

SCHEDULE A



LAC LA BICHE

West Area Structure Plan

MAY 2017



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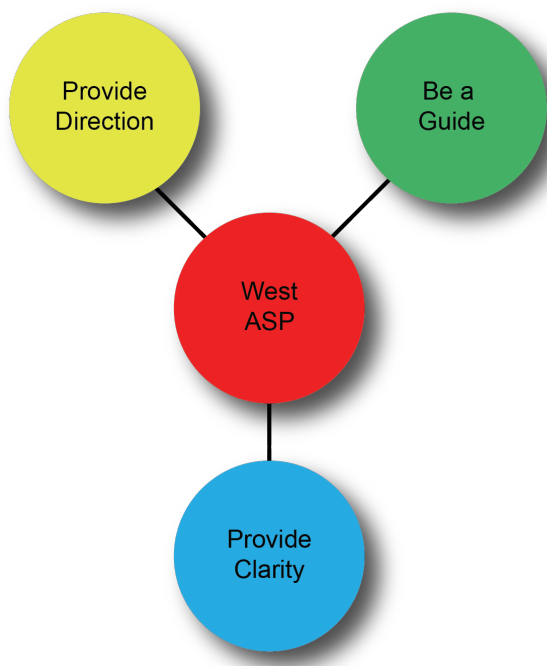
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1.0 INTRODUCTION & PURPOSE

1.1 PLAN PURPOSE

This Area Structure Plan (ASP) will:

- ◆ Provide policy direction for the Lac La Biche West area;
- ◆ Be a guide for development and subdivision reviews and recommendations;
- ◆ Provide clarity to landowners about current regulations and long term plans; and
- ◆ Satisfy the requirements of the Municipal Government Act.



1.2 PLAN VISION

The County's vision for the Lac La Biche West area is based on the level of existing and future growth anticipated within the municipality.

The Athabasca Oil Sands Area occupies a significant part of the County; extending well beyond its northern boundary. The County anticipates the economic spin-offs associated with mining oil sands will bring demand for industrial and/or highway commercial lands, either within or in proximity to the Hamlet of Lac La Biche. In addition, Lac La Biche functions as the urban service centre for surrounding communities. In recognition of this happening, the County has prepared this Plan to ensure the orderly development of light and heavy industrial land within the Plan Area.

The 2013 Municipal Development Plan (MDP) identifies this area as the County's primary light and medium industrial area. The transportation network, consisting of Highway 55, the CN Railway, the bypass access to Highway 881 from Highway 55 and the Lac La Biche Airport, have the capacity to support future growth within this Plan Area.

Implementation of this Plan will result in solutions that achieve multiple objectives, including economic, infrastructure, residential, environmental, and agricultural goals.

2.0 SITE CONTEXT

2.1 PLAN AREA

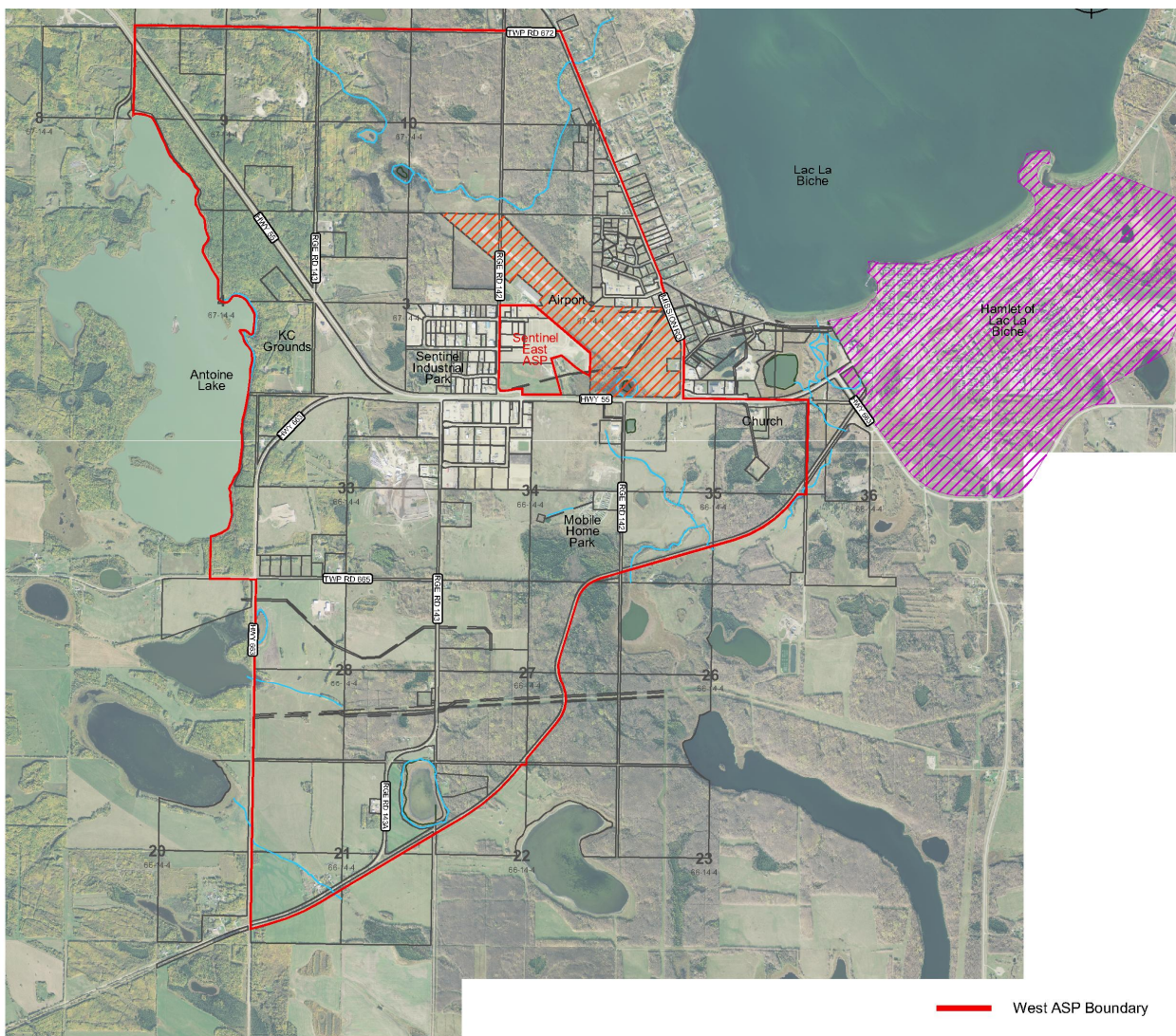
The West ASP Area (see Figure 1) is 2,627 hectares (acres) in size and is located directly west of the Hamlet of Lac La Biche.

It is bounded by:

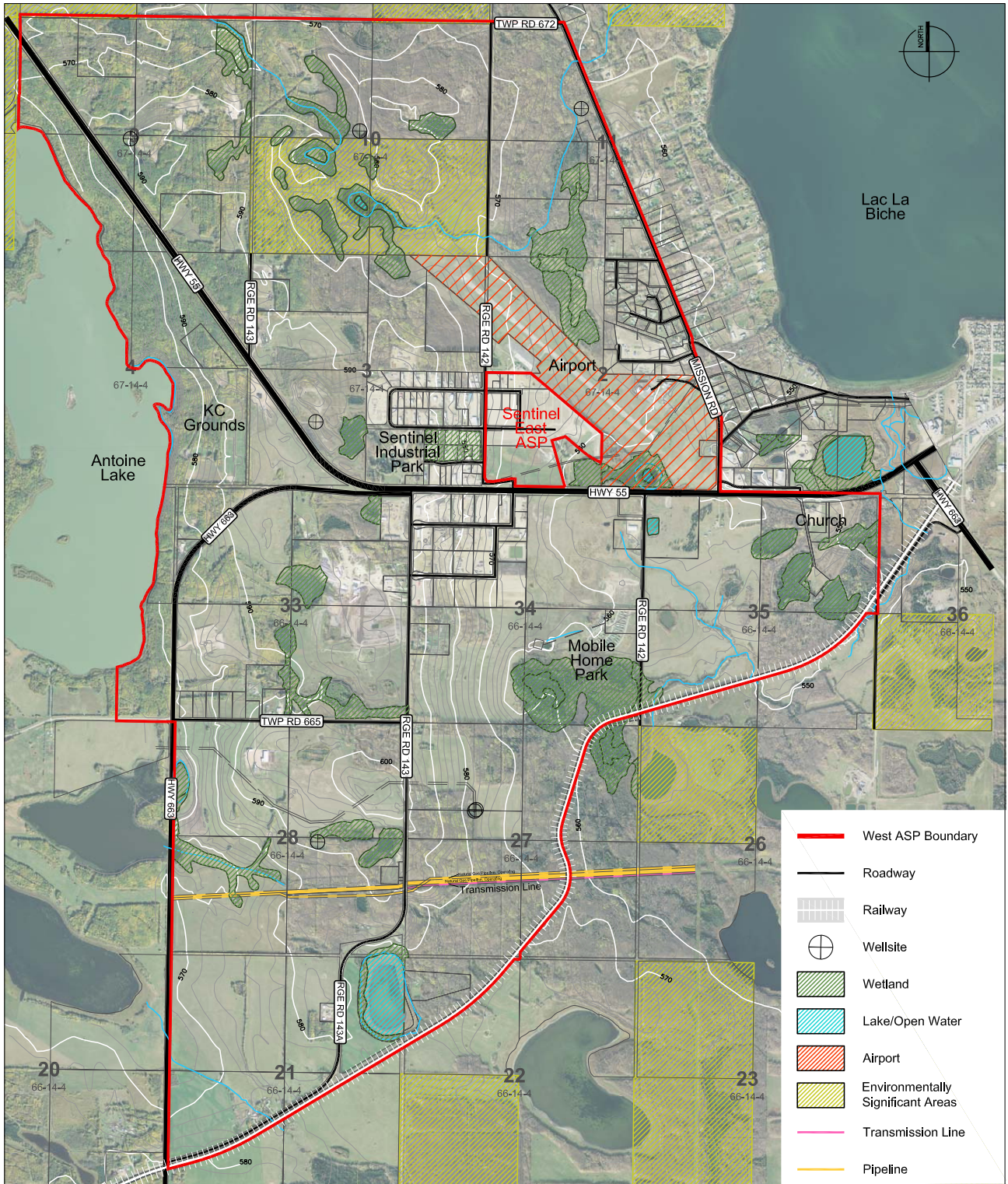
- ◆ Township Road 672 in the north;
- ◆ Antoine Lake and Highway 663 in the west;
- ◆ CN Rail right-of-way to the southeast;

- ◆ Mission Road and Highway 55 to the northeast; and
- ◆ NE 1/4 Sec. 35-66-14-W4 to the east.

Existing land use designations, development, natural features, and oil and gas infrastructure are discussed in Section 3 and shown in Figure 2 (with the exception of the land use designations).



1 Lac La Biche West Area Structure Plan PLAN AREA IN RELATION TO HAMLET



2 Lac La Biche West Area Structure Plan SITE CONSTRAINTS

2.1.1 Land Ownership

There are 130 different landowners in the Plan Area.

This includes the provincial Crown, which owns seven parcels in the north end of the Plan Area. In addition, the airport signals site, in NE 35, are shown as owned by Her Majesty the Queen.

Lac La Biche County owns 14 parcels in the Plan Area including the airport, the former nuisance grounds, and 80 acres to their south (in the northeast part of the plan area), NE 28 (in the south part of the plan area), a parcel west of Highway 55 and just north of the Knights of Columbus grounds, the stormwater management facility in the NW 34 industrial park, road widening in Sentinel Industrial Park, and municipal reserve in the Martin subdivision.

2.1.2 Land Use within the Plan Area

Surrounding Land Uses

As shown in Figure 3 of this Plan (Map 6 in the County's MDP), the surrounding land uses are as follows:

- ◆ Agriculture and Estate Residential to the north;
- ◆ Estate Residential and a small amount of Industrial to the east;
- ◆ Agriculture and Open Space/Crown Land to the west and southeast; and
- ◆ Open Space to the east followed by the Hamlet of Lac La Biche.

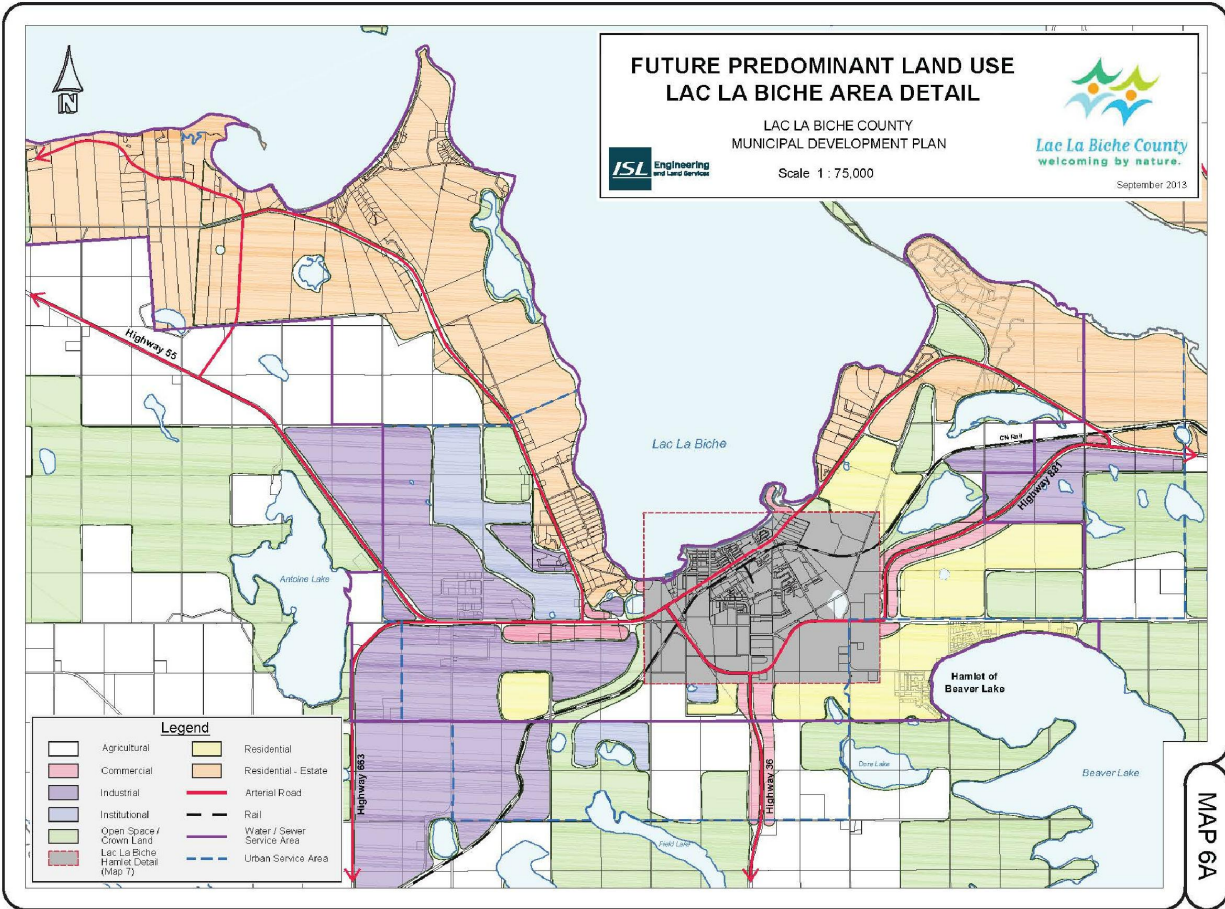
In the short and medium term, the land use impacts are expected to occur within the Plan

Area, rather than with the surrounding land uses, for example, the lands along Highway 55 and Range Road 143.

Land Use

The West ASP Area includes the following:

- ◆ Several wetlands and one unnamed surface water body at the southend of the Plan Area. Antoine Lake forms part of the west boundary;
- ◆ Lac La Biche Airport, which is run by Lac La Biche County. It has a 1,739 m asphalt runway that is 574 m above sea level;
- ◆ Canadian National Railway line;
- ◆ Deer Meadows Mobile Home Park – 60 sites owned and operated by Parkbridge Lifestyle Communities Inc., including a sewage lagoon;
- ◆ Martin Subdivision – 30 residential lots and 11 industrial lots accessed from Mission Road;
- ◆ Sentinel Industrial Park – 47 industrial and commercial lots;
- ◆ The NW 34/1253591 Alberta Ltd. Industrial Park – 22 industrial lots and one stormwater management facility;
- ◆ Various businesses and institutions, including the Evangelical Free Church and Knights of Columbus Grounds;
- ◆ Former nuisance grounds in the northeast corner of the plan area (Figure 4);
- ◆ Agriculture land and private residences;
- ◆ Lac La Biche tower site; and
- ◆ 6 gas wells, as well as gas pipelines, and power transmission lines that cross the south end of the Plan Area.



3 Lac La Biche West Area Structure Plan MDP LAND USE (Municipal Development Plan Map 6A)

2.2 ENVIRONMENTAL & PHYSICAL CONSTRAINTS

Existing information was accessed from Ducks Unlimited Canadian Wetland Inventory and Alberta Vegetation Index to identify existing wetlands and surface water. These areas are included on the Existing Conditions and Parks and Open Space (Figures 2 and 4 respectively).

According to Alberta's Fisheries and Wildlife Management Information System (FWMIS), there are no known occurrences of sensitive species or intersecting geographical ranges where these sensitive species might be found in the Plan Area.

According to the Environmentally Significant Areas Provincial Update 2014, the only Environmentally Significant Areas in the Plan Area are located in the south half of Section 10-67-14-4, as shown on Figure 2.

Road plans 651 JY, 5567 JY, and Plan 3583 RS in the northeast part of the Plan Area are former nuisance grounds. The setback shown in Figure 4 for each former landfill site is 300 m as per the Municipal Government Act's Subdivision and Development Regulation.

Within this area, the subdivision authority shall not approve an application for subdivision for a school, hospital, food establishment, or residential use.

Two active oil and gas wells are present in the plan area, one in NW 10-76-14-W4 and the other in NW 27-66-14-W4.

Both are subject to a 100 m development setback until they are taken out of service and reclaimed.

Any development that occurs adjacent to the CN Rail right-of-way is expected to follow the industry standard; currently Guidelines for New Development in Proximity to Railway Operations (May 2013), prepared for the Federation of Canadian Municipalities and Railway Association of Canada.

There are no other known hazards in the Plan Area. All parties are expected to follow all applicable regulations relative to investigating and avoiding hazards when contemplating development of their lands.

2.3 TRANSPORTATION AND SERVICING

The following summarizes the transportation and servicing present in the Plan Area. Transportation and servicing are discussed in more detail in Section 6 of this Plan.

The Plan Area contains the following road types:

- i. Provincial Highways/Arterial Roads

Highway 55 (which connects Athabasca and Cold Lake and continues as Highway 4 in Saskatchewan) and Highway 663 (which runs from Fawcett north of Westlock to Touchwood Lake, northeast of Lac La Biche) are the two main corridors intersecting the Plan Area. Highway 55 (the bypass & Highway 881) are existing high load corridors with 9 m height clearance.



ii. County Roads

Range Roads 142, 143 (Tower Road) and 143A and Township Roads 665, 665A and 664A, Parker Road and Sentinel Drive, represent the County roads dispersed throughout the Plan Area. The County's Municipal Development Plan shows Tower Road, Parker Road, Range Road 142 and Sentinel Drive as collector roads. Also, Range Road 141A, Mission Road and Township Road 672 form various parts of the plan area boundary.

2.3.1 Water and Sewer

Water mains, ranging in size from 150 mm to 300 mm in diameter, serve the east end of the Plan Area including the Martin Subdivision, the NW 34/1253591 Alberta Ltd. Industrial Park and Deer Meadows Mobile Home Park.

A reservoir and a busy truck fill are located on the east edge of the airport property. Sewer follows a similar alignment to the water, although it is along the south side of Highway 55.

More than half of the Plan Area is within the Water and Sewer Connection Policy Area (the south and northwest parts of the Plan Area are not). Most of the Plan Area is covered by an Off-Site Levy Bylaw with most of it in the Lac La Biche Basin. Nearly two sections in the north part of the Plan Area are in the Highway Mission Basin.

2.3.2 Drainage

The Plan Area includes the watershed/drainage basins defined by the 2008 Stormwater Management Master Plan (SMMP), prepared for the Hamlet of Lac La Biche, and undefined basin(s) to the west and north as shown on Figure 7.

The east central part of the Plan Area that is covered by the SMMP, drains primarily overland from west to east and through roadside ditches into Lac La Biche through Red Deer Brook with some drainage crossing the CN Rail right-of-way through existing culverts.

In addition, this area consists of the five sub-basins, as shown on Figure 7.

According to the SMMP, the permitted pre-development release rate for these areas is 0.343 m³/s/km².

Utilities

- ◆ Power – Fortis is responsible for power distribution in the plan area; and
- ◆ Gas – Lac La Biche County and the Lac La Biche Gas Co-op provide gas service to their respective parts of the Plan Area as shown on Figure 7.

3.1 STATUTORY DOCUMENTS AND BYLAWS

Lower Athabasca Regional Plan (LARP)

The LARP came into effect on September 1, 2012. It identifies a large part of Lac La Biche County as an Iconic Tourism Destination, due in part to a need for diverse recreation opportunities close to urban centres. Schedule D of the LARP is the Lakeland County Destination Development Strategy and Tourism Opportunity Plan. This ASP does not conflict with the LARP.

Municipal Development Plan (MDP)

The MDP applies to all of the lands within County boundaries. Several sections are relevant to this Plan, including:

- ◆ **Section 1.4 - Development Context** provides an overview of in-situ oil sands development and the influence it will have on economic growth within the County;
- ◆ **Part 3 - General Development Policies** identifies future use and development of lands within the County are to be consistent with the general policy areas illustrated on the Regional Context Map and the Future Land Use Concept Map, Maps 5 and 6 respectively from that document in addition to Map 6A Future Predominant Land Use – Lac La Biche Area Detail Map; and,
- ◆ **Policy 4.4.1 and Map 9 – Lac La Biche Area Transportation Network** partially demonstrate the importance arterial and future collector roadway improvements will play within the Plan Area.

Of particular relevance to the West ASP is **Part 7 Commerce and Industry**. This section's introduction indicates that "industrial development in the vicinity of Lac La Biche takes the form of industrial park development to the west along the Highway 55 corridor".

Key objectives in this section include:

- ◆ Concentrate industrial and commercial development to defined nodes to optimize services and minimize sprawl;
- ◆ Ensure an adequate supply of land is identified for a diverse range of industrial and commercial land uses;
- ◆ Identify safe and efficient locations for highway commercial development; and
- ◆ Minimize land use conflicts between industrial land uses and non-residential uses.

Eleven industrial policies follow the objectives. These are incorporated and/or referenced where relevant below in **Section 4 Development Objectives and Policies**.

Part 9 Environment and **Part 12 Infrastructure of the Municipal Development Plan** were also examined closely and incorporated where appropriate as were **Part 5 Agriculture** and **Part 10 Recreation, Open Space and Tourism**.

Area Structure Plans

Lac La Biche West Area Structure Plan (1991)

This plan was adopted by Municipal Affairs in 1991, when this part of the County was Improvement District #18 South. This plan extended further east, though not as far west, as the current document. This plan was also amended several times, including the addition of highway commercial lands. All of the amendments were considered in the preparation of this Plan. One of the amendments to the 1991 plan added an area northeast of the Mission Road and Highway 55 intersection that is part of the Lac La Biche Management Plan Area Structure Plan. That area is not included in the current plan and the Lac La Biche Management Plan should be amended to include it.

The previous plan's development concept included the following land uses: rural conservation, urban vicinity, rural industrial, airport, country residential, and special area (for the mobile home park) with supporting general and land use specific policies.

Some of this material is still relevant, however, much of it is not. All of the content has been considered and included in the this Plan where it is consistent with current goals. It is expected that the Bylaw that approves this Plan will also repeal the 1991 document.

Sentinel East Industrial Park Area Structure Plan (SEIPASP)

This ASP was approved in 2011 and applies to a 44.0 hectare area immediately east of the Sentinel Industrial Park. This plan designates most of its land as industrial along with two small open space areas. This plan addresses existing conditions, development objectives, land use, and servicing. The SEIPASP area is not part of the West ASP, but is referenced here because the Plan Area surrounds it.

3.2 NON-STATUTORY DOCUMENTS

Lac La Biche County has prepared the following non-statutory documents that relate to the Plan Area:

- ◆ Watershed Management Plan, which is referenced in the MDP;
- ◆ Economic Development Strategic Plan, which is referenced in the MDP;
- ◆ Water and Sewer Connection Policy, which is referenced in the MDP and below;
- ◆ Off-Site Levy Bylaw, which is referenced in the MDP and below;
- ◆ Consultation Requirements for Planning and Development Processes – this policy was followed and more detail can be found in Section 7 - Community Consultation;
- ◆ County Communications Plan – a project communications plan was prepared and followed and more detail can be found in Section 7: Community Consultation; and
- ◆ The draft Water and Wastewater Systems Capacity Report.

Land Use Bylaw (LUB)

In the current County LUB (which is under review), there are two relevant industrial land use districts: Rural Industrial and Serviced Industrial. Most of the existing development in the Plan Area is zoned as Rural Industrial (RI), with two parcels zoned Serviced Industrial (SI). The existing Rural Industrial areas may transition to Serviced Industrial zoning as infrastructure is extended to these properties and additional development occurs around them. The fringes of the Plan Area may follow a similar pattern of initial development as Rural Industrial (RI) with transition to Serviced Industrial (SI) over time.

The LUB identifies some use classes (e.g. abattoir, accessory building, agricultural service facility, etc.) as permitted, discretionary, or neither in each of the industrial land use districts. There are many variations among the industrial districts and the LUB should be referred to for that information. Similarly, regulations, such as site area, width, and setbacks, vary among the districts and can be found in the LUB.

The lands in the Plan Area include the following districts from the LUB:

- ◆ Agriculture District (AG);
- ◆ Rural Industrial District (RI);
- ◆ Serviced Industrial District (SI);
- ◆ Mobile Home Community District (MHD);
- ◆ Highway Commercial District (HWC);
- ◆ Serviced Estate Residential 2 District (ES2);
- ◆ Country Residential District (CR);
- ◆ Crown Land District (CL);
- ◆ Natural Open Space District (NOS);
- ◆ Parks, Recreation and Open Space District (P); and
- ◆ Public / Institutional District (PI).

The new LUB is expected to have the following industrial districts:

- ◆ Light Industrial District (LI);
- ◆ General Industrial District (GI);
- ◆ Heavy Industrial District (HI); and
- ◆ Airport District (A).

Heavy Industrial Setback

The County's MDP and LUB both include a heavy industrial setback of 3 km from incompatible land uses, such as residences, schools, hospitals, and livestock operations, although, this setback may be waived if the developer can demonstrate that the surrounding property owners and affected persons have been consulted and have agreed to the location of the resource extraction use. Notwithstanding the waiver, this effectively prevents heavy industrial uses from developing in the Plan Area.

For privately owned lands, discrepancies between plan designation and Land Use District will be addressed when a development application is made on a parcel-by-parcel basis. The County may update the districting of its own lands through the current LUB review process. Furthermore, the County is expected to consider amendments to the MDP so that its planning documents are consistent.

4.0 DEVELOPMENT OBJECTIVES & POLICIES

4.1 OBJECTIVES

The Plan's objectives are:

1. Formalize the Plan Area as the County's primary light and medium industrial area.
 2. Identify, enhance, and protect wetlands, hazard lands, and other natural and environmental resources from development.
 3. Designate a logical combination of land uses, including a reasonable supply of land designated for industrial development.
 4. Work with developers and landowners to provide a consistent level of service to the Plan Area through infrastructure that has a long life expectancy, is cost efficient, practical, low maintenance, and enables development to occur.
 5. Work with the provincial transportation authority to ensure safe and efficient highway access.
 6. Support the continued presence of existing development that is consistent with the County planning documents.
 7. Buffer existing residential from existing and proposed industrial development.
2. Encourage new industrial development to locate on undeveloped lots in existing industrial parks in or near the Plan Area, which currently includes Sentinel, Sentinel East, and Lac La Biche Transport.
 3. Encourage clustering of industrial uses adjacent to or near Highway 55, Highway 663, and Range Road 143.
 4. Review industrial development proposals in accordance with the following 10 criteria:
 - i. Wetlands are not negatively impacted;
 - ii. Compatibility with adjacent non-industrial land uses;
 - iii. Located in proximity to complementary and supportive industrial or commercial uses and activities in order to concentrate development in nodes, at intersections or interchanges, or at approved and planned road access points;
 - iv. Impacts on quality and quantity of water supplies and water bodies, and conformity with guidelines, policies, and conditions as required by the applicable provincial departments or agencies;
 - v. Strategies for storm water management and control of runoff;
 - vi. An environmental impact assessment prepared in accordance with Alberta Environment and Sustainable Resource Development (AESRD) guidelines shall be required for all industrial park proposals;
 - vii. Proximity to residential, recreational, and public uses, and environmentally significant areas;

4.2 POLICIES

The Plan's policies are:

1. Subject to the policies of this Plan, direct future development to areas designated for the equivalent land use as shown on the Development Concept (Figure 5).

4.0 DEVELOPMENT OBJECTIVES & POLICIES

- viii. Suitability of access, including the provision of two access points to a County road;
- ix. Sufficient screening techniques are employed in accordance with Policy 7.4.4 of the MDP (“Buffering of Industrial Sites”); and
- x. Conformity with relevant statutory plans, non-statutory documents, and the LUB.

5. Consider industrial development outside of these industrial parks or other designated industrial areas at the discretion of the Development Authority and subject to Policy 7.4.5 of the MDP and the LUB.

6. Confirm the environmental reserve requirements of the water courses, permanent water bodies, and wetlands shown on Figure 4, Parks and Open Space, as per Policy 9.4.3 of the Lac La Biche County MDP.

7. Expect existing agricultural operations and residential development to continue to occur in their current locations within the Plan Area until LUB amendments occur.

8. Buffer existing residential development, i.e. Deer Meadows and the Martin Subdivision, from all new industrial development with a landscaped buffer on the edge of the industrial property. Location, planting, thickness, and height will be to the satisfaction of the Lac La Biche Development Authority and as per the County’s General Municipal Servicing Standards and LUB provisions.

9. Require landscaping to the satisfaction of the Development Authority as a condition of subdivision and/or development permit for development along Highway 55.

10. Support highway commercial uses that:

- i. Promote the Hamlet as a regional service center;
- ii. Are accessible to serve the travelling public;
- iii. Require relatively large sites to accommodate their operations;
- iv. Are generally not suited to locating within the Hamlet’s downtown area; and
- v. Enhance the Hamlet as a regional shopping destination.

11. Review commercial development proposals in accordance with the following six criteria:

- i. Wetlands and adjacent land uses are not negatively impacted;
- ii. Located in proximity to complementary and supportive industrial or commercial uses and activities in order to concentrate development in nodes, at intersections or interchanges, or at approved and planned road access points;
- iii. Impacts on quality and quantity of water supplies and water bodies, and conformity with guidelines, policies and conditions as required by the applicable provincial departments or agencies;
- iv. Provision for storm water management;
- v. Conformity with relevant statutory plans, non-statutory documents, and the LUB; and
- vi. Access roads to subdivisions, and internal subdivision roads, are to be paved, and all commercial sites shall have two access points.

4.0 DEVELOPMENT OBJECTIVES & POLICIES

12. Encourage the development of appropriate commercial and industrial uses in proximity to the Lac La Biche airport with the intent of creating intermodal development nodes that combine rail, trucks, and other types of transportation modes (as per Policy 12.7.1 of the MDP).

13. As per Policy 10.4.5 c of the MDP, industrial and commercial developments are required to provide money-in-lieu of municipal reserve at the time of subdivision.

14. Support continued recreational use adjacent to Antoine Lake (Knights of Columbus Grounds) and the portion of Red Deer Brook in SW 35-66-14-W4, including public access, where appropriate.

15. Collaborate with Alberta Transportation to ensure safe and efficient highway access through the Plan Area including long term consideration of the realignment of the Highway 55 and 663 intersection (as shown in Figure 6).

16. Review LUB amendment and subdivision applications for consistency with this document as part of the review process.

17. Developers shall provide a storm water management plan specific to their development for federal, provincial, and County review and approval.

18. Developers shall provide a Traffic Impact Assessment specific to their development for Alberta Transportation review and approval. Developers are also required to obtain all applicable provincial approvals relative to transportation and highway access/proximity.

19. Prohibit heavy industrial (as defined in the LUB) development within 3 km of any residence, school, hospital or livestock operation unless the developer can demonstrate that the surrounding property owners and affected persons have been consulted and have agreed to the location of the resource extraction use.

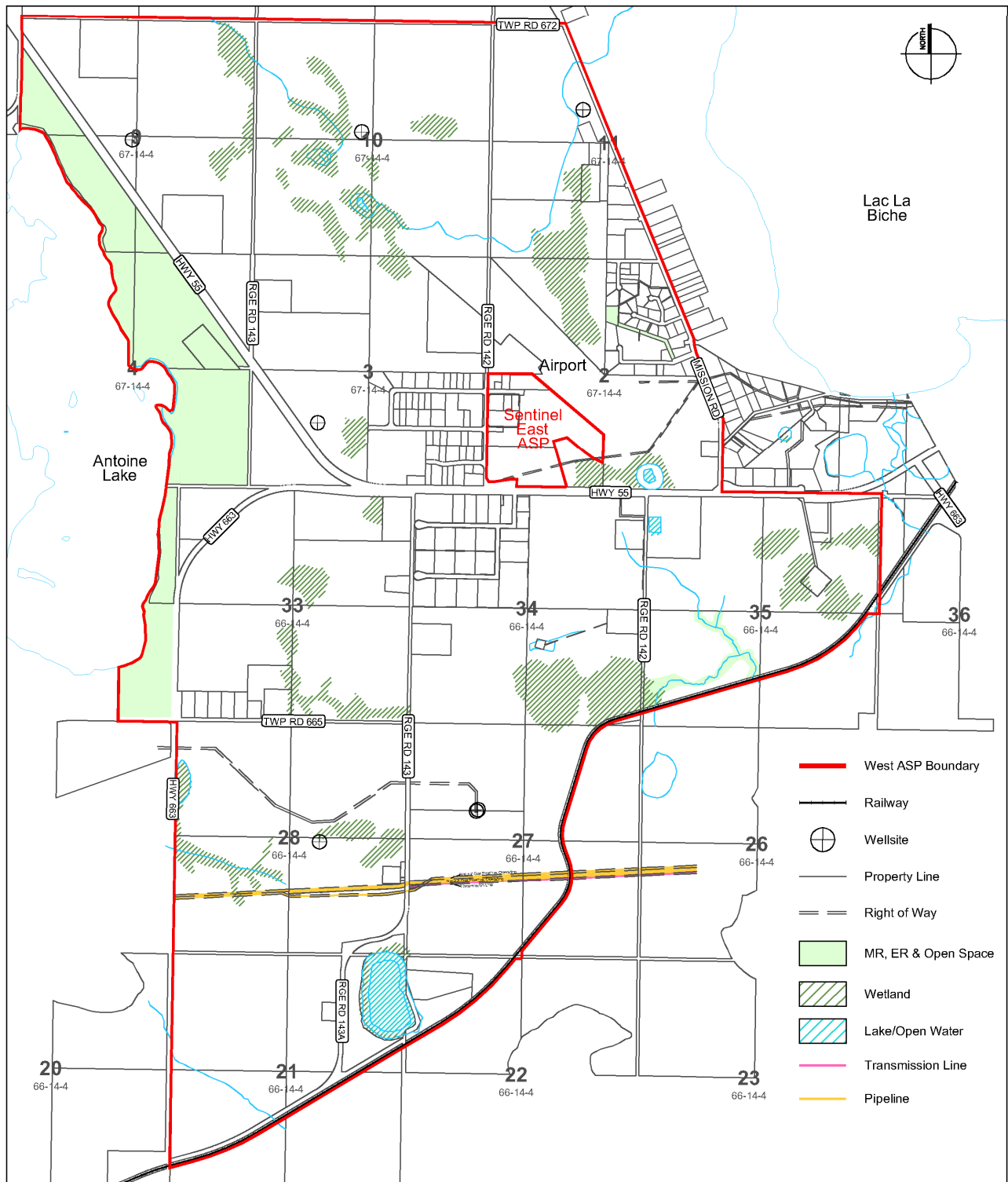
20. As per sections 11 and 13 of the Subdivision and Development Regulation, prohibit development within 100 m of active oil and gas wells and 300 m of inactive landfills.

21. As per section 11.2 of the Subdivision and Development Regulation, review and follow the Alberta Energy Regulated Directive 079, Surface Development in Proximity to abandoned wells (or current regulation as amended), including the 5 m setback from abandoned wells and locating and testing protocol, where required.

22. Consider applications for the amendments to this Plan based on demonstrated need and benefit, consideration of impacts on adjacent properties, and mitigation, if required.

23. Commercial and industrial developers shall be required to submit outline plans prior to subdivision application submission for review and approval by the County.

4.0 DEVELOPMENT OBJECTIVES & POLICIES



4 Lac La Biche West Area Structure Plan PARKS & OPEN SPACE

5.0 DEVELOPMENT CONCEPT

5.1 INDUSTRIAL

The appropriate amount of industrial land for the Plan (and Lac La Biche) area was discussed during the preparation of the MDP, including dialogue with the Economic Development Authority. Certainly, the presence of rail, major highways and the airport make it a suitable and desirable place for this type of development. Figure 1A (Future Predominant Land Use Lac La Biche Area Detail) of the MDP designates the majority of the Plan Area for industrial use. This is more than twice the amount of land designated for industrial in the previous plan (and about five times the amount of land that is currently zoned industrial) due to the growth of Lac La Biche and the demand for industrial land.

In other words, over 500 hectares of industrial land is designated for potential development over the next 25 years (over 20 ha per year). The County has also designated just over one section of land on the east side of Lac La Biche (straddling Highway 881 south of the CN Rail right-of-way) as well as two quarter sections about 5 km south of the Hamlet Boundary on the east side of Highway 36.

As part of the Plan preparation, the demand for industrial land in other communities was investigated (analysis was not available for Lac La Biche County). In the Regional Municipality of Wood Buffalo's Commercial and Industrial Land Use Study (2009), it is estimated that 800 to 1,100 gross developable hectares of new business industrial land will be developed over the next 23 years in Wood Buffalo.

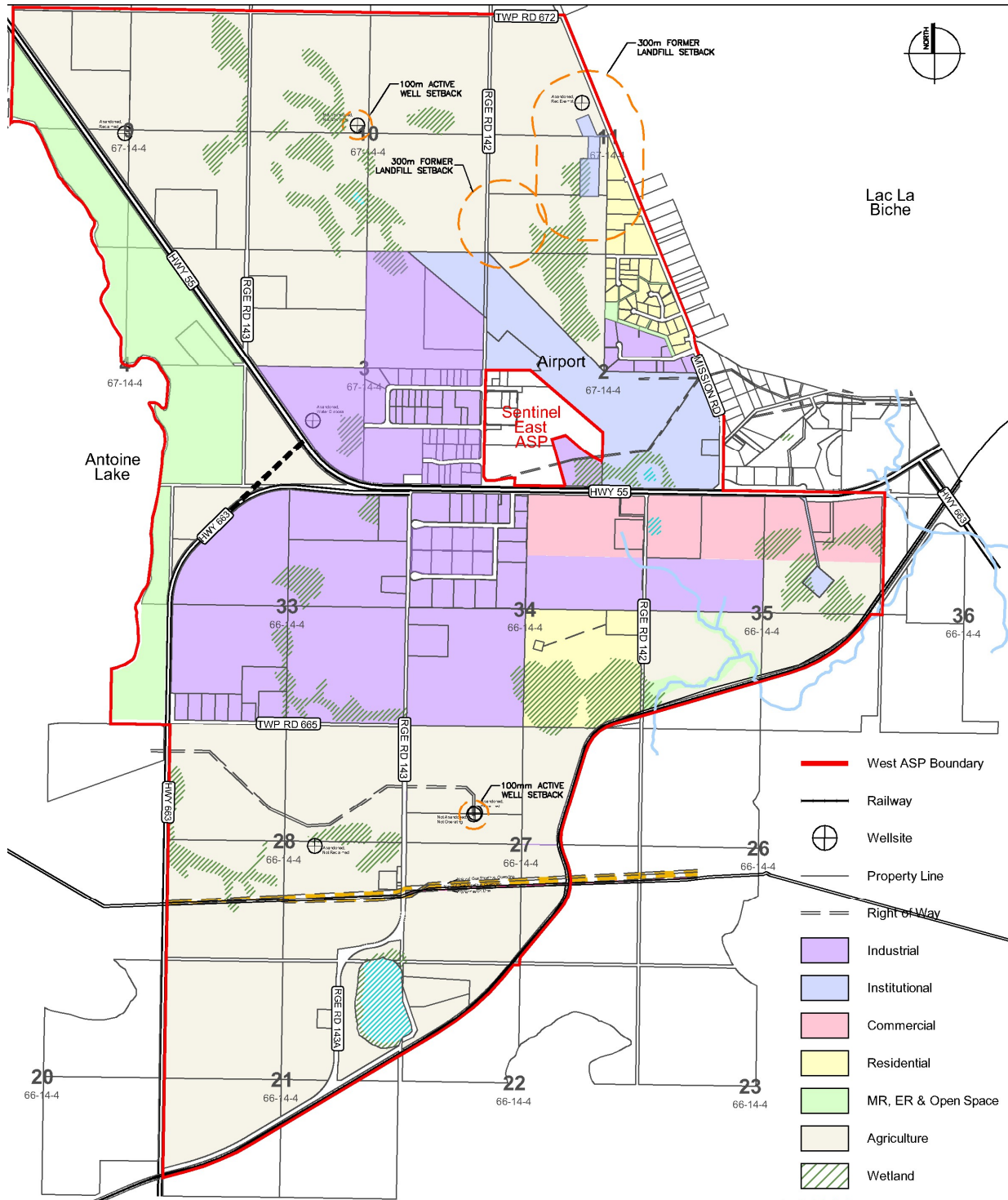
This can be expressed as 35 to 48 hectares per year. If 30% of the land is subtracted for roads and public utilities, this number could be 25 to 34 net hectares per year.

In the Industrial Land Supply and Demand Analysis Study (2011) done for the Edmonton Energy and Technology Park (a 4,857 hectare area that is part of Alberta's Industrial Heartland), 77 net hectares of industrial land has been absorbed in Edmonton per year (for the past 10 years) and 119 net hectares are projected as the annual demand for the next 10 years.

In terms of scale, these reports (and the 2011 National Household Survey Profile for Lac La Biche County) indicate that Wood Buffalo has approximately 18 times the jobs of Lac La Biche County (Lac La Biche: 4,290 jobs in 2011 versus Wood Buffalo: 78,501 jobs in 2008) and the City of Edmonton has more than 100 times the jobs than the County (Edmonton: 450,250 jobs in 2011). Therefore, the MDP may show more industrial land than will realistically be developed before it is time for a major update to this Plan.

In the County's opinion, the Development Concept (Figure 5) finds the balance between these two considerations (the MDP and the current amount of development). In particular, the Development Concept identifies the potential development of 516 hectares of industrial land. Industrial designation has been scaled back or replaced with other land uses in areas where there were resident concerns, access limitations, incompatibility with environmental areas, or a development horizon of more than 25 years.

5.0 DEVELOPMENT CONCEPT



- West ASP Boundary
- Railway
- + Wellsite
- Property Line
- Right of Way
- Industrial
- Institutional
- Commercial
- Residential
- MR, ER & Open Space
- Agriculture
- Wetland
- Lake/Open Water
- Transmission Line
- Pipeline
- Development Setback

5 Lac La Biche West Area Structure Plan DEVELOPMENT CONCEPT

5.2 INSTITUTIONAL

The County recognizes the need to have a functional and cost effective airport. In the foreseeable future, the County does not expect the airport operations to change in a way that will affect the adjacent properties.

Given its future importance to the region, the County will need to continue to ensure that flight paths are protected (see the Land Use Bylaw - Airport Vicinity Protection Overlay) and nuisance industries that attract birds or other animals do not develop in its vicinity.

The former landfills are not expected to be used for other land uses in the foreseeable future.

5.3 COMMERCIAL

The Plan expands the highway commercial use along the south side of Highway 55 from Sentinel East to the Plan Area boundary. This land use creates an effective transition from industrial to hamlet uses and may contribute positively to the area's aesthetics.

Furthermore, it matches up well with the commercial development north of Highway 55 and east of Mission Road and the relative absence of development along the edge of the airport property. Further planning, in the form of outline plans or detailed site plans, should be required of developers of these lands to maximize their potential and quality.

5.4 AGRICULTURE

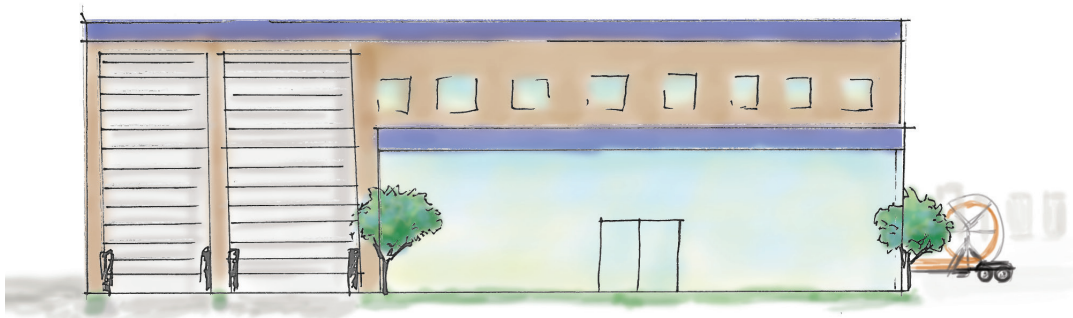
Agriculture is an essential part of the County's rural lifestyle and economic well-being. These operations and associated uses (such as residences) can continue in their current locations indefinitely.

By designating numerous agricultural parcels as industrial on the Development Concept Map, the County is making it clear that industrial development can and may occur on lands currently designated as agricultural.

5.5 RESIDENTIAL

Existing residential development at Deer Meadows and the Martin Subdivision is shown in the Development Concept Map and expected to remain in place long-term.

A key consideration is managing land use conflicts with adjacent industrial development. No further residential development is anticipated in the Plan Area at this time.



5.6 ENVIRONMENTALLY SIGNIFICANT AREAS

Environmentally Significant Areas within the Plan Area were discussed in Section 2.3 – Environmental Constraints. These areas have been identified through a review of existing information and will be protected and conserved by existing federal, provincial and municipal regulations.

Further investigation of these areas will be required as part of supporting documentation included with development or subdivision applications for lands where they occur.

The following table summarizes the Plan's land uses by area:

Table 1 Land Use Statistics

	Ha	% of GDA
Gross Area	2627.0	
Less Major Pipeline ROW	12.6	
Less Railway ROW	21.0	
	55.1	
	19.5	
Gross Developable Area	2518.8	100.0%
Residential Uses		
Single Family Residential	33.8	1.3%
	62.2	2.5%
Subtotal	96.0	3.8%
Commercial Uses		
Highway Commercial	100.9	4.0%
Subtotal	100.9	4.0%
Industrial Uses		
Industrial	561.9	22.3%
Subtotal	561.9	22.3%
Institutional Uses		
Airport	116.0	4.6%
Other Institutional	8.9	0.4%
Subtotal	125.0	5.0%
Agricultural Uses		
Agricultural	1362.9	54.1%
Subtotal	1362.9	54.1%
Municipal Reserve		
Park & Open Space	174.4	6.9%
Subtotal	174.4	6.9%
Infrastructure		
Internal Roads	94.1	3.7%
Subtotal	94.1	3.7%
TOTAL	2518.8	100.0%

6.1 TRANSPORTATION

Section 2.3 of this Plan describes the existing servicing in the Plan Area. In addition, Map 9 - Lac La Biche Area Transportation Network from the MDP identifies existing and proposed collector roads in the Plan Area.

A Traffic Impact Assessment (TIA) for the Plan Area was done in early 2015 for the Plan Area. This TIA is a guiding document for applicants and developers to refer to when calculating the traffic generated by their development as well as understanding its impacts and the timing of required upgrades.

This Plan anticipates land owners or developers will be expected to submit a site specific TIA, where it is warranted, when a subdivision or development application is submitted to the County.

Figure 6 - Transportation, shows the following road modifications that are proposed for the Plan Area based on the projected 20 year growth (see West ASP TIA for more detail):

- ◆ Realignment of Hwy 663 and Hwy 55 intersection;
- ◆ Signalization and intersection configuration at Twp Rd 670A, Rge Rd 142 & Hwy 55 also known as the Sentinel Park access;
- ◆ Signalization and intersection configuration at Rge Rd 142 and Hwy 55;
- ◆ Signalization and intersection configuration at Mission Rd and Hwy 55; and

- ◆ Signalization and intersection configuration at Commercial Access (Church/Beacon access) and Hwy 55.

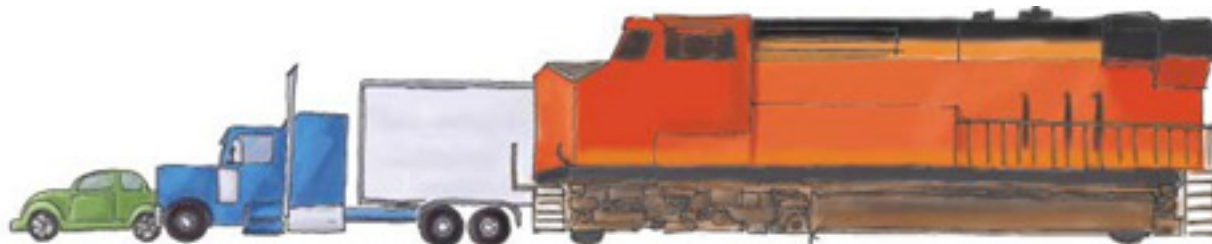
The TIA also recommends adding a lane in both the east and west directions at the intersection of Highway 55 and the commercial development (Church/Beacon) access. The TIA also speaks to the importance of developing safe means for active modes of transportation to access the Plan Area as well as potential twinning of Highway 55, east of Highway 663, in the 20 year horizon.

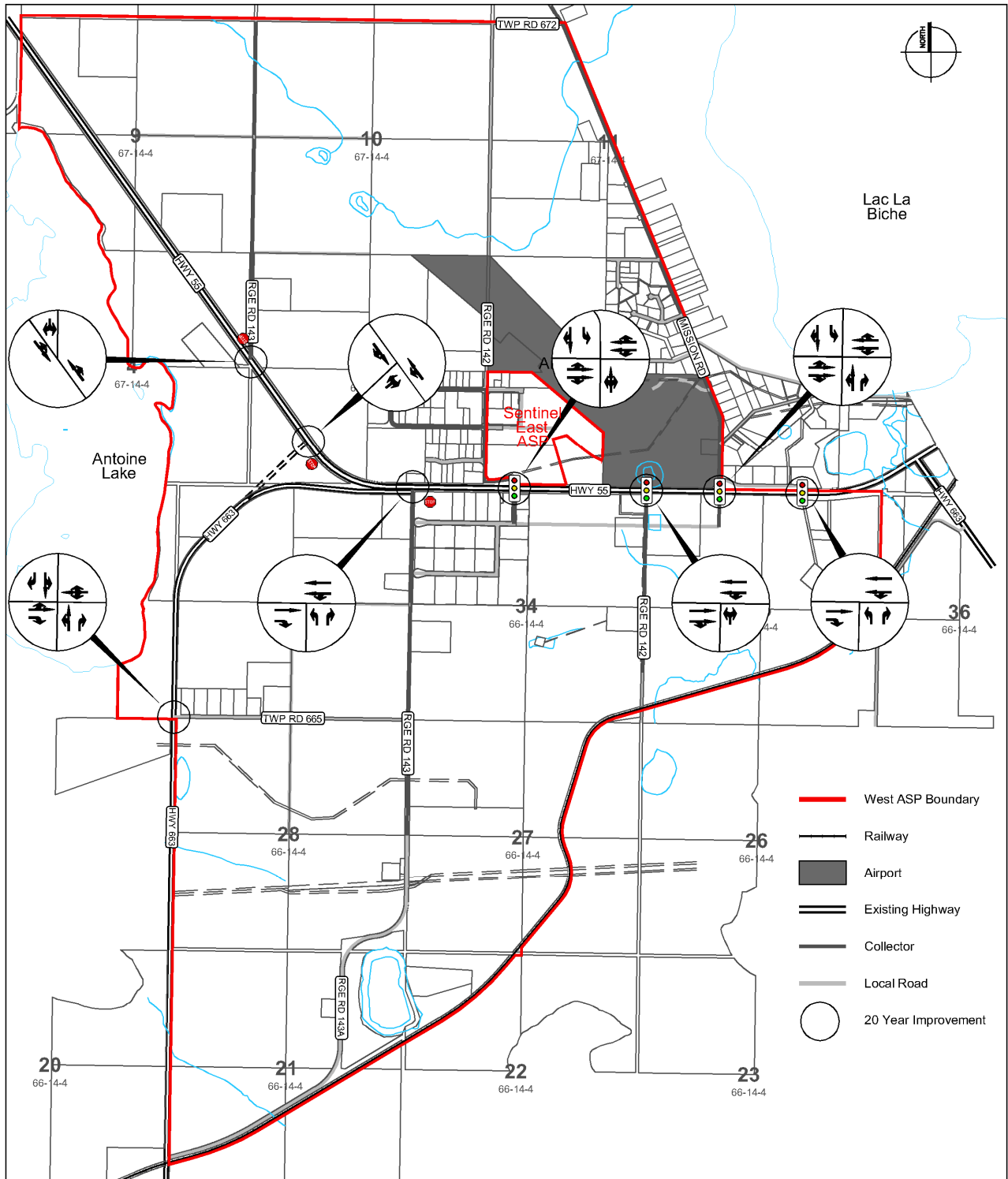
6.2 SERVICING

A draft of the Water and Wastewater Systems Capacity Report was completed in 2014. This report projects the ten-year growth for the serviced areas of Lac La Biche County. For the Plan Area, this includes servicing Sentinel Park East as well as commercial uses along the south side of Highway 55. Existing and proposed water and sanitary mains within the Plan Area are shown on Figure 7 - Servicing.

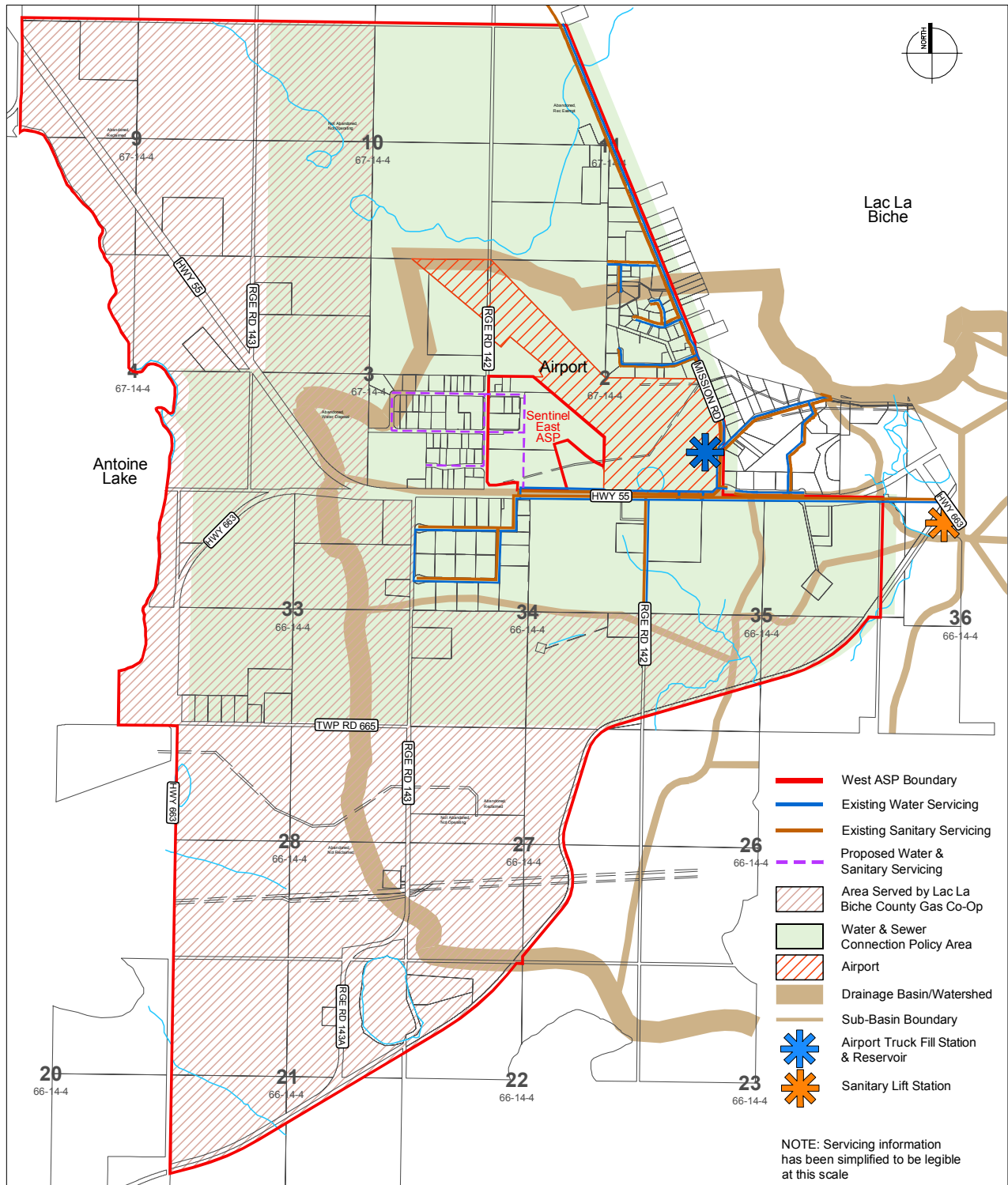
The commercial lands south of Highway 55 will be serviced from these mains with internal alignment to be determined. A servicing study should be completed once water and sewer servicing is needed or anticipated for the northwest or southern parts of the Plan Area.

The Water and Wastewater Systems Capacity Report identified the pumps at the Airport Pump Station need to be upgraded to service the Plan Area.





6 Lac La Biche West Area Structure Plan TRANSPORTATION



7 Lac La Biche West Area Structure Plan SERVICING

7.0 COMMUNITY CONSULTATION

The following steps have been taken in preparing this Plan:

- ◆ Lac La Biche County issued a Request for Proposal in September 2013.
- ◆ Urban Systems submitted a proposal and was awarded the project in December 2013.
- ◆ A start-up meeting was held with representatives of Administration and Urban Systems present in Lac La Biche in December 2013.
- ◆ Urban Systems gathered information and completed various analyses in January and February 2014. This included meeting with Alberta Transportation representatives in Athabasca and Utilities Department representatives in Lac La Biche.
- ◆ County Administration met with Urban Systems on March 4, 2014 to review the results of the analyses.
- ◆ Urban Systems and the County's Planning and Development Department representatives met with landowners on April 3, 2014 to discuss emerging issues and gather feedback. Of the 141 landowners, 20 landowners attended the afternoon session, with 15 attending the evening session. The following concerns were raised and have been considered in this plan:
 - Type of industrial (Policy 19)
 - Continuation of existing uses (Policy 7)
 - Buffers (Policy 4(ix) and 8)
 - Amount of industrial land (Section 5.1)
 - Highway safety (Policy 15)
- ◆ A Summary of Landowners Meetings Report was completed April 24, 2014 and distributed to landowners on request.
- ◆ Urban Systems and the Planning and Development Department held a workshop with Council on May 7, 2014 to discuss plan area issues and opportunities and get Council feedback.
- ◆ Urban Systems developed a draft concept in May and June 2014.
- ◆ The first public Open House was advertised and held July 22, 2014, with 20 - 25 people in attendance. Feedback sheets were provided, and six were returned. Buffering was the primary concern, which has been addressed in policies 4(ix) and 8. Other concerns were site specific and outside the scope of this plan.
- ◆ The first draft of the ASP was provided to the County on August 15, 2014.
- ◆ The County provided feedback to Urban Systems at a meeting in Lac La Biche on August 22, 2014.
- ◆ The revised draft of the ASP was submitted to the County on September 15, 2014.
- ◆ In January of 2015 the County requested that a TIA be done for the Plan Area. In March 2015, the TIA was completed.
- ◆ A second open house was held February 27, 2017, with 16 people attending specifically for the West ASP. The event also included displays for the South ASP, so those expressing interest exceeded 30 participants. General comments raised concern about Heavy Industrial (Policy 19) and maintaining current uses (Policy 7). Additional comments questioned the amount of Industrial lands surrounding the ESA in Figure 5. Given previous concerns about the overall amount of Industrial, the Land Use Concept was changed to reduce the amount of lands identified for Industrial.

8.0 IMPLEMENTATION & STAGING

8.1 DEVELOPMENT PHASING

New development in the Plan Area is expected to occur adjacent to existing development and in places where infrastructure is present.

Although development within the Plan Area is subject to market conditions, it is anticipated that development phasing will take place over 25 years, as shown in Figure 8. The anticipated development timeline is broken down into these four phases:

- ◆ Phase 1: 1-7 years
- ◆ Phase 2: 8-14 years
- ◆ Phase 3: 15-20 years
- ◆ Phase 4: 21-25 years

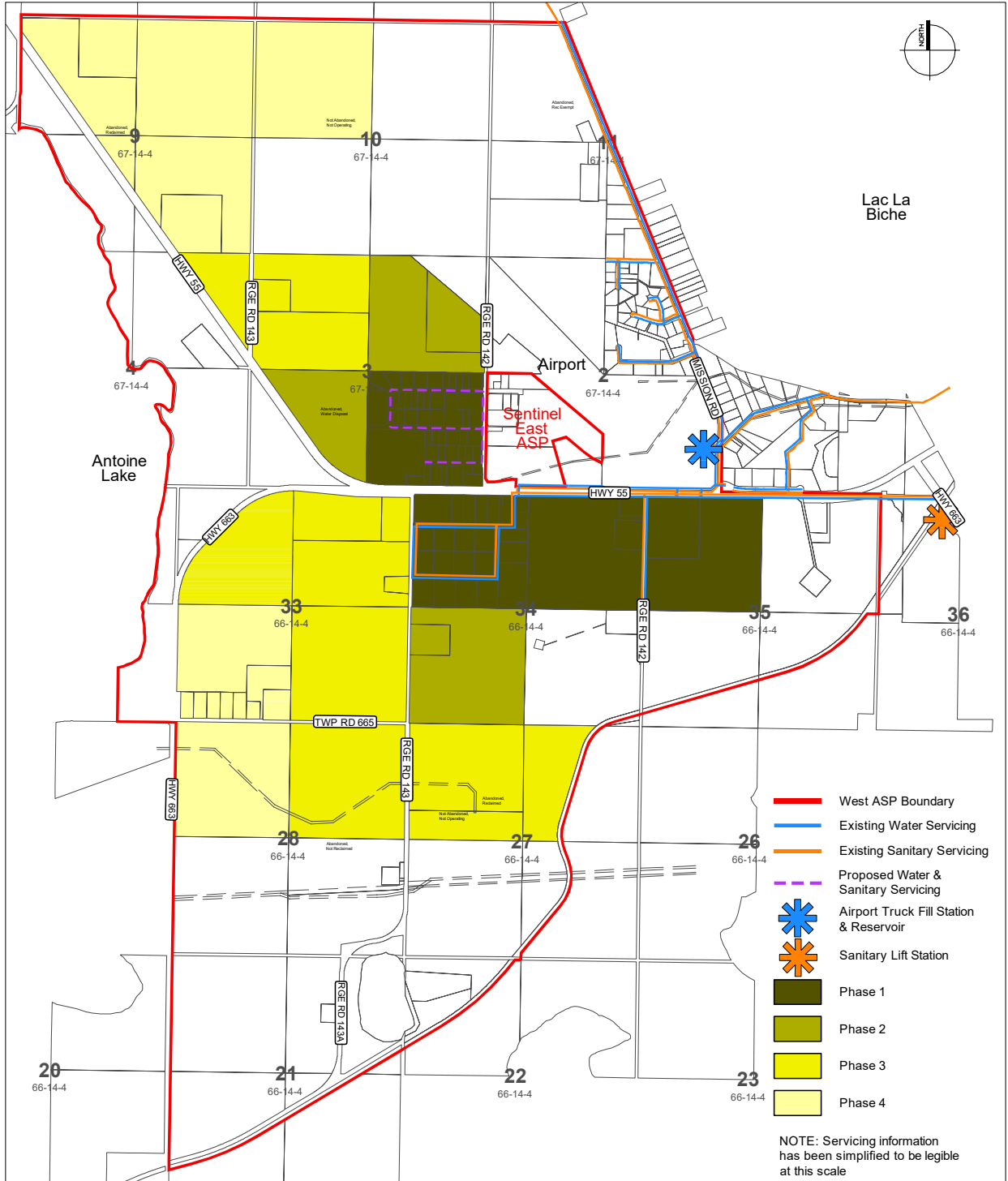
It is possible that development proposals will deviate from the proposed phasing which will be developed as part of the servicing amendment discussed in Section 6.2. The phasing need not be amended if it is the only way in which the development proposal deviates from this ASP.

8.2 AMENDMENTS TO THIS PLAN

All plan amendments shall be prepared in accordance with the Lac La Biche County Consultation Requirements Policy and shall follow the process outlined in the Municipal Government Act.

Provided the intent of the plan is maintained, minor adjustments to proposed land use boundaries or roadways or servicing alignments, etc. may be incorporated where necessary without amendment to this Plan.





8 Lac La Biche West Area Structure Plan STAGING