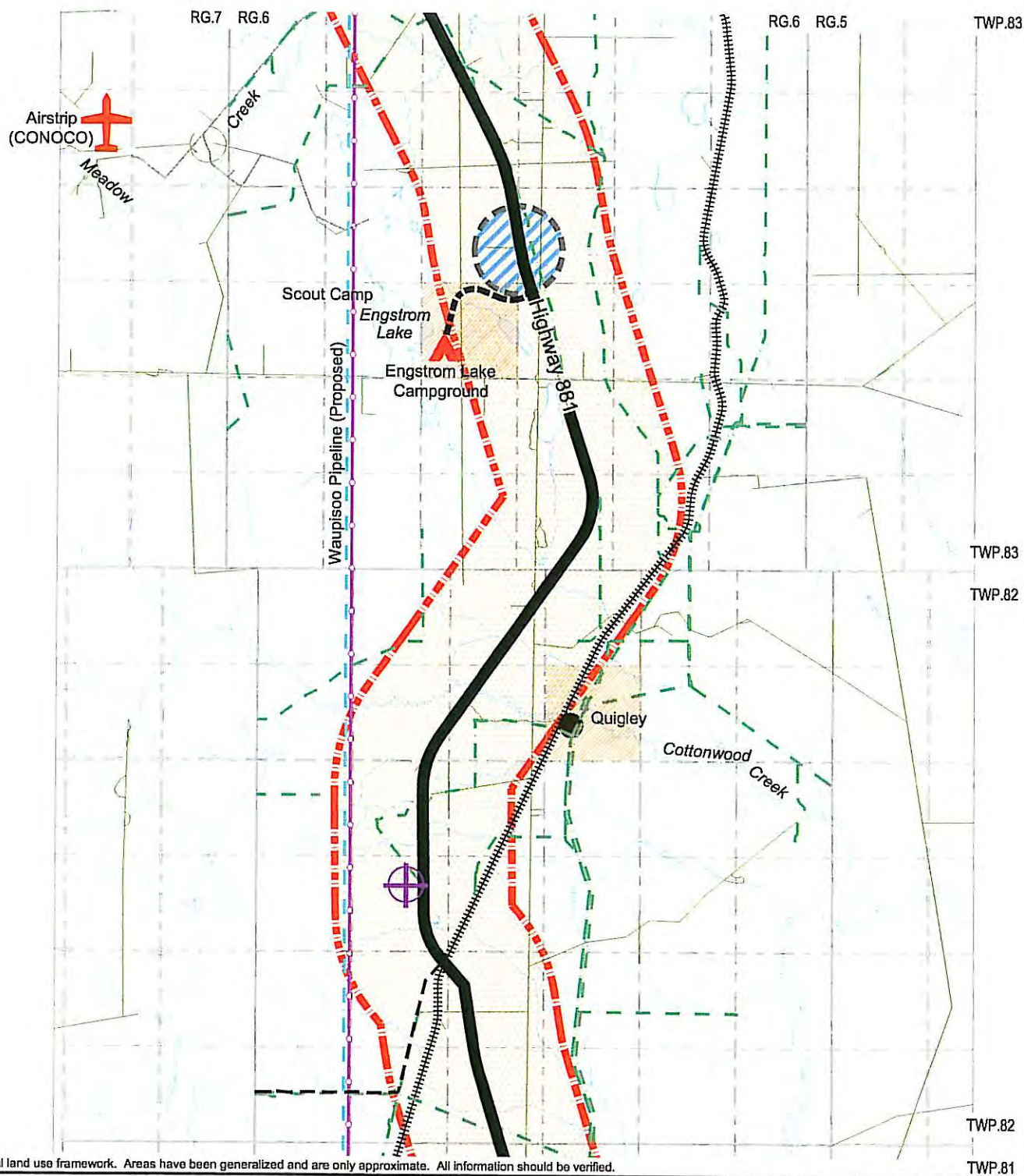


Scale: 1:10000

Photography Acquired May 2006

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





### Legend

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

## Map 2d Future Land Use Concept



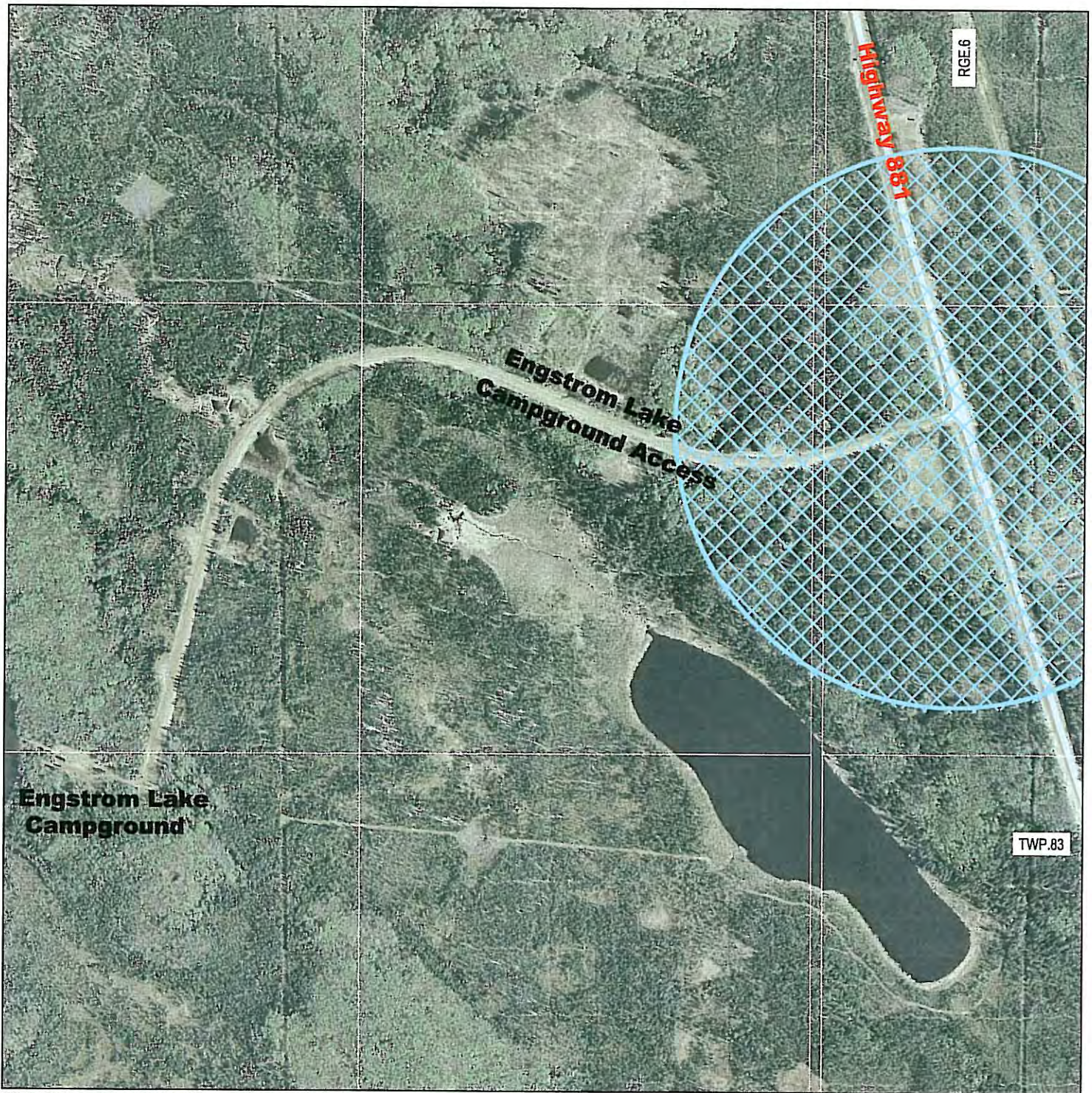
REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan

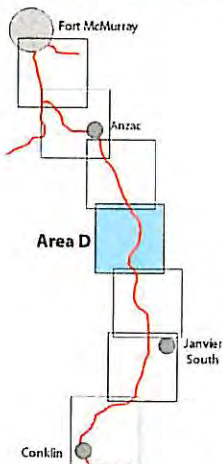


NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.






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



### Legend

 Future Intersection Upgrade

## Map 2d-1 Future Land Use Concept



REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan

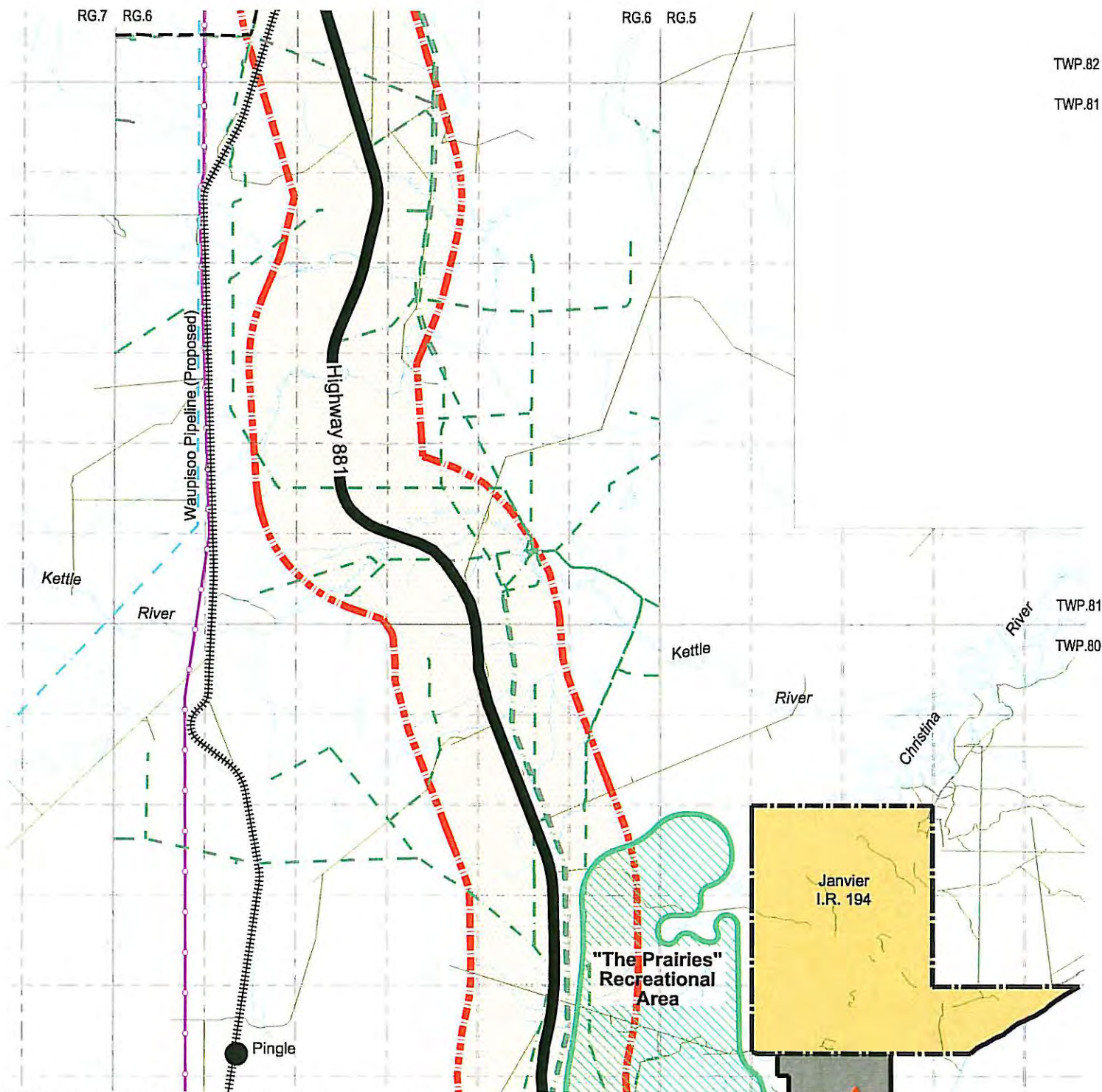


Scale: 1:10000

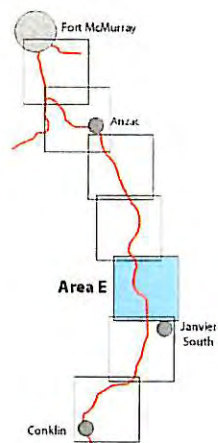
Photography Acquired May 2006

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





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



### Legend

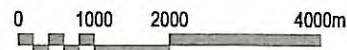
- ■ ■ ■ ■ ASP Boundary
- Hamlet
- Indian Reserve
- Tourism / Recreation
- ■ ■ ■ ■ Rural Policy Area
- Historic / Archeological Resource Site
- Provincial Highway

## Map 2e Future Land Use Concept



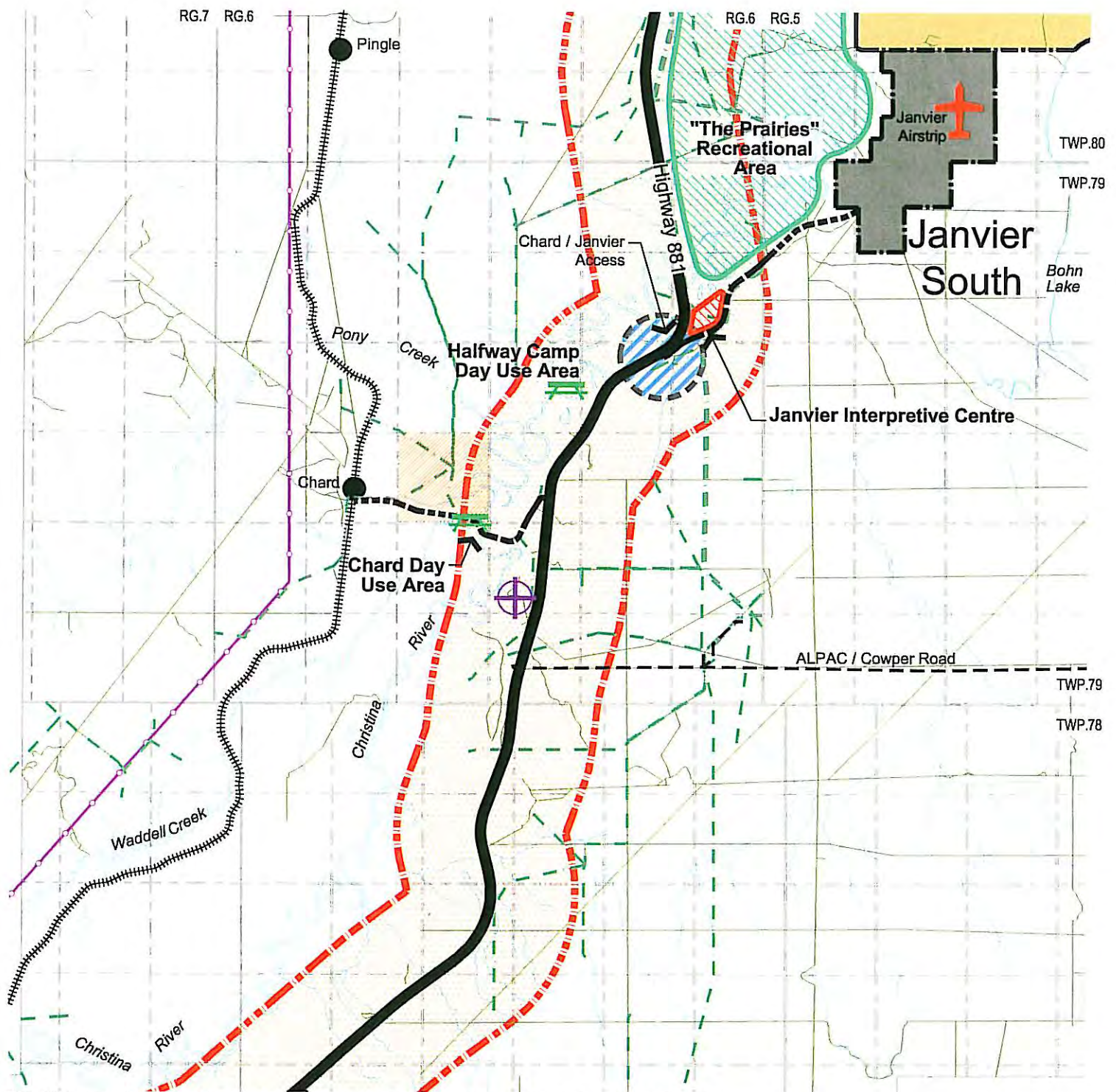
REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan

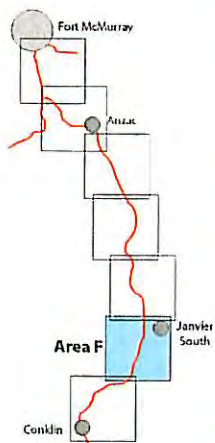


NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.





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



### Legend

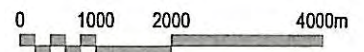
- |                      |  |
|----------------------|--|
| ASP Boundary         | Historic / Archeological Resource Site |
| Hamlet               | Provincial Highway                     |
| Indian Reserve       | Future Intersection Upgrade            |
| Commercial           | Existing Project Accommodation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

## Map 2f Future Land Use Concept



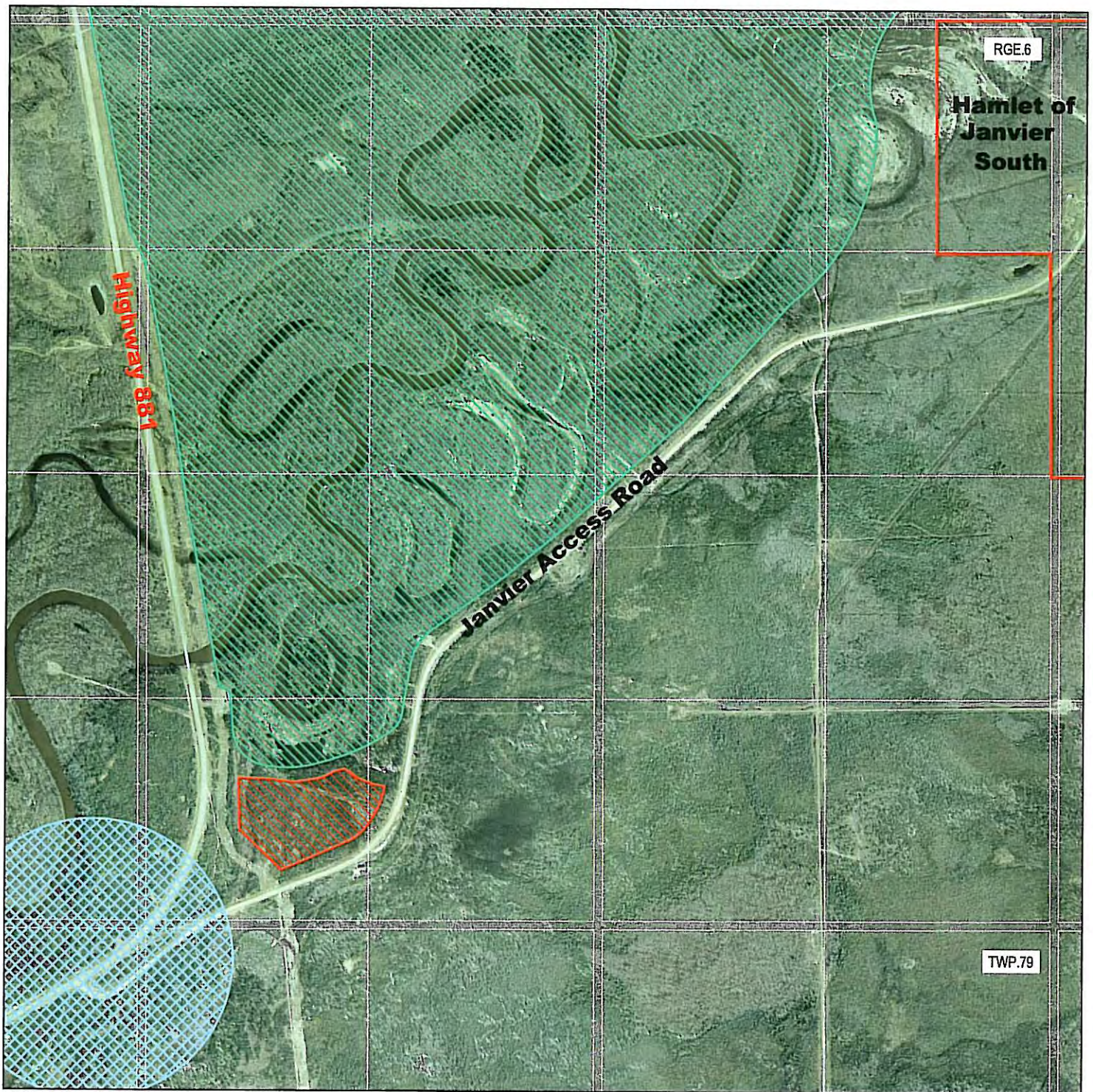
REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan

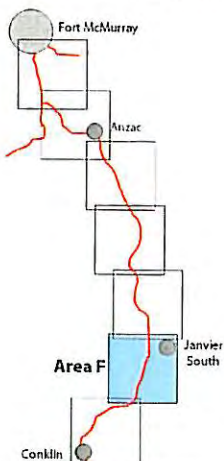


NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.








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



### Legend

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

## Map 2f-1 Future Land Use Concept



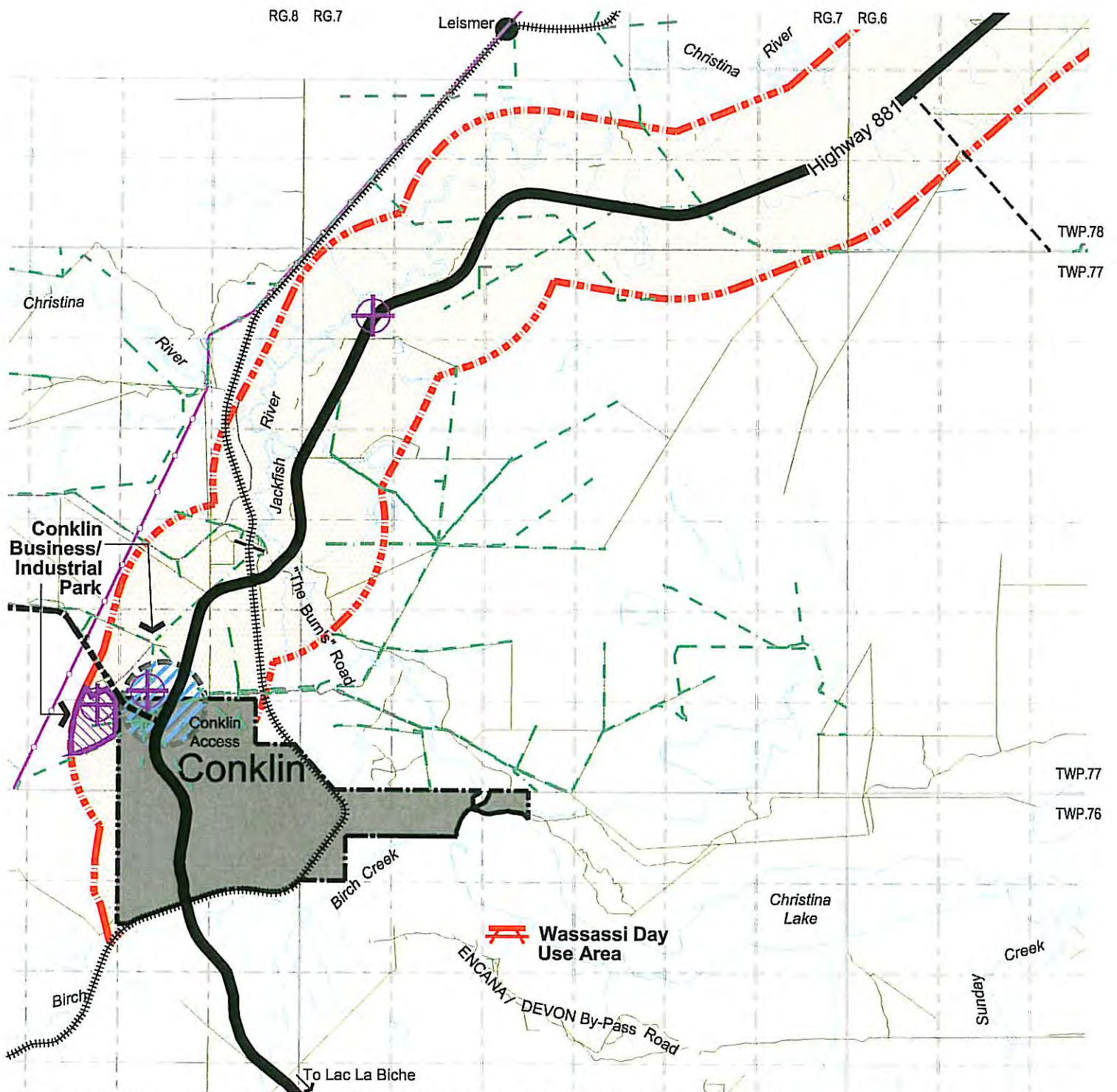
### Highway 63/881 Corridor Area Structure Plan



Scale: 1:20000  
Photography Acquired May 2006

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



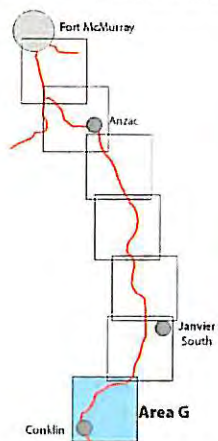


## Map 2g Future Land Use Concept



REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan



#### Legend

ASP Boundary

Hamlet

Business / Industrial

Rural Policy Area

Provincial Highway

Existing Day Use Area



Existing Project  
Accommodation

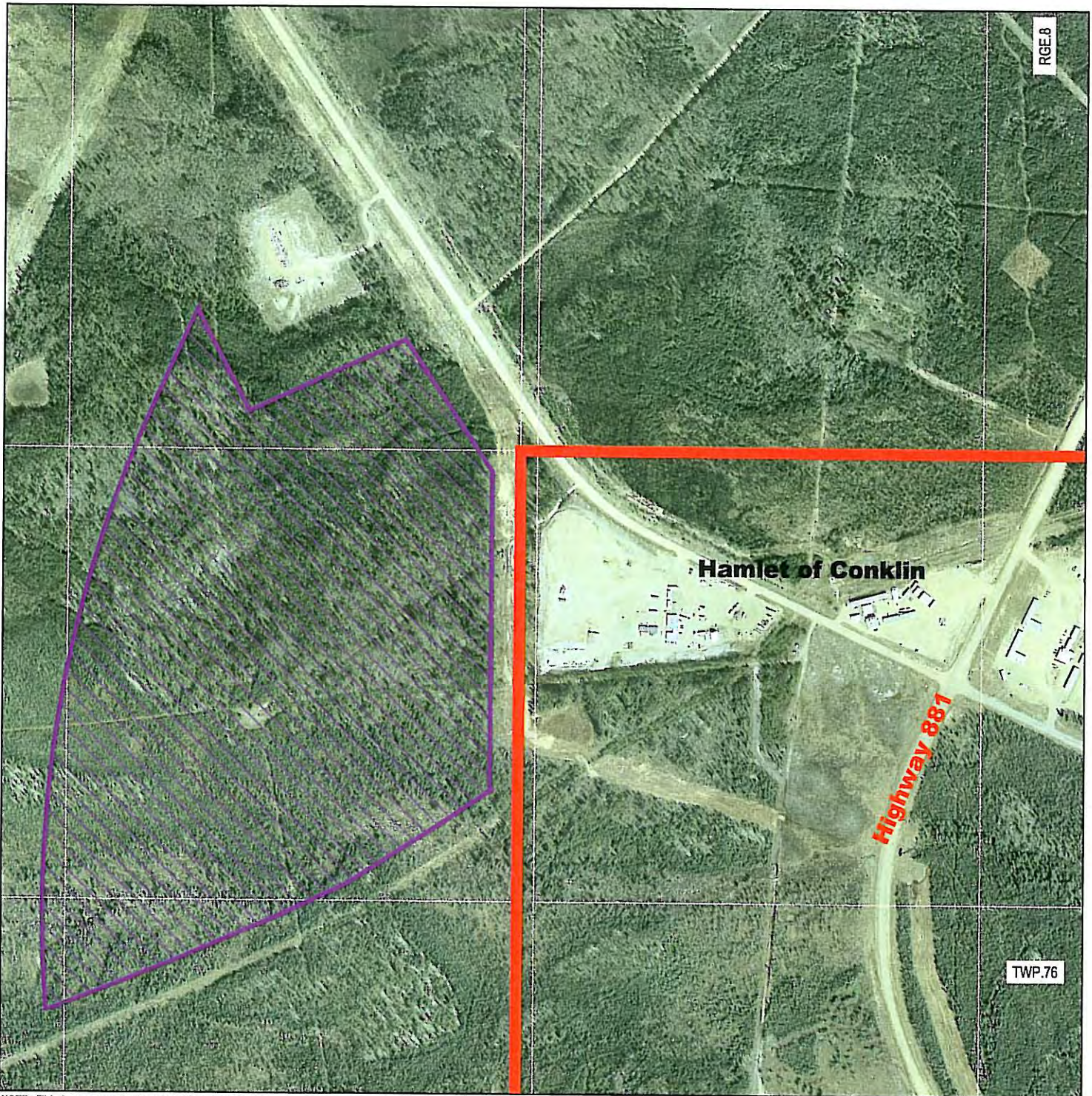


Future Intersection Upgrade

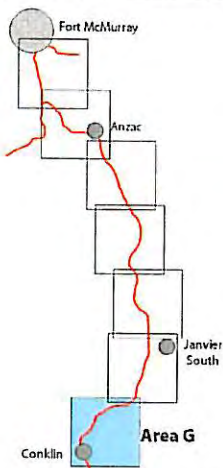


NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.





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



### Legend

 Conklin Business Industrial Park

## Map 2g-1 Future Land Use Concept



REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan



Scale: 1:10000

Photography Acquired May 2006

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