

REGIONAL MUNICIPALITY OF WOOD BUFFALO

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



REGIONAL MUNICIPALITY
OF **WOOD BUFFALO**

Real Martin West Area Structure Plan

BYLAW NO. 98/065

**This Area Structure Plan has been consolidated
as per January 22, 2015**

BYLAW NO. 05/003

BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO ADOPT AN AREA STRUCTURE PLAN FOR THE REGIONAL MUNICIPALITY OF WOOD BUFFALO.

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

1. **THAT** the Real Martin West Area Structure Plan for the Regional Municipality of Wood Buffalo attached hereto as Schedule "A", is hereby adopted.
2. **THAT** this bylaw shall be passed and become effective when it receives third reading and is signed by the Mayor and Chief Legislative Officer.

READ a first time in Council this 25th day of January , 2005.

READ a second time in Council this 8th day of February , 2005.

READ a third time in Council and passed this 8th day of February , 2005.

CERTIFIED A TRUE COPY


MAYOR

CHIEF LEGISLATIVE OFFICER


CHIEF LEGISLATIVE OFFICER

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ATTACHMENTS

- Attachment 1: Outline Plans
- Attachment 2: Stakeholder Meetings: September 17, 2003
- Attachment 3: Public Open House Displays: October 15, 2003
- Attachment 4: Comments from October 15 Public Open House Meeting

1.0 INTRODUCTION

1.1 Purpose and Objectives

The purpose of this Area Structure Plan (ASP) is to provide a framework of municipal land use policies that will guide future land use, subdivision, and development of approximately 500 acres of land located within the Real Martin West area as shown in Map 1.

The objectives of this Area Structure Plan include the following:

- a) To examine the suitability of land in the Plan Area for development of regional churches and church-related uses including housing.
- b) To investigate and determine the feasibility of developing land within the Plan Area, while acknowledging that existing sanitary trunk sewer capacity may not be available.
- c) To examine the feasibility of a broad range of possible future land uses within the Plan Area, including but not necessarily limited to, active recreation, residential, and public services.
- d) To ensure that any development within the Plan Area will be economical and environmentally sensitive.
- e) To encourage a safe, efficient transportation system for vehicles and pedestrians.
- f) To identify infrastructure requirements and implementation policies to accommodate efficient phasing of development.
- g) To ensure that future development within the Plan area is compatible with adjacent land uses.
- h) To examine and consider opportunities for provision of park spaces to meet the needs of future residents and the municipality.
- i) To ensure attractive development that will enhance the Real Martin West area.

1.2 Legislative Framework

Pursuant to Part 633 of the Municipal Government Act (MGA), the Council of a municipality is permitted via by-law to adopt an Area Structure Plan (ASP) as a statutory document. Section 633 of the MGA states that:

1. *For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may, by bylaw, adopt an area structure plan.*
2. *An area structure plan*
 - a) *must describe*
 - i. *the sequence of development proposed for the area,*
 - ii. *the land uses proposed for the area, either generally or with respect to specific parts of the area,*
 - iii. *the density of population proposed for the area either generally or with respect to specific parts of the area, and*
 - iv. *the general location of major transportation routes and public utilities,*
 - b) *may contain any other matters the council considers necessary.*

1.3 The Planning and Public Consultation Process

The Real Martin West ASP was completed in four phases commencing in July 2003. The plan was prepared by Brown and Associates Planning Group working closely with the Regional Municipality of Wood Buffalo (RMWB) planning and engineering staff. McElhanney Consulting provided conceptual engineering support for the plan.

The first phase of the planning process occurred during the summer of 2003. This phase included project start-up meetings, issue-identification meetings with key stakeholders, review of existing policies, and documentation of existing physical features within the Plan Area. A stakeholder mailing list was prepared to notify all stakeholders about opportunities for involvement throughout the planning process.

The second phase of the planning process took place during the fall of 2003. This phase prepared preliminary land use concepts in response to input received from stakeholders during Phase 1. A public open house and workshop meeting was held during October to discuss and evaluate the land use concepts. After considering all input received, a preferred option was selected in November 2003 as the basis for a draft ASP.

The third phase of the planning process involved circulation of the Draft ASP document for technical evaluation by municipal departments in early 2004. Following this circulation process the consulting team prepared a Proposed ASP document reflecting the comments of municipal departments.

A Proposed ASP document was printed for public circulation during March/April 2004. Comments received from this public circulation process were compiled for consideration by Council at a statutory Public Hearing of Council.

A summary of public consultation events and input received at these meetings is provided in the Attachments section of this Plan.

1.4 Plan Implementation, Review, and Amendment

The Real Martin West Area Structure Plan, adopted by bylaw in accordance with Part 633 of the Municipal Government Act, will become a statutory document of the Regional Municipality of Wood Buffalo. To be fully implemented, the Area Structure Plan policies may need to be incorporated into other municipal planning documents. These documents include the RMWB Municipal Development Plan, the RMWB Land Use Bylaw, and the Parks and Outdoor Recreation Master Plan. In practice, this ASP will be implemented through commitments to public and private improvements that are embodied in the Area Structure Plan policies contained herein.

Changing considerations may necessitate periodic review and occasional amendment of the ASP. Council, through monitoring of subdivision and development approvals, may initiate amendment of the ASP in accordance with the Municipal Government Act. In addition, a landowner may request amendment of the ASP in accordance with application requirements and procedures of the same Act and standard municipal procedures.

2.0 THE PLAN AREA and LAND USE OPTIONS

2.1 Municipal Location and Plan Boundaries

The Real Martin West Plan Area is located at the western edge of the Fort McMurray Urban Service Area as illustrated in Map 2. The Plan Area boundaries include the following:

- Thickwood Boulevard and a portion of the Conn Creek Environmental Preservation District define the north and northeast boundary;
- Real Martin Drive and the Martin Ridge Estates residential subdivision define the east boundary. Toward the far south end of the Plan Area, the upper end of the Fort McMurray Golf Course properties define the east edge of the Plan Area.
- The south and west boundaries of the Plan Area are defined by the quarter section legal grid and the current Fort McMurray Urban Service Area as defined in the RMWB Municipal Development Plan.

The Plan Area is surrounded by Crown forestland to the south and west. Existing land uses to the east include the Martin Ridge Estates and Wood Buffalo Estates urban residential areas. Final phases of development within Wood Buffalo Estates are currently on hold pending detailed review of remaining capacity in the sanitary trunk sewer serving the area. Real Martin Drive also provides access to the Fort McMurray Golf Course, which is located along the north bank of the Athabasca River just south of the Plan Area.

2.2 Legal Description and Ownership

Land within the Plan Area includes legal parcels as illustrated in Map 2 and described in Table 1. The majority of the Plan Area is owned by the Crown and managed by Alberta Sustainable Resource Development. Quarter sections owned by the Crown within the Plan area are non-patent lands that are described separately on Certificates of Title issued for each legal Section.

Table 1: Existing Legal Areas and Ownership

Legal	Cert. of Title	Ownership	Area (1)
NE 23-89-10-W4	#982 217 599 +4	Provincial (Crown) Non-Patent Land	18.7 hectares 46.2 acres

SE 23-89-10-W4	#982 217 599 +4	Provincial (Crown) Non-Patent Land	59.9 hectares 148.0 acres
NE 14-89-10-W4	#982 217 599 +3	Provincial (Crown) Non-Patent Land	44.6 hectares 110.1 acres
SE 14-89-10-W4	#982 217 599	Provincial (Crown) Non-Patent Land	62.8 hectares 155.2 acres
Plan 9820716 Lot 4	#982 052 108 +3	Trak Enterprises	0.26 hectares 0.65 acres
Dedicated Road Allowance	n/a	RMWB	6.6 hectares 16.35 acres
TOTAL PLAN AREA			192.8 hectares 476.5 acres

1. Areas measured from plans.

The only privately owed land within the Plan Area is the 0.65 acre lot owned by Trak Enterprises. This irregular lot is contained within municipal road right-of-way including Real Martin Drive to the east and undeveloped municipal road rights-of-way.

Portions of NE 23 located adjacent to Thickwood Boulevard have been leased by the RMWB for use as a snow storage facility. These leases are discussed in Section 2.4 - Existing Features.

2.3 Existing Municipal Policies

Municipal Development Plan

The Plan Area is designated as an "Open Space" policy area in the RMWB Municipal Development Plan (MDP). The MDP contains the following definition for Open Space policy areas.

"...applies to lands within the Urban Service Area boundary or hamlet boundaries which may be undevelopable due to slope instability, drainage or other factors, are utility and transportation corridors or right-of-ways or are lands where the use may not yet have been clearly determined."

Therefore, it is appropriate that this Area Structure Plan should determine the potential and feasibility for any future development within this open space policy area and to recommend more specific land use policies for the Plan Area.

The Plan Area has not previously been identified as suitable for urban development under the Municipal Development Plan (MDP). The MDP identifies and protects other lands to accommodate all forecast growth requirements of the Region. A small future growth area is identified along the east side of Real Martin Drive at the south end of Wood Buffalo Estates. The major future growth areas are located in the Timberlea area, and ultimately in the Forest Heights area northeast of the Athabasca and Clearwater rivers. Therefore, any future development within the Real Martin West Plan Area will be based on the suitability of the lands for urban development. Infrastructure funding to accommodate growth is currently being invested in planned growth areas otherwise identified in the MDP.

Land Use Bylaw

The Plan Area is currently designated with three different land use districts under the RMWB Land Use Bylaw as illustrated in Map 2.

1. Environmental Preservation District. The purpose of this district is to provide for the preservation of natural open space and the protection of environmentally sensitive lands from incompatible development.
2. Public Services District. The purpose of this district is to provide for the development of buildings and uses for the delivery of educational, health, government and institutional services.
3. Direct Control District. The purpose of this district is to provide for the creation of specific land use regulations where the circumstances are such that control by other districts would be inappropriate or inadequate, having regard to any applicable statutory plans, existing or future surrounding developments and the public interest.

2.4 Existing Features

Existing Land Use

Existing land use is illustrated in Map 3: Airphoto and Map 4: Natural Features. The majority of the Plan Area contains natural open space. This open space includes coniferous and deciduous forests, drainage channels and wetland ponds.

The only significant development within the Plan Area is the RMWB snow storage facility, located at the south end of the Public Services District (Map 2). The RMWB leases land from the province for the snow storage facility. The

snow storage boundaries as illustrated in Map 2 include about 6.4 hectares (15.8 acres) of land. A Telus communication tower is also located on a local high point of land within the snow storage facility boundaries. Although the snow storage operation involves few built facilities, this site provides good regional access to/from Thickwood Boulevard for snow clearing trucks and equipment. Engineering Services intends to continue to operate this lease site as a snow storage facility for the foreseeable future.

Lands corresponding roughly to the existing Public Services District boundaries were previously surveyed in 1984 for the Dickinsfield Landfill site. This cleared area has been used intermittently as a dry disposal area for construction waste such as concrete, sand and general construction material.

Topography and Hydrology

The Plan Area is relatively flat, averaging 1-2 percent slope with locally steep lands in the immediate vicinity of drainage channels. A north and a south drainage channel generally drain eastward and then northward into the Conn Creek valley system. In addition, the extreme north end of the Plan Area contains the Conn Creek drainage system within the designated Environmental Preservation District. No part of the Plan Area drains southward to the nearby Athabasca River escarpment and valley land.

The north and the south drainage channels both contain a series of wetland ponds as a result of natural features and beaver dams. Although smaller localized wetlands may occur throughout the site, there are major areas of wetland and marsh as illustrated in Map 4 as riparian wetland (#2 areas), shrub/sedge wetland (#6), and treed lowland (#7). Shrub/sedge and treed low wetlands are created by a combination of lower ground and imperfect drainage toward the primary south channel.

Vegetation and Environmentally Sensitive Areas

Map 4 illustrates the main types of vegetation existing in the Plan Area. The north end of the Plan Area has been substantially cleared. There is a large coniferous forest area located on relatively high and dry land within the central part of the Plan Area (area #1). The south end of the Plan Area contains an Upland Aspen forest (area #3).

The only part of the Plan Area considered to be environmentally sensitive is the riparian wetland areas associated with the two major drainage channels. These channels are wet throughout the year as a result of beaver ponding and annual spring melts and/or intermittent storm flows support riparian vegetation adjacent to these channels. In particular, the treed riparian areas (area #5) adjacent to the drainage channels are among the most ecologically productive vegetation and habitat areas in the region.

Roadways and Access

The north part of the Plan Area, including the existing snow storage facility is accessible via Thickwood Boulevard, a 4-lane urban arterial roadway.

The central part of the Plan Area is accessible via Real Martin Drive, a two lane, paved rural standard roadway. This road is a unique "boundary" road standard because it is located at the edge of the Urban Service Area and provides access to the Fort McMurray Golf Course in the Athabasca River valley to the south. No sanitary or storm sewer services are located in Real Martin Drive. It has recently been upgraded to provide a 4-lane urban collector roadway standard between Thickwood Boulevard and JW Mann Drive. The remaining length of Real Martin Drive has been upgraded to provide wide paved shoulders and to accommodate left-turn lanes at intersections.

Utility Services

Piped water and sewer services have been extended to serve Wood Buffalo Estates and Martin Ridge Estates immediately east of the Plan Area. Existing utilities were not designed to service additional lands west of Real Martin Drive. Lack of available capacity in the existing sanitary sewer connections will be the main constraint to development in the Plan Area.

The existing Thickwood sanitary sewer line has a design capacity of approximately 140 litres per second (L/s). Existing flows from the subcatchment area are approximately 248 L/s. Future phases of development at the south end of Wood Buffalo Estates are on hold pending flow monitoring studies and a detailed review of sanitary services. Therefore, direct connections to the existing Thickwood sanitary sewer line will be limited by capacity constraints for the foreseeable future. Significant upgrading of capacity for this area is not envisioned.

Lack of available capacity in the water supply lines is also a limiting factor for future development in the Plan Area. The existing service in Thickwood is a 300mm watermain, which has adequate capacity for the proposed level of development. Service through Wood Buffalo is a combination of 200mm and 150mm diameter mains. Capacity is limited due to low-pressure areas in the system as well as the development of a proposed school that will require sprinkling.

Stormwater currently drains from the majority of the study area directly to nearby natural drainage courses, ponds and Conn Creek. Determination of local catchment areas will require more detailed topographic information. Some excess ponding along the west side of Real Martin Drive and Martin

Ridge Estates may be created by developments that have locally restricted natural drainage flows.

Summary of Development Suitability

Map 5 summarizes the physical suitability of lands in the Plan Area to accommodate development.

- Lands previously designated as Environmental Preservation District and/or lands within a distance of 100 metres from the two major drainage channels are environmentally sensitive and are not suitable for urban development.
- Alberta Sustainable Resource Development (ASRD) has recommended a development setback of 100 metres from the two major drainage channels. ASRD staff indicated that existing urban development in some cases has been allowed to encroach too close to the natural drainage channels and requested that the municipality enforce the 100-metre natural area setback as a condition of any future development. ASRD as landowner, may choose to enforce this development setback as a condition associated with any future release and sale of lands.
- Lands at the south end of the study area do not have direct access to local roadways and far from urban arterial roads and sewer/water connections. These lands cannot be efficiently developed relative to other lands within the study area.
- Poorly drained marsh wetland areas could only be developed at considerable expense for grading and drainage. These land are not preferred for urban development, particularly where they are located far from existing arterial roads and sewer/water connections.
- Remaining lands become increasingly suitable for urban development to the north part of the study area. The large area of dry coniferous forest may be developable subject to provision of appropriate infrastructure including sewers and roadways. The 69 acre "Public Service" area adjacent to Thickwood Boulevard is particularly suitable for urban development since it is already largely cleared and has direct access to a major arterial roadway. However it is currently the only federally and provincially approved area for snow storage used in the Timberlea area. Excluding the snow storage facility, reduces the developable "Public Service" area for future development to approximately 33 acres.

2.5 Summary of Public and Stakeholder Comments

Input received from consultation with key stakeholder groups and the general public is summarized in the Attachments sections of this ASP. The following section summarizes the major comments from each group.

What church groups would like to see in the plan

- Church groups would like to see land set aside for growing regional church facilities. Older churches closer to downtown will be used by newer and smaller congregations.
- Large sites are required to accommodate housing and community facilities on the same property as regional church buildings.
- Growing assemblies would like to acquire as much as 10 to 20 acres to develop a church seating up to 1200 people, and accommodate related educational and recreational facilities. Visibility from Thickwood Boulevard will be important to serve the regional population and adjacent multi-family housing development will support use of church facilities.

What environmental groups would like to see in the plan

- Maintain natural drainage courses and beaver ponds
- The water table in this area is close to the surface and unpredictable. More information is required prior to development.
- Stormwater and groundwater management plans should be required to avoid flooding problems associated with past developments in the area.
- Consider development that retains and integrates with natural features of the area
- Leave natural vegetation adjacent to Real Martin Drive and internal to the development area
- Leave a green buffer between new development and Martin Ridge Estates
- Retain the area in a natural state and restore beaver dams
- Protect natural areas along drainage courses.

What Wood Buffalo Estates and Martin Ridge Estates neighbours would like to see in the plan.

- Support regional church developments adjacent to Thickwood Boulevard but leave the rest of the area natural

- Recreational trails and park areas only should be provided on the west side of Real Martin Drive
- Protect the wetlands and mixed wood forest areas west of Real Martin Drive
- Support church developments on appropriate sites but do not allow development of lands if services and road capacity are not available.
- Little support for additional residential development in the area due to limited roadway and infrastructure capacity.

What the general public would like to see in the plan

- Protect wetlands and forest areas wherever possible. There is little need to allow additional development in this area.
- There is sufficient land available in new development area for churches.
- Support for major institutional developments such as schools and churches. New institutional development should be centrally located and surrounded by residential and park land uses.

2.6 Land Use Options

Two land use options were prepared during the planning process. These options or 'scenarios) were prepared to support discussion and evaluation with stakeholder groups and the general public.

1. Option 1: Moderate Density Land Use Concept

- 33 acres of Church and Institutional land uses located north of the snow storage facility.
- Maintain the existing snow storage facility at the existing location
- Country Residential lots located on 150 acres along the west side of Real Martin Drive (about 132 lots/dwellings).
- Public open space areas along drainage channels and 180 acres of public open space at the south end of the Plan Area.

2. Option 2: Higher Density Mixed Land Use Concept

- 69 acres of general urban development at the north end of the Plan Area (ultimate relocation of the existing snow storage facility)
- 45 acres of Church and Institutional land uses located along the west side of Real Martin Drive.
- Provision of a new collector roadway west of the Urban Services Boundary to provide alternative access from the south end of Real Martin Drive to the Thickwood Boulevard arterial road system.

- Country Residential lots on an extended area of graded, drained and filled land to create 158 acres for about 140 one-acre lots/dwellings.
- Public open space areas along drainage channels and 114 acres of public open space at the south end of the Plan Area.

These options/scenarios were the basis for considerable discussion with stakeholder groups and the general public. Specific comments are included in Attachments to this plan. Highlights of the evaluation include the following.

- Intensive urban uses such as churches and institutional development should be limited to the north end of the site adjacent to Thickwood Boulevard. This is the only area that can be developed economically without generating significant costs for new infrastructure. In addition, existing residents in the Real Martin Drive area do not wish to see new development and traffic along Real Martin Drive.
- Country residential development based on water cisterns and sanitary pump-out tanks would be expensive for the property owner, increase truck traffic and associated environmental costs, and would set a precedent for future developments within the Urban Service Area. In addition, pressure to extend urban services at significant municipal cost would increase over the years in the future.

Based on these comments and technical evaluation of the options, the recommended concept provides for urban development on Public Service sites adjacent to Thickwood Boulevard and provides open space, recreational and natural area land uses along the west side of Real Martin Drive where urban services and infrastructure cannot be provided efficiently.

3.0 PLAN POLICIES

3.1 Land Use Concept

The recommended land use concept for the Real Martin West Plan Area is illustrated in Map 6. The land use concept includes the following major land uses and associated land use recommendations:

- Institutional and public service land uses at the north end of the Plan Area adjacent to Thickwood Boulevard. Appropriate land uses in the Institutional area will include churches. Multi-family residential dwellings may be considered through a Direct Control redesignation process where Council is satisfied that such dwellings are comprehensively planned to support a primary institutional facility such as a church.
- Future expansion of Institutional and related land uses onto the existing snow storage facility site only if the municipality no longer requires the snow storage facility at this location and/or has acquired an alternative snow storage facility.
- A 30-metre wildland/urban interface fire break along the west edge of the Institutional area and protection of right-of-way options for a possible future road access route to the west.
- Natural, recreational and open space land uses along the west side of Real Martin Drive. Real Martin Drive will continue to be the practical limit of development servicing within the Urban Service Area.
- Lands are identified along the west side of Real Martin Drive that would be appropriate for recreational uses such as sports fields and trails subject to future recommendations of the Parks and Outdoor Recreation Master Plan. The Master Plan will consider regional requirements in respect to available land and budget resources.
- Provisions for future connections to link the existing pedestrian trail system to future natural areas and possible parks within the Plan Area.

3.2 Institutional Policy Area

Background and Overview

The purpose of the Institutional Policy Area is to accommodate development of public and quasi-public uses such as churches, schools, and recreation centres. It is intended that development in this area will meet all standards for urban development.

Policies

3.2.1	Land Use	Appropriate land uses within the Institutional area will include churches, community services, schools, recreational facilities and other public and quasi-public facilities. Multi-family residential dwellings may be appropriate where Council is satisfied that such dwellings are comprehensively planned to support, or be supported by, a primary institutional facility such as a church.
3.2.2	Snow Storage Facility	The existing snow storage facility will remain in its current location for the foreseeable future. All development within the Institutional area should be designed to demonstrate how future urban development of the snow storage site could be accommodated if and when the Region no longer requires the existing snow storage facility.
3.2.3	Environmental Site Assessment	An Environmental Site Assessment report shall be prepared by a qualified professional prior to development. The report should identify any potential contamination as a result of historical site activities and identify any remediation and reclamation activities required prior to development.
3.2.4	Wildland / Urban Interface	Development in this area should provide a minimum 30 metre buffer cleared of vegetation between the development and the forest. A public access right-of-way should be provided sufficient to accommodate emergency vehicles and a possible future collector roadway. Other recommendations contained in the report "FireSmart: Protecting Your Community from Wildfire" should be considered and incorporated into detailed designs for subdivision and development wherever appropriate.

3.2.5	Concept Plan	A Concept Plan shall be prepared to the satisfaction of Council to demonstrate how proposed subdivision and site development relates to possible future development within the entire policy area.
3.2.6	Development Standards	Development sites visible from Thickwood Boulevard will be required to provide high quality architectural design and materials. Large surface parking should be partially screened and landscaped to the satisfaction of the Approval Authority. Areas of the site not covered by structures or paving shall be landscaped to the satisfaction of the Approval Authority.
3.2.7	Interface with Snow Storage Facility	Development adjacent to the existing snow storage facility should provide appropriate buffering and interface design treatments to the satisfaction of the Approval Authority.
3.2.8	Traffic Impact Analysis	A Traffic Impact Analysis by a qualified transportation engineer shall be provided in support of any land use and development proposals within the Institutional area. Traffic analysis shall demonstrate the required ultimate roadway requirements for safe access to Thickwood Boulevard and any future access requirements for possible long-term future development of the existing snow storage facility.

3.3 Public Open Space/ Natural Area Policy

Background and Overview

The purpose of the Public Open Space / Natural Area policy is established to protect existing natural features and to allow for limited recreational use.

Policies

3.3.1	Land Use	Appropriate land uses within the Public Open Space policy areas will include pedestrian pathways and multi-use trails.
3.3.2	Development Setback from Primary Drainage Channels	A 100 metre natural area shall be maintained along both sides of the primary drainage channels and linked ponds as illustrated in Map 5. Subdivision or development shall not be permitted within these setback areas with the exception of utilities, trails and facilities intended to enhance the passive recreational enjoyments of the area by the public.

3.4 Recreational Parks and Trails**Background and Overview**

A public municipal reserve park is not expected to be warranted within the Institutional policy area. The Institutional area is expected to be used mainly by church and institutional visitors rather than permanent residents.

Portions of the Public Open Space /Natural Areas lands that are adjacent to and/or accessible from Real Martin Drive can provide opportunities for regional recreational activities. The following policies identify opportunities for consideration and possible implementation as part of the broader Parks Master Planning program.

Policies

3.4.1	Municipal Reserve Land	Municipal Reserve (MR) requirements under the Municipal Government Act will be provided as determined by RMWB Council. Where a local park is not warranted Council may accept MR land to accommodate appropriate regional trail system connections and as cash-in-lieu of municipal reserve land.
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3.4.2	Real Martin Drive Active Recreational Area	Lands along the west side of Real Martin Drive would be appropriate to accommodate sports field facilities that can be serviced without creating a significant load on existing utility and roadway systems. These lands should be evaluated as part of the Parks and Outdoor Recreation Master Plan program and designated if warranted with regard to regional recreational priorities and availability of funding. Development of any recreational sports field facility will be undertaken in consultation with existing community residents in the vicinity of the site.
3.4.3	Escarpment Passive Recreational Area	Lands at the south end of the Plan Area extending to the Athabasca River escarpment have been identified as an opportunity for a regional trail network and possible "leash-free" pet park. Access to this area would require provision of a driveway and parking lot from Real Martin Drive. This opportunity is recommended for consideration as part of the regional Parks and Outdoor Recreation Master Plan program.
3.4.4	Pedestrian Pathways and Trail System	The public pedestrian pathway and multi-use trail system should be extended into the Plan Area to link natural areas to the planned firebreak and to existing regional trails and pathways in adjacent residential areas. A conceptual pathway system is illustrated in Map 7. Detailed design and implementation of pathway extensions will occur at the time of adjacent development or as determined by Council through the capital budget process.
3.4.5	Environmental Reserve Land	Lands within 100 metres of the primary drainage channels as illustrated in Map 5 will qualify as Environmental Reserve land at the time of subdivision of adjacent lands on title. These

		lands will remain in provincial or municipal public ownership by agreement to be determined at the time of purchase and subdivision of lands from the province.
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3.5 Transportation

Background and Overview

Thickwood Boulevard is a 4-lane urban divided arterial roadway serving the Thickwood Heights and Timberlea areas together with Confederation Way in a continuous loop road system.

Real Martin Drive functions as a collector roadway. Recent upgrading has provided a four lane urban configuration between Thickwood Boulevard and JW Mann Drive. South of the JW Mann Drive the road surface has been upgraded to provide two travel lanes with wide paved shoulders and/or a central land for left-turn lane striping. This road will accommodate 5,000 vehicle trips per day under RMWB roadway guidelines. The functional capacity of the existing road on the improved section between Thickwood Boulevard and JW Mann Drive will be greater than 5,000 vehicles per day with efficient signalization and management of turning movements.

Existing traffic levels on Real Martin Drive are estimated at 5,000 vehicles per day just south of Thickwood Boulevard (based on existing residential units and peak hour traffic counts from the 2002 Thickwood/Timberlea Functional Transportation Plan). Future development already planned for the south end of Wood Buffalo Estates will increase traffic levels. Therefore any significant additional residential development within the Plan area could stimulate the need for roadway requirements including provision of an alternative access route to/from the area for safety and emergency access. Land uses such as recreational uses that generate off-peak traffic volumes could be accommodated by the existing road system without affecting the peak hour level of service.

A future collector roadway will be required to serve development within the proposed Institutional area. This collector road will provide access from the Institutional area to Thickwood Boulevard at Dickins Drive. Alternate access to Thickwood Boulevard should also be provided prior to full build-out of this 33 acre area. Appropriate alternative access should be identified by a Traffic Impact Study at the time of initial development in the Institutional area. One option for alternate access may be a route through the snow storage area to the existing snow storage site driveway location. Possible urban development

traffic at this future intersection location may be limited to right-in/right out turning movements due to the curve alignment of Thickwood Boulevard at this location.

Policies

3.5.1	Traffic Impact Assessment	Development proposals in the Institutional area shall provide a Traffic Impact Assessment prepared by a qualified professional. The Traffic Impact Assessment should identify ultimate roadway improvements required to serve build-out of the area and a phasing program for implementation that is related to current development plans.
3.5.2	Off-Site Roadway Improvements	New developments within the Institutional policy area will be responsible for costs of providing safe access to Thickwood Boulevard through standard municipal off-site contributions and/or special requirements related to site development.

3.6 Utility Servicing

Background and Overview

Conceptual engineering analysis indicates that urban development in the Institutional policy area could be connected to the Thickwood Sanitary Trunk by collecting on-site flows to a local sanitary reservoir and discharging these flows into the trunk main during off-peak (i.e., night-time) hours. Where capacity is not available between the Institutional area and the existing Cornwall Lift Station site at the time of development, then additional off-peak storage facilities may be required to be provided, owned, operated and maintained by the developers/landowners.

There is a limited capacity available in local water mains to supply additional urban development in the Plan Area. The existing water system will support phased development within the Institutional area based on upgrades that are currently planned. If development in this area proceeds ahead of planned upgrades to the water system a local storage tank may be required to supplement water flows for peak demand and fire protection.

With appropriate upgrades, the existing water and sanitary system will be adequate to accommodate development within the Institutional Area. Servicing demands are anticipated to be similar or equivalent to general urban residential development levels of 22 persons per acre (54 persons per hectare). Based on discussions with church groups, actual development within the 33 acre Institutional area is expected to comprise up to 4 churches incorporating a total of 1,000-1,200 church seats on approximately 10 acres of land. The remaining 23 acres of land within the Institutional area is anticipated to be used for low-density multiple dwelling units and recreation facilities that are comprehensively planned and integrated with the primary church or other institutional facilities. The actual mix of Institutional and affiliated residential development will be based on market demand and comprehensive planning acceptable to Council at the land use redesignation stage. In addition to servicing for the Institutional Area, this plan recommends that long-term utility and infrastructure systems planning should allow capacity for possible future urban development of the existing snow storage site at standard urban density levels, only if and when an alternative preferred snow storage facility is available.

Stormwater flows within the Institutional policy area will be designed to municipal standards to flow to the existing 300 mm storm sewer in Thickwood Boulevard. New development will need to demonstrate on-site management of stormwater prior to discharge to the existing trunk sewer and/or the Conn Creek drainage system in accordance with municipal and Alberta Environment guidelines.

Map 7 illustrates existing utilities in the vicinity of the Plan Area and possible servicing connections for development within the Institutional policy area.

Policies

3.6.1	Infrastructure Servicing Costs	New development shall be subject to standard urban development cost charges and any extraordinary costs attributable to site-specific development as determined by RMWB Council.
3.6.2	Stormwater Management	A Master Drainage Plan for the drainage basin shall be prepared prior to development. The Master Drainage Plan shall be prepared by a qualified professional in accordance with Alberta Environment's "Stormwater Management

		Guidelines for the Province of Alberta” and use “Best Management Practices” to the satisfaction of RMWB Council.
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4.0 PLAN IMPLEMENTATION

4.1 Approval Process

1. Adoption of the Real Martin West Area Structure Plan (ASP) as a Council approved bylaw is the first step toward implementation of development within the Plan Area. The Real Martin West ASP is adopted only after a statutory Public Hearing of the Regional Municipality Wood Buffalo Council, appropriate consultation with key stakeholders including the general public and nearby landowners and municipal staff.
2. In order to maintain conformity between statutory plans, the Municipal Development Plan, Map 5 should be amended to change the proposed Institutional Area (existing Public Service land use designation) from "Open Space" to "Institutional" policy area.
3. The ASP provides a framework of land use policies that must be met prior to the release of provincial lands for sale, and the approval of subsequent land use redesignation (zoning) bylaws and subdivision plans for specific development sites or lots with the Plan Area.
4. All development within the plan area must be consistent with the policies of the approved area structure plan.
5. The RMWB will facilitate development by approaching Alberta Sustainable Resource Development regarding the release and sale of land for use as described in the approved Area Structure Plan.
6. At the time of land use redesignation, subdivision or development, additional technical information may be required in order to confirm the technical feasibility and design of the proposed land uses.
7. The proposed Institutional policy area is currently designated Public Service District under the Land Use Bylaw. This district will accommodate uses such as religious assembly, educational and community services. Additional uses contemplated by this ASP; in particular multi-family residential dwellings where Council is satisfied that such dwellings are comprehensively planned to support a primary institutional facility such as a church, will require redesignation to an appropriate Direct Control District.

8. Details of subdivision design, grading, feasibility, utility servicing and other issues will be provided in accordance with RMWB policies and requirements, including the policies and requirements of this ASP.
9. A Development Agreement between the RMWB and the landowner/developer will be a condition of land use redesignation, subdivision or development approval to ensure the provision of roadway and utility infrastructure in accordance with municipal standards.
10. A legal subdivision application will be submitted to the RMWB Approval Authority after appropriate land use bylaw amendments are in place to accommodate the planned land uses.
11. Subdivision approval may be phased to correspond with a logical and efficient sequencing of infrastructure and development.

Policies

4.1.1	Release of Provincial Land	The RMWB will approach Alberta Sustainable Resource Development to release provincial land for land uses in conformity with this Area Structure Plan.
4.1.2	Request for Proposals	The RMWB may choose to issue a Request For Proposals for development of lands within the Institutional policy area.
4.1.3	Qualifications	<p>A private developer must meet RMWB qualification requirements which will include:</p> <ul style="list-style-type: none"> ▪ Provision of a comprehensive outline plan of subdivision (see Attachment 1); ▪ Demonstrated conformity with approved RMWB policies; ▪ Demonstrated financial and technical capability and experience of the development team.

4.2 Phasing of Development

Background and Overview

Phasing of development within the Institutional area will commence with lands north of the existing snow storage facility and proceed in accordance with efficient connections to existing roadways and utilities.

Phasing of recreational land uses and activities within the Open Space policy area will proceed in accordance with RMWB Open Space Master Plan recommendations and capital budget allowances approved by Council.

Policies

4.2.1	Phasing	Phasing of development shall provide for efficient connections to existing roadways and utility systems.
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4.3 Plan Amendments

Background and Overview

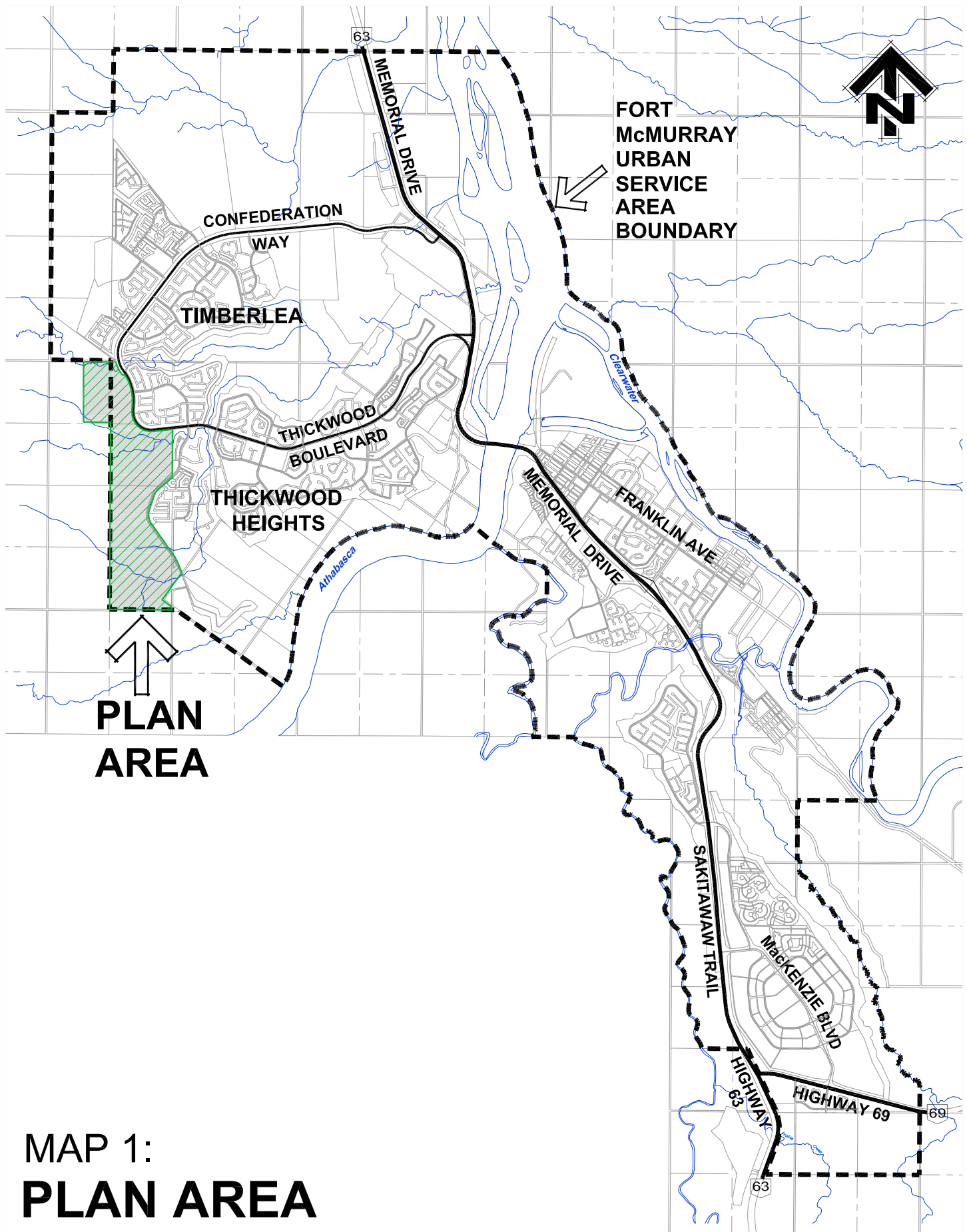
The RMWB will provide for an orderly amendment process that includes community consultation process for any proposed amendments. Applicants applying to amend the ASP must provide a supporting technical report so that the Regional Municipality of Wood Buffalo (RMWB) can properly evaluate the proposed changes considering:

- a) Justification for the amendment and, if applicable, why additional areas are needed for the proposed use;
- b) The extent to which existing areas for the proposed use are available for development;
- c) The cumulative effects the proposed amendment and related development will have on the natural environment and surrounding land uses;
- d) The cumulative effect the proposed use will have on the roads, water, sewer, and stormwater system;
- e) And any other consideration the RMWB deems necessary.

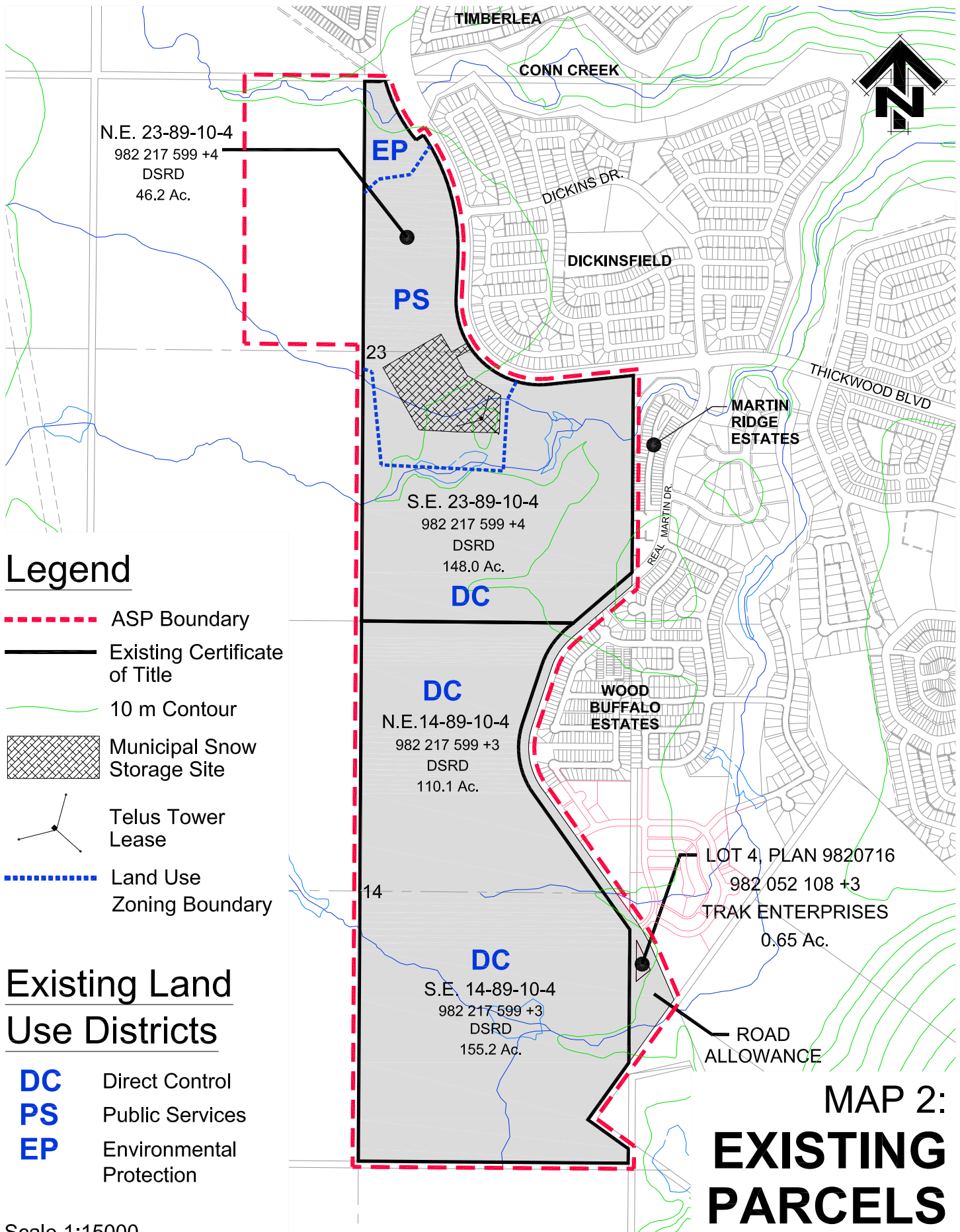
4.4 Reviewing and Updating the ASP

Background and Overview

The RMWB will undertake a review and update, if necessary, to the ASP at five (5) year intervals from the date of adoption. This review should determine whether any changes are required to the current land use designations.



MAP 1: PLAN AREA





Legend

□□□□□□□□ ASP Boundary

Scale 1:15000

MAP 3: AIRPHOTO

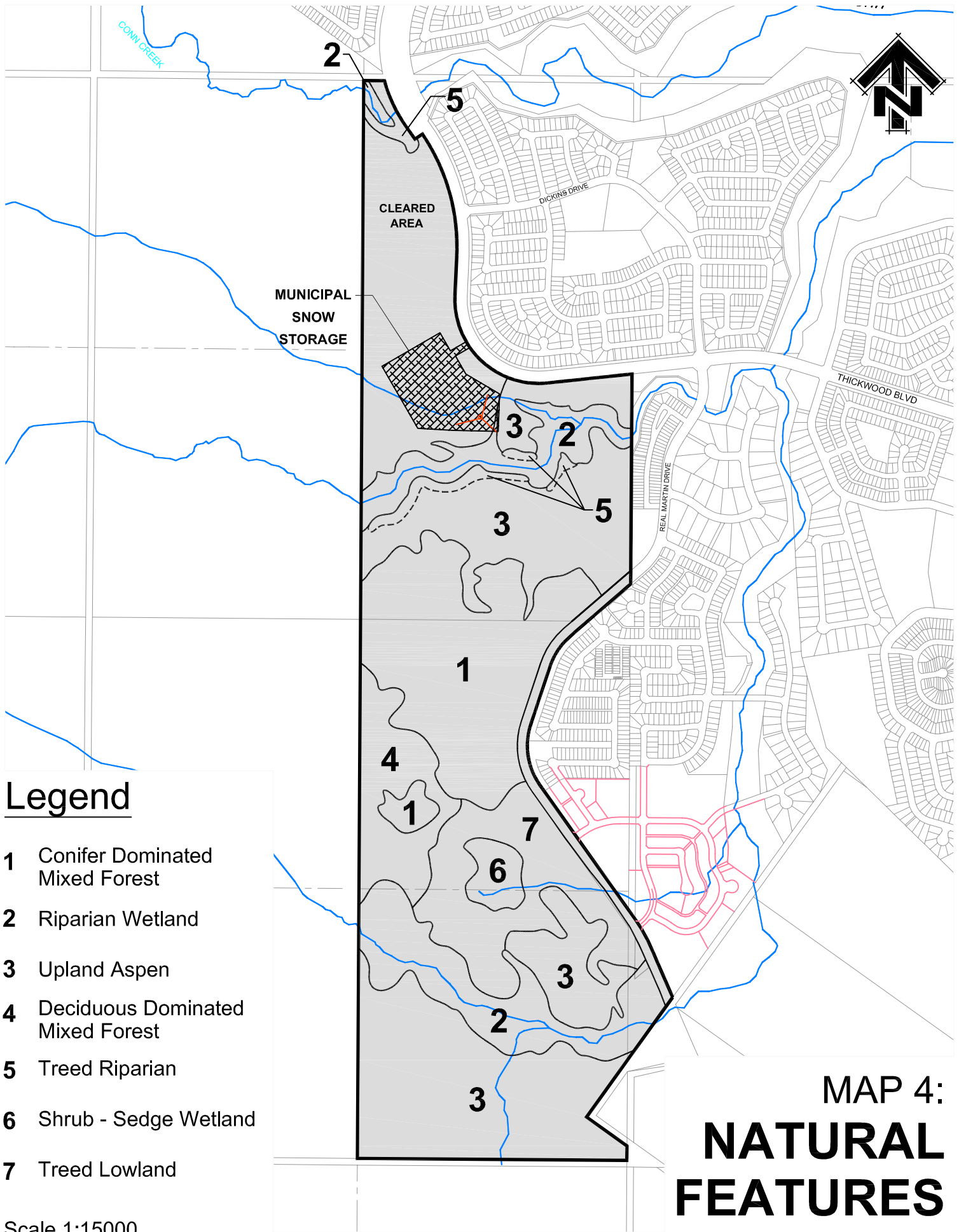
BROWN & ASSOCIATES
PLANNING GROUP



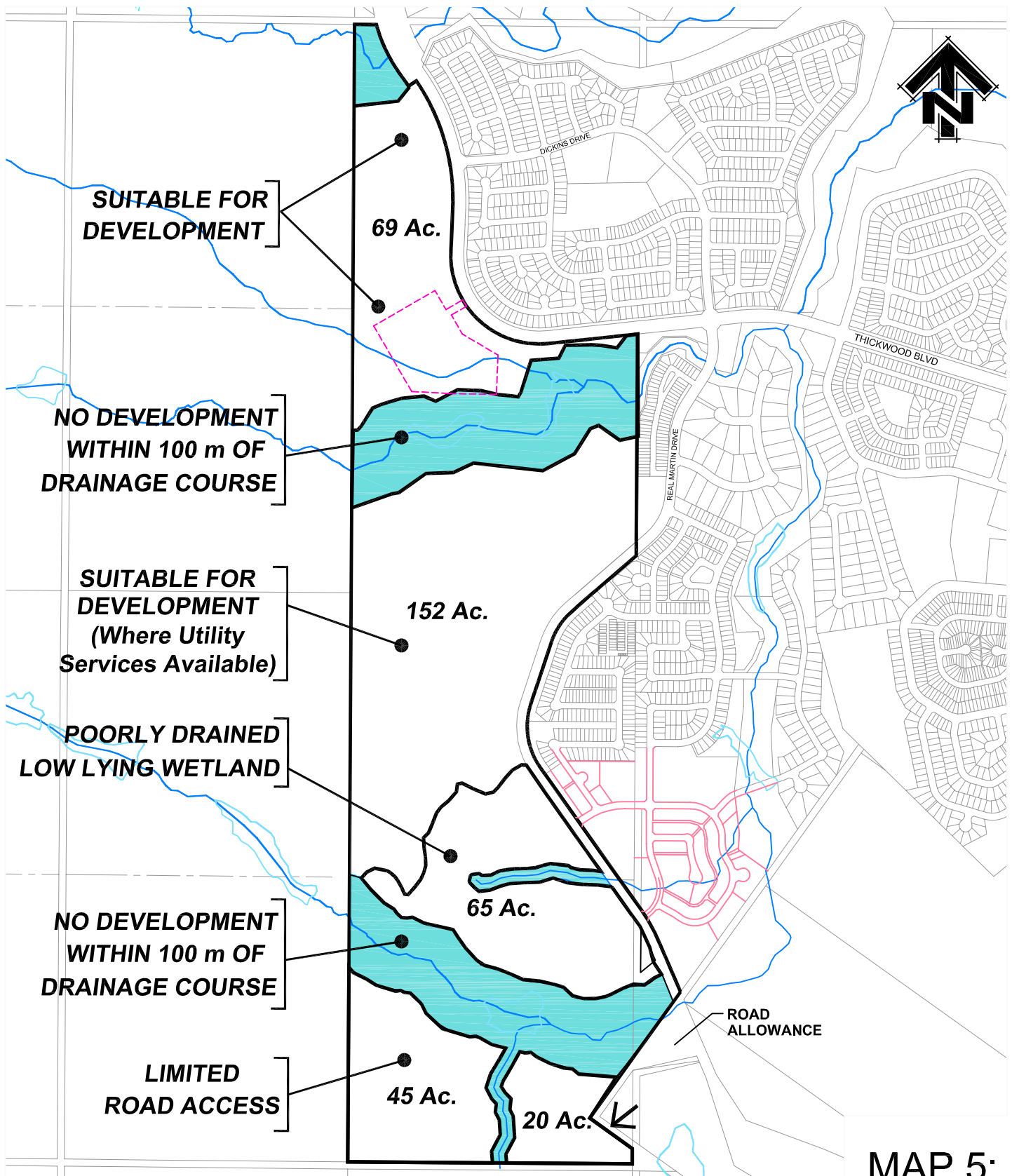
The Regional
Municipality of
Wood Buffalo

Real Martin West

Area Structure Plan

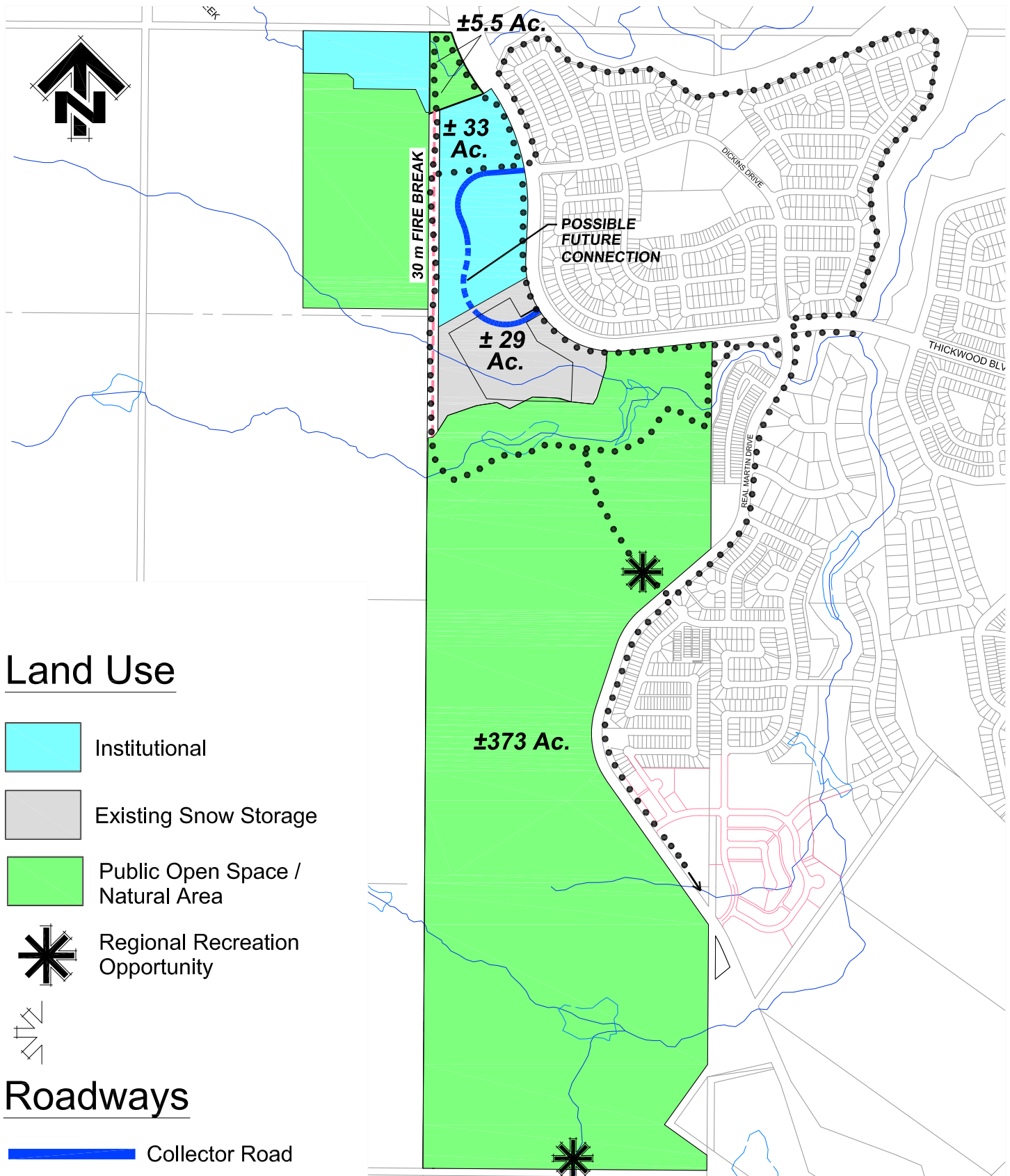


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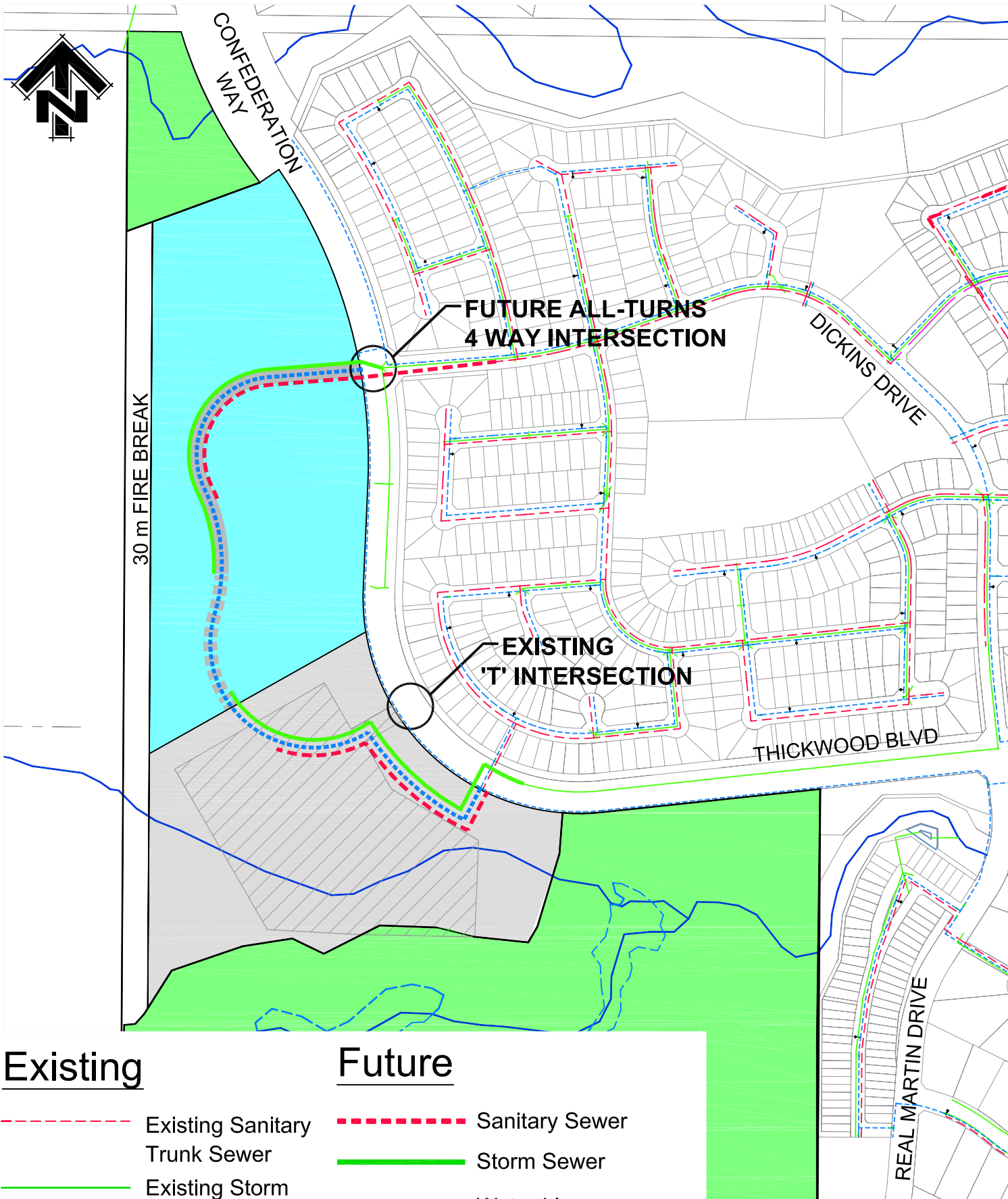


Scale 1:15000





Scale 1:15000



Existing

- Existing Sanitary Trunk Sewer
- Existing Storm Sewer
- Water Line

Future

- Sanitary Sewer
- Storm Sewer
- ... Water Line

Not to Scale

Map 7: INFRASTRUCTURE

ATTACHMENTS

- Attachment 1: Outline Plans
- Attachment 2: Stakeholder Meetings: September 17, 2003
- Attachment 3: Public Open House Displays: October 15, 2003
- Attachment 4: Comments from October 15 Public Open House Meeting

Attachment 1: Outline Plans

Attachment 1: Outline Plans

When considering the appropriateness of applications for subdivision to accommodate institutional uses such as churches, recreational facilities, etc. within the Public Service District of the Land Use Bylaw, the Municipality may require the proponent of the proposal to prepare all or some of the following:

- a) a Comprehensive Site Development or Outline Plan for the proposed site which will include:
 - the proposed street pattern;
 - an open space plan identifying pedestrian pathways, linkages to the greater community open space network and the location and distribution of municipal and/or environmental reserve;
 - a servicing proposal including, but not limited to, public and private utilities for the plan area;
 - a stormwater management plan identifying key elements of the plan as well as the distribution of the stormwater and their integration with other stormwater management systems operating in the plan area;
 - an architectural and massing plan for the development within the plan area
 - an evaluation of off-site development issues, which may result from the development within the plan area;
- b) an assessment of the potential impact on surrounding land uses including, but not limited to, traffic, noise, dust, safety and visual impact and to provide measures to ensure that the transition between adjacent land uses and proposed land uses are compatible or anticipated conflicts are mitigated;
- c) the Operational Plan for business use (i.e. proposed days and hours of operation, number of employees, number of congregation members);
- d) a Landscaping and Buffering Plan;
- e) an Environmental Overview or Impact Assessment and/or Audit;
- f) an Archaeological/Historical Impact Overview and/or Assessment;
- g) any other matters the Municipality deems necessary.

Attachment 2:
Stakeholder Meetings: September 17, 2003

Attachment 2: Stakeholder Meetings

Meeting #1: Environmental Options

September 17, 2003

Venue: 604 Provincial Building

Time: 7PM

Dick Ebersohn opened the session by introducing the project team and setting the background for the plan. Ron Wrigley expanded the discussion by asking the attendees state why they were there and to present their vision of the plan area.

Why are we here?

- Robert - was drainage considered in the previous plan on the east side? Such as a culvert (under the road).
- The question of possible groundwater problems on the east side and beavers on the west side!! Noted that natural drainage must be considered to prevent above.
- Noel St. Jean - some information on Soil Mapping is available from Sustainable Resource Development.
- Beavers along the stream is a good thing!
- What effect does grading & drainage have on the natural stream/drainage? Water should be drained to larger stream.
- Hydrology of site is interrelated for example natural water table - more information is needed on this.
- Issues/problems/studies identified in plan process should be highlighted in approved plan.
- Additional Infrastructure? Expensive.
- Water table is unpredictable and can be as little as one foot below grade. Basement flooded continuously even though basement was bone dry when excavated. – why water change– water movement underground – beavers? Sump pumps in the area are continually pumping. Maybe consider having no basements.
- Stormwater/drainage design should be cleared before plan is approved.
- Better sites to build homes!! What do we keep on building on bad sites? Select the best sites for development and leave the rest as natural area.
- Co-housing – cluster housing on large lot with most of it kept for open space purposes – resident driven.
- Process not to maximize density.
- Plan along environment /natural features. Would like to see housing development with open spaces, central pond with fountain, trails throughout, meandering streams and no fencing.
- Leave open space buffer around edge of development – don't put houses right up to the road.
- We have more time now to do better plans – not as many housing starts according to stats.

- Green buffer behind J.W. Mann important.
- Pet-friendly areas.
- The plan should ensure that new development will positively impact water table/drainage for the area plus neighboring community.
- Water pressure low! If developed must have utilities.
- Park zoning for the whole area.
- Area should be maintained in it's natural state.
- Restore beaver dams (controlled) to north of site to manage water level.
- Ownership of green space – “environment reserve”
- Country residential might drive up prices but will destroy surrounding natural environment.
- Need for high-end homes in McMurray?
- Fire concern – ensure proper fire protection for acreage development
- Escarpment development? – slope stability, road engineering problems, etc.
- Consider restoration of dams in the natural area.

Implementation

- Possibility to develop/purchase/acquire land in phases starting in the north end of the site (Noel St Jean). SRD waiting for ASP – will then start to release land to churches – depending on size
- The plan should point out that the City should take ownership of natural areas along the drainage courses
- October 15, 2003 is the date for the Open House.
 - Comment Sheets
 - Displays

Meeting Adjourned at 9PM

Meeting #2: Church & Institutional Options

September 17, 2003

Venue: First Alliance Church

Time: 12PM

Dick Ebersohn opened the session by introducing the project team and setting the background for the plan. Ron Wrigley expanded the discussion by asking the attendees state why they were there and to present their vision of the plan area.

Why are we here?

- **Mark UI Islam** – Three members from the church attended. They support the idea of having a land set aside for churches. They would prefer however to have a central location in the downtown. Their congregation is from all over the city. They appreciate the chance to gather information.
- **Resident** in Wood Buffalo Estates (Todd Hisey): The area should only be developed is there is an absolute necessity to do so! There are other areas in

Timberlea that should first be developed. Houses should be built as needed otherwise we could run into an "overcapacity" like in the 80's. Old growth forest should be preserved. Make sure that the trees are mixed into the development.

- **Fort McMurray Ministerial Association** (Pastor Jim): Supports the ministerial group in setting aside land for expanded church facilities.
- **Presbyterian Church**
Currently rent space in Father Mercredi School in Thickwood. Would be interested in sites Downtown or in Thickwood. A common community space is needed. The new developments have no common community centers or space for churches. A property of efficient space for religious organizations is needed.
- **McMurray Gospel Assembly**
They have spent three years looking for space for long term and did **not** purchase land adjacent to the existing church – thought that there might be better opportunities in Thickwood/Timberlea. Twenty(20) acres of land plus church seating for 1200 people are required. Noted the availability and accessibility of land. They have outgrown the present facility. School has co-operated in providing space but also pressure to utilize for classrooms for "school purposes".
- **Tabernacle of Praise**
There should be more land available for churches. Would prefer downtown location. Any land will be good under circumstances.
- **Catholic Church**
Want to be prepared for the influx of people into Fort McMurray over the coming years as predicted by the City. Plan to have a new facility that is easily accessible by 2006. Size of the new church will be on 10 acres with seating for 1200. Two existing churches will reach 85% capacity by 2005. Vision – the new church will be visible from Thickwood Boulevard and central to the population of the Church (Thickwood & Timberlea). The Catholic Church wants to share the service cost. Shared use of parking. If one church is developed, other two churches will be made available for sale. Trickle down effect - Other churches could use/buy two Catholic Churches.

Discussion:

- Servicing cost: Scenario # 1 will cost an additional 1 million. A separate reservoir / off-peak flows. Servicing Scenario # 2 will cost an additional 1.5 million.
- A good development plan will be for twenty years. It is necessary for infrastructure and will include community facilities such as Churches in future plans. Churches provide community support to the residents and forms an integral part of the social fabric in the city.
- The technical aspects are to be investigated.

- Churches use lower water/sewer (250 L – 350 L per person, per day)
- Land availability, the province owns the land - they could act as the developer, there is land for sale in Timberlea.

Group was informed that several opportunities exist to participate in the plan. The website will provide one source while the Open House on October 15 will provide an additional opportunity.

Meeting closed at 14h00.

Attachment 3:

Public Open House Displays: October 15, 2003

Background

The Plan Area	The Plan Area includes about 475 acres southwest of Thickwood Boulevard and west of Real Martin Drive. The majority of this land is owned by the Crown and managed by Alberta Sustainable Resources.
The Plan Objective	The objective of the Real Martin West Area Structure Plan (ASP) is to provide for orderly growth and development within the plan area in general, and with respect to an identified need for land to accommodate church growth.
The Planning Team	The ASP is being prepared by a consulting team comprised of Brown and Associates Planning Group (land use planning) and McElhanney Consulting Ltd. (engineering). The consulting team is working in cooperation with the RMWB planning and engineering departments.
Existing Policy	The RMWB Municipal Development Plan identifies the majority of the Plan Area as an "Open Space policy area" - land that is within the Urban Services boundary but may be undevelopable and/or where future uses have not yet been determined.

Opportunities and Constraints

- Existing sanitary sewer mains are already over capacity

- Environmentally sensitive areas and beaver ponds along drainage courses

- Physical constraints to development including bog/wet land

- Good access to existing collector and arterial roadways

- Existing municipal snow storage area will remain for foreseeable future

- Forest areas provide opportunity for large lots with retained vegetation

- Wildfire protection considerations

- Thickwood Boulevard site provides good visual exposure for regional institutions such as churches



Stakeholder Input “Environment”



- Need more information about groundwater and drainage
- Retain and improve beaver habitat
- Grading and servicing for new development should seek to improve drainage for existing homes
- Select only the most appropriate sites for development and leave the remaining land as open space

- Retain linked systems of natural features within the development
- Consider innovative housing forms such as “co-housing”
- Leave the area in a natural state
- Development should have proper utility services



Stakeholder Input “Church Groups”

- There is a need for more church sites throughout Ft. McMurray
- Retain forest unless development land is necessary. Development land is available in Timberlea
- Two or three churches are looking for large sites of 8 to 20 acres to accommodate churches seating up to 1200 people along with community services, recreation facilities and associated multi-family housing
- Churches are outgrowing existing facilities and want to be ready for the influx of growth anticipated in Ft. McMurray
- New suburban churches would free up space in older downtown churches for smaller church groups



Infrastructure

- Real Martin Drive is a unique rural “collector” roadway without residential frontage. This configuration could accommodate up to max. 10,000 vehicles per day at the 4-lane intersection with Thickwood Boulevard. Current traffic is estimated at approx. 6,000 vpd.



- Lack of capacity in the sanitary sewer trunk line will necessitate expensive storage and “off-peak” pumping solutions for urban uses. Additional sanitary sewer costs for 33 acres of urban-serviced uses are 1 to 2 million dollars (over normal urban development costs).

- Lack of capacity in water supply lines in this area will require a community storage tank to feed sprinkler systems for church development.
- High water table and poor water groundwater quality may eliminate water wells and septic tank/field options for country residential lots.



- Storm water will require ponding prior to discharge to natural drainage courses. Detailed topographic contours and a stormwater management plan will be required prior to development.

Draft Land Use

- The Draft Plan contains the preferred balance of land uses derived from technical and stakeholder evaluation of two preliminary scenarios (see scenario plans)
- A 33 acre "Institutional and Mixed-Use" area located adjacent to Thickwood Boulevard. Extra servicing costs can be anticipated.
- Maintain the existing municipal snow storage operation on approx. 29 acres. Allow for future conversion of this site to urban uses in 10-20 years time.
- Protection of a 100-metre natural area setback along both sides of drainage course.
- Country residential development with natural grades and retention of vegetation on approx. 142 acres. Developable area to be confirmed by detailed geo-technical analysis.
- Municipal Reserve sportsfield park of 4 acres adjacent to Real Martin Drive and linked to local pathway system.
- Retain 236 acres as Public Open Space at south of end of study area.



Draft Policies

Institutional and Mixed Use Area

- Appropriate land uses include churches, community services, recreational facilities, public and quasi public institutions, and multi-family residential dwellings.
- Sites visible from Thickwood Boulevard will require high standards of architectural design and landscaping within large surface parking areas.
- An Environmental Site Assessment is required to ensure appropriate site clean-up.
- A Traffic Impact Assessment required to determine configuration of ultimate and phased improvements for access to Thickwood Boulevard.
- Provide for appropriate buffer adjacent to the municipal snow storage operation.



Snow Storage Area

- The snow storage area will remain in operation for the foreseeable future at this location (10-20 years).
- Plan to accommodate urban residential dwellings (single and multi-family) in the long-term future.

Draft Policies

Country Residential

- Appropriate land uses will include single family dwellings on country residential lots of approximately 1 acre.
- Prior to detailed planning, a detailed geo-technical assessment is required to define limits of developable land, soil and groundwater conditions
- Retain natural contours and linear bands of existing trees within the development cell and rear yard areas.
- A Traffic Impact Assessment shall be prepared in support of proposed development and capacity of Real Martin Drive may be a limiting factor.
- Sanitary sewer and water services are not available for this area. Private on-site services will be required which may include pump-out sanitary tanks and truck-in water cisterns.
- A caveat shall be registered against each title to inform lot purchasers that municipal sanitary and water services are not expected to be available, and if they become available would only be provided on a normal cost recovery basis.



Draft Policies

Natural Areas, Parks and Wildlands Interface

- Provide a minimum of 100m as a natural setback area around existing drainage courses.
- A municipal reserve sports-field park of approximately 4 acres to be located adjacent to Real Martin Drive and the Open Space policy area to the south
- Link local and regional pathways within the country residential area to the existing and planned trail system, to the cleared firebreak area and to natural areas along drainage courses.
- Provide a minimum 30m wide firebreak area of mowed grass along the west edge of the developed area. Provide for emergency vehicular access and implement "FireSmart" policies such as a 10m cleared area around all dwellings



Phasing and Implementation

The Institutional/Mixed Use area is expected to be the first phase of development, followed by the Country Residential area.



Prior to development, a comprehensive Land Use Amendment and Outline Plan of Subdivision will be required for the Institutional/Mixed Use Area, the Country Residential Area, or the long-term Urban Area.

A private developer must meet City requirements including:

- Comprehensive plan
- Conformity with ASP and other RMWB policies
- Financial capability and experience of development team

The City will approach Alberta Sustainable Resources to release land in accordance with policies of this Plan. The RMWB may choose to issue a request for proposals for development of lands within the Plan area



Development within the study area will be responsible for all standard municipal charges applicable at the time of development as well as any extraordinary costs associated with appropriate site-specific servicing.



McElhanney



The Regional
Municipality of
Wood Buffalo

J/699/asp/development

August 2003

BROWN & ASSOCIATES

Real Martin West

Area Structure Plan

Attachment 4:

Public Comments from Open House: October 15, 2003

Attachment 4:

Public Comments from October 15, 2003 Open House Meeting

Do you support the provision of an appropriate location for major institutional developments including churches? Why or why not? Do you have any additional comments, reservations or suggestions about this proposed land use?

1. Yes I do support a church ghetto on the blue area ± acre site because of the necessity for the community/growth of existing churches has maxed out. A seniors lodge/home would also bring great harmony and security for existing families to bring their aging parents. The rest of the area leave as is.
2. I do not support the provision that includes the development of churches or other major institutional developments in this area. There are already numerous churches within 5 minutes of this area and I feel there is a more appropriate location within the municipality for this.
3. I have no strong objection to development close to Thickwood Blvd. It makes sense to do it close to an existing major road, but do not mistake this for strong support.
4. No, at most some recreational area with trails only.
5. A church in the blue area might be all right but no residential area or church should be located in the yellow area.
6. The area to be developed for churches or institutions is needed and the location with access on to Thickwood Drive would be appropriate. No available shopping or service facilities for senior housing.
7. Regional parks system south to ridge with some recreational areas, trails and park area. Yes, but this should be in the initial plan prior to development not add in after.
8. Church would be appropriate, churches not sure.
9. No, area has large wetland component and high water table which increases service costs. Area is a prime bird habitat for the area. We have enough medium and high density housing. The mixed wood forest is too good to clear for institutional use.
10. No, my backyard is facing the greenbelt and forest beyond. Looking at a major institution would be very disturbing.
11. Yes, however additional traffic to Thickwood Blvd and Confederation Way should not be tolerated.

12. I believe the location is best along Thickwood Blvd for a major institutional church type development. Access is good and due to the existing fill activity, the site is well drained.
13. I would support an appropriate location which is reasonable, remote from housing.
14. I do not feel that Real Martin West is an appropriate location for institutes. I feel that the lot would be better served as an urban park, similar to the Birchwood Trails.
15. Yes, appears to be a need within the community.
16. Yes, if limited to allow natural green areas to remain with adequate fire break.
17. Very good area for old age residents.
18. No, this will greatly affect housing prices in the area in a negative way. Development at all in this area would affect the market. As a homeowner, this concerns me. Ensuring that the landscaped strip is wide will help.
19. Churches and other institutes are supported. The location adjacent to Confederation Drive is preferred for traffic requirements. Reducing traffic on Real Martin Drive is necessary as current traffic levels and speed are both excessive for road design.
20. Yes, as well recreational uses which is perhaps more important than lots for houses.
21. Yes, I support the location for the development of churches.
22. Yes
23. I do support land use for churches. They are typically well kept green spaces.
24. Yes
25. Main concern one road (Real Martin) – fire happens how do we all get out – adult community concern.
26. Small children – country residential area – rather a big park for the city picnic, sport fields, parking benches, regional park.
27. Need recreational facilities.
28. Traffic on Real Martin - only one access road, need 2nd access, fire safety hazard.
29. Rather keep the park on the east side of Real Martin.
30. Country residential on south of proposed plan? Too much water.
31. Affordable housing is needed.

32. Need Additional info on natural features (environmental values)
33. Keep some nature in plan
34. If we can't have a plan, rather leave it as it is.
35. Harvesting of coniferous trees
36. Additional access point needed.
37. Water pressure down, more infrastructure needed – water to be trucked in pumped out system \$!!! Private responsibility?
38. Recreational site on snow storage site
39. Mix recreation in with residential development
40. Provisions for park space before development takes place
41. Could we bring more water (piped) to the area? New piped system from reservoir. Water for churches? 300 m available.
42. Geo studies when?
43. Process used to make it available to public.
44. Yes
45. I do support the provision for major institutional developments such as schools and churches. The area population requires them. Where possible existing institutions should be expanded. New development locations should be as central and accessible as possible and possibly be surrounded by sports fields and/or park area.
46. I support some land allocation to churches
47. As long as access is off Thickwood Blvd and not off Real Martin Drive. There is too much traffic already. If there was a fire in this area, it could be a catastrophe.
48. Yes, good for community

Do you support the development of large lot estate or country residential development on high and dry areas of land west of Real Martin Drive. Why or why not? Any additional suggestions about this proposed land use?

1. No, we have animals (wildlife), leave as is.
2. I do not support development of large lot estates within this area. A more appropriate use of this land (park). The area should be left as is if not a park. Lots and housing within this area were originally sold on the understanding that this land was environmentally protected. A premium was paid to the builder on this basis. Misrepresentation.

3. I do not support any development west of Real Martin Drive for residential purposes. The appeal of this location was its proximity to the wilderness, the coyotes and beavers and birds. A few more houses – minor tax income – can't compensate for wiping out this island of nature. Leave it alone.
4. No, this looks like shoe horning in a last few houses that can not be supported with water and sewer. Take a look for other more suitable locations if this type of housing is really confirmed as a viable market. I don't think people who could afford this type of lot would be happy with trucked water and sewer.
5. No, please do not develop any more residential lots in this area, the infrastructure has already been pushed to its limit. We do not want a large area full of houses without any recreational facilities.
6. Do Not Pursue This Idea!!! I feel the development of country residential development west of Real Martin Drive is not suitable. Not having sewage or water utilities is a definite drawback. Too damaging to our natural land reserve & wildlife.
7. No, too small of area proposed for size of lots, this will end up with minimal treed lots due to dwelling size, fire wall around building lot size.
8. No, do not support any additional residential development in this area. In my opinion, the area from a residential basis is fully developed. Develop a large recreational park area in yellow and or green area, drive in area with soccer fields.
9. No, I prefer this area to be parkland with trails through the forest.
10. No, any removal of trees decreases scenery. I moved in to enjoy the trees, also provide a wind break for the large trees on our greenbelt which could blow over on our house.
11. Yes I do, however, I would hope that at least a 100 m buffer of natural trees remain between existing developments and new. Also a 100 m buffer of natural trees should be left intact along Real Martin for noise abatement.
12. I do not support large lot development. The wetland area needs to be protected. Cluster development limiting footprint of infrastructure and potential structures should be looked at and seriously considered. Less impact in this area is good development.
13. I can support this approach with enforceable controls related to start/finish of construction, finish of property, use of property ie no small businesses, construction companies or the like, and storage restrictions.
14. I do not support residential developments as I feel that the current property within the RMWB has not yet been exhausted for residential

development, however, given the choice I would take large lots. I feel that the city has not allowed for enough parks or green spaces in the current community plans.

15. Yes
16. Leave at least 100m of trees from top of slope for Athabasca or other valleys and then 30+m fire break including property.
17. No, I think the land would be better used as a natural habitat for indigent species. Maybe we could put a trail system in so that people can enjoy the green area that is currently there.
18. If the area must be developed, large estate type development is preferred. Fort McMurray has too little large estate areas – quality of development must be maintained.
19. Only after recreation is satisfied. As long as there is a lot of greenbelt around in between etc. Real Martin Drive has to be upgraded to 4 lanes. Keep trees between Real Martin and development.
20. Yes, investigate the possibility of off hours trickle water supply and sewage discharge.
21. Yes, because it provides people with privacy and allows for more safety on the street due to less traffic.
22. Yes I do support country residential and large lots. I feel there is a demand. I am concerned about trucking water and sewer and feel all alternatives need to be considered.
23. Yes, there is definitely a demand and it looks great.
24. Would like to have tennis courts, soccer fields – baseball field. To put houses on this land only the very wealthy will be able to purchase these lots.
25. No, because water is not available and I think its likely that once all land slated for development is complete the existing water & sewer systems will give us problem being overtaxed. No because existing traffic at Thickwood & Real Martin Dr as well as along Real Martin Drive is greater than those intersections can handle safely. The area is not yet complete – no crosswalks, lighting, etc.
26. No, unless utilities and roads are expanded to absorb additional large houses.
27. As above, I am concerned with traffic patterns/access/egress from this area.
28. No, not suitable for residential development land is to wet. Further residential development will overtax the sewage drainage system.

29. Absolutely no support. As current resident of Real Martin Drive, we paid the price for the back yard untouched greenbelt. We definitely do not want any development on west of Real Martin Drive.
30. I do not support the future development project at the Real Martin West. It will create a lot more traffic. Real Martin Dr is already having problems at some shift hours.

Please add any additional comments or suggestions you may have about the draft plan. All comments will be considered in preparing a proposed plan.

1. If the city would consider moving the existing snow storage area, I would prefer soccer fields/park daytime use area. Possible area for additional trails and park would be southern portion closing near the view across the river valley & access to the river land.
2. I would like to examine the documentation provided to Qualico regarding the use of this land. Is this information available for public examination. Was the Municipality aware that this land was represented as environmentally protected by Qualico during the sale period.
3. Please adopt the do nothing option for the area south of the 51 acre pond. It might be ok to develop the 29 acre and 33 acre need more time to think about this.
4. The proposed yellow area may be an excellent spot for a big recreational area or park. However, if no park is feasible, I will be very happy and hope to see the area as it is.
5. This area is a wonderful natural reserve. We have beaver dams, natural boreal forest and wildlife that should not be disrupted. We purchased on JW Mann because of the natural reserve and hope to see the development limited so people can access and enjoy the natural setting. Keep it as park land!!! Make the area a natural reserve/wildlife sanctuary.
6. Evident from facts presented, road, water and sewer already at limit and yet you are proposing more development without topping out of already approved development. I am one of many who bought where I did due to the nature behind me. Do not change the nature.
7. The process you are using is effective. From a planning perspective, looking into future is a good approach. People need to understand the big picture.
8. Proposed buffers are much too narrow. They should be double or triple that left along Real Martin road. Wetland area is under presented on your ecosystem map. There is much undeveloped land east of

Millennium Drive that should be used instead. Too little environmental information presented. Environmental values? How does this proposed tie in with overall Thickwood planning?

9. Communication Towers would come to view with the elimination of trees. I would like to see a wooded Park with trails to explore the beauty that is there.
10. The proposed area is a haven for wildlife, leaving natural forest would decrease the possibilities of eliminating species that return to this area yearly.
11. Please take a look at the Alberta Environment Draft Wetland Protection Plan before proceeding with development in the wetland areas.
12. Green area between existing homes needs to be maintained for any new development. New development needs to help alleviate problems ie water table issue, and not contribute to them.
13. Planning needs to support more urban parks or green spaces. In Bonnevile, there is Jessie Lake a wildlife sanctuary. In Real Martin West, a similar wildlife park – urban park could be developed. As of 2 weeks ago, moose were seen on Real Martin Drive. I want to continue to see that in this community.
14. Please provide any updates or information – progress on this issue. Email www.chalifour@cdassociates.ca.
15. 100 m on either side of stream is a good idea. Snow dump size could be reduced and location changed if snow is allowed to melt on the non-arterial roads.
16. Leaving the whole area natural and providing walking trails throughout would be preferred. Fort McMurray does not do a good job of managing existing parkland – maintenance and debris pickup are of very poor quality so increasing created parkland is not recommended. Fort McMurray has a major problem with quads and dirt bike usage and most of it currently violates existing bylaw and other regulations. City management and police appear unwilling to control or stop the abuse. Any trail/paths/sidewalks need to be constructed so that use of these vehicles on walking trails and natural access to natural areas is deliberately controlled. This would include restricting access to the greenbelt (100 m) between existing development and new development as this has been a thoroughfare for these vehicles the last couple of years.
17. Curling Club will be looking for land. Combined with other seasonal recreation. Opportunities could be a great fit.
18. Appreciate the identification of park space and trail system.

19. Love the keeping of the trees and natural environment around the creeks, ponds, etc. Hopefully there will be no clear cutting of lots the owner of the house to be built should be the one to decide what is the fate of the trees.
20. I am pleased to see the 100m buffers along the Conn Creek tributaries and ponds. I am also pleased to see the large open space preserved. For additional environmental input please contact the Fort McMurray Wild Bird Club – Colin Russell, President or Linda Ball 791-7124. Please figure out how to connect all areas with walking paths (from Wood Buffalo to Timberlea to Birchwood Trail system to trail at top of Golf Course Road).
21. Great that 51 acres south of snow dump is saved green space lovely marsh for first etc. Also great that 180 acres saved. Please keep this. Consider 30 m buffer along RM Drive.
22. In this plan there needs to be another road out of Wood Buffalo West.
23. For the area to continue developing another permanent access exit should be provided to relieve intersection traffic at peak times, i.e. school in school out shifts in and out at plants and town. Possible new road off Dickins Dr down to Webb Drive or off of Woodward to Wolverine. It looks like still 1/3 of Real Martin is still slated for development. If development of large lots is allowed, have the process open to all who wish to participate. Handle it through the municipality using the profit to build the connector road or have the developer build the road. Use the barter system to benefit and make things safer for all area residents. Public tender the land for development. Recheck traffic capacity considering all factors at Thickwood Blvd and Real Martin Drive.
24. Please include land for future churches needs do part to part of city planning.
25. As water/sewage systems are taxed already, I do not agree with development based on septic fields.