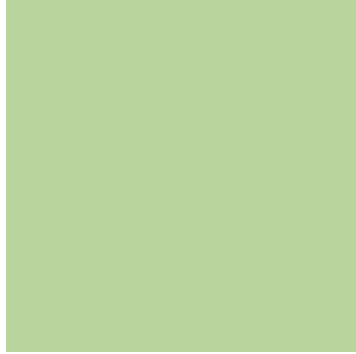
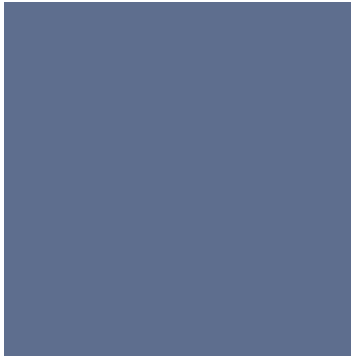


SCHEDULE "A"



SOUTH LAC LA BICHE MAJOR AREA STRUCTURE PLAN

June 13, 2017

Submitted by:



In Association with



Submitted to:



Lac La Biche County
welcoming by nature.

SOUTH LAC LA BICHE MAJOR AREA STRUCTURE PLAN

Prepared for



Lac La Biche County
welcoming by nature.

By



#605 Empire Building, 10080 Jasper Ave.

Edmonton, Alberta T5J 1V9

Phone: (780) 423-6824 Fax: (780) 423-6850

Email: armin@parioplan.com

www.parioplan.com

In association with



June 13, 2017

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The shore of Lac La Biche
Image Courtesy of ParioPlan

1.0 INTRODUCTION

1.1 Purpose and Scope

The South Lac La Biche Major Area Structure Plan (“Plan”) will create a framework for the future subdivision and development of land within the Plan Area for the next 50 years by determining future land uses, transportation and municipal infrastructure in the area. The Plan Area is located on the southern edge of the Urban Service Area of the Hamlet of Lac La Biche (herein referred to as “the Hamlet”).

The ASP has been prepared on behalf of Lac La Biche County, in a collaborative process led by ParioPlan Inc. and Associated Engineering working with Municipal Administration and Council, Alberta Transportation, landowners and the general public.

The Plan Area acts as the southern gateway to the Hamlet. The Plan Area is also affected by traffic currently travelling east and west through the Plan Area on the highway bypass around the Hamlet of Lac La Biche, linking Highways 55 and 881 to Highway 36.

With significant industrial growth in the region and continuing economic opportunity, new commercial development in proximity to the Hamlet would be of benefit to local residents and neighbouring communities. Having compatible land uses available to highway by-pass users, such

as commercial development in the form of big box stores, hotels, restaurants and other highway commercial businesses.

The scope and requirements for this Plan includes the following:

- A development concept that accommodates commercial and residential uses, community services, parks, trails and open spaces;
- Proposed land uses and densities for the Plan Area;
- The development sequence proposed for the Plan Area;
- Highway access points compliant to provincial and municipal policy and procedures;
- Transportation and servicing infrastructure that supports the land use concept;
- Environmental sustainability practices to protect water courses, wetlands, wildlife corridors and historical resources;
- Natural areas linked to parks and open spaces to create continuous wildlife corridors through the retention of tree stands, wetland areas and stormwater ponds; and
- Natural and man-made hazards are addressed to minimize their impact on proposed development.

1.2 Plan Area

As shown in *Map 1 – Plan Area*, the Plan Area encompasses approximately 615 hectares (1,520 acres) and includes the southern edge of the Hamlet of Lac La Biche, terminating at Highway 55 and Highway 881. This area is part of an existing Urban Service Area, and contains a mix of developed and undeveloped land. The Plan Area is bound by Highway 55 in the northwest; Range Road 141 in the west; 90 Avenue forms portions of the northern boundary, 88A Avenue and Highway 881 in the northeast. The Plan Area extends south on either side of Highway 36 for approximately 1.2 Km (0.75 miles) south of the Urban Service Area.

1.3 Land Ownership

The ownership patterns within the Plan Area include Private Owners (70.1%), Lac La Biche County (0.3 %), Northern Lights School District No. 69 NLSD (8.7 %), Province of Alberta (10.4%). The ownership patterns are shown on *MAP 2 South Lac La Biche Land Owners* and summarized in *Table 1 – Land Ownership*.

The majority of land within the Plan Area is privately owned, and is currently being used for residential/country residential, and agricultural purposes. The Northern Lights School Division No. 69 owns a large parcel in the northwest portion of the Plan Area, and the County owns parcels along the railway and wetlands areas in the northwest portion of the Plan Area. Alberta Transportation owns a small parcel along the railway and Highway 55. There already exists some residential and commercial developments along 100 Street in the centre of the Plan Area.

Table 1 – Land Ownership Information

| Property | Legal Description | Ownership | Property | Legal Description | Ownership |
|----------|-----------------------------|--|----------|-------------------|------------------------------|
| 1 | SE-1-67-14-4 | PR | 32 | 8121299 E 3 | PR |
| 2 | 8121193 1 | PR | 33 | 658HW D | PR |
| 3 | 9524995 1 | PR | 34 | 658HW D | PR |
| 4 | 9524997 3 | PR | 35 | 658HW C | PR |
| 5 | 9524997 2 | PR | 36 | 658HW B | PR |
| 6 | NW-36-66-14-4 | PR | 37 | 658HW B | PR |
| 7 | NW-36-66-14-4 SW 5 ACRES | PR | 38 | 658HW A | PR |
| 8 | 1220056 1 1 | PC Province of Alberta | 39 | LACLABI HB | PR |
| 9 | 3740ET B | PC Northern Lights School Division No. 69 | 40 | 0726723 1 1 | PR |
| 10 | 1120260 1 1 | PR | 41 | 0726723 1 2 | PR |
| 11 | 1123154 1 2 | PR | 42 | 0726723 1 3 | PR |
| 12 | LACLABI HB | PR | 43 | 0726723 1 4 | PR |
| 13 | 3856KSOT | PC | 44 | 0622298 1 3 | PR |
| 14 | 0622298 1 4 | PR | 45 | 0622298 1 2 | PR |
| 15 | NE-31-66-13-4 | PR | 46 | 0526515 1 1 | PR |
| 16 | NE-31-66-13-4 | PR | 47 | SE-36-66-14-4 | PR |
| 17 | NW-36-66-14-4 | PR | 48 | NE-25-66-14-4 | PR |
| 18 | NW-36-66-14-4 | PC Province of Alberta | 49 | NE-25-66-14-4 | PR |
| 19 | 3740ET A | PC Northern Lights School Division No. 69 | 50 | SE-25-66-14-4 | PC Province of Alberta |
| 20 | LACLABI HB | PR | 51 | 7521128OT | PR |
| 21 | 0322001 1 1 | PR | 52 | NE-25-66-14-6 | PR |
| 22 | 8260ET 2 6 | PR | 53 | NW-30-66-13-4 | PR |
| 23 | 8260ET 2 5 | PR | 54 | NW-30-66-13-4 | PR |
| 24 | 8260ET 2 4 | PR | 55 | SW-30-66-13-4 | PR |
| 25 | 8260ET 2 3 | PR | 56 | NW-30-66-13-4 | PR |
| 26 | 8260ET 2 2 | PR | 57 | 9421783 1 | PR |
| 27 | 8260ET 2 1 | PR | 58 | 0420102 1 1 | PR |
| 28 | LACLABI HB | PR | 59 | SW-30-66-13-4 | PR |
| 29 | 658HW E | PR | 60 | 1521197 1 1 | PR |
| 30 | 8121299 E 1 | PR | 61 | SW-31-66-13-4 | PR |
| 31 | 8121299 E 2 | PR | | | |

Legend: PC – Public Owner, PR – Private Owner

1.4 Planning Process

The Plan has been prepared in four (4) phases beginning in January 2014. Opportunities for stakeholder and public involvement have been provided for each phase. *Figure 1 – Planning Process*, illustrates the details of each phase.

| Phase 1: Project Initiation / Inventory, Analysis & Issue Identification | Phase 2: Alternative Development Concepts | Phase 3: Draft Area Structure Plan | Phase 4: Final Area Structure Plan / Approvals |
|---|---|--|---|
| January - May 2014 | June - August 2014 | September 2014 - November 2016 | January - June 2017 |
| <ul style="list-style-type: none"> •Getting Ready to Plan •Base Mapping •Inventory and Analysis •Stakeholder Focus Groups / Interviews •Working Session with Alberta Transportation •Interim Report to Administration / Council | <ul style="list-style-type: none"> •Develop 2-3 Alternative Development Concepts •Evaluate Alternative Development Concepts •Roundtable with Stakeholders •Workshop with County Council •Select Preferred Development Concept with County Administration | <ul style="list-style-type: none"> •Prepare Draft ASP •Technical Review of Draft ASP •Public Open House on Draft ASP •Revisions to ASP | <ul style="list-style-type: none"> •Public Hearing and Consideration of 2nd and 3rd Readings •Final Plan Production |

Figure 1 – Planning Process

1.5 Community and Stakeholder Consultation

Community and stakeholder consultations are an important part to the planning process. A media release and project backgrounder were prepared to notify stakeholders and the public of the ASP process and advise them of opportunities for public involvement. The following summarizes the consultation activities undertaken during the preparation of this ASP.

Stakeholder Focus Groups

The Phase 1 stakeholder consultation included two (2) Focus Group Sessions held on February 20, 2014 in the McArthur Room at McArthur Place in Lac La Biche from 1:30 pm to 4:30 pm and 6:30 pm to 9:30 pm. The Stakeholder Focus Groups were attended by thirteen (13) participants including landowners within and adjacent to the Plan Area and school board representatives. ParioPlan presented an overview of the Plan Area, describing a variety of regional influences and site features, Lac La Biche County's environmental policies, transportation network/access, existing zoning and proposed land uses from the 2002 *Highway 36 ASP* and the 2013 *Municipal Development Plan*, using PowerPoint, presentation boards, and maps for reference. The following is a summary of key issues identified from the Focus Groups and initial direction provided for the preparation of the Area Structure Plan:

- Downtown Lac La Biche is not experiencing the traffic it used to before the bypass, adversely affecting local business.
- Lac La Biche is losing commercial business to other municipalities by not using the lands surrounding the bypass to attract commercial development.

- Lac La Biche should be a tourist attraction, with camping and access to the lake.
- Do not designate marginal lands (near wetlands, low grounds etc.) for school sites as costs to maintain these areas become a drain on school board budget.
- Flooding has been an issue in the western area of the Plan Area.
- Commercial land uses should be a buffer from Highway noise and traffic for proposed residential uses.
- Lac La Biche needs to grow itself to draw in surrounding communities.
- The ASP should consider FireSmart protocols.
- The Highway Bypass will need to be upgraded from single to double lanes.

A full summary report of the Focus Group Sessions is found in *Appendix A – Stakeholder Focus Groups Summary Report*.

Working Session with Alberta Transportation

On April 4, 2014 Alberta Transportation, ParioPlan, Associated Engineering and Lac La Biche County representatives met to present and discuss land use concepts, and preliminary access points from the Highway Bypass. The following are key issues identified during the working session:

- The Lac La Biche Bypass will be a four-lane highway with a raised median in a 60 metre right-of way. The timing of future upgrades is unknown, additional right-of-way will need to be acquired by Alberta Transportation.
- Development around the intersection of Highway 36 and the Lac La Biche Bypass will increase traffic volume at this location and may trigger an upgrade from the existing four-way stop control to either traffic signals or conversion to a roundabout. This will be determined by a Traffic Impact Assessment (TIA).
- The concept of right-in/right-outs from the bypass to the adjacent highway commercial.
- Land Use was discussed. If required by the development, an additional Traffic Impact Assessment (T.I.A) would be required to confirm if right-in/right-out access would be feasible.
- A Traffic Impact Assessment is required to confirm the requirements and feasibility of all access to/from the highways within the ASP lands for all new development and subdivision applications. If right-in/right-out is desired, the development would be responsible for a TIA examining the impact of the access.

Roundtable Sessions with Stakeholders

Phase 2 stakeholder consultation took the form of two (2) Roundtable Sessions where three (3) Development Concepts were presented for public input. The Roundtable Sessions were held on June 26, 2014 in the McArthur Room at McArthur Place in Lac La Biche from 1:30 pm to 4:30 pm and 6:30 pm to 9:30 pm. The Roundtable Sessions was attended by a total of 26 people. Participants included landowners within the Plan Area, County Councillors, representative from Portage College and the Municipal Planning Commission, media and neighbouring landowners.

The purpose of these sessions was to involve Lac La Biche County residents, landowners, businesses and other stakeholders in identifying a preferred development concept for the ASP. Aspects of each Development Concept were supported and criticized; however, the Environmental Reserve aspect of preservation was widely supported by participants. The outcomes of the Roundtable Sessions were as follows:

- The need to rebalance residential and commercial land uses, to reduce the amount of land shown for commercial development.
- The elimination of medium and high density residential land uses in the western area of the ASP.
- Medium and high density residential land uses along 100 Street separating the existing low density in the Hamlet of Lac La Biche from the commercial land uses.
- Stormwater management facilities buffering the low density land uses from commercial land uses.

Based on the feedback from the roundtables and earlier consultation sessions, ParioPlan presented a preferred Development Concept to Lac La Biche County. A full summary report of the Roundtable Sessions is found in *Appendix B – Roundtable Meetings Summary Report*.

Notification and Interviews with Property Owners in Expansion Area

In August 2016 County Council decided to expand the boundary of the *South Lac La Biche Area Structure Plan* area to the south of the Highway 36 Corridor. Letters were sent out to fifteen (15) affected property owners with a request to participate in an interview with the Consulting Team. The Consulting Team was contacted by two (2) property owners. Their responses are summarized below:

- Landowners do not want to see the area change drastically. They have chosen their properties for the country residential style of living. The quiet and natural setting was a major factor for the purchasing of their properties.
- All landowners intend on building a residence on each of their property within the next 1-3 years.
- Both property owners found maintaining the natural setting of the area to be very important. Keeping the lands in its natural state while improving specific areas such as entrance features into along the highway were important to them.
- Although both property owners agreed with the majority of the future land uses proposed in the MDP, they did voice a few concerns:
 - The property owner with the legal description NW ¼ Sec. 30-66-13-W4M quarter section Lot 66444 #20 does not agree with the uses proposed in the MDP for the area his property is located in namely, with the area not being serviced and its support to have many light industrial uses within the expansion area with the potential of big box stores locating in the expansion area.
 - The property owner of the area with legal description SW ¼ Sec. 30-66-13-W4M agreed with the future land uses proposed in the MDP but was concerned about

potential impacts of noise and traffic which may occur with the addition of commercial uses within the expansion area that would create conflicts with residential uses.;

- Neither of the property owners specified a location for an intersection or access from the highway however the owner of the property located with the legal description NW ¼ Sec. 30-66-13-W4M mentioned driveway access and would support the implementation of some commercial if access remained the same.
- TransCanada provided comments expressing concern regarding regulating the types of development that can be allowed within 200 m of the pipeline corridor.
 - They requested that a policy be included in the Area Structure Plan that also states any subdivision or development application within the 200m be referred to TransCanada for review and comment.

Public Open House on Draft Plan

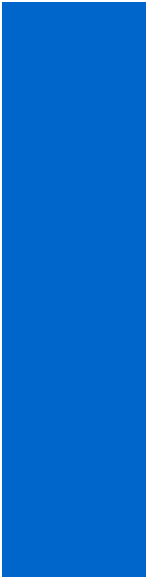
The Draft Plan was presented to stakeholders and public in a Public Open House on Friday, January 27, 2017. Based upon the sign-in sheets, twenty-one people attended the Public Open House and five submitted comment sheets in person or by mail. What we heard from attendees is summarized below:

- A number of Landowners expressed their optimism regarding the future development under the proposed Plan. Specifically one respondent stated their belief that business and development would “attract more families and grow the community”.
- One respondent stated support for the proposed Plan indicating support for provision of environmental areas and open space.
 - Though supportive of the majority of land uses, the respondent did express concern over the absence of some wetland information in the plan. This information was given as part of the Watershed Management Plan.
- One respondent expressed concern over pollution of the water table, indicating that the water table was “approximately 10 ft below the highway surface”.
- Another two respondents who agreed with the majority of future land uses, expressed concern with specific access to/from their property from the highway. The owner of one property located with the legal description NW ¼ Sec. 30-66-13-W4M mentioned that they would support the implementation of the plan if access to their property remained the same.

A full summary of the Public Open House is Found in *Appendix D– Public Open House Summary Report*.

Public Hearing

In accordance with the Municipal Government Act, a Public Hearing was held to approve the Plan on June 13, 2017.



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Treed area along Lac La Biche
Image Courtesy of ParioPlan

2.0

POLICY CONTEXT

2.1 Municipal Government Act

The South Lac La Biche Major ASP has been prepared in accordance with the *Municipal Government Act (MGA) (Revised Statutes of Alberta, 2000, Chapter M-26)*. The MGA allows municipalities to adopt area structure plans to provide a framework for the development of an area and future subdivisions. Sections within the MGA that relate directly to Area Structure Plans (ASP) include Sections 633, 636, 638, 638.1, 638.2, 680 (2)(a.1), 687 (3)(a.1), 690, and 692. Section 633 states the following:

“633 (2) An area structure plan

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, and

b) may contain any other matters the council considers necessary.”

(3) An area structure plan must be consistent with

(a) any intermunicipal development plan in respect of land that is identified in both the area structure plan and the intermunicipal development plan, and

(b) any municipal development plan.

2.2 Alberta Land-Use Framework

The purpose of the *Alberta Land-use Framework* is to manage growth and to sustain the province’s growing economy, but balance it with Alberta’s social and environmental goals. The *Alberta Land-use Framework* provides an approach to manage public and private lands and natural resources to achieve long-term economic, environmental and social goals. It provides a blueprint for land-use management and decision-making that addresses Alberta’s growth pressures. The *Alberta Land-use Framework* is about Smart Growth by creating seven new land-use regions and developing regional land-use plans for each. Future land-use decisions will need to be consistent with regional plans. The *Land-use Framework* consists of seven basic strategies to improve land-use decision-making in Alberta:

- Strategy 1:** Develop seven regional land-use plans based on seven new land-use regions.
- Strategy 2:** Create a Land-Use Secretariat and establish a Regional Advisory Council for each region.
- Strategy 3:** Cumulative effects management will be used at the regional level to manage the impacts of development on land, water and air.
- Strategy 4:** Develop a strategy for conservation and stewardship on private and public lands.
- Strategy 5:** Promote efficient use of land to reduce the footprint of human activities on Alberta’s landscape.
- Strategy 6:** Establish an information, monitoring and knowledge system to contribute to continuous improvement of land-use planning and decision-making.
- Strategy 7:** Inclusion of aboriginal people in land-use planning.

The plan is detailed below.

2.2.1 Lower Athabasca Regional Plan

The first regional plan approved by the Government of Alberta in August 2012 under the *Alberta Land Stewardship Act (ALSA)* and *Alberta Land-Use Framework (ALUF)* is the *Lower Athabasca Regional Plan (LARP)*. Lac La Biche County is located within the boundary of the LARP.

The ALSA requires future municipal decisions and initiatives to comply with the provisions of the regional plan. The LARP guides “*future resource decisions while considering social and economic impacts*”. The LARP plans for the next 50 years by setting regional environmental limits and outcomes for air, land, water and biodiversity. The LARP will be reviewed every 10 years by the Land Use Secretariat, and audited every 5 years to determine if regional objectives and policies are meeting the purposes of the ALSA. LARP Policies that are relevant to this ASP include:

Land Development

- *Utilize the minimal amount of land required for new residential, commercial and industrial developments.*
- *Plan, design and locate future development in a manner that utilizes existing infrastructure and minimizes the need for new or expanded infrastructure.”*

Infrastructure Development

- *“The infrastructure and land base available for development in the region are planned to facilitate population and economic growth and efficient use.*
- *Identify critical economic linkages to markets including the north-south link between Fort McMurray and Lac La Biche.”*

Recreation

Schedule D of the LARP, *Lakeland Country Destination Development Strategy and Tourism Opportunity Plan* seeks to develop Lakeland Country, which includes all of Lac La Biche County, as a tourism destination. This would diversify the regional and local economy; offer a full range of recreation and tourism settings and activities, with a particular focus on water-based activities that are unique in Alberta.

Schedule E of the LARP, *Lower Athabasca Regional Trail System Plan*, seeks to collaborate the Province of Alberta’s Tourism, Park and Recreation, and the Sustainable Resource Development, with *“aboriginal peoples, municipal governments, stakeholder and the public to develop a regional trail system plan.”*

Recreation goals of the LARP, outlined in Schedules D and E that apply to this ASP include:

- *Water based trails/routes that link communities, neighbourhoods, destinations and other jurisdictions with the region’s parks, open spaces and recreation and tourism management areas; to be planned and managed according to Alberta Recreation Corridor, Trails Classification System and other documents.*
- *Identify, designate, and market tourism development nodes.*
- *Provide for new Provincial Recreation Areas, Provincial Parks and Wildlife Parks.*
- *Provide for the preparation of the Lower Athabasca Regional Trail System Plan.*
- *The Portage Route from Beaver River to Field Lake to Lac La Biche is outside the Major ASP boundary, but could be accessed from within the Plan Area though a linked trail system.*

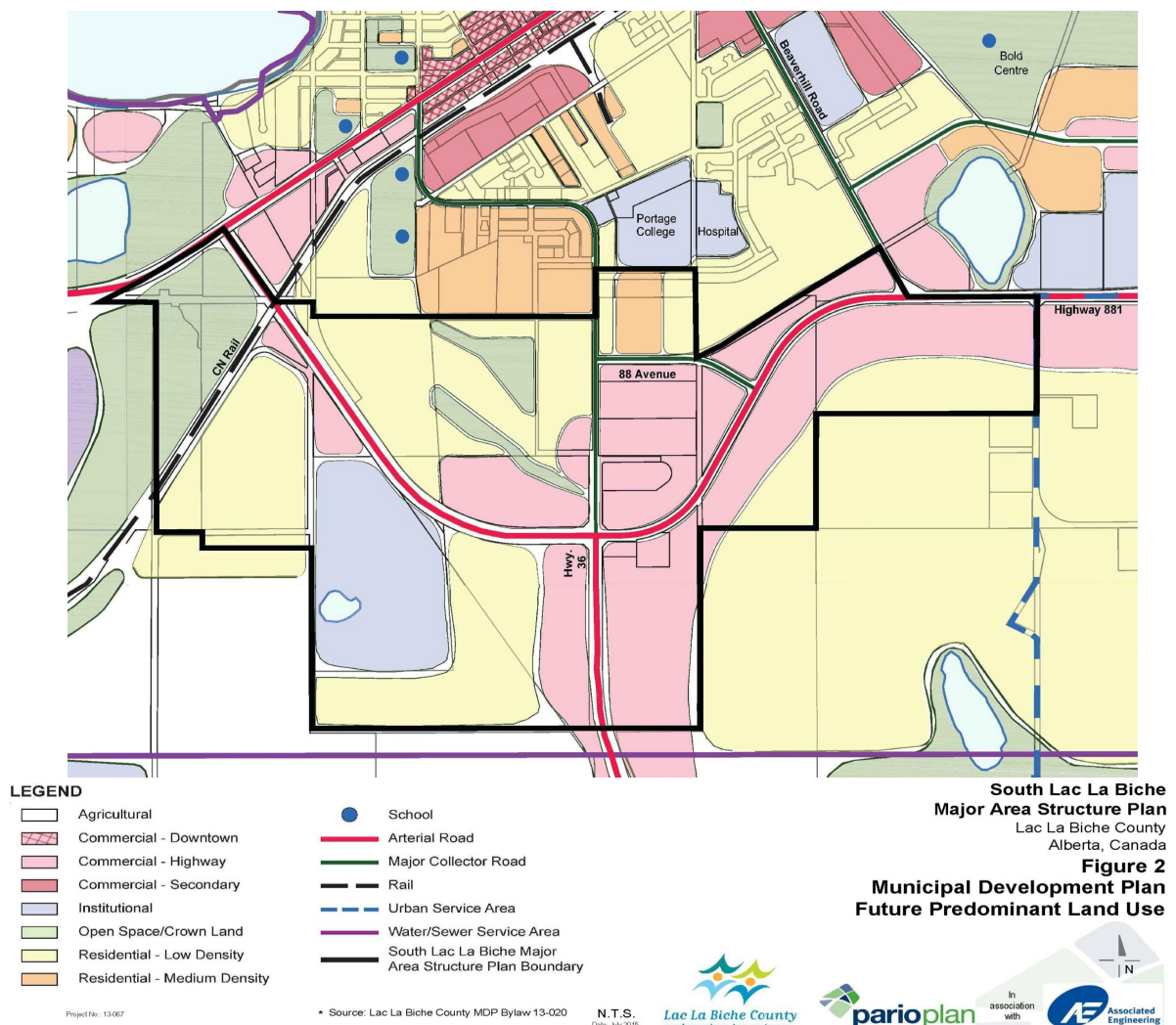
Key policy directions from the *Lower Athabasca Regional Plan* are integrated and further implemented through Municipal Development Plan policies. Policies in Sections 4.0 Development Concept, 6.0 Transportation and 7.0 Servicing Sections of the ASP provide for efficient use of land, and staging of development to ensure efficient use of existing and future servicing and transportation infrastructure. Policies in Section 5.0 Parks, Open Space and Trails comply with the Recreation section of the LARP by providing a large portion of land for parks and open spaces for recreational and tourism activities. An interconnected trail system will connect the parks, open space and water systems in the Plan Area.

2.3 Lac La Biche Municipal Development Plan Bylaw No. 13-020

The Lac La Biche County Municipal Development Plan (MDP) Bylaw No. 13-020 was adopted in September 2013. The Municipal Development Plan governs overall growth and development in the County and establishes policies governing land use planning, community development, transportation and other infrastructure. The South Lac La Biche Major ASP is to be compliant with its general intent; however an amendment to the MDP will be required so that both plans are consistent with one another.

Figure 2 – Future Predominant Land from the MDP illustrates the future land use for the South Lac La Biche Major ASP. The predominant land uses prescribed for the area include low and medium density residential, highway commercial, and open space. The objectives of the MDP promote the Hamlet as a regional service centre and shopping destination, given the access to arterial roadways, the South Lac La Biche Major ASP is suitable to accommodate commercial uses to achieve this objective.

Figure 2 – Future Predominant Land from Municipal Development Plan Bylaw No. 13-020



Part 4 of the MDP identifies the Hamlet “as a welcoming community with a small town atmosphere in a rich natural setting”. The MDP requires that future residential (Section 4.1.1) and commercial development (Section 4.2.1) be directed to those areas identified in the plan to be contiguous to developed areas to optimize existing services and the efficient extension of infrastructure networks. The MDP encourages the application of Smart Growth principles to new residential areas (Section 4.1.4) and supports a mix of housing types and forms to ensure a diverse housing supply, identified in the Plan Area.

This Plan was prepared in compliance with these and other policies of the MDP. In addition, *Appendix C – Summary Table: Area Structure Plan Compliance with Municipal Development Plan* outlines specific policies referenced in this ASP.

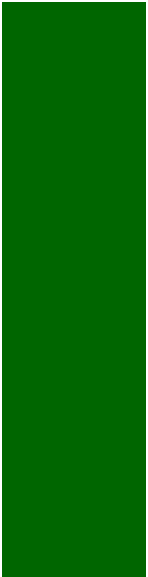
2.4 Lac La Biche Land Use Bylaw No. 12-024

Map 3 - Existing Zoning shows the current land use district within the Plan Area. The majority of the Plan Area is designated Agricultural (AG) District, Urban Reserve (UR) District, and Country Residential (CR) District. Commercial uses are designated under Arterial Commercial/Shopping Centre (C2) district, and the New Life Victory Fellowship Church is designated Public Institutional (PI) District. Some sites located in the north portion of the Plan Area are designated for municipal densities under Low Density Hamlet Residential (LDR) District and Medium Density Hamlet Residential (MDR) District.

As part of the implementation of the Plan it is anticipated that developers will be applying to Lac La Biche County to redistrict lands currently districted Urban Reserve (UR) and Agricultural (AG) District to other uses indicated on the Development Concept.

2.5 Highway 36 Area Structure Plan

An amendment will be required to the Highway 36 ASP so that both plans are consistent with one another.



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3.0

SITE CONTEXT AND DEVELOPMENT
CONSIDERATIONS

3.1 Existing Land Use

Map 4– Existing Land Use shows existing land uses within the Plan Area. The predominant existing land use is lands that have been cleared for agricultural purposes as well as vacant lands that have been left in their natural state and are poorly drained and not developable or suited for agriculture. The Plan Area does have some existing commercial and residential development, much of it centred around 100 Street which is a major gateway to the Hamlet.

The Canalta and Ramada Hotel are located on 83 Avenue in the southeast part of the Plan Area. The UFA Cardlock and Agribusiness facility is located on the west side of 100 Street not far from the Highway 881 and 36 intersection. A number of large lot acreages are located primarily on the east side of 100 Street with some smaller size urban lots located closer to the built-up area of the Hamlet. The New Life Victory Fellowship Church is located on the west side of 100 Street in the north part of the Plan Area.

The southern half of the Plan Area mainly consists of permanent and manufactured homes with an agricultural farm yard located east of Hwy 36. Approximately an entire quarter of this portion to the southwest contains vacant Crown Lands.

3.2 Topography, Drainage and Natural Features

As shown in *Map 5 - Natural Features*, the Plan Area is characterized by an undulating terrain sloping downward from east to west, with the highest elevation in the northeast edge of the Plan Area at a height of approximately 574 metres above sea level. Aerial photographs and a topographic analysis show that several low-lying areas throughout the Plan Area provide drainage courses for water moving from adjacent lands in an easterly direction that drain into the south shore in the east basin of Lac La Biche. With differences of up to 28 metres in elevation throughout the Plan Area, opportunities exist in limited areas to capture views when designing building form.

Significant topographic and natural features include wetlands and scattered woodlots in the Plan Area. Scattered trees and brush areas are common throughout the Plan Area, a low-lying wetland area forms the western portion. The Red Deer Brook flows through the western portion of the Plan Area from a wetland complex as shown in *Map 5 –Natural Features*. The Red Deer Brook originates from Field Lake and is a critical wetland habitat that must be preserved in order to maintain water quality in Lac La Biche Lake.

3.3 Man-Made Constraints

Map 6 – Man-Made Constraints shows features that may constrain future development in the Plan Area. The Plan Area includes a former landfill site at the southeast corner of the Highway 36/881 intersection. The landfill was for municipal solid waste; after it closed the site was used for car crushing, with remnants from this activity visible on the surface. In 2006, AMEC Foster Wheeler (AMEC), prepared a report to accompany the request for a variance to the prescribed 300 metre setback, defined in the Subdivision and Development Regulation of the Municipal Government Act. Based on the AMEC report, a setback of 30 metres from the property line of the current landfill is recommended, until the waste is completely excavated for proper disposal and the area can be reclaimed. The 30-metre setback has been approved by Alberta Environment.

3.3.1 Subdivision and Development Near Highways

Highways 55, 36 and 881, which is also the Highway Bypass, within the Plan Area are all designated provincial highways. This presents a man-made constraint given the control Alberta Transportation has over subdivisions within 0.8 kilometres of the centre line of a provincial highway right-of-way. Section 5(5)(d)(ii) of the MGA Subdivision and Development Regulation 43/2002 requires subdivisions within 0.8 kilometers of the center line be referred to Alberta Transportation for review and comment. Refer to *Map 6—Man Made Constraints*.

Section 14 of the *Subdivision and Development Regulation* states the following:

“Subject to section 16, a subdivision authority shall not in a municipality other than a city approve an application for subdivision if the land that is the subject of the application is within 0.8 kilometres of the centre line of a highway right of way where the posted speed limit is 80 kilometres per hour or greater.”

All development within an 800-metre radius from the centre of the highway at any intersection, including the Highway Bypass will also be referred to Alberta Transportation prior to subdivision approval. Section 14(d)of the MGA Subdivision and Development Regulation 43/2002.

Alberta Transportation intends to widen the Highway Bypass to a four-lane highway with a raised median and 60 metre rights-of-way in the future. At the time of writing this Plan the timeline for this expansion had not been determined. The portion west of Highway 36 already has the 60-metre right-of-way set aside. The portion east of Highway 36 has a 50-metre right-of-way, an addition of 10 metres will be required. This will limit any development within the lands impacted by the potential future widening.

3.3.2 Subdivision and Development Near Railways

In addition to the former landfill, powerlines, highways the Canadian National (CN) Rail line may also present constraints to future development in the Plan Area. All development proposed within 250 metres of the rail line shall be referred to CN Rail prior to subdivision and development approval.

Development of residential structures in proximity to railway corridors can pose many challenges, particularly in terms of successfully mitigating the various vibration, noise, and safety impacts associated with railway operations. A setback from the railway corridor, or railway freight yard, is a highly desirable development condition, particularly in the case of new residential development. It provides a buffer from railway operations; permits dissipation of rail-oriented emissions, vibrations, and noise; and accommodates a safety barrier. It is recommended that residential properties should maintain a 30 m setback from the mutual property line to the building face.

In addition, since rail noise is site-specific in nature, the level and impact of noise on a given site should be accurately assessed by a qualified acoustic consultant through the preparation of a noise impact study. The objective of the noise impact study is to assess the impact of all noise sources affecting the subject lands and to determine the appropriate layout, design, and required control measures .

These recommendations are based on the 2013 *Guidelines for New Development in Proximity to Railway Operations*, prepared for The Railway Association of Canada and Federation of Canadian Municipalities.

3.3.3 Subdivision and Development Near Oil and Gas Facilities

Subdivision design shall accommodate the continued transport and maintenance needs of the oil and gas company while minimizing the impact on adjacent development. This should include the provision for temporary emergency access while pipelines are still active. A pipeline operated by Nova Gas runs diagonally through the southern half of the Plan Area.

“Apply AER setback regulations and guidelines respecting sour gas and other oil and gas facilities, including pipelines, when considering subdivision and development applications.”

Note: Extracted from MDP Policy 7.6.1

“Require that development and subdivision applications in close proximity to sour gas facilities meet Provincial legislation, the Regulation, and ERCB guidelines, with respect to minimum separation distances, between sour gas facilities and other uses.”

Note: Extracted from MDP Policy 7.6.4 (c)

“Setbacks from the pipelines and other utility corridors shall be as required by the

Note: Extracted from LUB Policy 76.3

There are areas of interest to consider when development is proposed near or adjacent to pipelines. The first area is the pipeline right-of-way. Development shall maintain the minimum Alberta Energy Regulator (AER) setback from pipelines. This setback shall apply from the property line of the proposed development to the pipeline right-of-way. In most cases, a minimum setback for adjacent development should be the edge of the pipeline right-of-way, or as determined by AER.

The second area is a consultation zone based on the class location design criteria found in Canadian Standards Association CSA Z662: Oil and Gas Pipeline Systems (CSA Z662). This area covers an area extending 200 metres perpendicular to either side of the centerline of a pipeline. The 200-metre consultation area may be greater if a high-vapour-pressure pipeline or a sour gas pipeline has an associated setback or emergency response planning zone that extends beyond 200 metres from the pipeline centreline.

Upon referral of a development application, AER will determine the appropriate setback. AER categorizes sour gas facilities into four hazard levels based on release volumes for pipelines, and hydrogen sulphide (H₂S) content. There are predetermined setback distances for each level of sour gas facility. Once the appropriate level has been established for the subject pipeline, AER will then examine the types of developments in the vicinity and how people typically use the general area.

AER may designate an area on either side of the pipeline, beyond its right-of-way, where pathways, park areas, roadway and other crossings, and commercial industrial outdoor storage may be considered acceptable. Subdivision design shall accommodate the continued transport and maintenance needs of the oil and gas company while minimizing the impact on adjacent development. This should include the provision for temporary emergency access while pipelines are still active.

3.4 Surrounding Land Use

The surrounding land uses to the north are a mixture of commercial and residential uses at urban densities. Portage College is a dominant land use north of the Plan Area. Lands to the east, west, and south are more rural in nature with more productive and better drained lands having been cleared for agricultural purposes and more marginal lands with water bodies, wetlands and poorly drained lands left in their natural state. Farmsteads and country residences are found in the surrounding area. There do not appear to be any multi-lot country residential developments in the immediate vicinity.

3.5 Lac La Biche Watershed Management Plan

The *Lac La Biche Watershed Management Plan (WMP)* will assist Alberta Environment in making decisions for water resource in the Lac La Biche planning area under the Water Act and the Environmental Protection and Enhancement Act. A Watershed Advisory Committee (WAC) has been created to oversee the Watershed Management Plan.

Further delineation of setbacks and buffers for all wetlands and water bodies shall be required at the time of subdivision for areas that provide drainage and that historically collected or drained water. A biophysical and geotechnical assessment may be required prior to subdivision or development for those areas identified in *Map 5- Natural Features*. Lac La Biche County will review

planning documents and the Land Use Bylaw and incorporate the recommendations within the WMP.

3.6 Riparian Setback Determination

There are considerable water courses as well as significant lands that are designated as wetlands within the Plan Area. The Highway 55 Bypass has placed a highway-grade intersection in the middle of some significant drainage courses. Care will need to be taken to ensure that any wetlands, creeks and drainage courses may be successfully integrated into an overall stormwater plan, as well as complement the proposed land uses in terms of preserving the natural functions of the wetlands, and providing setbacks and walking trails for the Lac La Biche community.

Lac La Biche County has developed a *Riparian Setback Matrix Model* (RSMM) in order to protect riparian areas within the County, and adopted as part of the Municipal Development Plan. The RSMM creates development setbacks - based on slope, height of bank, depth to groundwater and vegetation cover –that are unique and scientifically defensible.

3.7 Historical and Archaeological Resources

A search of the Government of Alberta’s Listing of Historic Resources was conducted by the Heritage Division of Alberta Culture and Tourism in July 2015.

Alberta Culture and Tourism has advised that developers shall be required to undertake a *Historical Resources Impact Assessment (HRIA)* and through the assessments, take any necessary measures to mitigate impact to the satisfaction of Alberta Culture, Archaeological Survey where a proposed development may destroy or alter historical or cultural features of value. The HRIA could be conducted at the rezoning stage.

3.8 Protective and Emergency Services

3.8.1 Policing

The Hamlet of Lac La Biche is currently policed and patrolled by a Royal Canadian Mounted Police (RCMP) detachment. The detachment also provides police services to the surrounding County as necessary. If required, additional traffic enforcement assistance is available from the St. Paul RCMP highway patrol.

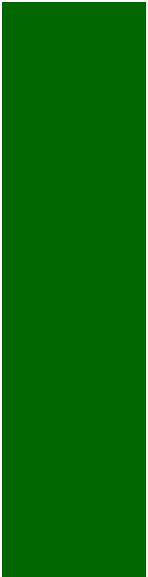
The Hamlet is also serviced by the Alberta Sheriff Branch who enforce Provincial and Federal acts. They also collaborate with the RCMP on traffic law enforcement, education and awareness.

3.8.2 Fire

Lac La Biche County provides fire protection services for the surrounding County, and has incorporated the former Town of Lac La Biche existing fire service and station as part of its larger operations when the Town and County amalgamated in 2007.

3.8.3 Emergency Medical Services

The emergency medical services are provided from the William J Cadzow Community Health Centre, located in the Hamlet of Lac La Biche. Community Health Services are also provided nearby in Beaver Lake. Ambulance services are provided by two separate operators: Regional EMS – the



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Aerial view of the Hamlet

Image Courtesy of Lac La Biche County

DEVELOPMENT
CONCEPT

4.0

4.0

DEVELOPMENT CONCEPT

4.1 Overview

The development concept for the Plan Area is shown on *Map 7 – Development Concept*. The following section describes the development concept. The Municipal Development Plan provides goals and objectives which formed the foundation for the development concept.

Figure 2 – Future Predominant Land also influenced the land use patterns proposed in the development concept.

Goal: *To develop the South Lac La Biche Major ASP as a comprehensively planned community that supports commercial development, particularly highway commercial businesses, which meet the needs of residents and the traveling public.*

Objectives:

- Support a diverse commercial sector that provides choice opportunities for both local and regional residents.
- Concentrate commercial development to defined nodes to optimize services and avoid land use conflicts.
- Identify safe and efficient locations for highway commercial development.
- Ensure that sufficient land is identified for commercial and residential use to meet future demand.

- Support residential development that is orderly, efficient and attractive.
- Support a mix of housing types and forms to ensure a diverse housing supply.
- Provide for the development of attainable housing and housing for residents with special needs.

Policies

4.2 Commercial Land Use

4.2.1 Location of Commercial Uses

Direct future commercial development to areas designated for this purpose on *Map 7 - Development Concept* consistent with the locational criteria provided in the Municipal Development Plan.

4.2.2 Highway Commercial Uses

Highway commercial uses to serve the traveling public shall be located along the Highway 36, 55 and 881 frontages to take advantage of high traffic volumes and exposure. Common highway commercial uses would include but not be limited to hotels, motels, motor vehicle dealerships, truck stops, restaurants and big box retail outlets.

4.2.3 Highway Commercial Site Development Standards

Consistent with the provisions of the Land Use By-law sites for highway commercial uses need to be relatively large to accommodate truck traffic and parking. As these are gateways to the Hamlet, buildings shall require high standards of design and landscaping; yard storage needs to be screened; and appropriate signage provided.



4.2.4 Secondary Commercial Uses

Secondary commercial uses which typically includes uses such as but not limited to lumber yards, automobile services and suppliers, warehouses, and similar uses shall be located and oriented to 100 Street between 88 and 83 Avenues to provide a transition to residential uses located in the interiors of the Plan Area.



4.2.5 Rural Industrial /Commercial

As shown on Map 7. Development Concept, these are areas designated for rural industrial/commercial development on both sides of Highway 36 which are not serviced with piped sewer and water and will depend on private wells or cisterns for a potable water supply and private sewage disposal systems. Given these limitations, servicing rural industrial/commercial uses will need to be restricted to uses in the Land Use Bylaw that would not put large demands on potable water and sewage disposal systems.

4.2.6 Buffering Requirements for Commercial Development Adjacent to Residential Uses

Where commercial development is located adjacent to residential development, developers shall take adequate measures to minimize conflicts between uses. Developers shall provide to the County measures taken to buffer conflicting uses as part of the development permit application.

4.2.7 Preserving Highway 36’s Gateway Function

The County should consider the implementation of urban design guidelines as a Statutory Plan Overlay in the Land Use Bylaw for private and public development adjacent to Highway 36 as a major gateway to the Hamlet.

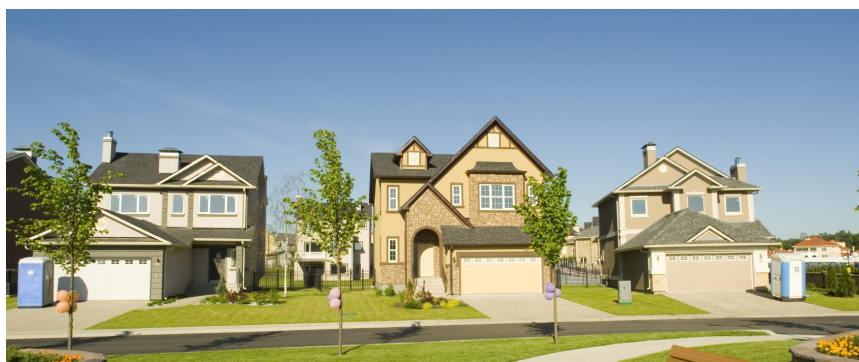
4.3 Residential Land Use

4.3.1 Housing Choice

Provide for housing choice and direct future low, medium and high density housing to areas designated for future residential development on *Map 7 – Development Concept*.

4.3.2 Low Density Residential

As shown in *Map 7 – Development Concept*, the majority of residential development within the Plan Area shall be developed as low density, single-family, residential units. Built form within the low density residential district could include single-family detached units as well as duplexes. The proposed low density residential shall be located around the perimeter of the Plan Area strategically located amongst parks, open space and storm-water facilities to take advantage of these amenities.



4.3.3 Medium Density Residential

The medium density residential land use allows for many forms of attached housing including duplexes, semi-detached, fourplexes, and row housing. Three medium density sites located within the Plan Area. These are concentrated around the intersection of 88th Avenue and 100th Street. These are strategically located to provide a comfortable transition from high density residential and commercial uses to low density residential.



4.3.4 High Density Residential

Apartment buildings with a maximum height of four stories are proposed close to collector roadways, Lac La Biche's post-secondary institute Portage College, commercial services in the north-central part of the Plan Area, amenity areas, and the major walking and multi use trails.

Table 2 – Land Use Statistics provides a breakdown of land areas to be occupied by various land uses, residential units, densities and projected population for residential uses. It is projected that the Plan Area could accommodate a residential population of approximately 5,000 people once fully built out. Walkways and pedestrian linkages are not considered part of the Municipal Reserve obligations, the specific area and alignment of walkways and pedestrian linkages will be determined at the subdivision stage.



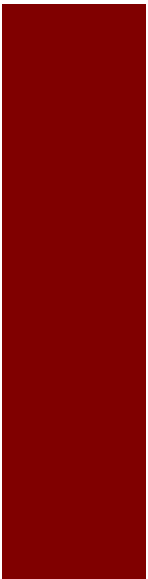
4.4 Agriculture/Rural

Areas shown as Agriculture/Rural in Map 7 – Development concept shall continue to allow for agriculture and limited country residential development while supporting a rural life style for residents.

Table 2: Land Use Statistics

| <u>Land Use</u> | <u>Area (Ha)</u> | <u>% of GA</u> |
|---|------------------|-----------------|
| GROSS AREA (GA) | 615.47 | 100.00% |
| Crown Lands | 28.27 | 4.59% |
| Railway Right-Of-Way | 2.60 | 0.42% |
| Environmental Reserve (ER) | 58.74 | 9.54% |
| Pipeline Corridors and Utility Right-Of-Ways | 23.99 | 3.90% |
| Highways 55, 881, 36 | 35.52 | 5.77% |
| | <u>Area (Ha)</u> | <u>% of GDA</u> |
| GROSS DEVELOPABLE AREA (GDA) | 466.35 | 100.00% |
| Total Municipal Reserve (MR) | 46.62 | 10.00% |
| Municipal Reserve (MR) | 23.19 | 4.97% |
| Crown Lands (Included as MR) | 23.43 | 5.02% |
| Stormwater Management (SWMF) | 15.92 | 3.41% |
| Institutional | 1.00 | 0.21% |
| Commercial Uses | 159.14 | 34.12% |
| Commercial | 104.09 | 22.32% |
| Rural Industrial/Commercial | 55.05 | 11.80% |
| Commercial Collector Road | 50.91 | 10.92% |
| Residential Uses | 67.16 | 14.40% |
| Low Density Residential (LDR) | 41.80 | 8.96% |
| Medium Density Residential (MDR) | 10.03 | 2.15% |
| High Density Residential (HDR) | 3.22 | 0.69% |
| Residential Local/Collector Road (22% of Residential) | 12.11 | 2.60% |
| Agriculture/Rural | 125.60 | 26.93% |

| <u>Residential Uses</u> | <u>Units/Net Ha</u> | <u>Units</u> | <u>Persons / Unit</u> | <u>Population</u> |
|-------------------------|---------------------|--------------|-----------------------|-------------------|
| LDR | 12 | 502 | 3.5 | 1756 |
| MDR | 80 | 802 | 2.5 | 2006 |
| HDR | 125 | 403 | 1.8 | 725 |
| Total | | 1707 | | 4486 |



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Trail along Lac La Biche
Image Courtesy of ParoPlan

5.0 PARKS, OPEN SPACE AND TRAILS

5.0 PARKS, OPEN SPACE AND TRAILS

5.1 Overview

A comprehensive, interconnected parks and open space system is provided through the dedication of Environmental Reserve (ER) and Municipal Reserve (MR) including a system of trails, as shown on *Map 8 – Parks, Trails and Open Space*.

The Canadian National (CN) rail track bisects the northwest corner of the Plan Area. Due to the noise and other potential issues related to development near rail tracks, a significant buffer in the form of Environmental Reserve (ER) green space as been retained along the CN rail track.

The general size and location of the school site in this Plan is made in consultation with the Northern Lights School Division No. 69 and Le Conseil Scolaire Centre-Est. The specific location and size of the school site and methodologies for student generation must be further assessed at the subdivision stage with the participation of the two school divisions. The school site is sized with the intention that the school site will also include appropriate playfields and/or playgrounds.

Goal: *Provide recreational, park and tourism facilities and services interconnected with a pathway network in the Plan Area.*

Objectives:

- Require Environmental Reserve (ER) dedication for lands not suitable for development.
- Develop an interconnected network of parks, open spaces, and trails through land dedication at the subdivision stage.
- Pursue opportunities for place making that celebrates the Plan Area's local history as described in the Municipal Development Plan.
- Identify, enhance and protect wetlands, hazard lands, other natural and environmental resources from inappropriate development.
- Facilitate the development of new recreational amenities for residents and visitors to enjoy.
- Ensure that all new development is carried out in a way that minimizes negative impacts on rivers, streams, lakes, wetlands, riparian areas, and groundwater in the County.

Policies

5.2 Parks, Open Space and Trails

Implement a network of parks, open space and trails as conceptually shown on *Map 8 – Parks, Trails and Open Space* through the subdivision and development approval process (MDP 10.4.3).

5.3 Environmentally Significant Areas

Require developers to define wetlands and environmentally significant areas that are subject to Environmental Reserve (ER) dedications as part of the subdivision approval process (MDP 9.4.2).

5.4 Environmental Reserve Dedication

Require the dedication of ER and/or the registration of ER easements at the time of subdivision or development in accordance with the Municipal Government Act (MGA) (MDP 9.4.1).

5.5 Municipal Reserve Dedication

Require at the time of subdivision a full Municipal Reserve (MR) dedication entitlement under the MGA of 10% of land dedication, money in lieu of land or a combination of both (MDP 10.4.1).

5.6 Development of Steep Slopes

Require that a geotechnical report be prepared in support of all development that is proposed in proximity to the slope or bottom of a valley slope which exceeds a 15% grade (MDP 9.5.4).

5.7 Wetland Policies

As part of the development review and approval process, enforce the (2016) Provincial Wetland Policy.

5.8 Future School Sites

Work with Le Conseil Scolaire Centre-East to establish a permanent school in the Lac La Biche area to serve the needs of the growing population, and reflecting the heritage of the community. In response to this need, a school site is proposed at the 103 Street and 90 Avenue intersection.

5.9 Fire Smart

Require applications for subdivision and development in forested areas to submit a Fire Hazard Assessment and plan to address wildfire mitigation guidelines as contained in *Fire Smart Protecting Your Community from Wildfire* (2003) (MDP 9.7.1).



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Main Street, Lac La Biche
Image Courtesy of ParioPlan

6.0

TRANSPORTATION

6.1 Overview

Map 9 – Transportation Network illustrates the proposed area transportation network within and surrounding the Plan Area. The proposed network includes a combination of arterial and collector roads that are under the jurisdiction of Lac La Biche County, as well as Provincial Highways 55, 36 and 881 which are maintained by Alberta Transportation.

Goal: *Provide an effective and efficient transportation network for the Plan Area.*

Objectives:

- To provide a safe and efficient local and regional transportation system.
- Promote regional connectivity through a variety of transportation modes.
- Plan and manage major transportation systems in co-operation with Alberta Transportation . Will be reflective of the growth needs of the County.
- To plan for the long-term extension of infrastructure systems that will be reflective of the growth needs of the County.

A *Traffic Impact Assessment* (TIA) was prepared by Associated Engineering Alberta Ltd. to assess the transportation network within the Plan Area. This assessment considered the impact of pre- and post development traffic volumes on the Bypass as well as intersections directly impacted by this development. The report provided recommendations on road upgrades based on a twenty (20) year time horizon.

As development within the rural services area is not anticipated within the 20-year horizon of the TIA, these lands were not included in the study. In conjunction with any development within these lands it will be necessary for a development specific traffic impact assessment to be completed.

6.2 Highway Intersections Analysis

The Highway Bypass shall be upgraded from its current two-lane design to a four-lane facility from the Highway 36 intersection through to the intersection with Beaverhill Road. Alberta Transportation, the road authority for the Bypass, has indicated that they are protecting the right-of-way required for this future upgrading. It is anticipated that the future four-lane design shall include a semi-urban cross section with a raised median separating the traffic flows and ditch drainage to the outside. Based on the development staging and area growth assumed in the TIA, intersection signalization and geometric improvements are anticipated at intersections along the bypass beginning in 2021.

6.3 Roundabout Analysis

Roundabouts are considered as an alternative intersection treatment for roadways under provincial jurisdiction. A preliminary analysis has determined that roundabouts would have sufficient capacity to accommodate the projected traffic volumes in the Plan Area.

Policies

6.4 Highway Intersections and Access Management

Map 9 – Transportation Network shows four (4) accesses from the Highway Bypass, that shall require signalization and the development of dedicated left turn lanes.

Access from an arterial road shall be limited to intersections in order to ensure traffic flow is maintained. All local access shall be provided from the intersecting collector roadways. In the case of existing businesses and accesses along Highway 36, north of the Lac La Biche Bypass, this may only be possible as development of the site occurs.

6.5 Twinning of Highway Bypass

During the review of subdivision and development applications, adjacent to Highway 881, lands may be required to accommodate future twinning of the bypass.

6.6 Roundabouts

The County shall require a Roundabout Feasibility Assessment to be submitted as part of the preparation of a Minor Area Structure Plan before consideration is made to install traffic signals at designated intersections under provincial jurisdiction.

6.7 Requirements for Future Transportation Impact Assessments (TIA)

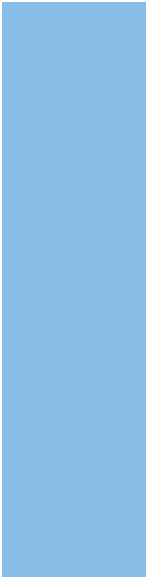
The County may require a TIA with any subdivision or rezoning application to confirm the assumptions made previously; to assess the impacts on the area highways and identify necessary improvements to highways and the internal roadway network. Any improvements to the road network or highway intersections required to accommodate development shall be completed at the cost of the developer.

6.8 Internal Roadways: Collector

Collector roadways shall be located as conceptually shown on *Map 9 – Transportation Network* in Plan Area, providing connections to the arterial road network. Major and minor collector roadway classifications shall be determined based on more detailed traffic assessments at the detailed design stage, prior to subdivision development. Parking along collector roadways shall be dependent on traffic volumes associated with adjacent land uses and development types.

6.9 Construction Standards

The County shall require all internal local subdivision roads servicing multi-lot subdivisions to be constructed in accordance with the County's *General Municipal Servicing Standards* (GMSS).



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Servicing shed on the shore of Lac La Biche

Image Courtesy of ParioPlan

7.0 SERVICING

7.0 SERVICING

7.1 Overview

The northern portion of the Plan Area will be serviced to a full urban municipal standard with a piped water supply and distribution system; piped sanitary sewer collection system and a comprehensive stormwater management plan in accordance with the County's GMSS. Roadways within the urban service area will be constructed with curbs and gutters consistent with urban cross section.

Servicing within the rural expansion areas shown as Rural Industrial/Commercial on Map 7 – Development Concept is outside the water and sewer service area for the Hamlet. As a result, this area will be serviced by private potable water supply either through a well or cistern and private on-site sewage collection systems in accordance with the County's policies in the MPD and its standards in the GMSS as well as Alberta's Private Sewage Systems Standard of Practice. Roadways in this area will be developed with a rural cross-section without curb and gutter with ditches for storm water collection.

Goal: Provide servicing of the Plan Area as effectively as possible.

Objectives:

- Plan and manage utility systems in co-operation with Alberta Environment.
- To plan for long term extension of infrastructure systems that reflect the growth needs of the County.
- To protect the integrity of the County’s utility system and to ensure that system performs as designed.

7.2 Water Supply and Distribution Analysis

The Hamlet of Lac La Biche has its own water treatment plant which treats water from Lac La Biche and distributes it through the Hamlet’s network of distribution mains. The existing water distribution system consists of 150 to 300mm diameter water mains.

The proposed water distribution system for the Plan Area shall be a conventional pressurized system, connected to the Hamlet’s existing system. The proposed Plan Area shall be connected to the existing system in multiple locations to insure acceptable pressures and fire flows. Connections into the existing system shall be from the larger diameter service mains. The water mains within the Plan Area shall be designed to meet the peak hour water demands plus fire flow.

To estimate the water demands for the area, the anticipated service population of Lac La Biche sustained within the Plan boundary was estimated based on the proposed land uses. *Table 3 – Equivalent Population of Plan Area* summarizes the anticipated service population of the Plan Area. For the commercial areas, an equivalent population density of thirty-seven (37) people per hectare was used to estimate the service population.

The proposed rural Industrial/Commercial gross area is approximately 66.1 ha. This area will have private potable water services such as ground water wells or cisterns. Potable water will be delivered from the Hamlet for cisterns. The estimated potable water demand is calculated by determining the amount of developable land area. This is estimated as twenty percent (20%) of the gross area or 13.2 ha. It is further estimated that two-thirds (2/3) of the area will be serviced by cisterns and the remainder will use well water.

The estimated water demand for the Plan Area is summarized in *Table 4 – Estimated Water Demand*.

Table 3 - Equivalent Service Population of Plan Area

| Residential | Area (ha) | Units | People/unit | Population |
|---|-----------|---|-------------|--------------|
| Low Density Residential (LDR) | 56.4 | 1,128 | 2.8 | 3,158 |
| Medium Density Residential (MDR) | 8.9 | 356 | 2.8 | 997 |
| High Density Residential (HDR) | 3.2 | 400 | 2.0 | 800 |
| Residential Population | | | | 4,955 |
| Commercial Development | Area (ha) | Equivalent population (37 people / ha) | | |
| Highway Commercial | 100.5 | 37 | | 3,719 |
| Secondary Commercial | 6.6 | 37 | | 244 |
| Rural Industrial/Commercial | 8.8 | 37 | | 326 |
| Equivalent Commercial Service Population | | | | 4,289 |
| Estimated Service Population | | | | 9,244 |

The estimated water demand for the Plan Area is summarized in *Table 4 – Estimated Water Demand*.

Table 4 - Estimated Water Demand

| | Pop. / Equivalent Population | Average Day Demand* (ADD) (m ³ /day) | Peak Day Demand (2 x ADD) (m ³ /day) | Peak Hour Demand (4xADD) (m ³ /day) |
|--------------|------------------------------|--|--|---|
| Residential | 4,955 | 1,586 | 3,171 | 6,342 |
| Commercial | 4,289 | 1,372 | 2,744 | 5,490 |
| Total | 9,244 | 2,958 | 5,915 | 11,832 |

*Average Day water demand, 320 L/person/day

In the *Water Treatment Plant Upgrade Study* conducted by Associated Engineering, the existing water treatment plant system can treat up to 8,000 m³/day (2014). Associated Engineering identified that the existing water treatment plan will require a capacity upgrade within the next 5 to 7 years (2018-2020) to meet water demand projections. Which is approximately 6,134 people connected to the water distribution network and an approximate service population of 3,078 people which use the truck fill system. Based on the anticipated population of the Plan Area additional treatment capacity shall be required to service the entire area.

In the *Water System Assessment Report* completed for the Town of Lac La Biche, by EXH Engineering Services Ltd. (EXH) in 2007 the report identified that to sustain future extensions and to maintain the serviceability of the water distribution system a second pressure zone, with a new pump station and water reservoir shall be required. Based on the projected water demands for the Plan Area it is anticipated that approximately 4,100m³ of reservoir capacity shall be required. The anticipated reservoir size is based on the County's GMSS and the fire flow requirement of 220 L/s for 2.8 hours (EXH, 2007).

7.3 Sanitary Servicing Analysis

The Hamlet has an existing sanitary sewer collection system that consists of a network of gravity sewers which conveys sanitary flows to a main lift station. The main lift station conveys sanitary flows from the Hamlet to the wastewater treatment plant, located to the south of the Hamlet. Within the proposed Plan Area there are a number of existing collection mains, ranging from 200mm to 750mm in diameter.

In accordance with the County's GMSS using a residential population of 4,955 people and a commercial service area of 107.1 ha, the estimated peak sanitary flows for the Plan Area was estimated to be 146L/s. This excludes the Rural Industrial Area as this area will be serviced by Private Sewer Systems. From Figure 5.2A from the *Existing Water and Wastewater Systems Capacity Report* (Urban Systems, 2015), the main lift station has a capacity of 245 L/s and the design capacity of the wastewater treatment plant is 4,700 m³/day. In discussions with Urban Systems it is anticipated that the additional lift station capacity and water treatment capacity will be required to service the Plan Area, the remaining system capacity should be confirmed as the area is developed.

It is anticipated that the majority of the Plan Area should be able to drain via gravity into the existing sanitary network, although prior to the detail design the depth of specific connection points should be confirmed along with an assessment of the overall system capacity.

Rural resident developments within the Rural Industrial/ Commercial area will be serviced by on-site private sewage collections systems until the Hamlet's sanitary system is developed to support

the area. Private systems shall meet Alberta's Private Sewage System requirements. Due to the potential risk of cross contamination of groundwater, Industrial/ Commercial developments within this area should be required to use holding tanks and pump outs.

7.4 Stormwater Management Analysis

The majority of the existing Plan Area does not have a defined stormwater water system. For the Plan Area, the overland flow is predominately from the southeast to the northwest towards the Red Deer Creek which drains into Lac La Biche.

Within the proposed Plan Area, the stormwater management network shall consist of a combination of natural drainage channels and stormwater retention ponds. The Rural Industrial/ Commercial area will be required to provide on-site storm water management control.

Policies

7.5 Water Supply and Distribution

The County shall require development of the water distribution network and reservoir sizing to be designed to meet the County's *General Municipal Services Standards*. As outlined in the *General Municipal Services Standards*, the following minimum servicing will be provided to the following land use areas:

- Residential Area – Minimum pipe size of 150mm
- Commercial Areas – Minimum pipe size of 200mm

Depending on the nature of the development the County may require that the pipe size be oversized.

Map 10 – Conceptual Water Servicing Plan provides a conceptual water distribution network for the area.

7.6 Sanitary Servicing

The County shall require the sanitary flows, pipe sizes and depths to be confirmed as part of the detailed design to ensure that development meets the County's *General Municipal Services Standards*; as such, the minimum servicing shall be provided to the following land use areas:

- Residential Area – Minimum pipe size of 200mm
- Commercial Areas – Minimum pipe size of 250mm

Depending on the nature of the development the County may require that the pipe sizes be oversized.

Map 11 – Conceptual Sanitary Servicing Plan provides a conceptual layout for the proposed sanitary servicing of the Plan Area.

7.7 Stormwater Management

The County shall require stormwater management facilities to be developed as constructed wet ponds or wetland incorporating vegetated low flow channels, forebays, shallow and high marshes.

The detailed design of the stormwater system shall follow the recommendations and the Best Management Practices identified in the *Lac La Biche County Hamlet of Lac La Biche Stormwater Management Master Plan* (Genivar, 2008).

7.8 Franchise Utilities

The County shall require all shallow utilities (natural gas, power, telephone, cable) to be extended to the Plan Area by the individual franchise holders as required. Any overhead power lines located adjacent to residential areas and new power lines shall be required to be installed underground.

AREAS OUTSIDE THE WATER AND SEWER SERVICE AREA

7.9 Commercial Water and Sewer Systems

- a) *Accept communal water and/or sewer systems for development outside the Water and Sewer Service Area provided such systems are:*
 - i. *Designed and sealed by the qualified professional engineer registered in the province of Alberta*
 - ii. *Approved by Alberta Environment and Parks and Alberta Municipal Affairs; and*
 - iii. *There is no obligation on the County for the construction, on-going operations, and maintenance as part of the development agreement.*
- b) *Accept communal or private systems on an internal basis in the water and Sewer Service Area until such time as connections to **municipal services** can be made.*

Note: Extracted from MDP Policy 12.4.4

7.10 On-site Wells and Cisterns

Require the developer to demonstrate that all lots in a multiple lot subdivision, if not serviced by a municipal water system, are suitable for, and will be individually serviced by on-site water wells or cisterns. Where individual wells may not be feasible, the use of cisterns for domestic water use may be considered by the County .

Note: Extracted from MDP Policy 12.4.6

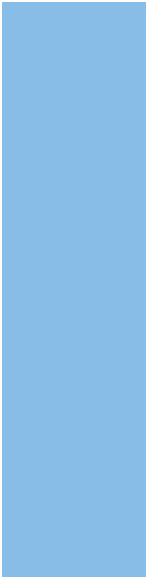
7.11 Private Sewage Systems

- a) *Allow on-site sewage disposal systems provided that provincial standards and the 2011 Model Process for Subdivision Approval and Private Sewage developed by the Alberta Association of Municipal Districts & Counties are met. Onsite sewage treatment systems should not be allowed if site assessment protocols contained in the Model Process support their exclusion.*
- b) *Require applicants for subdivision, where a municipal sewer system is not available or proposed, to complete soils testing and submit a report signed by a qualified professional engineer, registered in Alberta, indicating the types of system(s) permitted in accordance with provincial legislation and regulations.*

Note: Extracted from MDP Policy 12.4.5

7.12 Individual Site Grading and Drainage Plans

Require site grading/drainage plan for individual development sites where stormwater management plan is not in place, the preparation of plans shall follow generally accepted engineering practice. Require any developer whose stormwater management system creates an off-site impact to fund the upgrading required to accommodate the off-site impact(s).



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Bench overlooking a wetland in Lac La Biche

Image Courtesy of ParioPlan

8.0

IMPLEMENTATION AND STAGING

8.1 Overview

The successful implementation of the Development Concept and policies in this Plan requires a number of actions to be undertaken. These include establishing requirements and responsibilities of individual property owners for staging development appropriately through outline plans, detailed zoning, subdivision, servicing agreements and development permits. It is also important to maintain this Plan as a current planning tool through an orderly review and amendment process.

Goal: *To provide for the implementation and amendment of this Plan.*

Objectives:

- Convey the intent of the Plan policies to all aspects of planning and development related activities in the Plan Area.
- Ensure consistency between Plan and other statutory and non-statutory documents.
- Ensure the validity and effectiveness of the Plan over time.

Policies

8.2 Staging

Staging of development within the Plan Area should proceed in a logical manner generally from north to south based upon the economic and orderly expansion of roadways and municipal infrastructure.

Map 13 –Transportation and Combined Servicing Plan and *Map 14—Staging* illustrate the general direction of infrastructure and development expansion based solely upon engineering servicing principles. This may change over time depending on such factors as market conditions, developer aspirations, financing, capacity for off-site levies, and municipal growth policies.

8.3 Minor Area Structure Plan Requirements

Developers shall be required to submit a Minor Area Structure Plan (ASP) to the County for approval prior to amendments to the Land Use Bylaw and subdivision and development applications. It is recommended that the stages of development set out in *Map 14– Staging* determine boundaries for the Minor ASP. Some adjustments may be made to accommodate property ownership patterns. A Minor ASP is intended to address land use and servicing at a greater level of detail than this Plan. Minor ASPs should include:

1. A statement of compliance with all applicable statutory documents such as the Municipal Development Plan and this Plan and should identify any amendment requirements, if applicable.
2. A description of existing land uses and physical features including vegetation, watercourses and topographic information (using 1 metre contours).
3. The identification of environmentally sensitive features and measures for their protection (i.e. Riparian Matrix setback requirements).
4. Any technical studies such as required by the County.
5. Clearly show site areas with information related to existing zoning as provided under the Land Use Bylaw, and proposed amendments to the Land Use Bylaw.
6. Land Use Statistics table for the Minor Plan Area.
7. The location of all municipal reserves, playgrounds, parks, and pathways, consistent with this Plan.
8. Arterial, collector and local road alignments and sizes supported by a Transportation Impact Assessment (TIA).
9. A servicing brief describing proposed sanitary sewer, storm drainage, and water distribution facilities, alignments and locations.
10. Servicing connections to existing water supplies, sanitary facilities, lift stations and proposed trunk main locations.
11. Surface drainage patterns, stormwater management facilities and outfall locations.
12. Public utility lots and easement locations.

13. Details of the landscaped buffer for noise attenuation measures along Highways, if applicable.
14. A staging plan based on the logical extension of roadways and utility infrastructure.
15. Any other matters the County deems necessary.

8.4 Technical Studies

As part of the preparation of the Minor ASP, developers may be required to complete technical studies by qualified professionals to demonstrate the land in question is suitable for the proposed development. Examples of these studies may include Biophysical Assessments; Environmental Site Assessments (ESA); Geotechnical Investigations; Traffic Impact Assessments (TIA) and Historic Resources Impact Assessments (HIRA).

8.5 Land Use Bylaw Amendments

Developers shall be responsible for application to amend the Land Use Bylaw within the boundaries of the Plan to rezone land to the appropriate land use district prior to subdivision or development.

8.6 Subdivision Approval

Developers will be required to submit and obtain approvals for a Tentative Plan of Subdivision consistent with the requirements of the *Municipal Government Act, Subdivision and Development Regulations*, and County policies and procedures. For this purpose:

1. All developers shall be required to enter into development agreements with the County as a condition of subdivision approval. The matters to be included in these agreements will include but not be limited to the provision of roads and municipal services, the payment of off-site levies, dedication of Municipal Reserve and dedication of Environmental Reserve.
2. Detailed engineering drawings and specifications of roads, water, sanitary sewer, and storm drainage shall be prepared by the developer and approved by the County prior to subdivision approval on the subject lands.
3. Where municipal infrastructure is developed that provides a benefit to lands outside the Plan Area, the County will assist in collecting a portion of the costs of the infrastructure from the said lands that benefit from the infrastructure at the time the lands initiate subdivision or development activities.
4. Given the archaeological resource potential of the subject lands, Alberta Community Development should be consulted in advance to determine any requirements for Historical Resource Impact Assessment.

8.7 Servicing Agreement

Servicing agreements will be required between the County and developers as a condition of most subdivision and development approvals, in accordance with Section 655 of the *Municipal Government Act*. Detailed engineering design drawings to confirm the design of the infrastructure, consistent with County Standards will be required.

8.8 Amending this Plan

An amendment to this Area Structure Plan shall be required if, in the opinion of the Approving Authority, a proposed Minor ASP results in one or more of the following changes to the Major ASP:

- A change in the general land use pattern of an area in conjunction with a Minor Area Structure Plan.
- A change in size or location of a school site or major park.
- The elimination, reclassification, or significant realignment of proposed arterial roads, or the relocation of intersections with major collector roads.
- Significant changes to the location of major utility networks or stormwater management.

9.0

GLOSSARY OF TERMS

| | |
|--------------------------------------|--|
| Apartment Housing/ Building | A development consisting of three (3) or more dwellings contained within a building in which the dwellings are arranged in any horizontal or vertical configuration, which does not conform to the definition of any other residential use class. Individual ground floor dwelling units in an apartment housing development may be permitted to have direct access to an adjacent sidewalk. |
| Area Structure Plan (ASP) (Major) | A long-range land use and servicing plan adopted by bylaw and prepared in accordance with the Municipal Government Act for a large land base, typically with a longer than five-year anticipated build out and covering more than two quarter sections of land. It provides a high-level framework for future land use patterns and infrastructure provision. |
| Area Structure Plan (ASP) (Minor) | A land use and servicing plan adopted by bylaw and prepared in accordance with the Municipal Government Act for a small land base, typically covering two quarter sections of land or less. It provides a site-specific, detailed framework for rezoning, subdivision and development, and addresses the staging of development, land use, density and infrastructure matters. A Local ASP shall be prepared at the expense of the owner/developer, and may be located within the boundaries of a Major ASP. |
| Buffer | A natural or designated linear area of trees, shrubs, grass, earth berms, or fencing providing visual or physical separation and/or noise attenuation between water bodies, lots, roads, and other land use. |
| Collector Roadways | Collector Roadways are designated to direct traffic from local areas toward the arterial roadways. The collector roadways also provide a transition between various types of development and draw higher density development along their perimeters and at major intersections. |
| Density | A measure of the number of units (lots, dwellings, people, etc.) within a specified area. This ASP often refers to density expressed as the number of units per hectare. |
| Dwelling, Duplex | A dwelling containing two (2) dwelling units which share a common wall, and which are located either side by side or above the other, and which have a separate access to each dwelling unit. It is also known as a semi-detached dwelling. |
| Dwelling, Fourplex | A building containing four (4) dwelling units arranged such that each of the units is located both beside another unit, sharing a common wall (as in a Duplex), or either above or below another unit, and which have a separate access to each dwelling unit. |

| | |
|----------------------------------|---|
| Dwelling, Row Housing | A development consisting of a building containing a row of three (3) or more dwellings joined in whole or in part at the side only with no dwelling being placed over another in whole or in part. Each dwelling shall be separated from the one adjoining, where they are adjoining, by a vertical party wall which is insulated against sound transmission. Adjoining rooms may or may not be habitable rooms. Each dwelling shall have separate, individual, and direct access to grade. For the purposes of the Land Use Bylaw, garden linked and townhouse units are considered to be Row Housing Dwellings. |
| Dwelling, Semi-detached | It is also known as Duplex. |
| Dwelling, Single-detached | A residential building containing one (1) dwelling unit and is intended as a permanent residence. A single-detached dwelling constructed inside the Province of Alberta must meet the standards of the Alberta Safety Codes Act, as amended. Single-detached dwellings do not include mobile homes. |
| Dwelling Unit | A complete building or self-contained portion of a building used by a household, containing sleeping, cooking and sanitary facilities intended as a permanent residence and having an independent entrance either directly from the outside of the building or through a common area inside the building. |
| Environmental Reserve (ER) | Land considered, in accordance with the Municipal Government Act, to be undevelopable because of its natural features or location (eg. unstable slopes or flood prone); or, a strip of land abutting the bed and shore of a body of water or water course, that a developer may be required to dedicate at the time of subdivision. Environmental reserve must be maintained in its natural state or used as park. Environmental reserve may be dedicated to the County or secured by easement agreement satisfactory to the County. |
| Goal | Goals are high-level statements that provide the overall context for what the project is trying to accomplish, or the desired end result. |
| Highway Commercial | Commercial development that is located along major arterial roadways and highways, and is intended to primarily serve the travelling public, and includes such uses as motor vehicle dealerships, gas stations, hotels and similar uses provided in the Land Use Bylaw. |
| Highway | A road that is designated as a primary or secondary highway pursuant to the Public Highways Development Act. |
| Municipal Development Plan (MDP) | A county-wide statutory policy plan pursuant to the Act, which when used with Land Use Bylaw forms the foundation of land use and development policies. |
| Municipal Government Act | The Statutes of Alberta, 1994, Chapter M-26.1, as amended which governs the operation of a municipality in Alberta. |

| | |
|------------------------|---|
| Municipal Reserve (MR) | Land (or money-in-lieu of land) required in accordance with the Municipal Government Act at the time of subdivision for park and/or school purposes. |
| Objective | Objectives are lower level statements that describe the specific, tangible products and deliverables that a project will deliver. |
| Riparian Land | The lands adjacent to a watercourse where the vegetation and soils show evidence of being influenced by the presence of water. Riparian areas are the green zone around a watercourse. They are the vital transitional zone between surface water and the drier uplands and play a vital role in the healthy functioning of both. |
| Secondary Commercial | Commercial development that is quasi-industrial in nature, but is generally compatible with residential development. Such uses would include uses as lumber yards, tire shops, auto body shops, and similar uses as provided in the Land Use Bylaw. |
| Smart Growth | A principle of land development that emphasizes mixing land uses; increases the availability of affordable housing by creating a range of housing opportunities in walkable neighbourhoods; takes advantage of compact design; fosters distinctive and attractive communities; while preserving open space. |
| Stakeholder | Any group or individual who has a stake in what happens including those who will be directly and indirectly affected by a project. |
| Statutory Plans | A Municipal Development Plan, Area Structure Plan, Area Redevelopment Plan, or Intermunicipal Development Plan adopted by Council pursuant of the Municipal Government Act. |
| Subdivision | The division of a parcel of land into one or more smaller parcels by a plan of subdivision or other instrument. |
| Variance | An alteration or change to a standard prescribed by the Land Use Bylaw that is authorized by the Development Authority. |

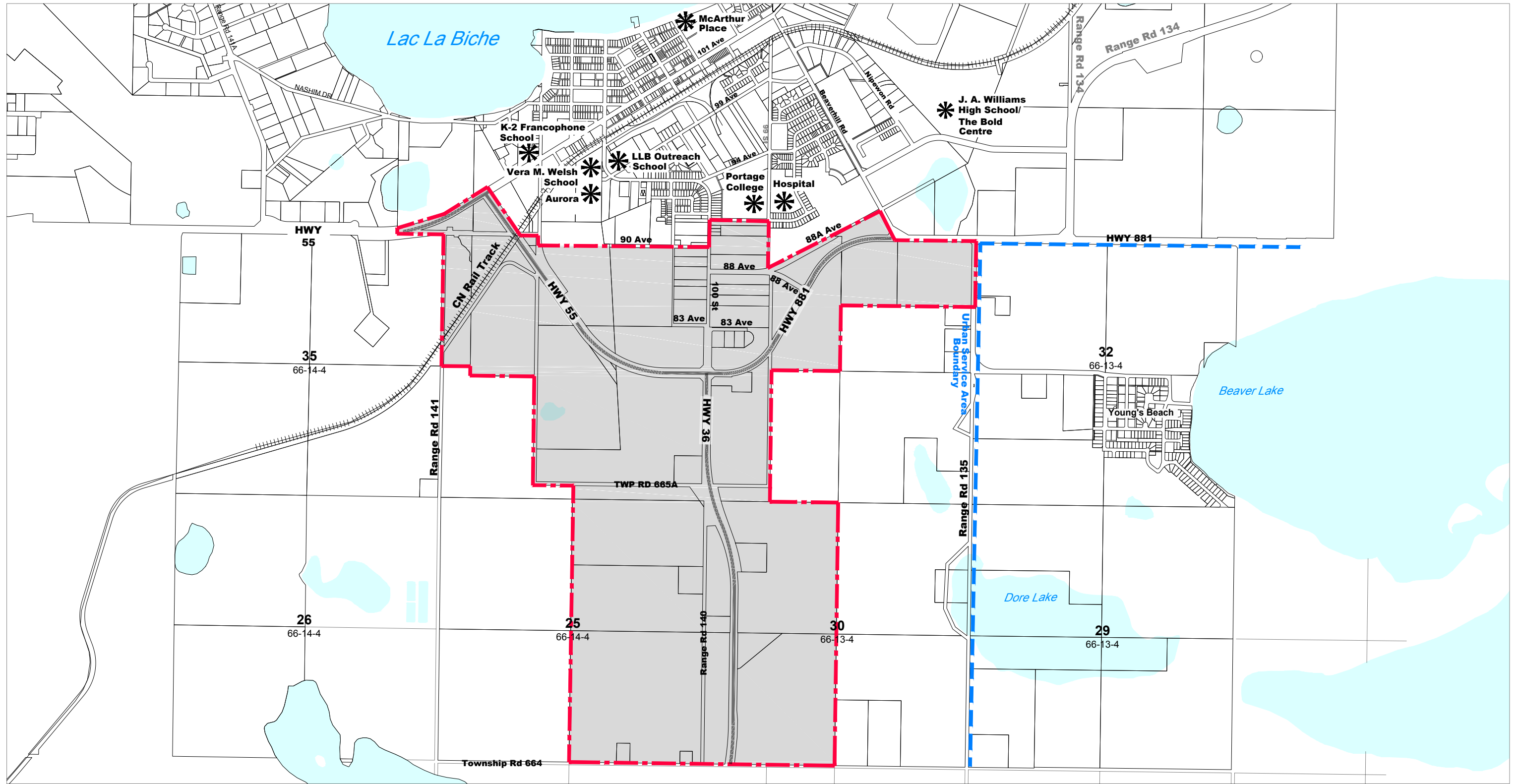
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


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- Map 2 — Land Ownership
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- Map 6 — Man Made Constraints
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- Map 11 — Conceptual Sanitary Servicing Plan
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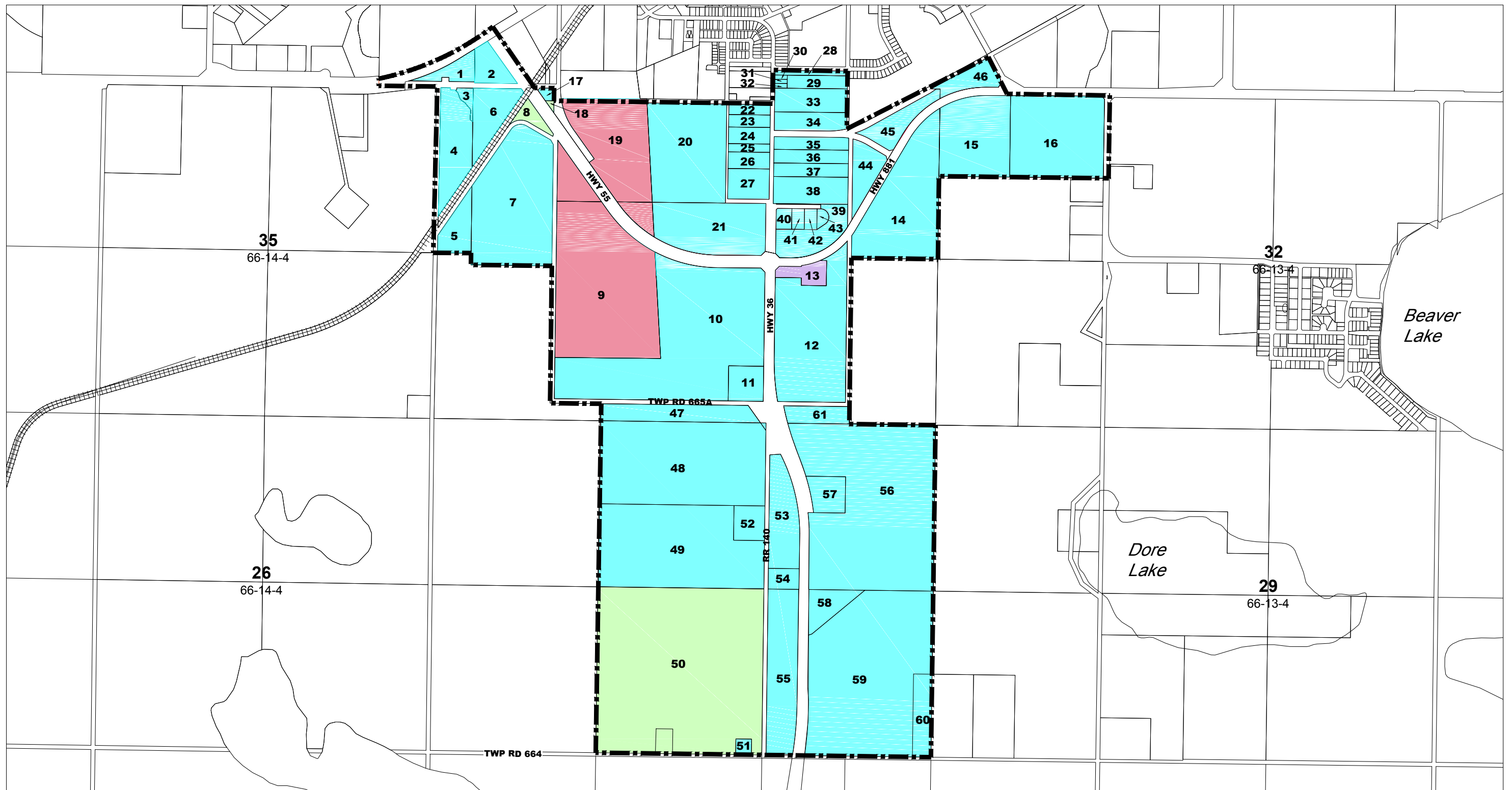


LEGEND

-  ASP Boundary (Area: 616 ha)
-  Urban Service Area Boundary
-  CN Rail Track
-  Highway
-  Point of Interest

**South Lac La Biche
Major Area Structure Plan**
Lac La Biche County
Alberta, Canada

**Map 1
Plan Area**



LEGEND

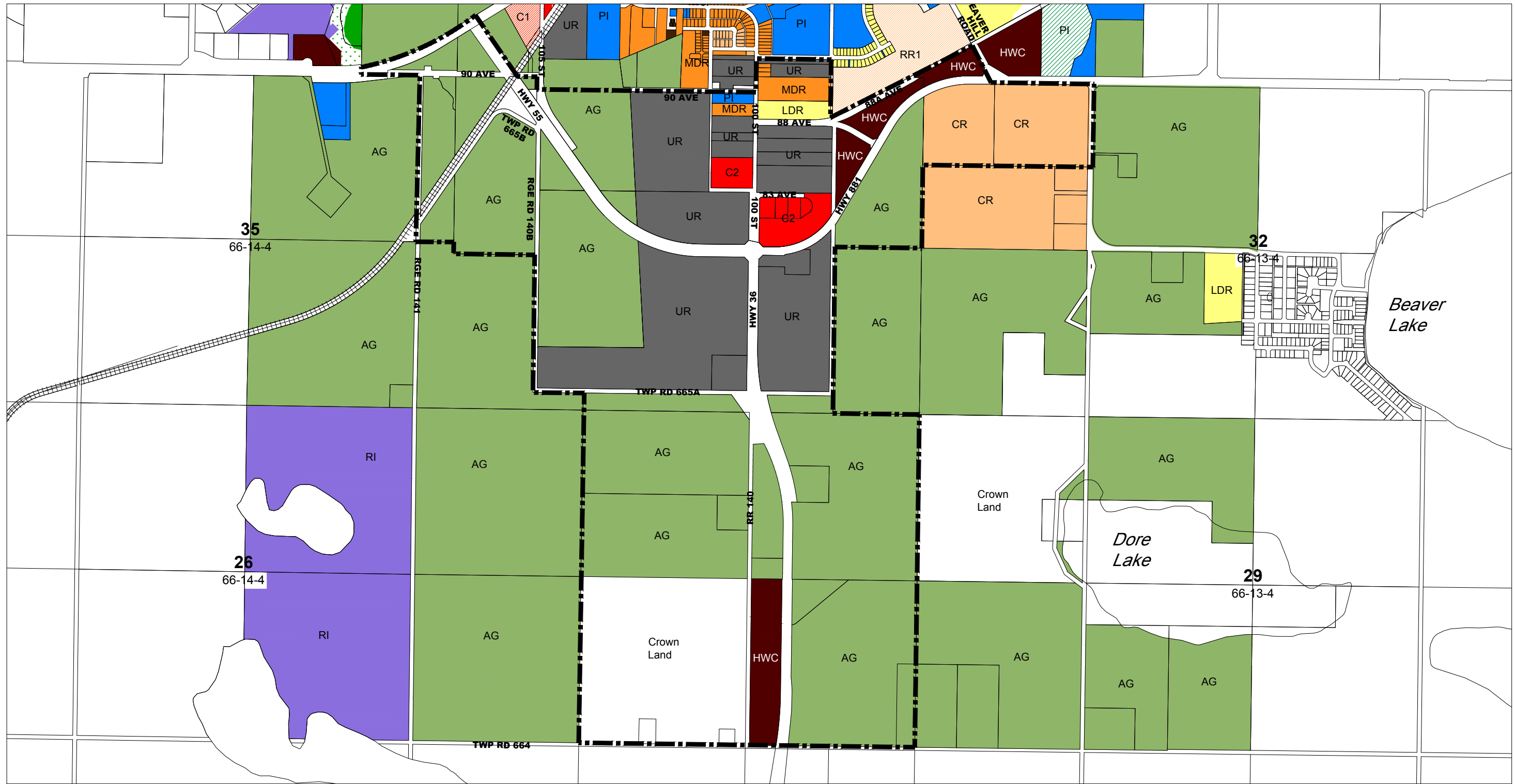
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|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| 1: SE 1-67-14-4 | 14: Lot 4, Blk 1, Plan 062 2298 | 28: LACLABI;HB* | 42: Lot 3, Blk 1, Plan 072 6723 | 56: NW 30-66-13-4 |
| 2: Lot 1, Plan 812 1193 | 15: NE 31-66-13-4 | 29: Parcel E, Plan 658 HW | 43: Lot 4, Blk 1, Plan 072 6723 | 57: Lot 1, Plan 942 1783 |
| 3: Lot 1, Plan 952 4995 | 16: NE 31-66-13-4 | 30: Lot 1, Blk E, Plan 812 1299 | 44: Lot 3, Blk 1, Plan 062 2298 | 58: Lot 1, Blk 1, Plan 042 0102 |
| 4: Lot 3, Plan 952 4997 | 17: NW 36-66-14-4 | 31: Lot 2, Blk E, Plan 812 1299 | 45: Lot 2, Blk 1, Plan 062 2298 | 59: SW 30-66-13-4 |
| 5: Lot 2, Plan 952 4997 | 18: NW 36-66-14-4 | 32: Lot 3, Blk E, Plan 812 1299 | 46: Lot 1, Blk 1, Plan 052 6515 | 60: Lot 1, Blk 1, Plan 152 1197 |
| 6: NW 36-66-14-4 | 19: Parcel A, Plan 3740 ET | 33: Parcel D, Plan 658 HW | 47: SE 36-66-14-4 | 61: SW 31-66-13-4 |
| 7: NW & SW 36-66-14-4 | 20: LACLABI;HB* | 34: Parcel D, Plan 658 HW | 48: NE 25-66-14-4 | |
| 8: Lot 1, Blk 1, Plan 122 0056 | 21: Lot 1, Blk 1, Plan 032 2001 | 35: Parcel C, Plan 658 HW | 49: NE 25-66-14-4 | |
| 9: Parcel B, Plan 3740 ET | 22: Lot 6, Blk 2, Plan 8260 ET | 36: Parcel B, Plan 658 HW | 50: SE 25-66-14-4 | |
| 10: Lot 1, Blk 1, Plan 112 0260 | 23: Lot 5, Blk 2, Plan 8260 ET | 37: Parcel B, Plan 658 HW | 51: Lot OT, Plan 752 1128 | |
| 11: Lot 2, Blk 1, Plan 112 3154 | 24: Lot 4, Blk 2, Plan 8260 ET | 38: Parcel A, Plan 658 HW | 52: NE 25-66-14-6 | |
| 12: LACLABI;HB* | 25: Lot 3, Blk 2, Plan 8260 ET | 39: LACLABI;HB* | 53: NW 30-66-13-4 | |
| 13: Plan 3856 KS | 26: Lot 2, Blk 2, Plan 8260 ET | 40: Lot 1, Blk 1, Plan 072 6723 | 54: NW 30-66-13-4 | |
| | 27: Lot 1, Blk 2, Plan 8260 ET | 41: Lot 2, Blk 1, Plan 072 6723 | 55: SW 30-66-13-4 | |

- Public Owner - Lac La Biche County
- Public Owner - Province of Alberta
- Public Owner - Northern Lights School Division No. 69
- Private Owner
- ASP Boundary

**South Lac La Biche
Major Area Structure Plan**
Lac La Biche County
Alberta, Canada
Map 2
Land Ownership

* Part of the original settlement plan by the Hudson Bay Company



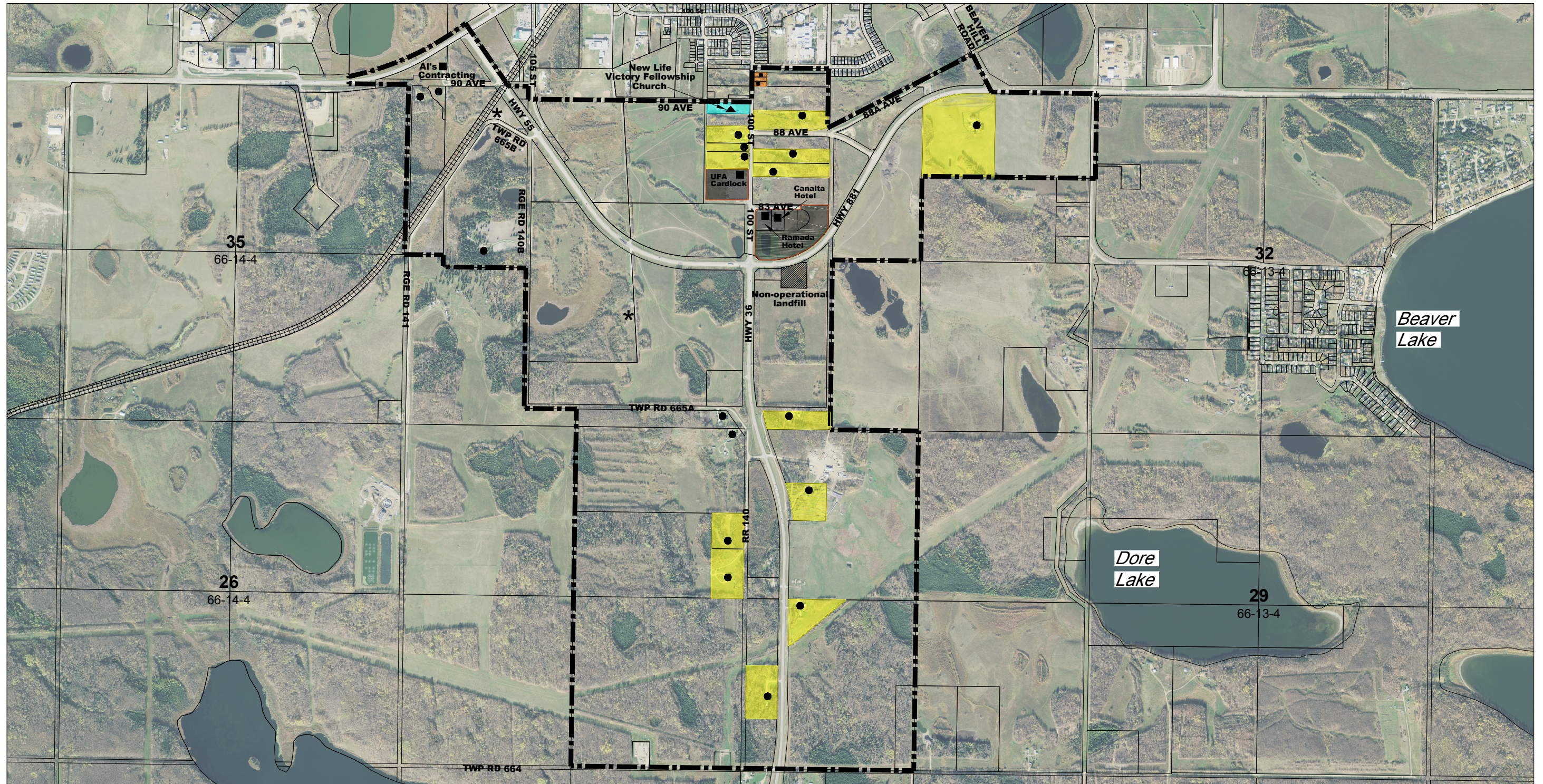


LEGEND

- | | | | |
|---|---|--|--------------|
| Low Density Hamlet Residential District (LDR) | Direct Control (DC2) | Public/Institutional District (PI) | ASP Boundary |
| Medium Density Hamlet Residential District (MDR) | Central Commercial District (C1) | Urban Reserve District (UR) | |
| High Density Hamlet Residential District (HDR) | Arterial Commercial/Shopping Centre District (C2) | Parks, Recreation, and Open Space District (P) | |
| Restricted Residential (Large Lot) District (RR1) | Highway Commercial District (HWC) | Natural Open Space (NOS) | |
| Country Residential District (CR) | Hamlet Industrial District (HI) | Crown Land District (CL) | |
| Mobile Home Community District (MHD) | Rural Industrial District (RI) | | |
| Service Estate Residential District 1 (ES1) | Agricultural District (AG) | | |

**South Lac La Biche
Major Area Structure Plan**
Lac La Biche County
Alberta, Canada

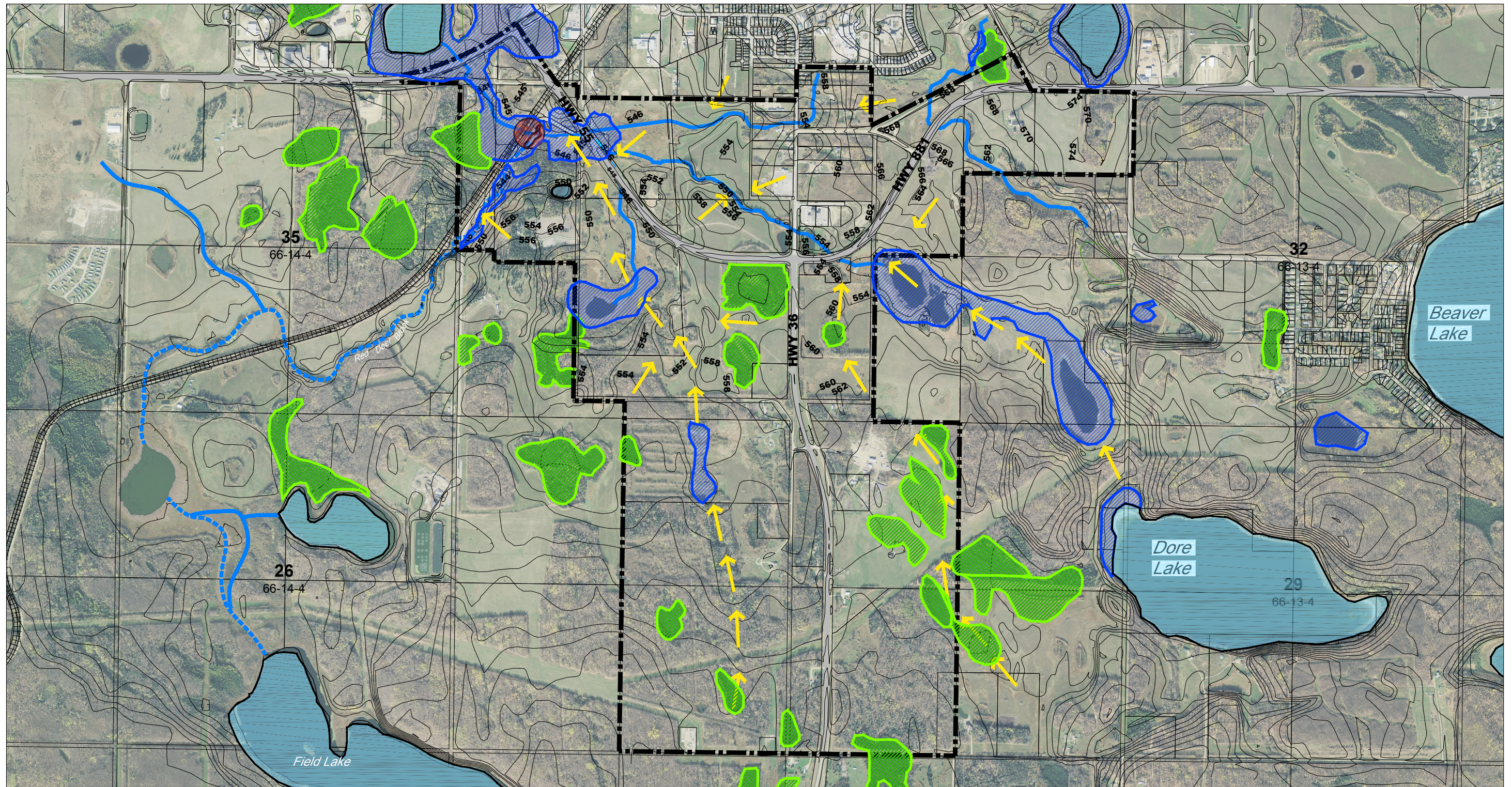
**Map 3
Existing Zoning**












LEGEND

- Existing Residence
- Existing Commercial
- ▲ Existing Religious Assembly
- * Sanitary Lift Station
- ▬ ASP Boundary
- Country Residential
- Urban Residential
- Commercial
- Church Site
- Agricultural / Open Space

South Lac La Biche
Major Area Structure Plan
 Lac La Biche County
 Alberta, Canada
Map 4
Existing Land Use

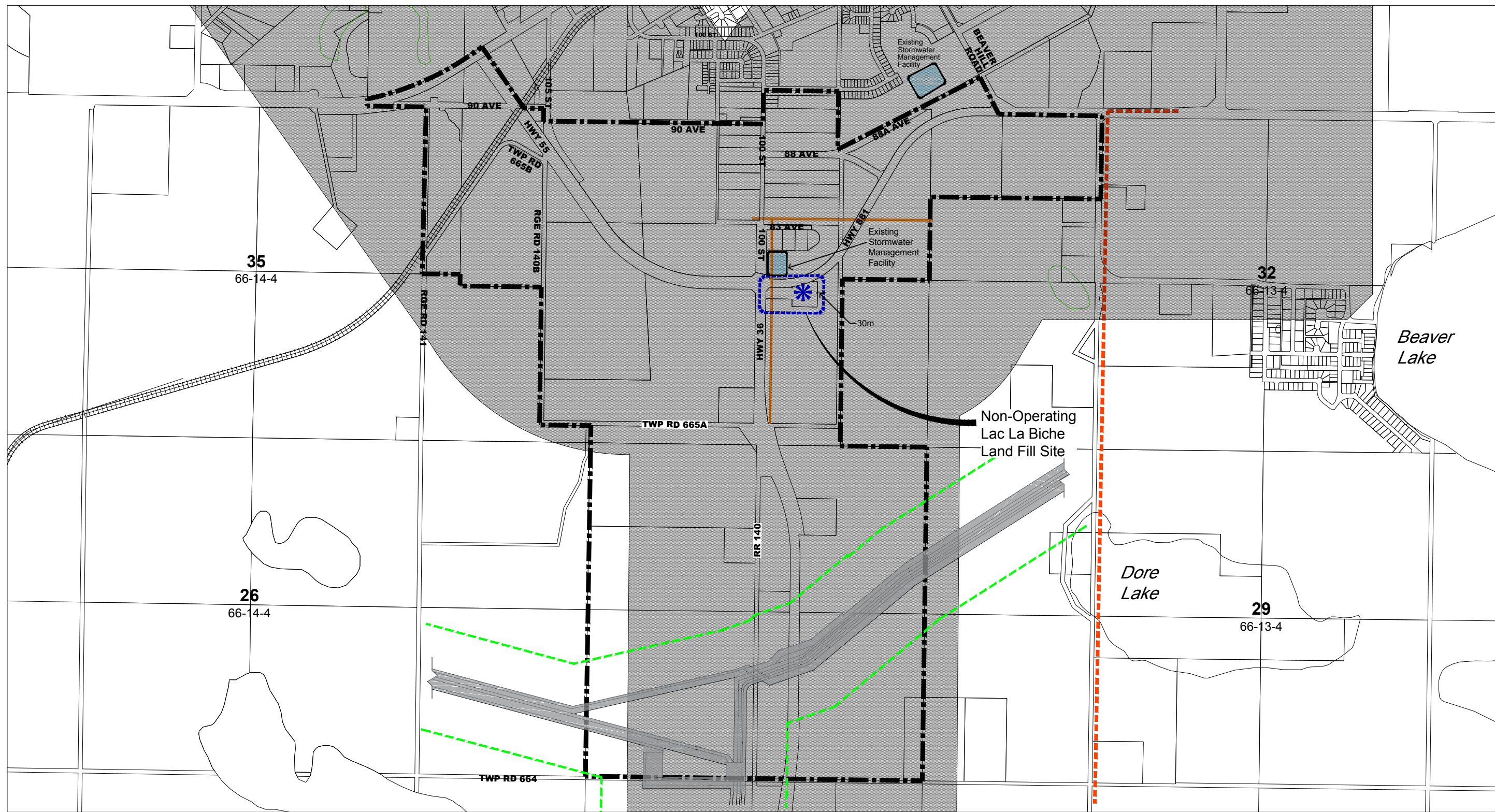


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





-  Treed Areas
-  Lake
-  Marsh
-  Contour interval 2 m
-  Drainage Course
-  Red Deer Brook
-  Direction of Overland Drainage
-  Red Deer Brook Inflow Site
-  ASP Boundary

South Lac La Biche
Major Area Structure Plan
 Lac La Biche County
 Alberta, Canada
Map 5
Natural Features





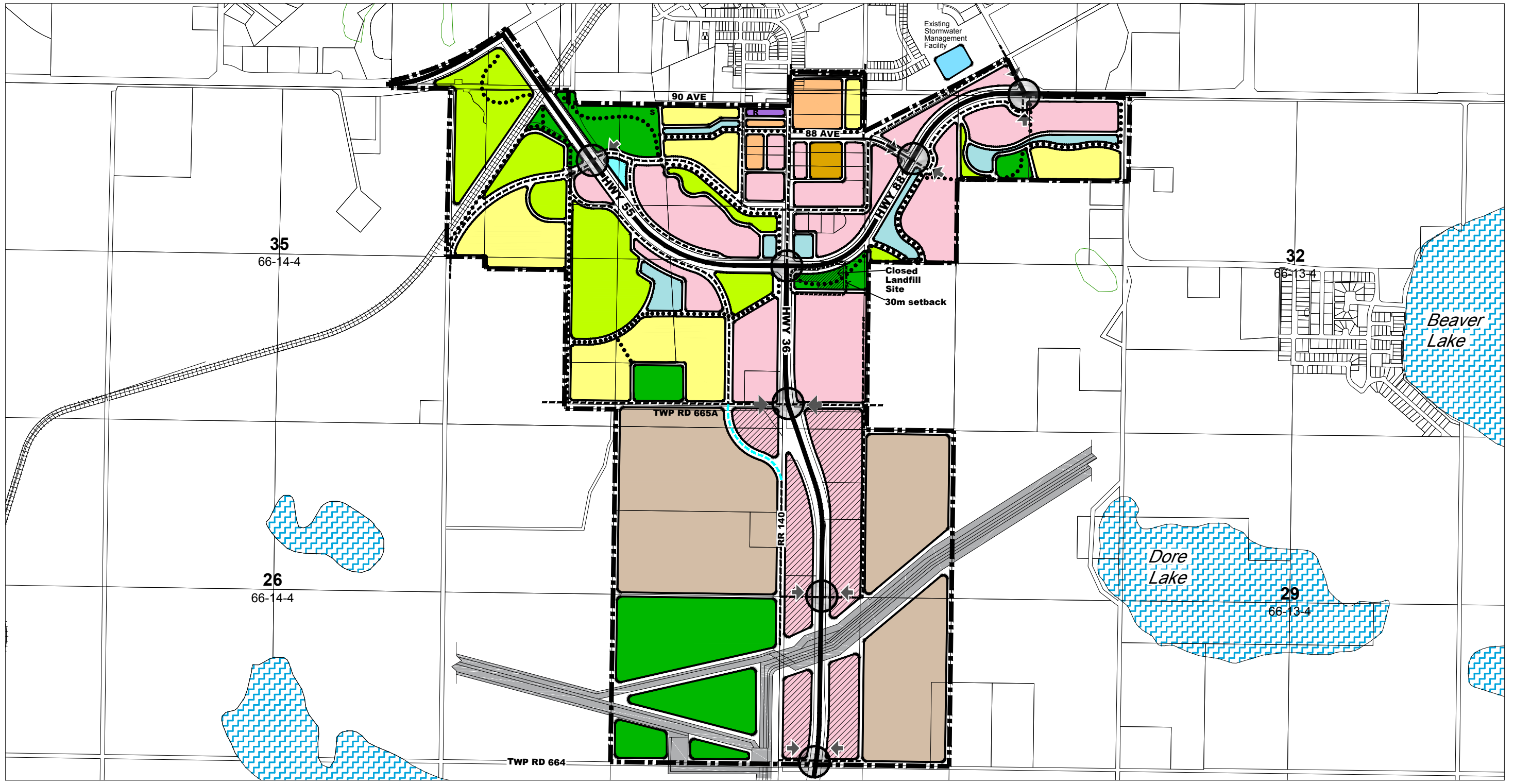
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-  Urban Service Area
-  Landfill Setback
-  Overhead Power Line
-  Railway
-  Existing Stormwater Management Facility
-  ASP Boundary
-  800m Referral Area
-  Pipeline Corridors
-  Pipeline Referral Distance

**South Lac La Biche
Major Area Structure Plan**
Lac La Biche County
Alberta, Canada

**Map 6
Man Made Constraints**





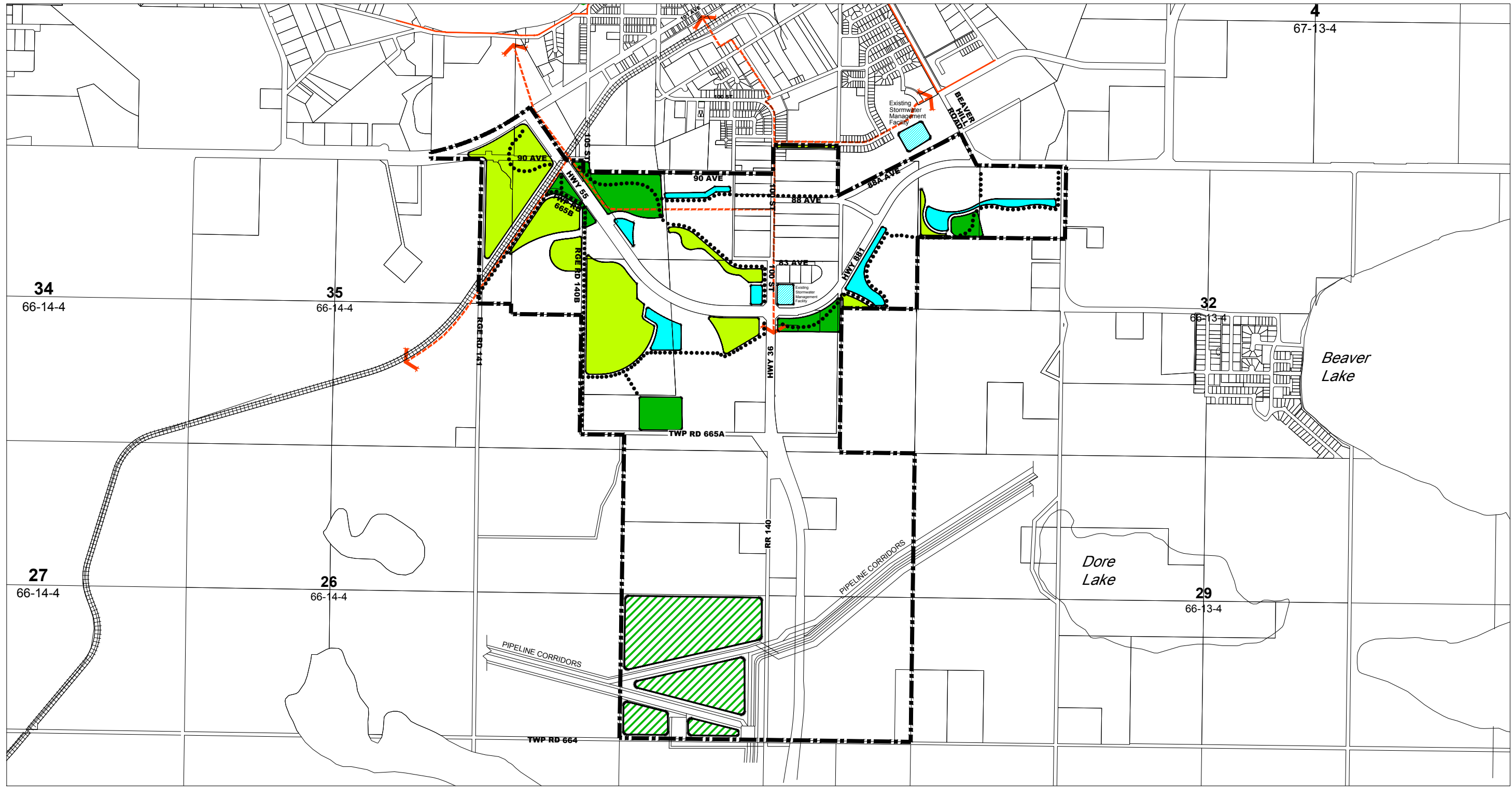
Legend

- | | | |
|-------------------------------|--------------------------------|----------------------------|
| Commercial | Parks / Open Space | Collector Road |
| Rural Industrial / Commercial | Stormwater Management Facility | Potential Access Roadway |
| Residential - Low Density | Pipeline Corridors | Trail / Pedestrian Linkage |
| Residential - Medium Density | Railway | School |
| Residential - High Density | Highway | Religious Assembly |
| Institutional | Highway Intersection | ASP Boundary |
| Agriculture / Rural | Highway Access | |
| Environmental Reserve | | |

**South Lac La Biche
Major Area Structure Plan**
Lac La Biche County
Alberta, Canada

**Map 7
Development Concept**



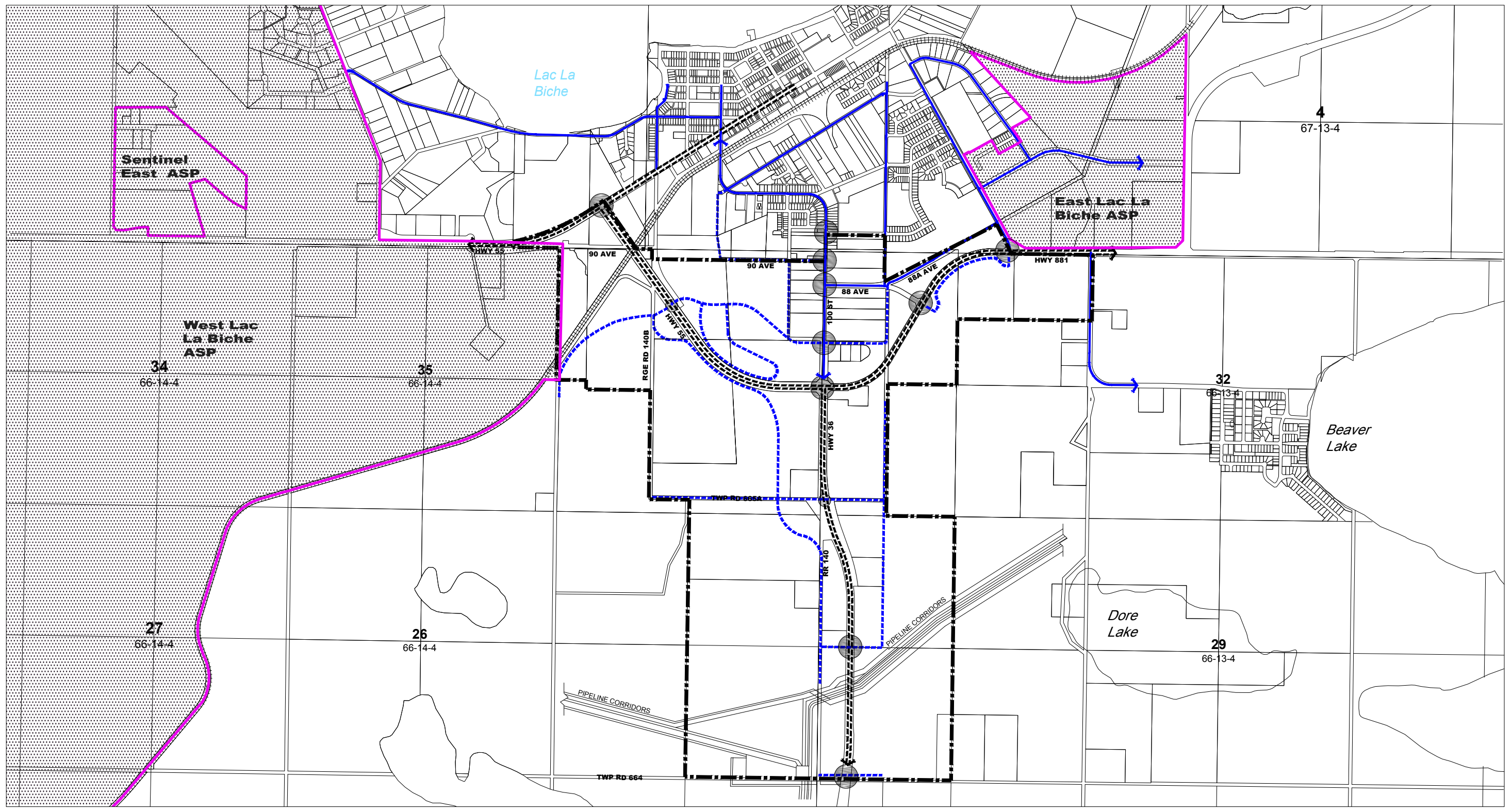


LEGEND

- Proposed Stormwater Management Facility
- Existing Stormwater Management Facility
- Proposed Environmental Reserve (ER)
- Proposed Parks, Recreation, and Open Space
- Crown Land
- Existing Trail/Pedestrian Link
- Proposed Trail Identified by MDP *
- Proposed Trail
- Railway
- ASP Boundary

* Source: Lac La Biche County MDP Bylaw 13-020





LEGEND

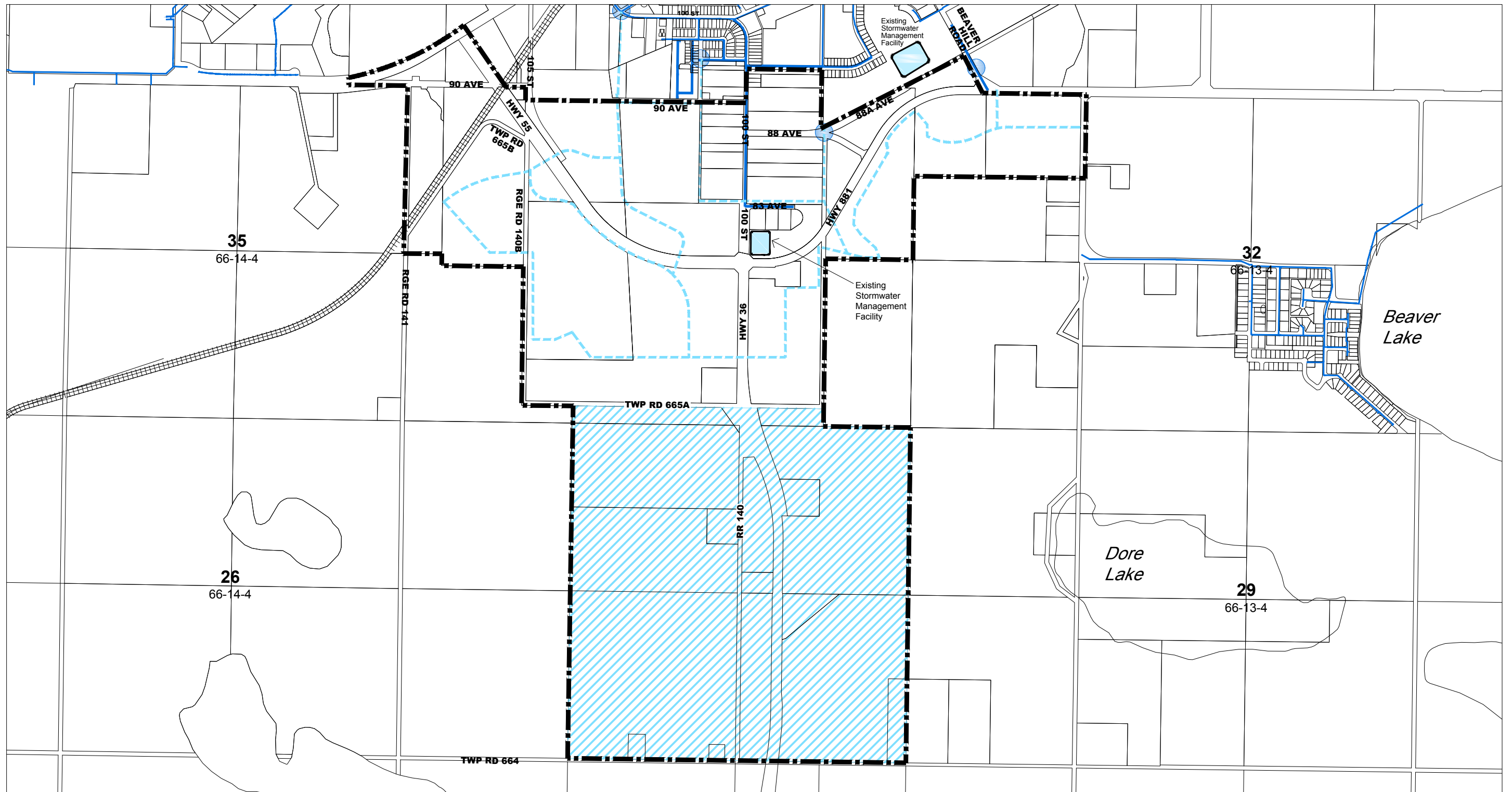
- Existing Highway / Arterial Road
- Existing Collector
- Proposed Collector
- Intersection

- Railway
- Adjacent ASPs
- ASP Boundary







**South Lac La Biche
Major Area Structure Plan**

Lac La Biche County
Alberta, Canada

**Map 9
Transportation Network**



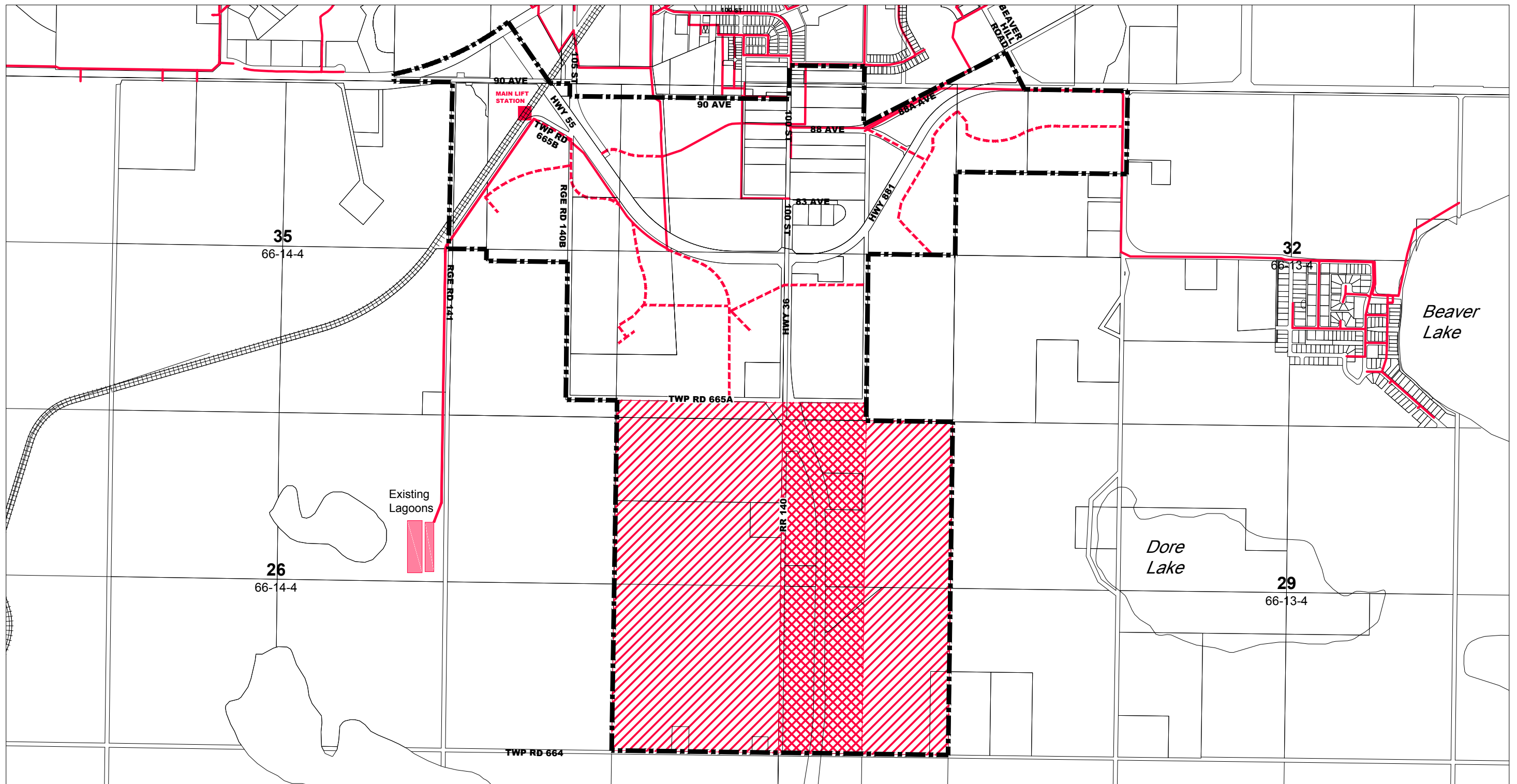
LEGEND

-  Existing Main Waterline
-  Proposed Main Waterline
-  Main Connection Points
-  Existing Stormwater Management Facility
-  Rural Standard Private Wells or Cisterns
-  ASP Boundary

**South Lac La Biche
Major Area Structure Plan**
Lac La Biche County
Alberta, Canada

Map 10
Conceptual Water Servicing Plan





LEGEND

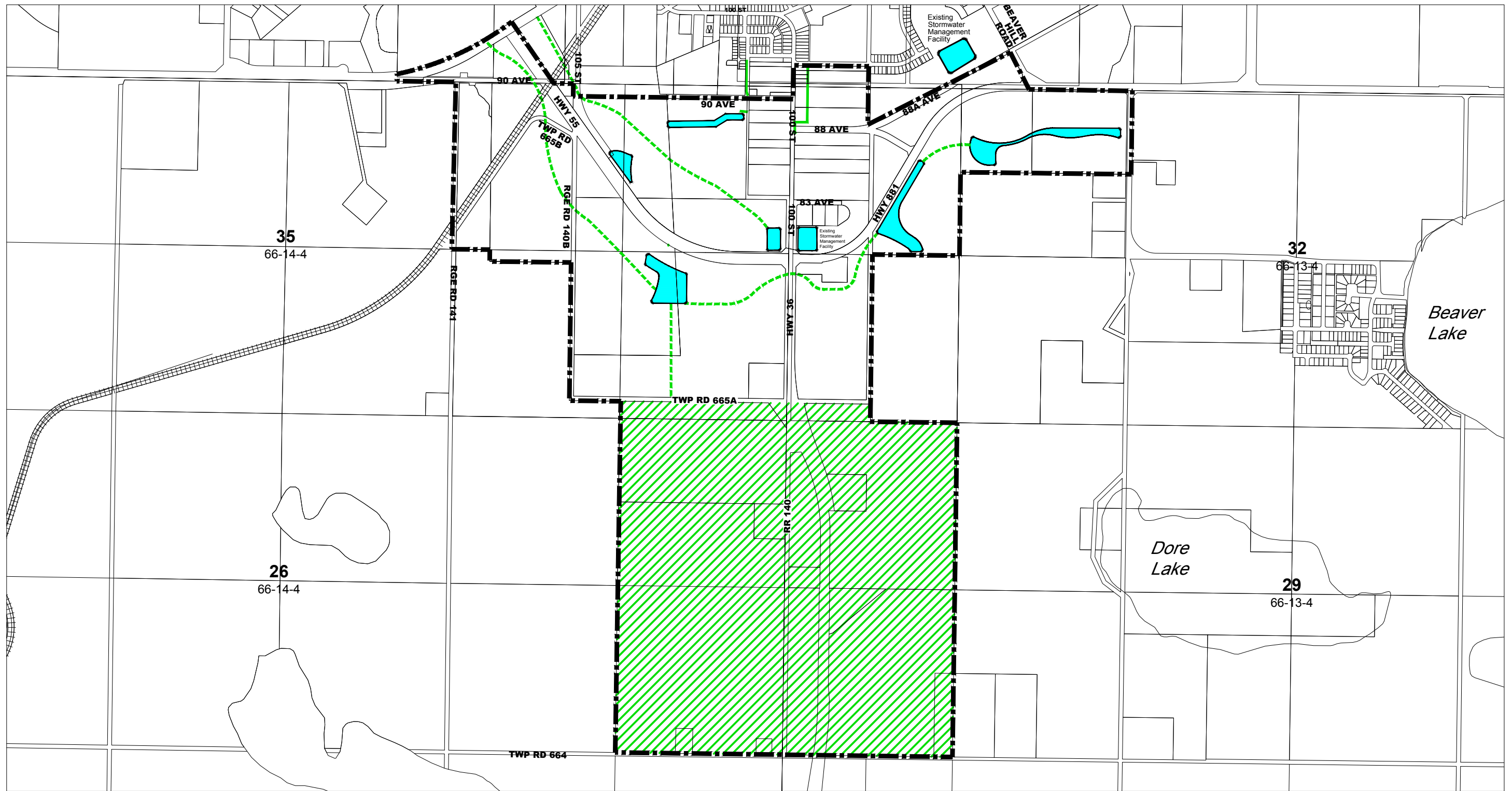
- Existing Sanitary Sewer
- - - - Proposed Sanitary Sewer
- ASP Boundary
- Rural Servicing Standard - Business Industrial / Commercial Zones
- Pump Out / Holding Tanks
- Rural Standard - Agriculture / Rural
- Septic Tanks / Fields or Holding Tanks / Pump Out

**South Lac La Biche
Major Area Structure Plan**

Lac La Biche County
Alberta, Canada

Map 11

Conceptual Sanitary Servicing Plan



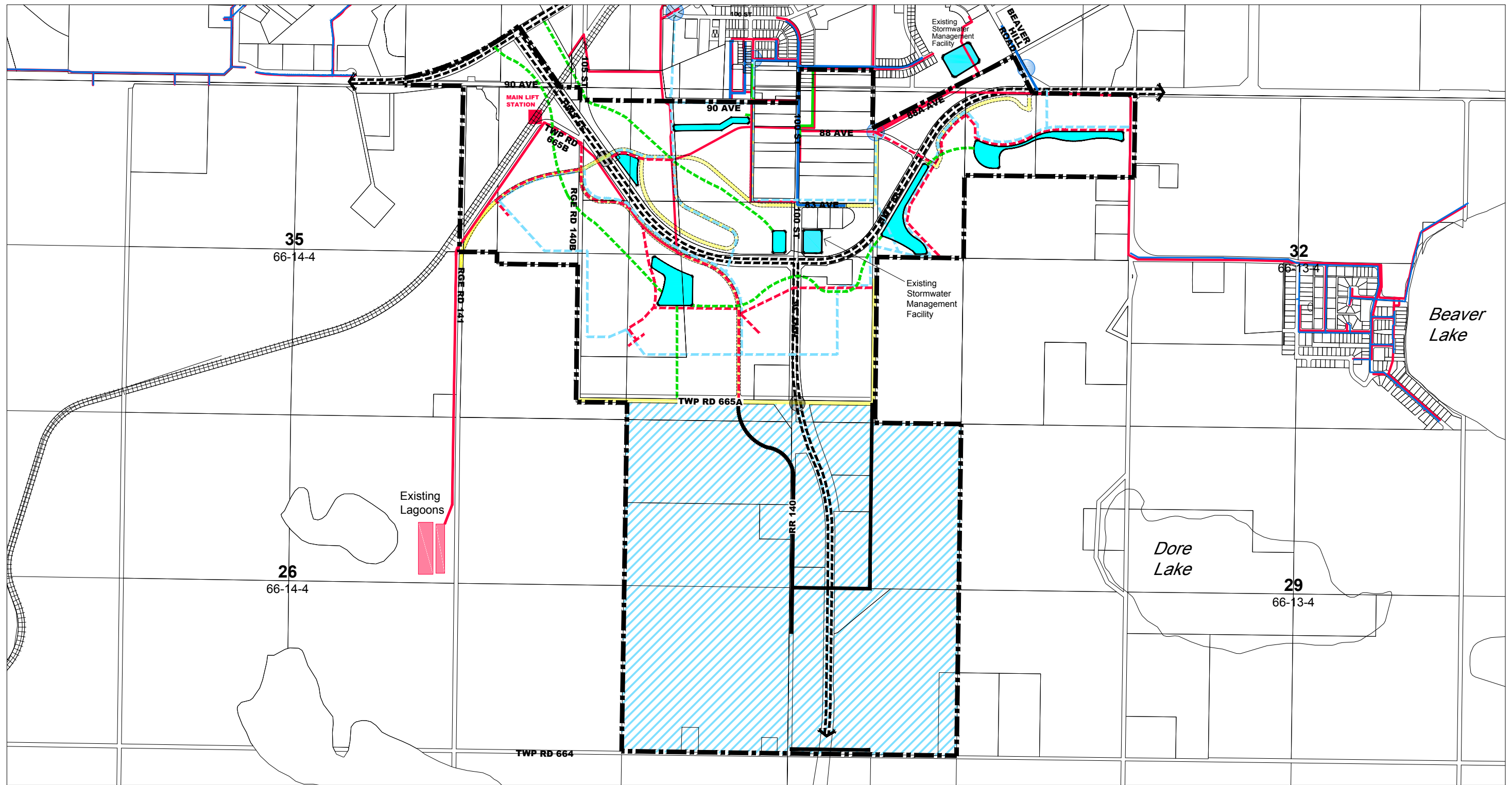
LEGEND

- Existing Storm Sewer
- - - Proposed Storm Sewer
- Proposed Stormwater Management Facility
- ASP Boundary
- Site Grading / Drainage for Industrial developed sites where Stormwater plans are not in place

**South Lac La Biche
Major Area Structure Plan**
Lac La Biche County
Alberta, Canada

Map 12
Conceptual Stormwater Servicing Plan



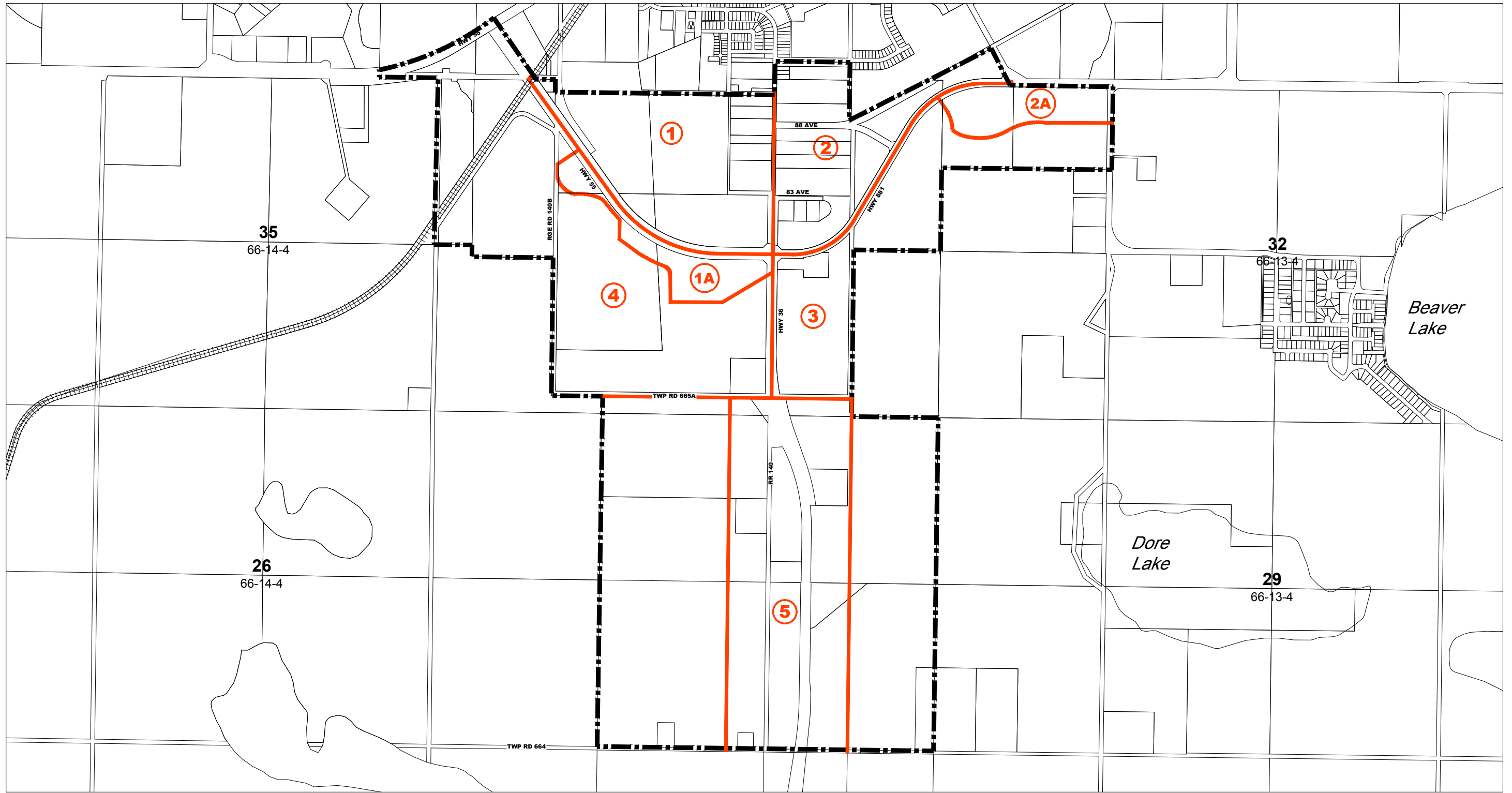


LEGEND



- Existing Storm Sewer
- - - Proposed Storm Sewer
- Stormwater Management Facility
- ASP Boundary
- Existing Main Waterline
- - - Proposed Main Waterline
- Main Connection Points
- Existing Sanitary Sewer
- - - Proposed Sanitary Sewer
- Existing Highway / Arterial Road
- Proposed Urban Collector Roadway
- Proposed Rural Collector Roadway
- Rural Standard Servicing
- Intersection

**South Lac La Biche
Major Area Structure Plan**
Lac La Biche County
Alberta, Canada

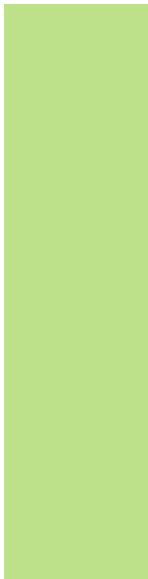
Map 13
Transportation and Combined Servicing Plan



LEGEND

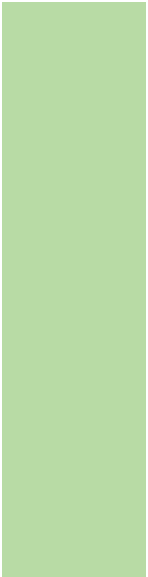
-  ASP Boundary
-  Staging Boundary

**South Lac La Biche
Major Area Structure Plan**
Lac La Biche County
Alberta, Canada
Map 14
Staging



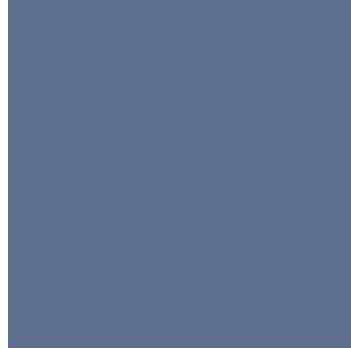
APPENDIX A
STAKEHOLDER FOCUS GROUPS SUMMARY REPORT





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SUMMARY REPORT

STAKEHOLDER FOCUS GROUPS SOUTH LAC LA BICHE MAJOR AREA STRUCTURE PLAN



March 14, 2014

Submitted to:



Lac La Biche County
welcoming by nature.

In association with:



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FOCUS GROUPS SUMMARY REPORT

SOUTH LAC LA BICHE

MAJOR AREA STRUCTURE PLAN

DATE: Thursday, February 20, 2014

TIME: 1:30 - 4:30 PM and 6:30 - 9:30 PM

PLACE: McArthur Room, McArthur Place

LAC LA BICHE COUNTY: Rylan Palmer-Dixon, Planner, Lac La Biche County

CONSULTANTS: Patrick Barker, Senior Planner, ParioPlan Inc.
Campbell Mackenzie, Planner, ParioPlan Inc.

1.0 INTRODUCTION

On February 20, 2014, two focus groups were held with 13 participants as part of the process of preparing the South Lac La Biche Major Area Structure Plan (ASP). These 13 stakeholders consisted of 3 neighbouring landowners, 2 school board representatives (one also a landowner) and 9 landowners within the ASP area. These landowners hold 11 of the 46 titled parcels contained in the ASP boundary, and represent 167.5 ha of the total 354 ha, or 47.3% of the lands. Lac La Biche County mailed invitations (including a letter, map and the Project Backgrounder) to all property owners, school boards and stakeholders in and adjacent to the Plan Area.

The purposes of the focus groups were to provide:

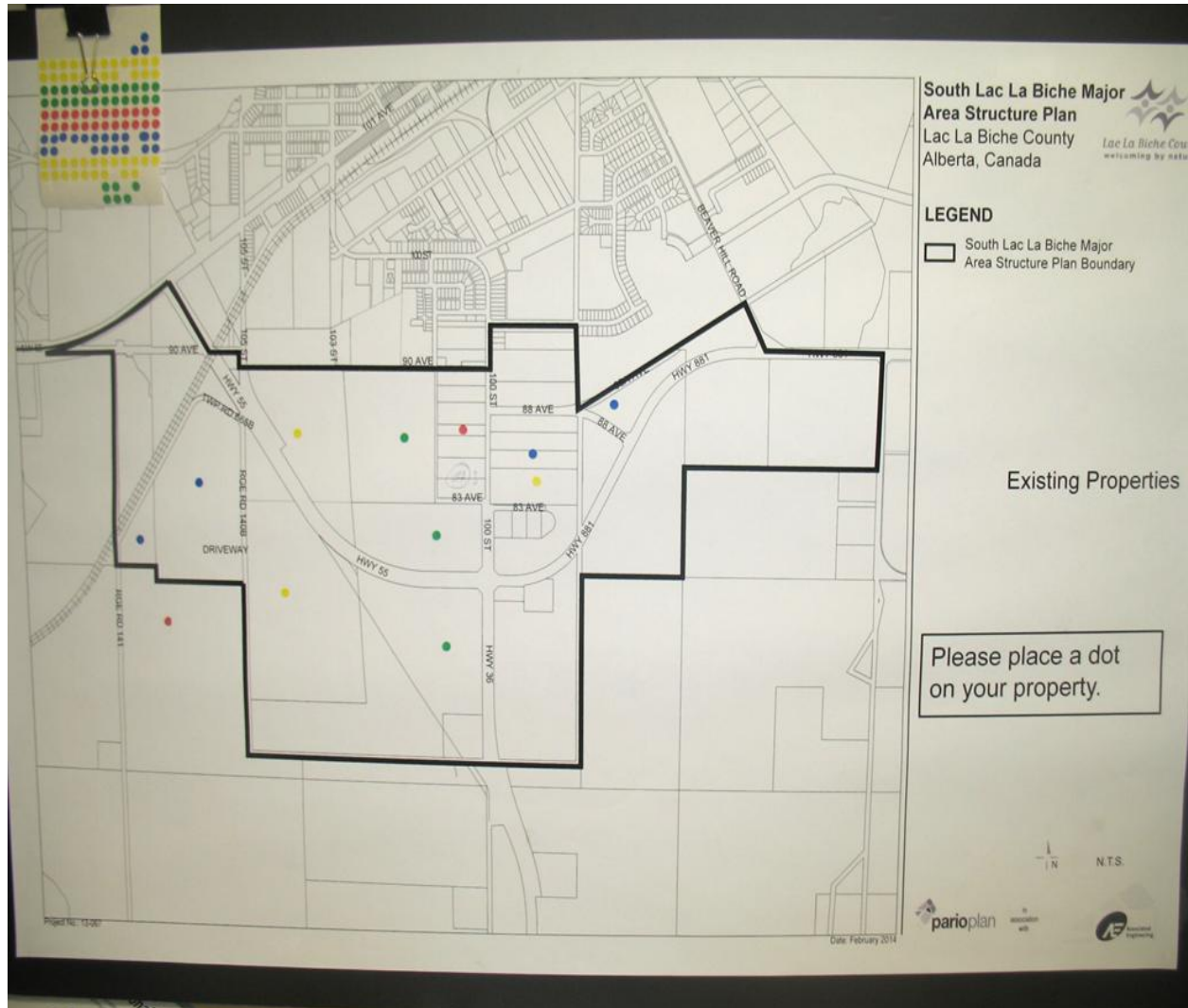
- An overview of why the South Lac La Biche Major ASP is being prepared;
- An overview of the planning process being used to prepare the ASP; and
- An opportunity for residents, businesses, land owners and other stakeholders to identify issues, opportunities and priorities to be addressed through the ASP.

Patrick Barker and Campbell Mackenzie of ParioPlan Inc., the Land Use Planning Consultant retained by Lac La Biche County to prepare the ASP, facilitated the Stakeholder Focus Groups. A discussion guide was used to ensure information on key areas was collected from the groups.

2.0 WELCOME

Rylan Palmer-Dixon opened the sessions. He introduced himself and the Consultants and explained the purpose of the focus groups as an opportunity for the County to obtain comments from business and resident stakeholders during preparation of the South Lac La Biche Major ASP.

Attendees were asked to place a dot on a map to identify land ownership within and surrounding the ASP plan area, photo shown below.



3.0 PRESENTATION

Patrick Barker explained ParioPlan’s role as Land Use Planning Consultants retained by the County to prepare the ASP. He explained that an ASP is a policy document that provides a framework for rezoning and future subdivision, servicing and development of the area. The County’s Municipal Development Plan (MDP), which was passed in 2013, sets general land uses and policy directions for the Plan Area. The ASP will provide more detail on the location and form of future land uses relative to the man-made and natural constraints present in the area.

ParioPlan presented an overview of the Plan area, describing a variety of regional influences and site features. Using PowerPoint, presentation boards, and maps for reference, the following items were addressed:

- Purpose of the Stakeholders Focus Groups

- The enabling legislation (Municipal Government Act)
- Plan Area
- Today's Agenda
- The Planning Process, and where today's meeting fit into the process
- The Project History
- Plan Objectives
- Existing Zoning
- The Natural Features/ Constraints
- Lac La Biche County's environmental policies
- The existing man-made constraints
- Transportation Network/Access
- Proposed Land Uses from the 2002 Highway 36 ASP
- Proposed Land Uses from the 2013 Municipal Development Plan

4.0 DISCUSSION

Attendees were referred to the Discussion Guide, provided at the meeting, and were invited to comment further on the five questions contained in the guide. The following is a synthesis of the information gathered at both focus groups. Comments were captured through submitted Discussion Guide responses, mapping exercises, and through recorded meeting notes. Care has been taken to ensure the full range of focus group participants' comments are reflected in this summary report.

It should be noted that focus groups and stakeholder interviews are a means of identifying issues, opportunities and priorities. Further research and technical analysis is required in developing alternative development concepts for the ASP area.

QUESTION 1 — ASP OBJECTIVES

- 1. Do you agree with the Plan Objectives?**
- 2. Are there others that should be added?**

1a) Access management along the Highway Bypass

Many participants felt there will be problems getting in and out of the ASP area, especially for trucks needing access to the Highway Bypass and for future residents. An improved intersection at Highway 881 and Highway 36 is considered important. Specific points include:

- Lac La Biche downtown is not getting the traffic it used to before the bypass.
- Lac La Biche has not been using the lands surrounding the bypass to attract commercial development, thereby losing commercial business to other municipalities.
- The Highway Bypass is very busy, traffic is constant, and the roadway is too small.
- Bussing of students to the new high school will add time to the commute if traffic on the Bypass is slowed because of access points.

1b) Accommodating future development concept

There was unanimous interest in developing Highway Commercial land uses along the Highway Bypass, and consensus in both groups that Highway Commercial and Commercial land uses will be of great benefit to the community. There was also consensus in Group 2 that the community has not been proactive in the past in pursuing commercial land uses. Discussions revolved around the land uses appropriate in proximity to both the Highway Bypass and the Highway Commercial uses. Specific points include:

- Low Density Residential is not a suitable land use immediately adjacent to the bypass.
- This ASP provides a great opportunity to grow Lac La Biche.
- Stimulating economic development and provide residents with services, they will stay and so will their tax dollars.
- Commercial activity currently bypasses Lac La Biche. Develop the lands, the dollars stay in the community.
- Lac La Biche should be a tourist attraction, with camping and access to the lake.
- Lac La Biche needs to grow itself to draw in surrounding communities.
- Recreational amenities are needed to attract and retain youth. Campgrounds near sports fields create opportunities to host tournaments and gatherings.

1c) Transportation and Servicing Infrastructure

Attendees brought up several points to consider in the future as these lands move closer to development. Specific points include:

- Safety consideration at access points and intersections.
- Would the need arise to twin the highway bypass, as it is currently single lane in each direction.
- Concern about adding acceleration/deceleration lanes.
- Concern about County trucks using a sanitary sewer manhole to dump into, south of the Bypass on the western leg.

1d) Environmentally Sound Plan

Participants commented on the need to identify significant wetlands and exclude them from development, as these areas become prone to flooding and costly to maintain as developed land uses. Specific points include:

- The wetlands and creeks present recreational opportunities.
- Do not designate marginal lands (near wetlands, low grounds etc.) for school sites as costs to maintain these areas become a drain on school board budgets.

1e) Address Natural and Man-Made Hazards

Participants brought their shared local knowledge to review the potential for hazardous conditions that could impact the future land uses within the ASP area, in particular along the western boundaries near the railway and the low, flood-prone wetland areas. Specific points include:

- Flooding has been an issue in the western area of the ASP.
- FireSmart protocols should be enforced.

1f) Implementable ASP that contains a staging plan

Interest in the future development pattern was usually related to the stakeholders' investment within the Plan area, however general agreement was reached that the priority was developing Highway Commercial and general Commercial uses, based upon the priority areas being identified after the consultation with Alberta Transportation about access to the Highway Bypass and along Highway 36.

QUESTION 2 — FUTURE LAND USE PATTERNS

As a group, please review and discuss the land uses proposed in the Lac La Biche County *Municipal Development Plan* approved by Council in 2013.

- 1. Do you agree with the land use patterns proposed in the ASP area?**
- 2. If not, what changes would you suggest?**

2a) Business / Landowner Suggestions (Group 1)

Several stakeholders felt residential land use was not compatible with highway commercial and that further residential development should be located away from the Highway Bypass and the proposed Highway Commercial Uses. The general agreement was that land uses should be complimentary. Specific points include:

- Lands below south of the Highway Bypass should be commercial.
- Commercial land use should be near the highways.
- Lands along the entry highway (Highway 36) north and south of the Highway Bypass are a good fit for Commercial land use.
- School sites should be near the Hamlet and the residential uses, as currently the schools are relocating – J.A.W.S. High School to the Bold Centre, and the Junior High School to the J.A.W.S. High School Site.
- There is potential for interface issues where institutional meets highway & commercial uses.
- What will happen when lands in the ASP area are designated and zoned commercial? How rapidly will the land get sold and developed?
- Residents like the process, and feel empowered to provide input.
- Will the County be proactive in pursuing commercial operators to build in the ASP area?
- Invite them (commercial operators) and show them the plans.

2b) School Board Issues / Landowner Suggestions (Group 2)

- What was planned in the institutional land use area indicated in the MDP? The area seems low, is poor land for a school site, and is located beside the highway.
- Ideally, schools should border Low Density Residential/Medium Density Residential property.
- There have been circumstances where lands designated for schools were in poor locations. Government pays for the building, not for site and ground preparation. Money needs to be used on the students and programs, not on land.
- Strongly disagree with proposed institutional zone, this is located in low-lying area and cannot be used as a school site. Topography is important for school sites.
- An institutional zone is important to future town growth, this must be included.

- School bussing issues should be anticipated before any decisions are made about access, school locations, and land use districting.
- Types of commercial are important to distinguish, whether commercial/big box sites or those highway commercial uses that require access by the large trucks that make up significant traffic in the ASP area along the Highway Bypass.
- Changing demographics should reflect the residential land uses proposed. Smaller living units for a younger population, also more affordable to entry level homeownership.
- Concern raised about the CN switching yard.

QUESTION 3 — ENVIRONMENTAL MANAGEMENT

What portions of the Plan area need to be set aside for environmental protection, giving consideration to existing policy directions in the Municipal Development Plan, Alberta Wetland Policy and Riparian Setback Matrix? Please mark areas on the map provided.

3) Drainage / Storm Water Management

Water-related comments included the need to adequately address drainage needs of the area to prevent problems like flooding and pollutant runoff. Quality and protection of groundwater was especially important to residents. Specific points include:

- Repair the existing water course that was damaged years ago and was never fixed.
- Institutional (Northern Lights school property) is in low wetlands – could be re-zoned as wetland/green park.
- Ensure clean water is protected.
- Test and protect groundwater - avoid runoff pollutants.
- Setback around the former landfill site. (SE corner of Highway 36 & Highway Bypass intersection)

There was general agreement based on comments and mapping indications that the area marked Institutional (one of the Northern Lights School District ownership parcels) on the MDP map should not be used as such: rather, as LDR, Open space, Parkland, or Wetlands as the subject land has many low spots.

QUESTION 4 — ACCESS MANAGEMENT

Alberta Transportation wishes to maintain the Highway 881 Truck Bypass as a free flow facility with a minimum number of intersections. Since the number of new intersections will be limited, where do you strategically suggest they be located? Please mark on the map provided.

- Most attendees marked the map showing access relating to their properties.
- Owners with frontage along 100 Street want direct access from 100 Street.
- Intersections along the Highway Bypass are desired where current access points exist.
- Questions were asked about the service road by the Ramada Hotel - it needs to be completed, where will it go?

There was general agreement that an intersection appropriately placed south of the Highway 36/881 intersection in the southern portion of the Plan area would be useful. Service roads were indicated as

useful along Highway 36. Access to the Highway Bypass should be restricted but not overbearing. There was general agreement that 88 Street, with current access to the Highway Bypass on the east, could be a good intersection. General agreement was also reached that traffic lights may be required in the locations where Highways 55 and 36 intersect with the Bypass.

4) Traffic Noise / Safety Issues

Residents commented on a number of issues related to road safety – speeding vehicles, intersection visibility – and noise from truck traffic. Specific points include:

- Traffic safety is a problem near the Highway Bypass.
- Commercial Land uses should be a buffer from Highway noise and traffic for proposed residential uses.
- Low ground that is prone to flooding, or wetlands abutting the highway, could be an effective buffer at separating the highway noise and traffic from other land uses.
- Access roads and school counts are important in discussions with Alberta Transportation (AT).
- Former Hudson’s Bay lands (south of existing J.A.W.S. School) should be a school site.
- Public participation for access roads considered by AT should be encouraged.
- AT needs to upgrade the bypass road as it was built too narrow (one lane in each direction). The need for approaches should be thought about and some service roads may be needed.

QUESTION 5 — OTHER

Are there any other issues or opportunities in the Plan area you would like to identify before we move onto Phase 2 alternative development concepts?

5) Control Land Use

To help create a positive first impression of the area, the County should consider “low impact” commercial uses for properties that abut highways. Specific points include:

- Consider Highway Commercial for Highway Bypass and Highway 36 frontages, as the east and west approaches to Town (Hamlet of Lac La Biche) are industrial in appearance.

5.0 SUMMATION / NEXT STEPS

Patrick Barker, Rylan Palmer-Dixon and Campbell Mackenzie thanked participants for their interest and for taking the time to participate. A summary of the focus group sessions will be made available for participants. The next step will involve the Consultants considering the input received and developing two or three plan alternatives for the ASP area. These will be presented to stakeholders at Roundtables on Plan Alternatives in March 2014, with the view to selecting a preferred alternative. A Public Open House will be held likely in June 2014 to present the draft Area Structure Plan.

- Summarize input received at Focus Groups – February 2014
- Meet with Alberta Transportation and County – April 2014
- Prepare Alternative Development Concepts – March/April 2014
- Stakeholder Roundtable on Alternative Development Concepts – April/May 2014
- Prepare Draft Area Structure Plan – May/June 2014
- Present Draft Area Structure Plan at Public Open House – July 2014

6.0 FOCUS GROUP EVALUATION

Evaluation forms were handed out and participants were invited to evaluate the focus group. A total of 12 completed evaluations were received. The results, followed by comments, are summarized below. Comments have been taken directly from the evaluation forms.

Average Scores

(Based on a 5-point scale where 1=Strongly Agree and 5=Strongly Disagree)

- The focus group was well organized and appropriately paced.
- Average score for Question 1: 1.6

- The information presented was useful and clear.
- Average score for Question 2: 1.7

- Opportunities to ask questions were good.
- Average score for Question 1: 1.4

Question 1: What aspects of the focus group were done well?

- Presentation, group discussion.
- Good start.
- Given many opportunities to speak.
- Very informative.
- Good informal session.
- The chance for open frank discussion.
- Basically they were well schooled.
- The maps, but some could have been clearer.
- House rules were set.
- Good redirecting when discussions going off topic.
- The meeting was well hosted- ample time for questions to be presented, discussed and addressed. Of course, with this meeting being the first step, some questions could not be answered, so I'm looking forward to future meetings.

Question 2: What are your suggestions for improvement?

- Transportation information inadequate.
- Parameter in terms of area, were too restricted they could have been larger. We need to work with a bigger picture. Better ideas about the Transportation part of the ASP, ie. Alberta Transportation should have already been contacted so we knew limitations that they could put on the general plan.
- Council, County employees, Alberta Transportation should have been present.
- Could have forwarded discussion questions beforehand.

- Examples, although leading could help in clarity.
- Should have had more info on access/should have more County people.
- We would have liked answers at this session.

Question 3: Additional comments:

- Difficult to provide comments on some topics without understanding pending issues ex. Alberta Transportation
- I would have liked it more if Highways and the Hamlet were here to tell us their positions.

Prepared by:

Campbell Mackenzie BA, RPP, MCIP



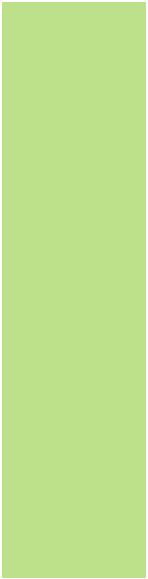
#605 Empire Building, 10080 Jasper Avenue
Edmonton, AB
T5J 1V9

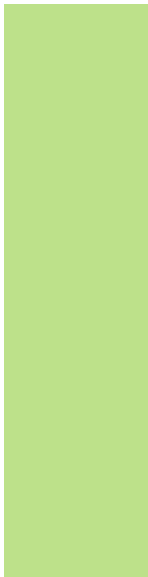
P: (780) 423-6824

F: 1.855.611.8701

campbell@parioplan.com

www.parioplan.com





APPENDIX B
ROUNDTABLE MEETINGS SUMMARY REPORT



SUMMARY REPORT OF ROUNDTABLE MEETINGS: SOUTH LAC LA BICHE MAJOR AREA STRUCTURE PLAN



| | |
|-----------------------------|--|
| DATE: | Thursday, June 26, 2014 |
| TIME: | 1:30 - 4:30 PM and 6:30 - 9:30 PM |
| PLACE: | McArthur Room, McArthur Place |
| LAC LA BICHE COUNTY: | Rylan Palmer-Dixon, Planner, Lac La Biche County |
| CONSULTANTS: | Patrick Barker, Senior Planner, ParioPlan Inc. Campbell Mackenzie, Planner, ParioPlan Inc. Blessy Zachariah, Planning Technologist, ParioPlan Inc. |

1.0 INTRODUCTION

On June 26, 2014, two Roundtable Meetings were held with 23 stakeholders to evaluate three (3) alternative Development Concepts for the South Lac La Biche Major Area Structure Plan (ASP). These 23 stakeholders consisted of 2 neighbouring landowners, 2 councillors, 2 Portage College representatives, 1 Municipal Planning Commission member, 1 reporter and 15 landowners within the ASP area. These landowners hold 9 of the 46 titled parcels in the ASP boundary. These 9 parcels within the ASP represent 107.956 HA of the total 354 HA, or 30.5% of the Plan area. ParioPlan mailed invitations (see **Appendix 1**) to all property owners and stakeholders in and adjacent to the Plan Area. Lac La Biche County placed an ad in the Lac La Biche Post on June 10, 2014, as well as a notice on the County website.

The purposes of the meetings were to provide:

- An overview of why the South Lac La Biche Major ASP is being prepared;
- An overview of the planning process being used to prepare the ASP; and
- To involve Lac La Biche County residents, landowners, businesses and other stakeholders in identifying a preferred Development Concept for the South Lac La Biche Major Area Structure Plan (ASP).

Patrick Barker, Campbell Mackenzie and Blessy Zachariah of ParioPlan Inc., the Land Use Planning Consultant retained by Lac La Biche County to prepare the ASP, facilitated the roundtable meetings. A discussion guide and presentation were used to focus on key differences between the alternative Development Concepts, and to ensure information on key areas was collected from all groups.

2.0 WELCOME

Rylan Palmer Dixon opened the Meetings. He introduced himself and the Consultants and explained the purpose of the roundtable meetings as an opportunity for the County stakeholders to provide input during preparation of the South Lac La Biche Major ASP. Attendees were asked to place a dot on a map to identify land ownership within and surrounding the ASP (photo shown as **Appendix 2**).

3.0 PRESENTATION

Patrick Barker explained ParioPlan's role as Land Use Planning Consultants retained by the County to prepare the ASP. He explained that an ASP is a policy document that provides a framework for rezoning and future subdivision, servicing and development of the area. The County's Municipal Development Plan (MDP), passed in 2013, sets general land uses and policy directions for the ASP. The ASP will provide more detail on the location and form of future land uses relative to the man-made and natural constraints present in the area.

ParioPlan presented an overview of the Plan area, describing a variety of local and regional influences, and site features along with an overview of the alternative Development Concepts. Using PowerPoint, presentation boards, and maps for reference, the following items were addressed (as shown in **Appendix 3** – PowerPoint Presentation, and **Appendix 4** – Mounted Maps):

- Purpose of the Stakeholder Roundtable Meetings
- Roundtable Meeting Agenda
- The enabling legislation (Municipal Government Act)
- Plan Objectives
- The Planning Process, and where today's meetings fit into the process
- The Project History
- Municipal Development Plan
- Existing Zoning
- The Natural Features
- Man-made Constraints
- Lac La Biche County's environmental policies
- Opportunities and constraints
- Site Information
- Summary of February 20, 2014 Focus Group findings
- Summary of April 4, 2014 Workshop with Alberta Transportation
- Preferred Development Concept selection process
- Overview of the alternative Development Concepts

4.0 DISCUSSION

Attendees were referred to the Discussion Guide (provided at the meeting, **Appendix 5**) and were invited to comment further on six questions contained in the guide in determining a preferred Development Concept. The following is a synthesis of the information gathered at both roundtable meetings. Attendees broke into groups of 4-6, and were provided Maps of the three (3) alternative Development Concepts and Land Use Statistics for each concept. Comments were captured through recorders from each

group, mapping comparisons, and through meeting notes recorded. For the purpose of this summary, comments were synthesized and grouped. Care has been taken to capture the range of participant comments reflected in this summary report.

It should be noted that the Roundtable Meetings are a means of identifying issues, opportunities and priorities. Further research and technical analysis is required in developing the preferred Development Concept for the ASP area.

SMALL GROUP EXERCISE – PREFERRED DEVELOPMENT CONCEPT

QUESTION 1 — *Please evaluate Alternatives A, B and C and select your preferred Development Concept. Which one did your group select and why?*

Afternoon Roundtables:

Alternative B was a preferred choice in one Roundtable, due to commercial surrounding the highway intersections, while other participants liked Alternative C for the collector roadway breaking up the commercial land use. Some selected Alternative A; they believed it showed the best separation between residential land use and commercial. One attendee felt the tree stand in the SW corner of the Highway intersections (Bypass and 36) shown on Concept A was a waste of commercial opportunity. One selected Concept C, but with commercial along the Highway 36 west side as shown on the other two (2) concepts.

The other roundtable thought there was too much commercial and that residential was being ignored in the alternative Development Concepts, and that commercial land uses won't succeed without a residential base. Consensus was reached on preferring Concept C because residential is placed away from traffic noise. Concept C has the highway commercial land uses split up and not in huge blocks. It is broken up into smaller sections by arterial roadways. They liked the residential distribution pattern. Generally this group thought there is too much commercial in the Concepts. More pedestrian-friendly design wherever possible, to go with a corresponding increase in residential land use and growing the population base.

Evening Roundtables:

One Roundtable group chose Concept A. They liked the intersection of the highways, with open space surrounding the intersection, while Concept B was too built up around the intersection. They liked Concept A's pedestrian and trail layout. They feel the addition of sidewalks on 100 Avenue is needed. The residential areas of the current Hamlet are not built out yet, and they like Concept A because it pushes the MDR closer to the existing Hamlet. Concept A has the secondary commercial as a buffer between the highway commercial and the residential. They recommended preserving and honouring the historic Portage Route over the Little Divide, the Winnipeg Trail for settlers, and the Red Deer Brook for its role in the Fur trade and its natural features. The group suggested having the greenspace preserve the history for Lac La Biche's past, and the creeks and recreation areas for the future. The Roundtable group was pleased to see no proposed industrial uses in the Plan area.

The other Roundtable preferred Concept B. It addressed the need for medium and high density in terms of placement and amount. They liked the Concept B pedestrian linkage

system, and think that all trails should lead or connect to the Bold Centre. Another suggestion was to be aware that for children, the connections should be between the libraries, schools and the recreation centres. This Roundtable disliked the roadway separating the residential and commercial land uses along the south side of Highway 55 in Concept B, saying the commercial strip looked too narrow.

Concept C has high density near the railroad tracks, and an evening Roundtable felt this was an inappropriate placement for high density, and unsafe for children and general safety due to its proximity to the highways and the railway. Concept B, while not as dense as Concept C near the railway tracks, shouldn't have the medium density in the same location. They felt the plan area should contain mostly low density residential and the area close to the existing hamlet site should include more high density due to existing servicing and infrastructure.

QUESTION 2 — *Are there elements from other Alternatives you would like to see incorporated into your preferred Alternative? What are they? Explain.*

The Environmental Reserve aspect of preservation was noticed and appreciated from participants.

Some felt a combination of all concepts to increase the Parks and Open Space in the NW area of the Plan would better capture the Red Deer Brook Area, protect habitat and provide open space opportunities.

One group felt there is a missed opportunity to provide more medium density throughout the plan area. A need for higher density should be addressed through this ASP, and should be placed nearest the existing infrastructure and servicing lines from the Hamlet. Fronting service roads along the Highway Commercial areas to allow access back onto the Highway.

Concept C has the greatest parks and open space buffer from the old landfill and may protect the municipality from liability concerns. Concept C's network of greenspace was preferred by one evening Roundtable who preferred Concept B overall.

Alternative B has an appealing mix of land uses along 100 Street, and the larger medium density residential was seen to be a key for the Plan Area's success due to the proximity to Portage College. Rowhouses and duplexes are seen as great additions to this area of the Plan.

QUESTION 3 — *Based on the Natural Features Map, are there environmentally sensitive areas you feel should be prioritized for protection and conservation?*

The wetlands in the western lands should be carefully studied before development proceeds. Recommend recognizing and consider the old Portage Route and Red Deer Brook as historic elements of the ASP (see **Appendix 6**). Have greenspace preserved in this area for the following reasons: to preserve the history, the creeks and provide recreation areas for the future. Attendees agreed with the preservation of greenspace and Environmental Reserve along the western part of the plan, as presented in the three (3) alternative Development Concepts. Natural looking storm water ponds are preferred to non-natural straight canals, or circular shapes.

QUESTION 4 —Access Management: *The Development Concepts indicate pedestrian linkages and trail connections. Are there other opportunities for pedestrian linkages, trail connections and tourism facilities on your preferred Development Concept? What do you want to see connected – for instance, residential links to schools?*

The consensus was that trail and pedestrian connections should continue throughout the community, uniting activity spaces and neighbourhoods. One group suggested that pathways should be located on the north side of the bypass, to reduce the number of pedestrian crossings on the highways. Consensus included that all paths should connect the places children go (libraries, schools, parks etc.). Another group believed strongly in paths leading to the Bold Centre north of the Highway bypass, connecting schools, houses, and open spaces. Any connection from the south area of the plan to the north for pedestrians should be considered closely.

Commentary within groups was also concerned about the transition from the highway intersection into the City along 100 Street, the use of sidewalks in that area, and having commercial land use with service roads fronting the highway.

QUESTION 5 — Transportation: *Which intersections / roads do you feel are most impacted by traffic at peak times and how do you see your preferred Development Concept addressing current traffic issues?*

There was general agreement with the west intersection along the Highway Bypass moved farther east, to prevent congestion near the railroad crossing and Highway 55 intersection. Concepts B and C move the intersection east, and Concept A retains the current intersection location.

There was considerable conversation about the current status of the Highway intersection (two-direction stop for bypass users, no stop for north-south travellers) and that an upgrade to this intersection must coincide with development of the South Lac La Biche Major ASP lands.

There was concern about bus routes, and any required upgrades to intersections through signalization, lights, and infrastructure upgrades (shoulders, turning lanes etc.) One afternoon group liked the collector roads in Concept A and the way they broke up the properties and brought the traffic to the highway.

A roundabout at the highways intersection was considered based on Cold Lake's example. Many participants felt due to the history of accidents at that intersection, and the length of the trucks that use the Bypass, a roundabout may be more dangerous than the status quo.

QUESTION 6 — OTHER

How did the planning process create the land block and shapes as proposed?

What is the appropriate mix of residential and commercial lands, as relating to long-term municipal sustainability and health?

Will Highway Commercial attract larger tenants to the proposed narrow parcels along the bypass?

UFA (commercial use along 100 St.) – how does it fit in to the land development pattern?

What is the staging (servicing the ASP land use areas), time frame and budgeting?

The railroad by the school is an issue.

Servicing of the Highway Commercial lands – is it foreseen in the near future, infrastructure costs will be an issue.

Lac La Biche County should highlight the Bold Centre as a draw to visitors.

High density opportunities should be explored.

Always look for buffers, as in between the highway and land uses, separation between different land uses, and open space as appropriate.

The highway commercial buildings should face the highway. Where commercial land uses draw access from a collector road behind them, they orient themselves towards the parking and turn their backs to the highway. (360 degree architecture is a challenge)

Expand green space. Showcase the Lake and LLB County with a visitor information centre, open space for day use areas, parks and gatherings, and integrate the historic Portage Route into the ASP.

5.0 SUMMATION / NEXT STEPS

Rylan Palmer-Dixon and the consultant team thanked participants for their interest and for taking the time to participate. A summary of the Roundtable Meetings will be made available on the County website and sent to participants upon request.

The next step will involve Lac La Biche County selecting a preferred Development Concept for the ASP based on input received from the June 26, 2014 Roundtable Meetings as well as meeting the technical requirements of the County and Alberta Transportation.

A teleconference meeting with the County Administration will review the input received from the workshop with Alberta Transportation, review by Lac La Biche County Council and the Roundtable Meetings. Prior to the meeting, evaluation criteria will be established in consultation with Lac La Biche County to guide the selection of the preferred Development Concept.

The preferred Development Concept will propose land uses and circulation patterns to make the best use of land, and to reflect the requirements for development of highway commercial, residential and complimentary uses in this area.

Next Steps include:

- Select the preferred Development Concept with Lac La Biche County (early July, 2014)
- Complete the draft ASP and submit to the County for review
- Make necessary changes to the ASP
- A Public Open House will be held likely in August 2014 to present the preferred Development Concept and draft Area Structure Plan.
- Make changes (if required) resulting from the Public Open House
- Prepare the final ASP for the Public Hearing and consideration by Lac La Biche County Council
- Lac La Biche County Council approves the South Lac La Biche Major Area Structure Plan (ASP)

6.0 ROUNDTABLE MEETING EVALUATIONS

Evaluation forms were handed out and participants were invited to evaluate the Roundtable Meetings. A total of 11 completed evaluations were received. Photographs of the two (2) Roundtable Meetings are attached as **Appendices 7 & 8**. The results, followed by comments, are summarized below.

Average Scores

(Based on a 5-point scale where 1=Strongly Agree and 5=Strongly Disagree)

- The Roundtable meeting was well organized and appropriately paced.
- Average score for Question 1: 1.7
- The information presented was useful and clear
- Average score for Question 2: 1.6
- Opportunities to ask questions were good.
- Average score for Question 3: 1.5

Question 1: What aspects of the Roundtable were done well?

- Encouraging discussion between people, sharing information.
- Organized, informative.
- Small group discussion and summary.
- Clear, concise plans.
- Discussions of differing points of view.
- Opportunity to discuss ideas.

- People were agreeable to discussion.
- Liked the roundtable format with a spokesperson for each group.
- Presented well.

Question 2: What are your suggestions for improvement?

- None.
- I like the present format.

Question 3: Additional comments:

- Thank you.
- Thank you for involving us in this process!

Prepared by:

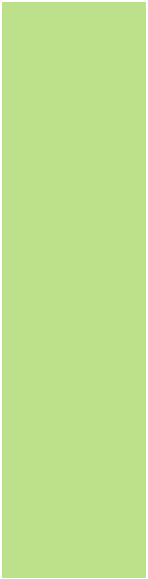
Campbell Mackenzie BA, RPP, MCIP

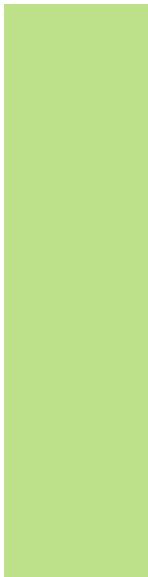


#605 Empire Building, 10080 Jasper Avenue
Edmonton, AB
T5J 1V9

P: (780) 423-6824
F: 1.855.611.8701

campbell@parioplan.com
www.parioplan.com

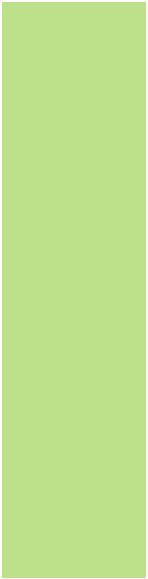




APPENDIX C

Summary Table: Area Structure Plan
Compliance with Municipal Development Plan





APPENDIX C

SUMMARY TABLE: Area Structure Plan Compliance with Municipal Development Plan

Relevant policies of the MDP directly applicable to the future growth and use of the Plan Area are summarized below.

Residential Policies

Future Residential Growth Areas

| Policy 4.1.1 | ASP Response |
|--|--|
| <p><i>Subject to the policies of this MDP, direct future residential development to areas identified as residential(urban single unit, residential – urban multi-unit, and residential – estate) on the Future Predominant Land Use – Lac La Biche Area Detail Map (Map 6A) and the Future Predominant Land Use – Lac La Biche Hamlet Detail Map (Map 7).</i></p> | <p>Single family development and multi-family development are directed to residential areas identified in the MDP Future Predominant Land Use Maps 6A and 7.</p> |
| Policy 4.1.2 | ASP Response |
| <p><i>Direct new residential development to existing built up areas and new areas that are contiguous to developed areas in order to optimize existing services and facilitate the efficient extension of infrastructure networks.</i></p> | <p>New residential areas identified in the ASP Future Land Use Maps abut existing residential areas in the Hamlet. Future residential areas to the South will be developed sequentially after the infrastructure is extended to service those residential areas. As referenced in the proposed staging.</p> |
| Policy 4.1.6 | ASP Response |
| <p><i>Support the development of a mix of housing types and forms in all residential neighbourhoods, and establish a minimum requirement for residential – urban multi-unit development in new neighbourhoods.</i></p> <p><i>Support development of medium and high density residential uses where:</i></p> <ul style="list-style-type: none"> <i>i) the development is within the areas identified as residential – urban multi-unit on the Future Predominant Land Use – Lac La Biche Hamlet Detail Map (Map 7);</i> <i>or</i> <i>ii) the proposal is identified for such use in an approved ASP or ARP;</i> <i>iii) the site is adjacent to arterial or collector roads; and in proximity to community amenities, schools, recreation opportunities, and</i> | <p>The ASP’s proposed residential land uses provide a mix between low, medium and high density consistent with zoning districts in the Land Use Bylaw.</p> <p>They are located near amenities, schools and residential areas. Buffers are provided in the form of stormwater management facilities, Environmental Reserve and Municipal Reserve dedications.</p> |

*commercial areas; and
iv) appropriate buffers are provided for sites that are adjacent to low density residential development.*

Commercial Policies

Business Development and Commercial Land Use

| Policy 4.2.1 | ASP Response |
|---|---|
| <i>Subject to the policies of this MDP, direct future commercial development to those areas identified as downtown, secondary commercial, and highway commercial on the Future Predominant Land Use – Lac La Biche Detail Map (Map 6A) and the Future Predominant Land Use – Lac La Biche Hamlet Detail Map (Map 7).</i> | This is reflected in the ASP development concept with highway commercial uses being located along highway frontages and secondary commercial uses long 100 Street. |
| Policy 4.2.5 | ASP Response |
| <p><i>a) Support development of highway commercial uses that:</i></p> <ul style="list-style-type: none"> <i>i) promote the Hamlet as a regional service center;</i> <i>ii) are accessible to serve the travelling public;</i> <i>iii) require relatively large sites to accommodate their operations;</i> <i>iv) are generally not suited to location in the downtown area; and</i> <i>v) enhance the Hamlet as a regional shopping destination.</i> <p><i>b) Promote, through the LUB and development permit process, high standards of building design, appearance, landscaping and signage.</i></p> <p><i>c) Design future commercial development to accommodate pedestrian connectivity between uses and adjacent residential development.</i></p> | Highway Commercial uses will be located along the Highway corridors featured in the South Lac La Biche Major Plan Area, and access points will be strategically located, as approved by Alberta Transportation. The sites are relatively large to accommodate the truck traffic and parking. Buildings will require high standards of design and landscaping, as well as appropriate signage, regulated through the development permit process of Lac La Biche County. Sites will require functioning and safe pedestrian connectivity to allow access between sites and to any adjacent residential neighbourhoods which can be reviewed in more detail at the subdivision approval stage. |

Neighbourhood Commercial Development

| Policy 4.2.7 | ASP Response |
|---|--|
| <p><i>a) Through the ASP process, support the development of convenience commercial sites and similar developments that foster the creation of complete neighbourhoods.</i></p> <p><i>b) At the development approval stage, pay special attention to the scale, design, and</i></p> | Secondary commercial land use is proposed adjacent to existing commercial land uses along 100 Street. Buffering between adjacent residential may include landscaping and fences. |

| | |
|--|--|
| <i>appearance of neighbourhood commercial uses in an effort to maximize compatibility with adjacent residential uses. The provision of buffers, such as landscaping, fences, berms, or any combination of these things, between neighbourhood commercial uses and adjacent residential uses may be required.</i> | |
|--|--|

Recreation and Park Policies

Proposed Open Space and Recreation Areas

| Policy 4.3.1 | ASP Response |
|--|---|
| <i>Facilitate future recreational development in accordance with the Recreation and Open Space Concept (Map 8).</i> | This policy is reflected on Map 8 – Parks, Open Space and Trails. |
| Policy 4.3.5 | ASP Response |
| <i>Establish, at the ASP stage, a conceptual system of future parks, tot lots, civic gathering places and public open spaces in new neighbourhoods that are linked to significant community areas.</i> | A conceptual system of ponds, open space and trails as shown on Map 8 in the ASP and described in Section 5.0 of the ASP. |
| Policy 4.3.6 | ASP Response |
| <i>a) New subdivisions shall be connected with other areas of the Hamlet by pedestrian and bicycle trails as per the MDP Map 8 - Recreation and Open Space Concept) and any subsequent Recreation Master Plan. b) Future ASPs and ARPs to include provision for trail networks plan and supporting policies.</i> | These linkages are shown on Map 8. Parks, Open Space, and Trails within the ASP. |

Environmental Planning Policies

Natural Landscape, Environmental Reserve

| Policy 9.3.3 | ASP Response |
|--|--|
| <i>An Environmental Review, prepared by a qualified professional biologist or environmental scientist, shall accompany all ASPs, and may be required for applications for major development or multi-lot subdivisions. The Environmental Review shall identify and assess the environmental significance and sensitivity of existing vegetation, wetlands, other water bodies and groundwater, alluvial aquifers, wildlife habitat and unique physical features, and shall recommend appropriate</i> | These policy directions are reflected in Sections 5.3 Environmentally Significant Areas; 5.6 Wetland Policy in 8.4 Technical Studies in the ASP. |

| | |
|---|--|
| <i>measures for mitigating, enhancing and protecting environmentally sensitive and significant features, which may be incorporated into the subdivision and/or development review process.</i> | |
| Policy 9.4.1 | ASP Response |
| <i>Require the dedication of environmental reserve (ER) and/or registration of ER easements at the time of subdivision in accordance with the Act.</i> | This policy has been reflected in 5.4 Environmental Reserve Dedication of the ASP. |
| Policy 9.4.2 | ASP Response |
| <i>Require developers to define wetlands and other environmentally significant areas that shall be subject to ER dedication as part of the ASP approval process based on scientific review and engineering criteria.</i> | This policy direction is reflected in Section 5.3 Environmentally Significant Areas; 5.6 Wetland Policy and 8.3 Local Area Structure Plan Requirements in the ASP. |
| Policy 9.4.3 | ASP Response |
| <i>a) Where the need for ER requires confirmation, or situations arise where the amount of ER proposed to be dedicated exceeds the allocations identified in the Act, require that a geotechnical report, biophysical assessment, and/or hydrogeological study be prepared to support the proposed dedication. b) For subdivisions adjacent to a water course, survey of the top of bank may be required by a registered Alberta Land Surveyor as part of the application process to use as the basis for determining ER requirements. c) For subdivisions located in proximity to permanent water bodies or wetlands, require that ER be determined in accordance with the Riparian Setback Matrix Model as presented in Appendix 2.</i> | This policy direction is reflected in Sections 8.3 Local Area Structure Plan Requirements and 8.4 Technical Studies in the ASP. |

Water Management

Wetlands Policy

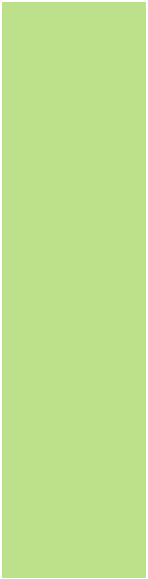
| | |
|---|---|
| Policy 9.6.1 | ASP Response |
| <i>As part of the development review and approval process, enforce the Lac La Biche County Wetland Policy as presented in Appendix 3. (Section 5.1 of Appendix 3 – The goal of the Lac La Biche Wetland Policy is to ensure that there is no net loss of wetland area within the County.)</i> | This policy direction is reflected in Sections 5.6 Wetland Policy in the ASP. |

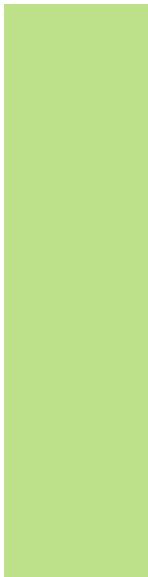
FireSmart

| Policy 9.7.1 | ASP Response |
|---|---|
| <p><i>Require applicants for subdivision or development in forested areas to submit a Fire Hazard Assessment and plan to address wildfire mitigation guidelines as contained in FireSmart: Protecting Your Community from Wildfire (2003).</i></p> | <p>This policy direction is reflected in Section 5.8 Fire Smart of the ASP.</p> |

Fire Mitigation By Design

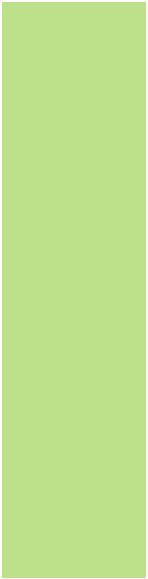
| Policy 9.7.2 | ASP Response |
|--|---|
| <p><i>a) Subdivision and development proposals shall be designed so as to minimize the potential for wildfire damage through:</i></p> <ul style="list-style-type: none"> <i>i) the provision of municipal reserve along the outer perimeter of the development so that the developed portions may be separated from natural areas;</i> <i>ii) the provision of a fire guard which will serve as a buffer between development and the surrounding natural areas; and</i> <i>iii) the development of trails between developments and surrounding forested lands which may be used in an emergency for fire prevention purposes.</i> <p><i>b) Encourage development practices as outlined below for multi-lot residential development which may be determined to be too remote to be adequately protected by existing firefighting services:</i></p> <ul style="list-style-type: none"> <i>i) the provision of adequate on-site water supplies for firefighting purposes;</i> <i>ii) the use of fire resistant building materials;</i> <i>iii) the installation of spark arresters on all chimneys; and</i> <i>iv) the provision of an emergency access to developments to help prevent property damage and the potential for loss of life.</i> | <p>This policy direction is reflected in Section 5.8 Fire Smart of the ASP.</p> <p>The proposed water supply and distribution system is described in Section 7.3 of the ASP. Future details will be required as part of Section 8.3 Local Area Structure Plan Requirements.</p> |





APPENDIX D
PUBLIC OPEN HOUSE SUMMARY REPORT





South Lac La Biche Major Area Structure Plan

**Public Open House
Summary Report**

**January 27, 2017
The Bold Center, Lac La Biche, Alberta
5:00 – 7:00 pm**

Submitted by:



#605 10080 Jasper Avenue,
Edmonton, AB T5J 1V9
Ph: 780 423 6824
Fax: 1 855 611 8701
Dana@parioplan.com

Submitted to:



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APPENDICES

Appendix A: Presentation Boards Used at Open House

Appendix B: Comment Sheet

1.0 BACKGROUND AND PURPOSE

On January 27, 2017 a Public Open House was held to solicit feedback on the Draft Major Area Structure Plan (“Plan”) for Lac La Biche County.

The Public Open House was held to obtain public input on the proposed Plan prior to its submission to the County of Lac La Biche and in advance of the public hearing scheduled for early 2017. This summary report is being submitted in compliance with requirements of the County.

The South Lac La Biche Major Area Structure Plan will create a framework for future subdivision and development of land within the Plan Area for the next 50 years by determining future land uses, transportation and municipal infrastructure in the area. The Plan Area is located on the southern edge of the Urban Service Area of the Hamlet of Lac La Biche.

Notice for the Open house was placed in the weekly Lac La Biche Post by the County of Lac La Biche.

2.0 OPEN HOUSE ATTENDANCE AND FORMAT

The Public Open House took place on Friday, January 27, 2017, between 5:00 and 7:00 pm at The Bold Center, Located at 8702 91 Avenue, Lac la Biche, Alberta.

The following members of the project team attended the Open House:

- *Armin Preiksaitis, BES, RPP, FCIP, Principal, Pario Plan Inc.*
- *Jonathan Lawrence, Planner, Pario Plan Inc.*
- *Gordon Shaw, Senior Manager, Planning and Development, Lac La Biche County*
- *Dustin Robson, Planner, Development Officer, Lac La Biche County*

According to the sign in sheet a total of twenty-one (21) members of the public attended the Public Open House. Participants were asked to sign in, given a comment form and invited to view thirteen (13) presentation boards which displayed information on the existing zoning, natural features, man-made constraints, development concepts and land use typologies.

Attendees were also invited to ask questions of the project team members regarding the proposed Plan and given an opportunity to identify any issues or concerns that they felt had not been addressed. Four attendees (4) completed comment forms which were collected at the open house and by mail.

3.0 SUMMARY OF COMMENTS

A total of Four (4) completed Comment Forms were received. The Comment Forms gave respondents the option to indicate that they supported or opposed the proposed Plan and provide additional comments. Not everyone indicated whether they supported the proposed Plan. Two (2) people indicated that they supported the Plan, one (1) indicated non-support and one (2) indicated neither their support nor non-support.

Table 1: SUPPORT OF PROPOSED PLAN

| | Support | Oppose | Un-decided | Total Responses | Total Attendees |
|---------------------------|---------|--------|------------|-----------------|-----------------|
| Number of Respondents | 2 | 1 | 2 | 5 | 21 |
| Percentage of Respondents | 40% | 20% | 40% | | |

Comments received by participants have been summarized into three (3) themes. Below, these categories are used to summarize comments received. While some participants made comments related to only one theme, others made comments related to several themes and with varying levels of support. As such, the summary provided below shows each of the comments received and does not correspond to the number of comment forms received.

The following is a summary of written comments from the comment forms that were received at the Open House:

Growth and Development

Two (2) respondents stated support for the proposed Plan, citing excitement over future growth and development.

“Looking forward to growth now that a plan is in place”

“I like the fact we will see more development and business in Town and interest in Town. This will attract more families and grow our community”

Further, one resident expressed a desire for immediate action.

“We would simply hope that now with a plan in place – there would be action instead of a plan sitting and becoming obsolete”

Environment

One (1) respondent stated support for the proposed Plan indicating support for provision of environmental areas and open space.

“I’m glad to see the provision for environmental reserves, parks and open space. I see the Planning area includes numerous ponds, stream channels and wetland areas.”

The respondent did however express concern over the absence of a number of natural features in Plan mapping.

“In the map of Natural Features, I see it shows ponds and streams but not wetlands. I think this is an important feature to show. There are many wetlands in the planning area, including Red Deer Brook wetland complex. If those were shown on the Development Concept (as a map layer), it would guide where the ER/Plan/OS areas should be”

“In the South ASP, there’s a treed fen northwest of the intersection of Beaver Hill Road and the Bypass Road. Part of it is outside the Planning area, but about half is inside it. Over the years, I’ve heard some comments which minimize or disregard the value of this fen. I think it can play a valuable role as an urban wetland, a small stand of urban forest, a wildlife habitat/corridor area, and perhaps a stormwater retention area.”

The respondent suggested a number of additions to the report.

“The South ASP mentions a Watershed Advisory Committee in Section 3.5 (pdf p. 25), that has “been created to oversee the WMP.” I believe this is a reference to a Committee that has not existed for some years now. I have been working to develop the Stewards of Lac La Biche Watershed, a group that is interested in promoting stewardship of our watershed, and which is taking the WMP as its starting point and trying to build on it.”

“In Section 5.7 on Wetland Policies (pdf p. 34), the South ASP makes reference to a County Wetland Policy, which will guide development when it is approved. I understand this Policy is under development. It would also be worth making reference to the Provincial Wetland Policy which took effect in 2016.”

Another noted concern over potential pollution of the water table.

“Any business that may contaminate the water table through surface leaching will be distributing this widely. The water table is approximately 10 ft below the highway surface”

Transportation and Combined Services

Two (2) respondents indicated some concern with proposed roadways in the Plan Area.

“Referring to the Transportation and Combined Servicing Plan and a proposed collector road – What is the process if your home is too close to a collector road?”

“I am concerned about changes to highway 36 access, I share a road with my neighbor to the south and this must stay in place to prevent me from getting land locked”

4.0 RESPONSE TO CONCERNS EXPRESSED

This Open House was held to solicit feedback from the community regarding the proposed Lac La Biche Major Area Structure Plan. In response to comments, revisions have been incorporated into the Plan, where applicable. The Following table lists the issues raised during the Public Open house process and describes how the concerns have been mitigated and addressed. These responses will be implemented as part of revisions to the Plan.

Table 2: RESPONSES TO ISSUES RAISED AS PART OF THE PRE-CONSULTATION PROCESS

| | |
|--|--|
| <i>Growth and development</i> | The South Lac La Biche Major Area Structure Plan ADP is meant to be a long-range plan that can be implemented in a staged basis depending upon market conditions, project feasibility, and ability to fund the required supporting infrastructure. |
| <i>Wetland area mapping</i> | The Plan is informed by a number of guiding documents, one of which is the Watershed management plan (2009). In response to comments received, the Plan has been amended to include wetland information in greater detail, as provided by the County’s Wetland Inventory Study (2013). |
| <i>Environmental Policy</i> | With regard to Section 3.5 (Lac La Biche Major Area Structure Plan), oversight of the Watershed Management Plan (WMP) will be established by the County. The Plan has been amended to acknowledge the Provincial Wetland Policy (2016). The Provincial Wetland Policy supersedes all prior policies. |
| <i>Proposed transportation corridors on private property</i> | Roadways on private property have been redesignated as <i>potential collector roadways</i> and final alignment is subject to discussion with county planning and development authorities. |

5.0 SUMMATION / NEXT STEPS

The South Lac La Biche Major Area Structure Plan will be submitted to the Planning and Development Department. The Plan is currently being circulated to County Departments and stakeholders for review and comment. This summary report from the Public Open House has been submitted to the Planning and Development Department as an input to the planning process. First reading of the Major Area Structure Plan and Public Hearing is scheduled for the first quarter of 2017.

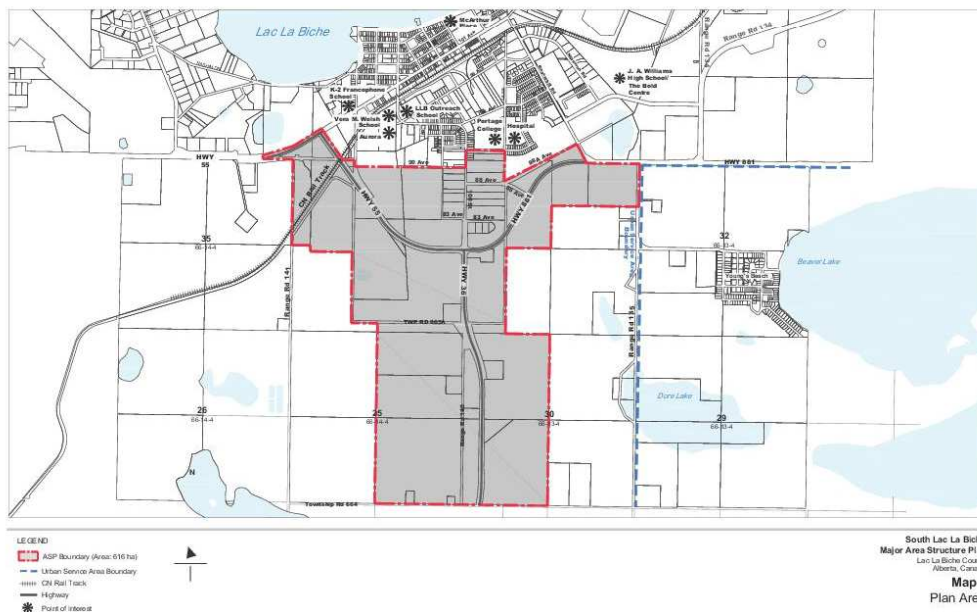
Appendix A

Presentation Boards Used at Open House

Welcome to the Open House

Purpose:

The purpose of this Open House is to provide information regarding the proposed South Lac La Biche Area Structure Plan (ASP) located on the southern edge of the Urban Service Area of the Hamlet of Lac La Biche. The ASP will create a framework for the future subdivision and development of land through determining future land uses, transportation and municipal infrastructure in the area. The plan area is located on the southern edge of the Urban Service Area of the Hamlet of Lac La Biche.



Your feedback and review of the information presented at today's Open House will be used to identify and resolve any issues before advancing our Area Structure Plan.

Attendees are encouraged to:

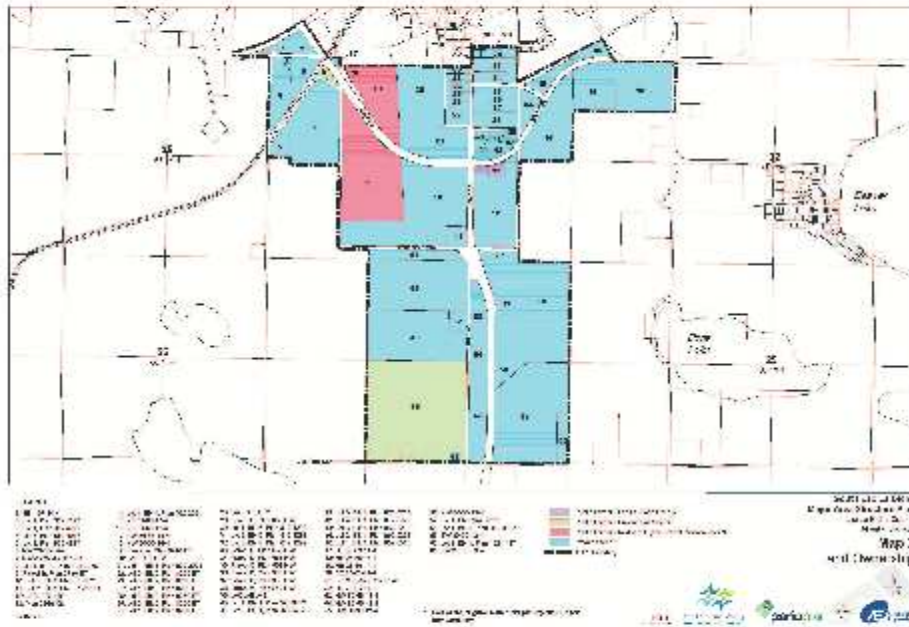
- View the Display Boards
- Talk to Project Representatives
- Complete the Comment Form



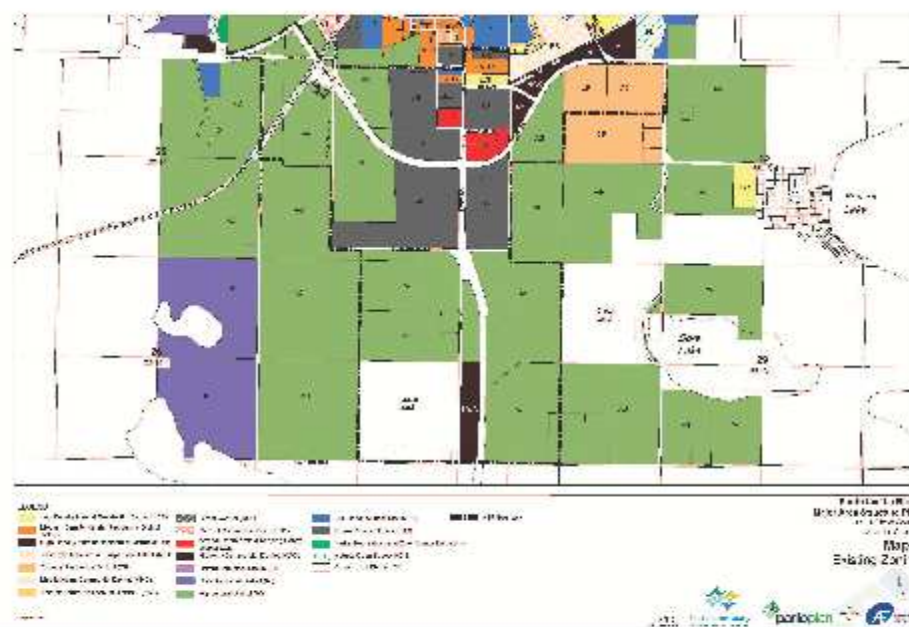
South Lac La Biche
Major Area Structure Plan

Land Ownership and Existing Zoning

Land Ownership

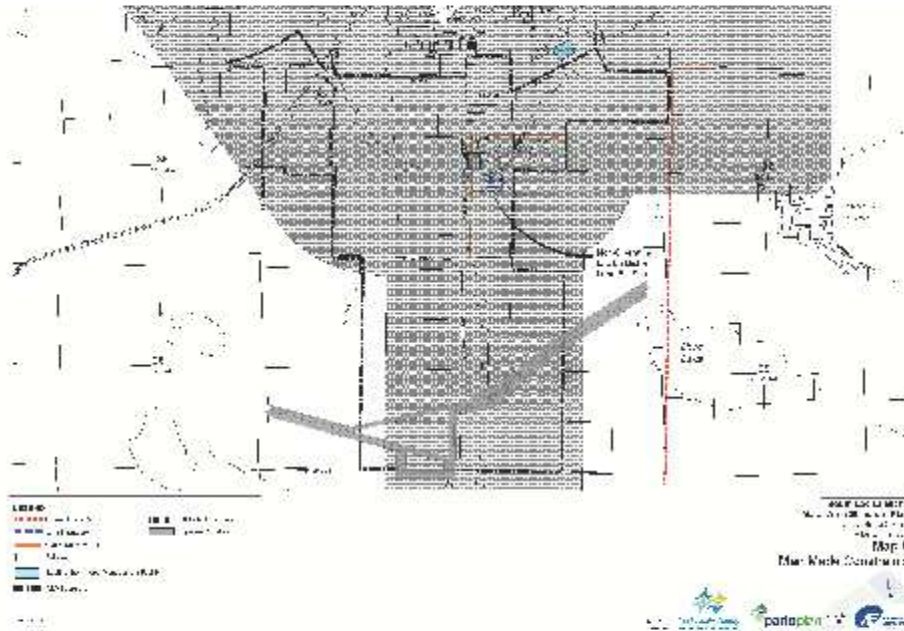


Existing Zoning



Man Made Constraints and Development Concept

Man Made Constraints

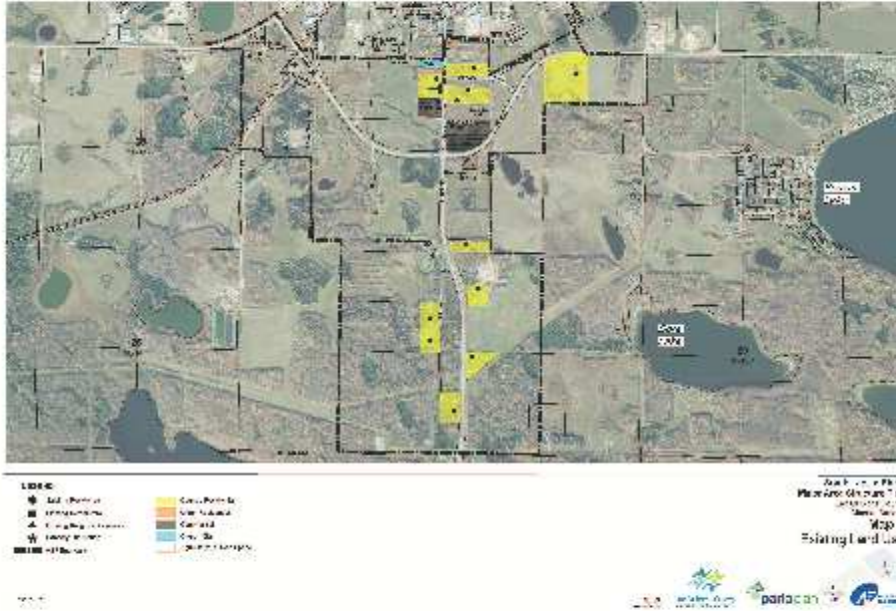


Development Concept

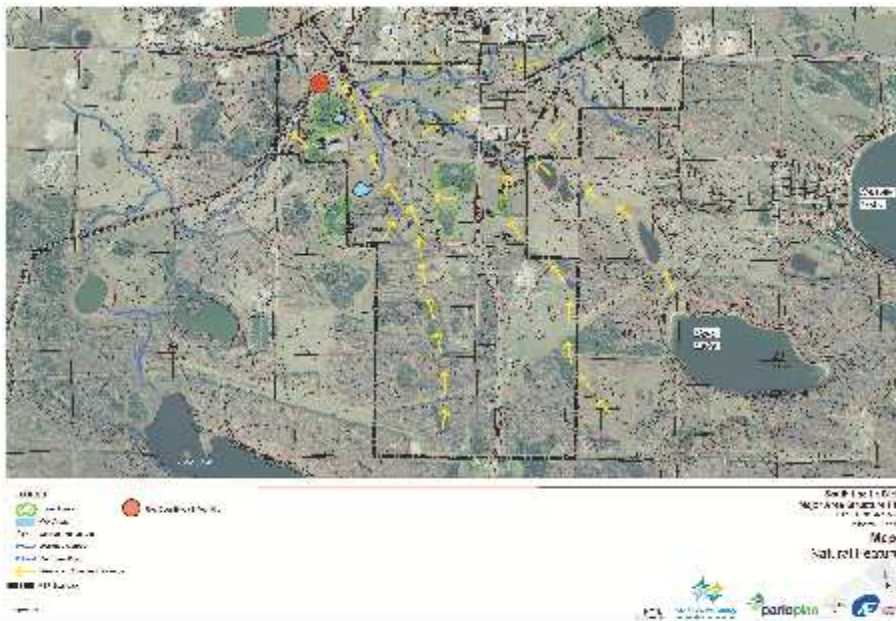


Existing Land Use and Natural Features

Existing Land Use

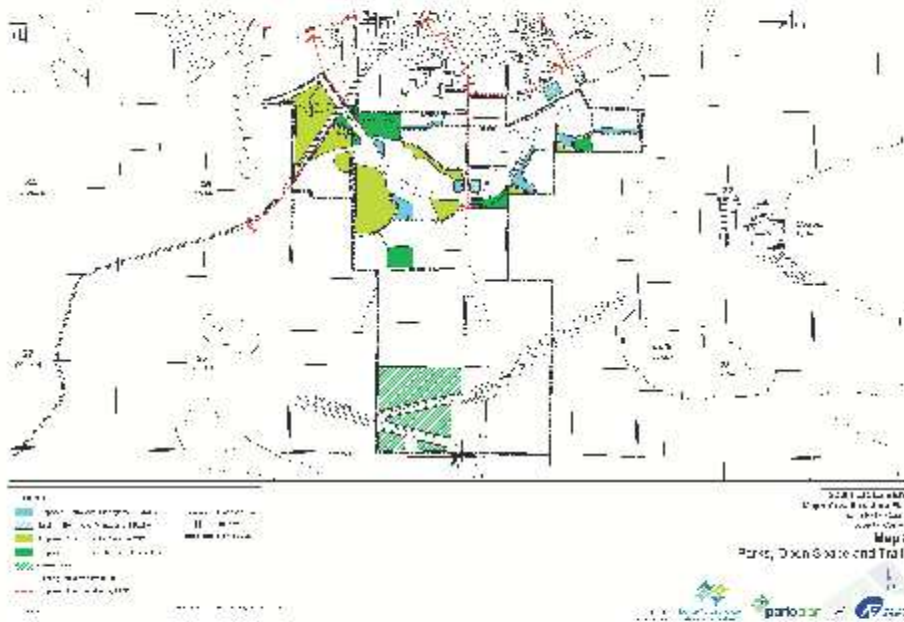


Natural Features

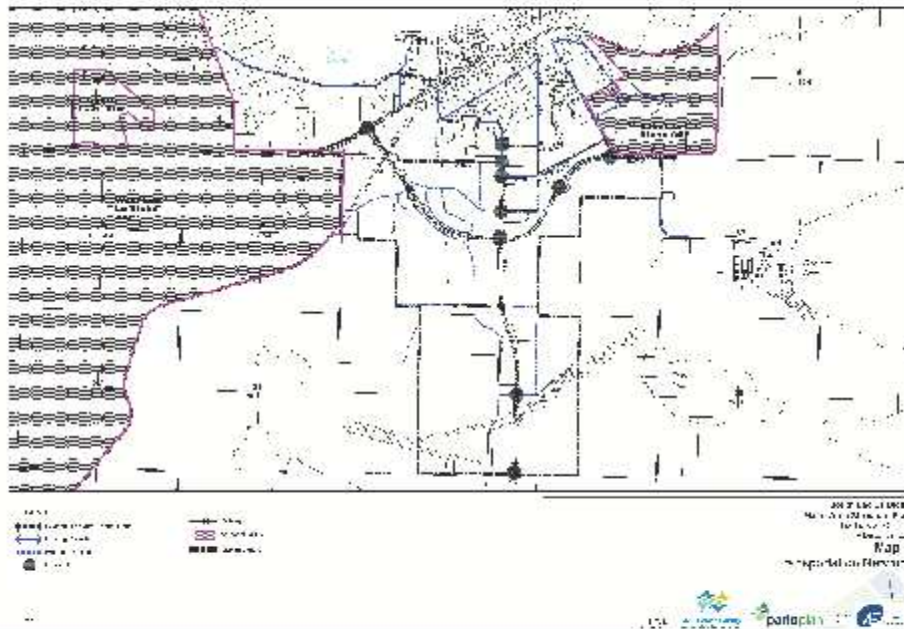


Parks, Open Space, Trails and Transportation Network

Parks, Open Space and Trails



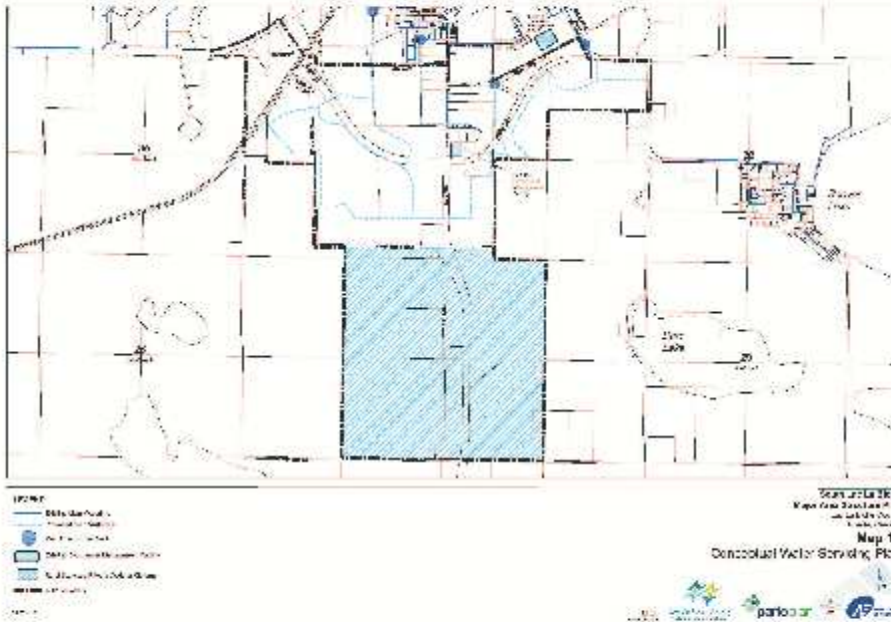
Transportation Network



South Lac La Biche
Major Area Structure Plan

Conceptual Water and Stormwater Servicing Plans

Conceptual Water Servicing Plan



Conceptual Stormwater Servicing Plan



South Lac La Biche
Major Area Structure Plan

Conceptual Sanitary and Transportation Servicing Plans

Conceptual Stormwater Servicing Plan

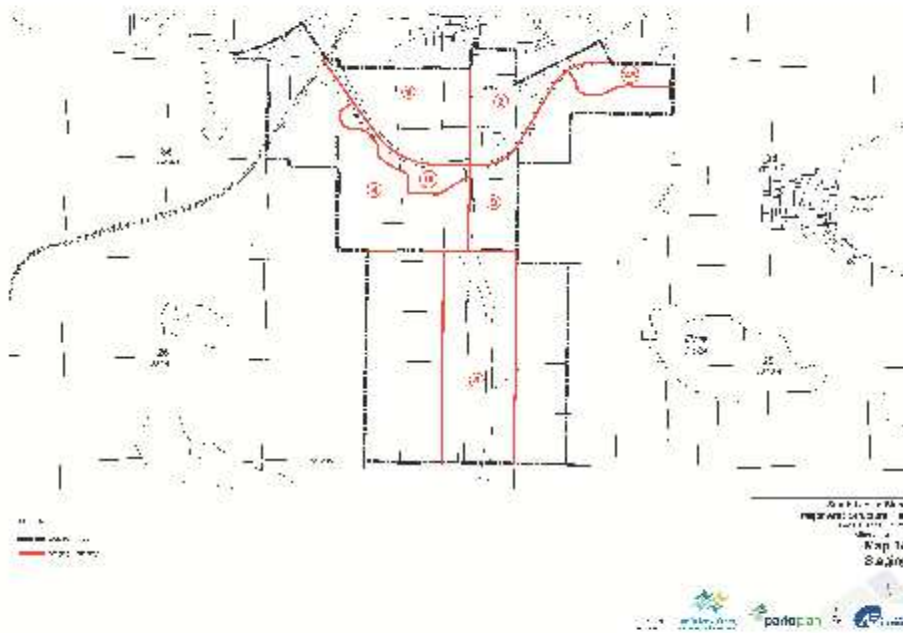


Transportation and Combined Servicing Plan



Conceptual Sanitary and Transportation Servicing Plans

Staging Plan



South Lac La Biche
Major Area Structure Plan

Thank you

Thanks for attending - we want your comments

Please fill out a Comment Form on the proposed Area Structure Plan and Return it at the door or take it home and return by Friday, February 3, 2017 to:

Email: Jlawrence@parioplan.ca

Mail: #605, 10080 Jasper Ave, Edmonton, AB T5J 1V9



For additional information on the project, contact:

Armin A. Preiksaitis, President, Pario Plan

#605, 10080 Jasper Ave, Edmonton, AB T5J 1V9

Phone: (780) 423-6824

Email: Armin@parioplan.com



South Lac La Biche
Major Area Structure Plan

Land Use Typologies

Highway Commercial Development

The purpose of this land use is to accommodate development in locations best suited to serve the traveling public without adversely affecting the safety of highways or conflicting with other land uses.



Arterial Commercial Development

The purpose of this land use is to provide for businesses which are vehicle-oriented and to accommodate the development of shopping centres in a form compatible with adjacent uses.



Land Use Typologies

Low Density Residential

The purpose of this land use is to provide primarily for single detached dwelling uses within the South Lac La Biche Major Area Structure Plan.



Medium Density Residential Development

The purpose of this land use is to provide for businesses which are vehicle-oriented and to accommodate the development of shopping centres in a form compatible with adjacent uses.



Land Use Typologies

High Density Residential Development

The purpose of this land use is to provide for apartments in the South Lac La Biche Major Area Structure Plan.



Institutional Development

The purpose of this land use is to establish an area for the development of public or privately owned institutional or community services and recreational pursuits.



South Lac La Biche
Major Area Structure Plan

Land Use Typologies

Parks, Recreation and Open Space

To permit the use of land for services, mainly of a public nature, which have a primary orientation toward the community.



Natural Area

To preserve natural areas, particularly environmental reserve, along rivers, lakes, creeks, ravines, and other designated areas for recreational use and environmental protection adhering to the Lac La Biche County Municipal Development Plan.



Appendix B

Comment Forms



South Lac La Biche Major Area Structure Plan



Public Open House - Comment Form
January 27, 2017 -The Bold Center, Devon Room, Lac La Biche

Thank you for attending today's Open House on the proposed South Lac La Biche Major Area Structure Plan. Please take a moment to share your thoughts on the plan. This comment form will be collected tonight and can be submitted up to one week following the Open House (by February 3rd, 2017). Please be advised that the comments you submit, either orally or in writing, may be recorded and made public, subject to the provisions of the Freedom of Information and Protection of Privacy act. All comments received will be shared between the consultant and Lac La Biche County administration.

I have reviewed the rezoning and am in support. Please tell us what you like about the Area Structure Plan:

I have the following concerns or comments on the proposed Area Structure Plan:



Other Comments:

How did you hear about this open house?

- I live within the boundaries of the Proposed Major Area Structure Plan.
- Notification to my home.
- Poster boards.
- Other:

Additional Information: Please note that filling out this information is **optional**.

Name: _____

Address: _____

Phone Number: _____

Email: _____

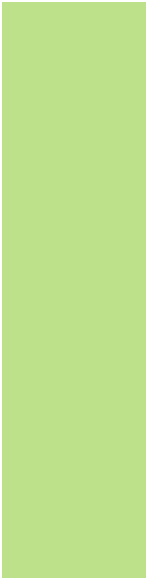
Thank you for your cooperation. Please return your comment form at the Open House drop box or by January 31st, 2017 as follows:

By Mail:

Parioplan inc.
Attention: Jonathan Lawrence,
Planner/Urban Designer
#605 10080 Jasper Avenue
Edmonton, Alberta, T5J 1V9
Fax: 1.855.611.8701

By Email:

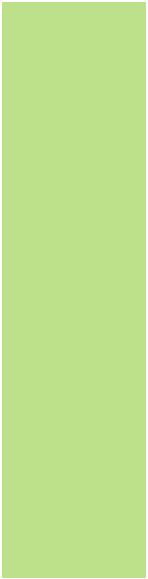
JLawrence@parioplan.com





APPENDIX E

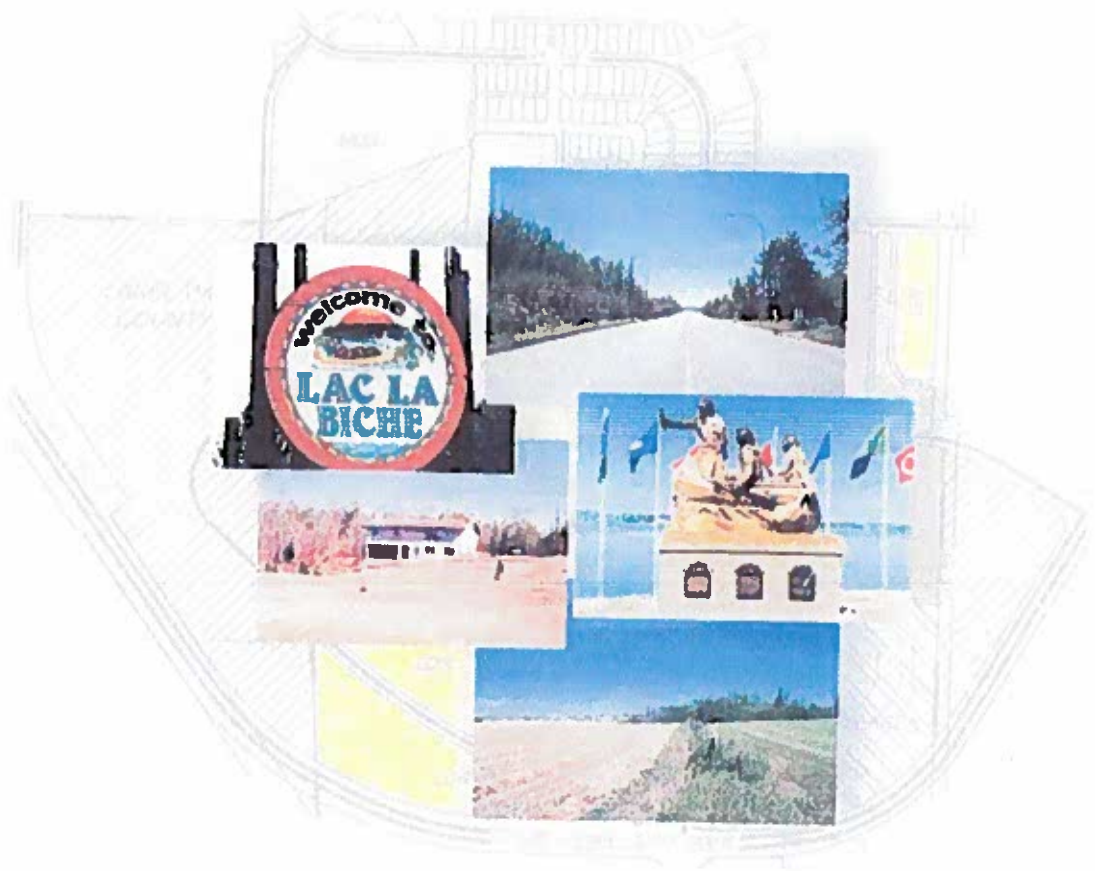
Traffic Impact Assessment



SCHEDULE "B"



Town of Lac La Biche



Bylaw 1184/01

Highway 36 Area Structure Plan

October, 2002

(As Amended by Bylaw No 17/006)

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Appendix A – Development Statistics

Appendix B – Land Ownership as of August 1, 2002

1 INTRODUCTION AND BACKGROUND

1.1 Forward

This report is an Area Structure Plan (ASP) that has been prepared on behalf of the Town of Lac La Biche. The objective of the plan is to provide a framework for development of a planned residential community that encourages attractive, efficient and economical development in a manner that is complimentary and compatible with existing developments in Lac La Biche. The plan is based on development objectives to achieve the highest urban residential standards possible consistent with market requirements. The overall intent of the plan is to pursue orderly and economical staged development through the life of the neighbourhood.

1.2 Background and Purpose

Residential development within the Lac La Biche area has been experiencing recent pressures both within the Town and the adjoining County. The development of a future truck route connecting Highway 36 to Highway 55 and the downtown provides a logical planning boundary for the development of a residential community. The creation of this Area Structure Plan will guide the future development north of the truck route and provide positive direction towards land uses and servicing within the community.

1.3 Policy Context

The ASP document has been prepared in accordance with Section 633 of the Municipal Government Act, 1995, the Town of Lac La Biche Municipal Development Plan and the Lac La Biche Fringe Area Plan. The plan describes the proposed land uses, density of development, the location of major roadways and utilities and the anticipated sequence of development. The plan provides for a range of residential opportunities which will serve to strengthen the Town's diversity for delivery of residential lotting alternatives for people that live and work within the community and in the surrounding areas.

1.4 Report Format

The plan is divided into seven sections. Sections 1 through 3 provide the relevant background information. Section 4 describes the land use concept. Sections 5 and 6 describe the servicing and transportation issues and Section 7 provides for the implementation of the plan.

1.5 Amendment as per Bylaw No. 17/006

This ASP has been amended in order to be consistent with the South Lac La Biche Major Area Structure Plan, adopted as per Bylaw No. 17/006.

2 EXISTING FEATURES AND FACTORS INFLUENCING THE PLAN

2.1 General

In the preparation of the Highway 36 Area Structure Plan it was necessary to examine existing site conditions and inventory existing influences, both natural and man-made.

2.2 Location and Urban Context (Amended as per Bylaw No. 17/006)

The Area Structure Plan contains approximately 20.36 gross hectares of land, located in the southern portion of the Town of Lac La Biche. Due to the adoption of the South Lac La Biche Major Area Structure Plan, the Highway 63 ASP area has been significantly reduced. The amended area is bound to the east by 100th street, to the north by 94th avenue, and to the south by 90th avenue. To the east, the ASP area is bound by 105th street, but does not include lands zoned AG - Agricultural District. The area south of 98th avenue that were formerly contained in the ASP area are now contained within the South Lac La Biche Major ASP.

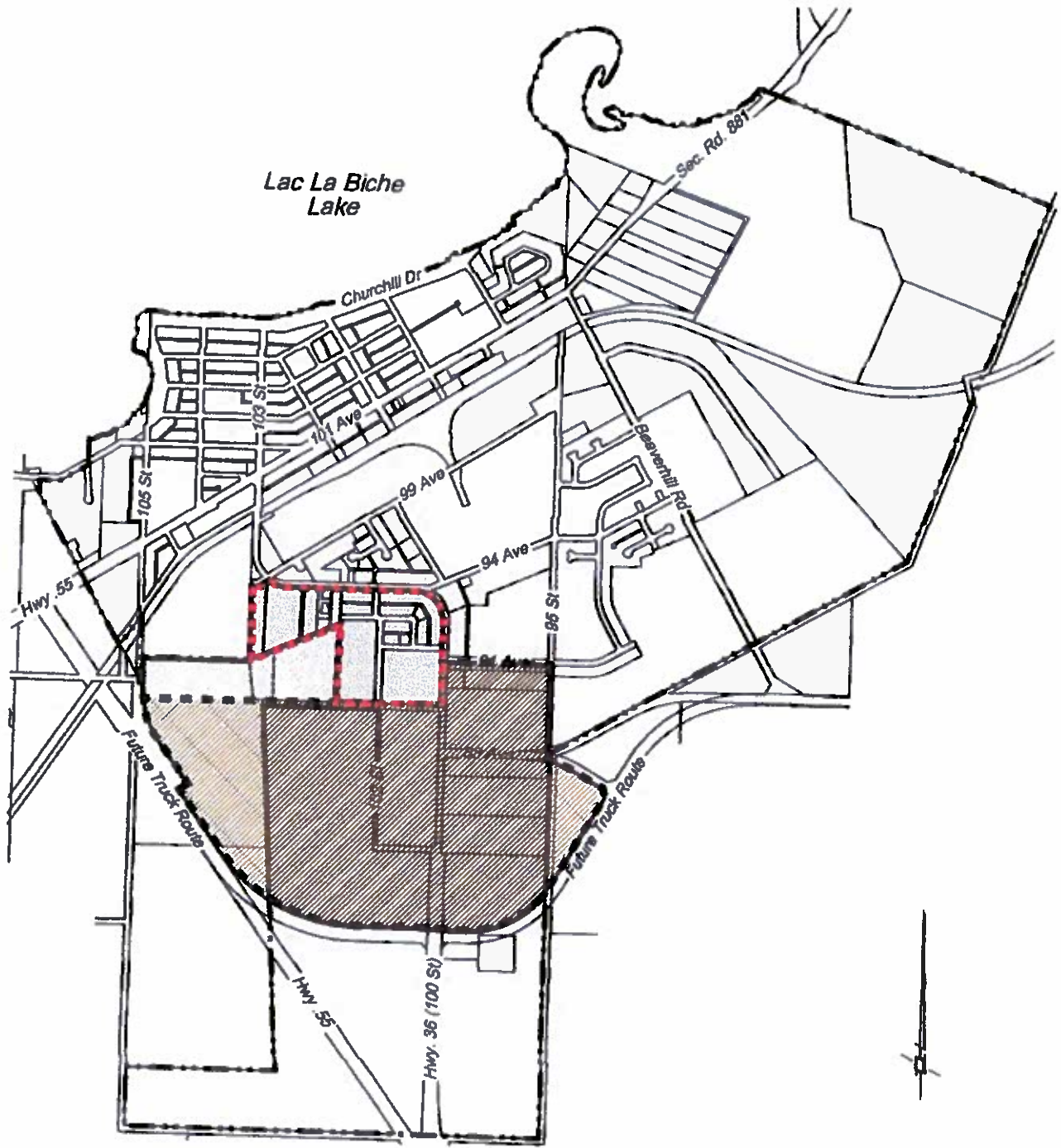
The plan area is surrounded by built residential uses to the north and by residential, commercial, urban reserve, and agricultural uses to the south. The ASP area also lies adjacent to the J.A Williams High School and Portage College. The amended ASP area is provided in Figure 1.

2.3 Environmental Assessment

An Environmental Assessment has not been undertaken for the planning area. The presence of the existing country residential sites within the central portion of the plan area may suggest some cause for environmental contamination from possibly garbage, septic field, vehicle storage or fuel storage areas and should be further investigated at the subdivision stage.

2.4 Nuisance Grounds (Amended as per Bylaw No. 17/006)

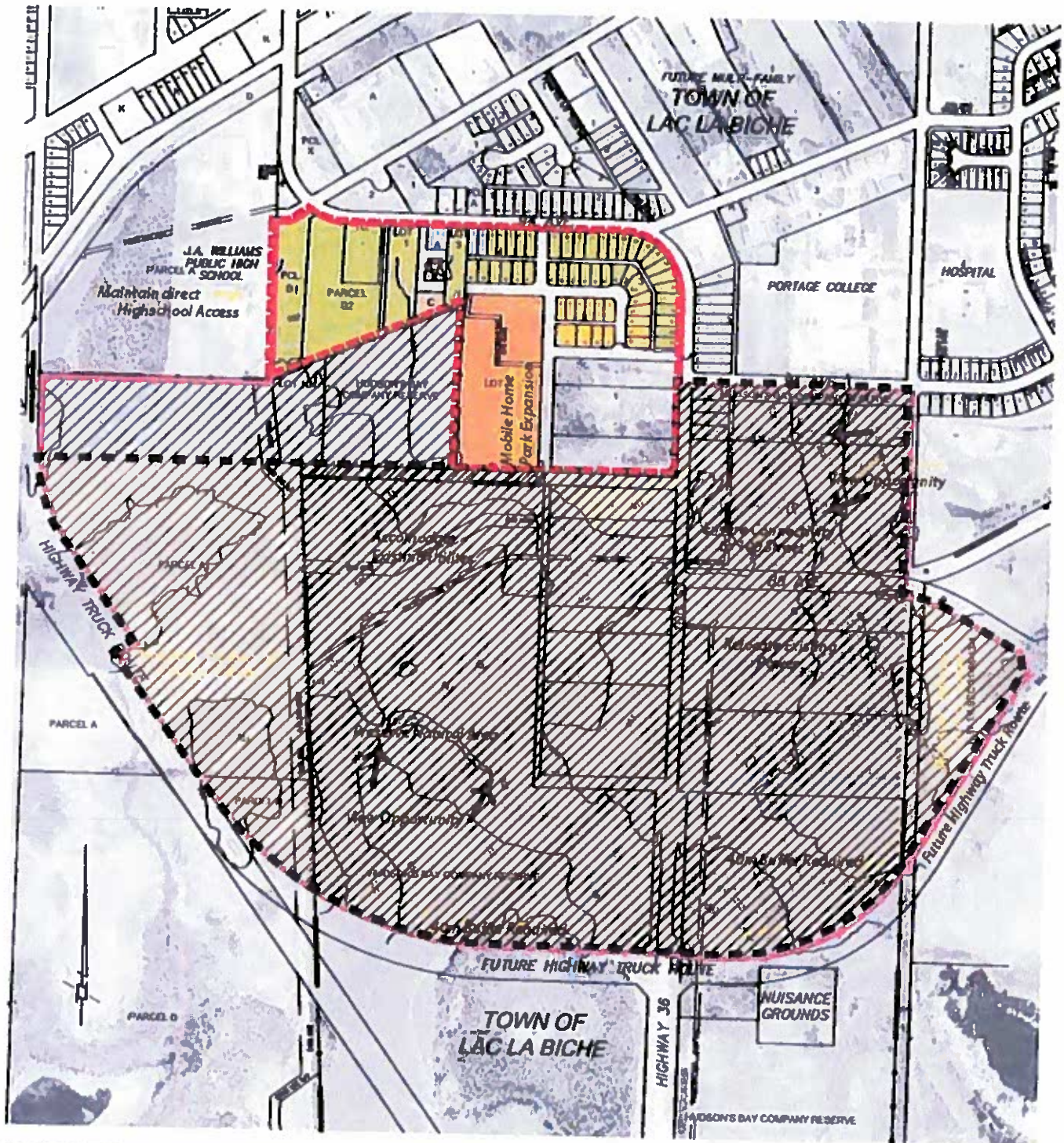
Due to the adoption of the South Lac La Biche Major Area Structure Plan, the nuisance grounds are no longer relevant to the Highway 36 Area Structure Plan.



- Area Structure Plan Boundary (As amended by Bylaw 17/006)
- ▭ Location of Area Structure Plan
- ▭ Area of Study
- - - - - Town Boundary
- ▨ Policies for these areas are now included in the South Lac La Biche Major Area Structure Plan

**TOWN OF LAC LA BICHE
HIGHWAY 36 AREA
STRUCTURE PLAN**

**Figure 1
Location Plan**



- - - Area Structure Plan Boundary (As amended by Bylaw 17/006)
- ||||| Policies for these areas are now included in the South Lac La Biche Major Area Structure Plan
- Residential (Medium Density)
- RMHP (Residential Manufactured Home Park)
- Residential (Multi-family)
- RMHS (Residential Manufactured Home)
- Institutional
- Lands excluded from ASP as they were previously part of Lakeland County

**TOWN OF LAC LA BICHE
HIGHWAY 36 AREA
STRUCTURE PLAN**

**Figure 2
Existing Conditions**

2.5 Historical Resources

The original Lac La Biche Townsite, namely Plan 4313 BF, was a subdivision of Part of the Hudson Bay Company's Reserve. This 1,000 acre reserve was one of the terms of the surrender in 1869 to the Dominion of Canada of all the Hudson Bay Company's rights in Rupert's Land. The Hudson Bay Company was entitled to select a block of land adjoining each of its Posts. The Company had a Post at Lac La Biche at that time.

The Lac La Biche Trail was the first cut road in Alberta. When the Oblate Missionaries at the Lac La Biche Mission completed this task in 1856, it provided this region with an overland link with the Winnipeg Trail at Fort Pitt, into the Red River Settlement, and the United States. The Lac La Biche Trail was designated a Provincial Historic Resource in 1993.

The creation of Subdivision Plan 4313 BF was one of the inducements to have J.D. McArthur build the Alberta and Great Waterways Railway to Lac La Biche instead of having a railway run north through the Plamondon District.

The Continental Divide is also located near the Town of Lac La Biche.

2.6 Soils

The soil consists of the following base according to the "Soil Survey of the Sand River Area" (Alberta Soil Survey - 1975):

- a) Grandin (sixty percent) - clay loam which is moderately well drained;
- b) Maywood (thirty percent) - a mixture of clay loam and silty clay loam which is moderately well drained; and
- c) Edward (ten percent) - loamy coarse sand which is rapidly drained.

2.7 Vegetation and Natural Features

Scattered woodlots are prevalent throughout the plan area with a natural ravine area bisecting the property in the southwest portion of the plan area. A reasonably dense forested area exists in the eastern portion of the plan area. Efforts will be made to retain vegetation wherever possible and incorporate it into the plan area.

2.8 Topography (Amended as per Bylaw No. 17/006)

The amended ASP area contains elevations ranging from 550 metres on the west to 560 metres on the northeast. Topography is shown in **Figure 3**. Slopes in the ASP area are shown in **Figure 4**. Most of the land in the plan area is developable.

2.9 Transportation Facilities (Amended as per Bylaw No. 17/006)

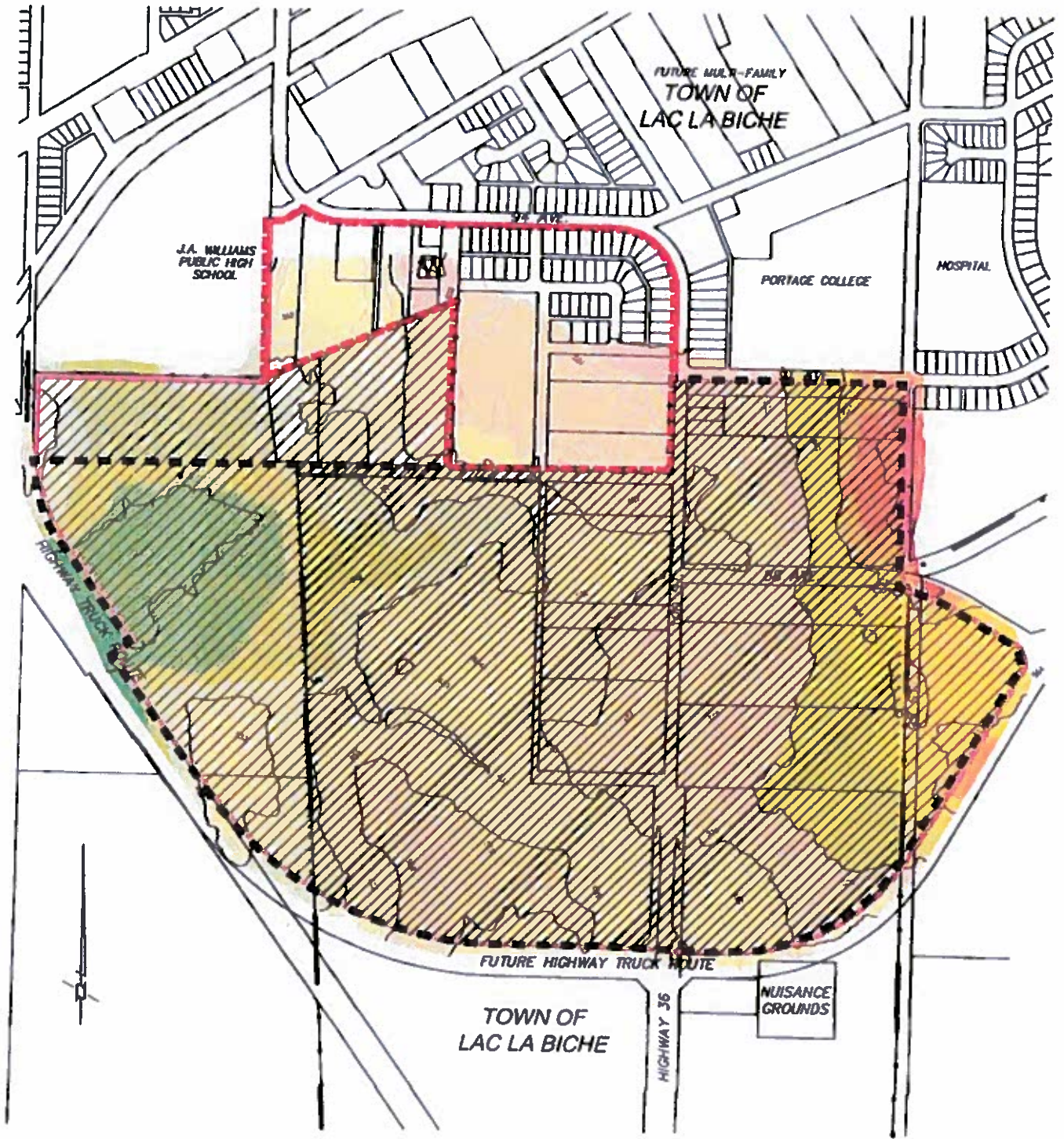
The ASP area is well connected to the Town of Lac La Biche and to major routes in the area. The ASP area is bound to the east by 100th street, which connects with Highway 881, Highway 36, and Highway 55. To the south, the ASP area is bound by 90th avenue, which also connects with Highway 55. To the north, the ASP area is bound by 94th avenue. There is also an existing roadway system within the ASP area, consisting of 91st and 92nd avenue and by 102nd and 101st street, serving the residential uses contained within.

2.10 Land Ownership

The plan area is owned by several different land owners as shown on **Figure 5**, and in **Appendix B**.

2.11 Lakeland County (Amended as per Bylaw No. 17/006)

At the time of the adoption of this plan, lands that fell under the previous Lakeland County were excluded from the study area. Policies for those lands that located south of the plan area are now contained within the South Lac La Biche Major Area Structure Plan.



**TOWN OF LAC LA BICHE
HIGHWAY 36 AREA
STRUCTURE PLAN**

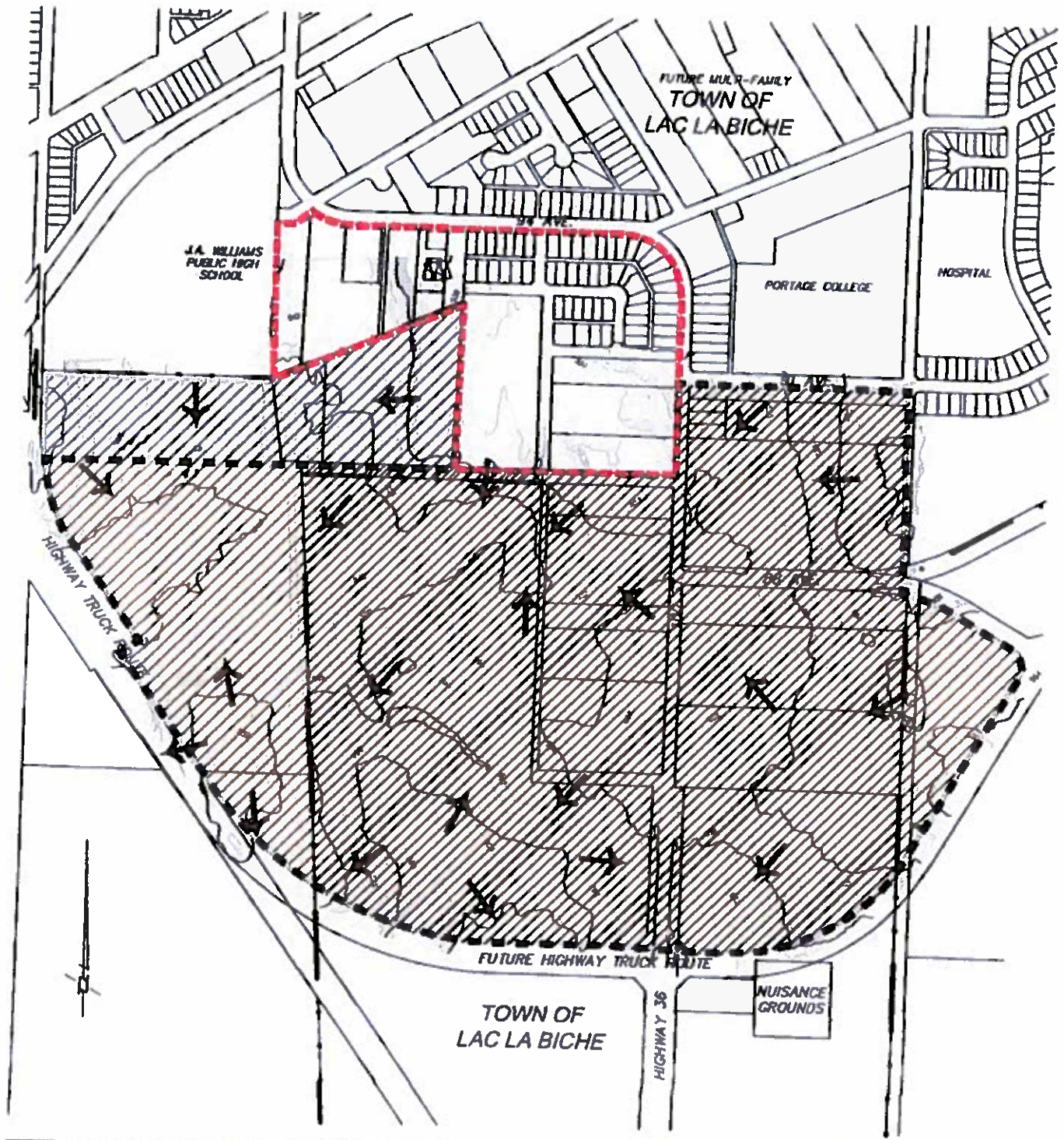
Area Structure Plan Boundary (As amended by Bylaw 17/006)
 Lands excluded from ASP as they were previously part of Lakeland County

| | | | | |
|--|--|--|--|--|
| 545m - 546m | 550m - 552m | 556m - 558m | 562m - 564m | 568m - 570m |
| 546m - 548m | 552m - 554m | 558m - 560m | 564m - 566m | |
| 548m - 550m | 554m - 556m | 560m - 562m | 566m - 568m | |

Policies for these areas are now included in the South Lac La Biche Major Area Structure Plan

**Figure 3
Topography Plan**

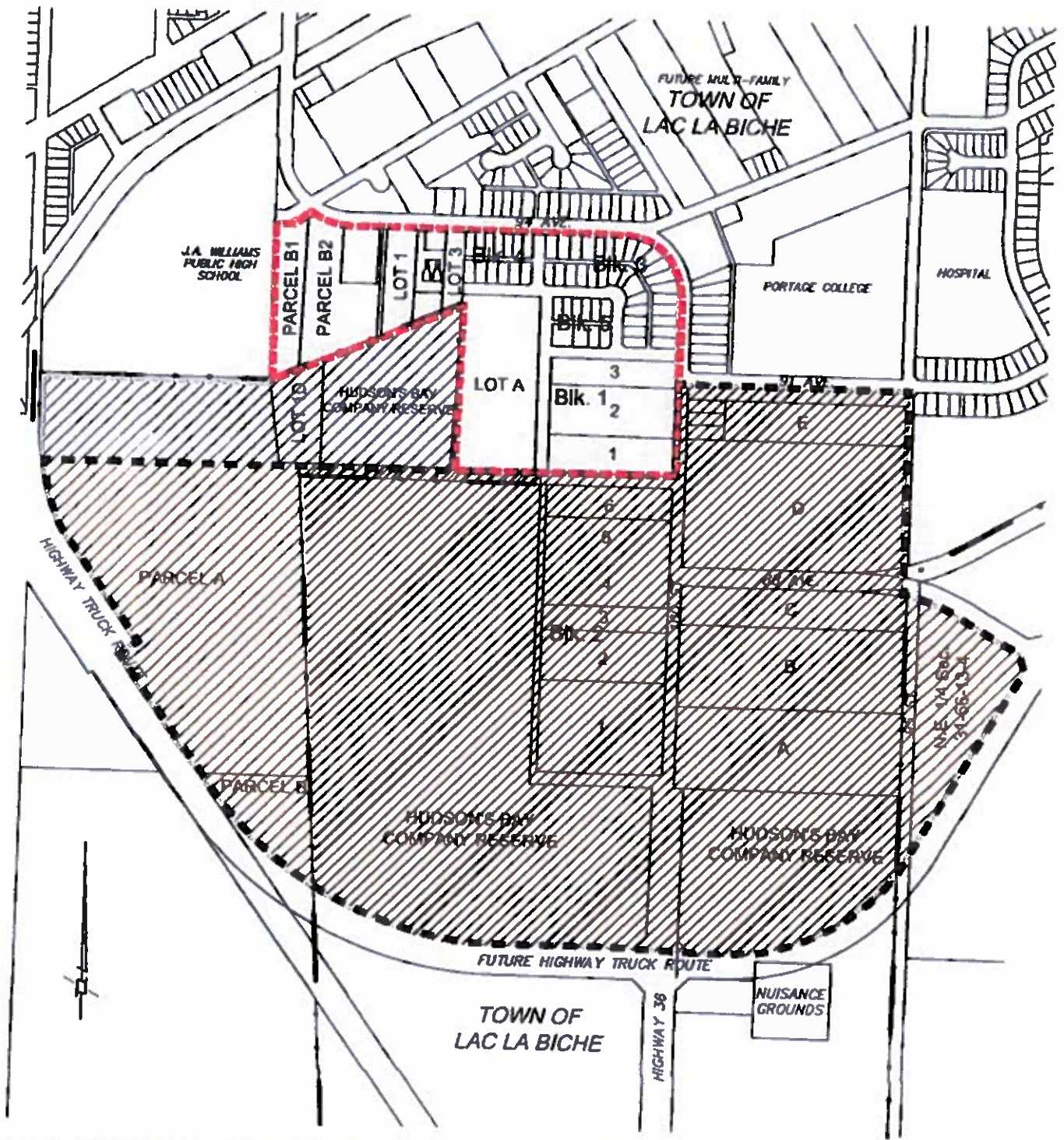
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- Area Structure Plan Boundary (As amended by Bylaw 17/008)
- Lands excluded from ASP as they were previously part of Lakeland County
- 5% - 10% Slope Range
- +10% Slope Range
- Policies for these areas are now included in the South Lac La Biche Major Area Structure Plan
- Direction of Slope

**TOWN OF LAC LA BICHE
HIGHWAY 36 AREA
STRUCTURE PLAN**

**Figure 4
Slope Plan**



- - - - Area Structure Plan Boundary (As amended by Bylaw 17/006)
- Lands excluded from ASP as they were previously part of Lakeland County
- Policies for these areas are now included in the South Lac La Biche Major Area Structure Plan

**TOWN OF LAC LA BICHE
HIGHWAY 36 AREA
STRUCTURE PLAN**

**Figure 5
Ownership Plan**

2.12 Intermunicipal Development Plan

The Town of Lac La Biche and Lakeland County are in the process of developing an Intermunicipal Development Plan (IDP) for the area surrounding the Town. The IDP is a long-term plan that will ensure future land uses in the area that are mutually beneficial to both Municipalities. Some of the objectives of this Plan are as follows:

- a) define the land uses in the Plan area;
- b) ensure compatibility of the Town and County plans adjacent to the defined area;
- c) establish development policies for lands adjacent to the truck route;
- d) develop a plan for upgrading infrastructure within and adjacent to the IDP area;
- e) outline the process for extending utility services to lands within th IDP area.

It is expected that the Intermunicipal Development Plan will be completed by April, 2003.

3 POLICY FACTORS INFLUENCING THE PLAN

The Area Structure Plan provides the overall policy framework for the development of the area.

The plan indicates possible design concepts for collector road patterns and development options. This concept is preliminary at this stage and flexibility to adjust to changing market and development conditions in Lac La Biche will be recognized at the subdivision stage as development proceeds.

3.1 Plan Objectives

Recognition of the potential role of the development as an important segment of the urban fabric of the Town of Lac La Biche leads to the formulation of a number of objectives that should guide the development of the area. The area is primarily residential in nature with a possibility for some future development of commercial, the details of which will require additional study when development is contemplated.

3.1.1 Overall Objectives

- i) To conserve and optimize the use of the natural environment through the sensitive integration of the development within the existing natural ravine area
- ii) To preserve any significant viewpoints for integration into the area
- iii) To provide services to the standards of the Town of Lac La Biche
- iv) To provide planning flexibility and stimulate innovation in planning and design of residential areas through the use of development controls.
- v) To encourage energy efficiency in planning whenever possible with the use of proper site orientation techniques and vegetation.
- vi) To allow for economical, phased development at the earliest date practical, consistent with municipal policies

3.1.2 Residential Objectives

- i) To provide a needed accommodation area for housing within the southern portion of the Town of Lac La Biche
- ii) To create an attractive residential community to accommodate approximately 953 people (As amended by Bylaw no 17/006)

- iii) To conform to neighbourhood planning requirements utilizing quality urban design principles
- iv) To promote the establishment of a heterogeneous community containing a variety of housing types
- v) To create sub-neighbourhood sectors which are flexible to change at subsequent planning stages dependent upon area analysis and market conditions as they change from time to time

3.1.3 Open Space Park Objectives

- i) To meet the needs of future residents for parks and open space
- ii) To recognize the natural areas as an open space and recreational opportunity
- iii) To fulfill the statutory requirements of the Municipal Government Act by providing up to 10% of the area as Municipal Reserve in the form of land or money-in-place of land or a combination thereof

3.1.4 Transportation Objectives

- i) To provide safe and convenient access for residents to the current high school site adjacent to the plan area
- ii) To provide safe and convenient access for residents to the proposed school via a local road
- iii) To provide for safe and convenient access for pedestrians through the natural area and through to Portage College
- iv) To provide direct access from Highway 36, through the neighbourhood into the downtown
- v) To provide an efficient hierarchical circulation system for automobiles, pedestrians and bicycles
- vi) To recognize the importance of the truck route and provide necessary buffering and setback requirements

3.1.5 Utility Objectives

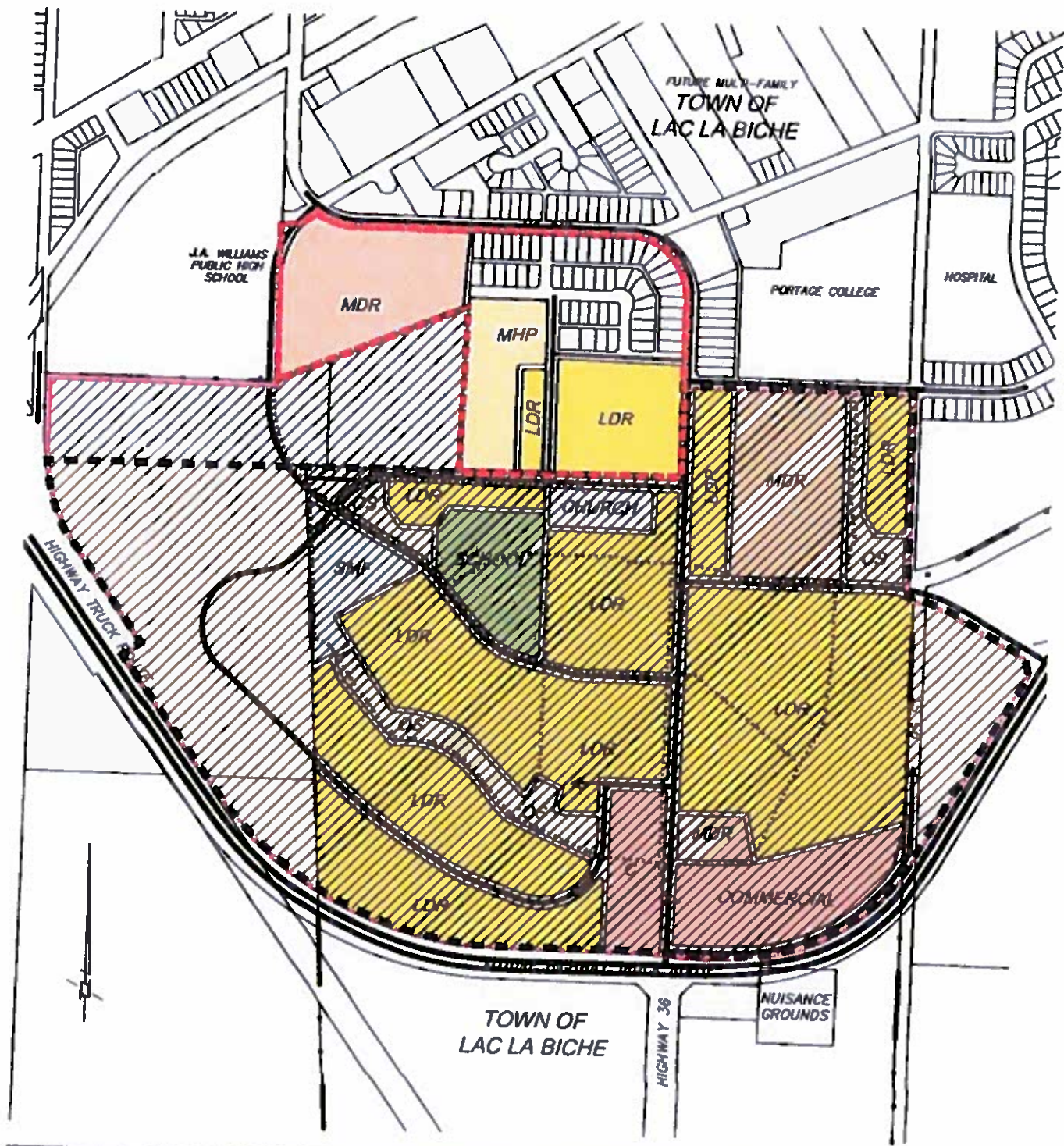
- i) To provide an economical servicing system and phasing sequence based on a logical extension of municipal services
- ii) To utilize stormwater retention and detention techniques as part of the servicing and amenity opportunities wherever possible
- iii) To incorporate the existing utilities in the plan area to the fullest extent possible to provide services to the standards of the Town of Lac La Biche

3.1.6 Institutional Objectives

- i) To meet the needs of the area for the proposed new school

3.1.7 Commercial Objectives (Amended as per Bylaw No. 17/006)

Based on the amended plan area resulting from the adoption of the South Lac La Biche Major Area Structure Plan, the plan area no longer contains any commercial areas.



- Area Structure Plan Boundary (As amended by Bylaw 17/006)
- ▨ Lands excluded from ASP as they were previously part of Lakeland County
- Low Density Residential
- Medium Density Residential
- Manufactured Housing
- School
- S.W.M.F.
- Commercial
- Institutional
- Natural Open Space
- Pedestrian Linkage
- ▨ Policies for these areas are now included in the South Lac La Biche Major Area Structure Plan

**TOWN OF LAC LA BICHE
HIGHWAY 36 AREA
STRUCTURE PLAN**

**Figure 6
Proposed Land Use Concept**

FOCUS INTEC

N:\Lac La Biche\100323-10\Planning\100323-10-ASP-3.dwg

4 LAND USE CONCEPT

4.1 General (Amended as per Bylaw No. 17/006)

The amended plan area provides the land use framework for a mix of residential uses and densities. The plan area can accommodate an approximate population of 953 people.

4.2 Residential

The majority of the land within the Highway 36 Area Structure Plan is designated for residential purposes. The plan provides for the development of a range of dwelling types including single detached, medium density and manufactured housing permitting a choice of accommodation. The overall density of the plan is 10.8 units per hectare. It is proposed that higher density housing requirements will be located adjacent to Portage College along 91st Avenue, adjacent to the high school in the northwest corner of the plan area and possibly at the southernmost entrance to the plan area, adjacent to Highway 36, although this will be discussed later in the document (see Figure 6).

4.3 Institutional (Amended as per Bylaw No. 17/006)

The amended plan area does not contain any sites for institutional uses. The adjacent South Lac La Biche Major Area Structure Plan provides policies for Institutional uses including a church and a school site.

4.4 Open Space (Amended as per Bylaw No. 17/006)

The amended ASP area does not contain any open spaces. Open spaces areas are now contained within the South Lac La Biche Major Area Structure Plan located south of the plan area.

4.5 Commercial (Amended as per Bylaw No. 17/006)

The amended ASP area does not contain any commercial areas. Commercial areas are now contained within the South Lac La Biche Major Area Structure Plan located south of the plan area.

5 SERVICING

5.1 Sanitary Sewage Collection

5.1.1 Existing System

The Town of Lac La Biche maintains an existing sanitary sewer collection system consisting of varying diameters of gravity sewers and a lift station which would convey sewage flows from all areas to the aerated lagoon treatment facility located south of town. This collection system converges to one main trunk sewer located within the boundary of the ASP along the western edge of the town limit as shown on Figure 7. This trunk sewer flows to a second lift station beyond the ASP area from which the sewage is pumped to the lagoons.

Part of the existing collection system consisting of smaller diameter (200 mm diameter to 300 mm diameter) is already situated within the ASP area as also indicated on Figure 7. These sewers were installed to service the portions of the area already developed but are considered within the new ASP. As noted above, this portion of the collection system flows to the one main trunk and one to the sewage treatment facility.

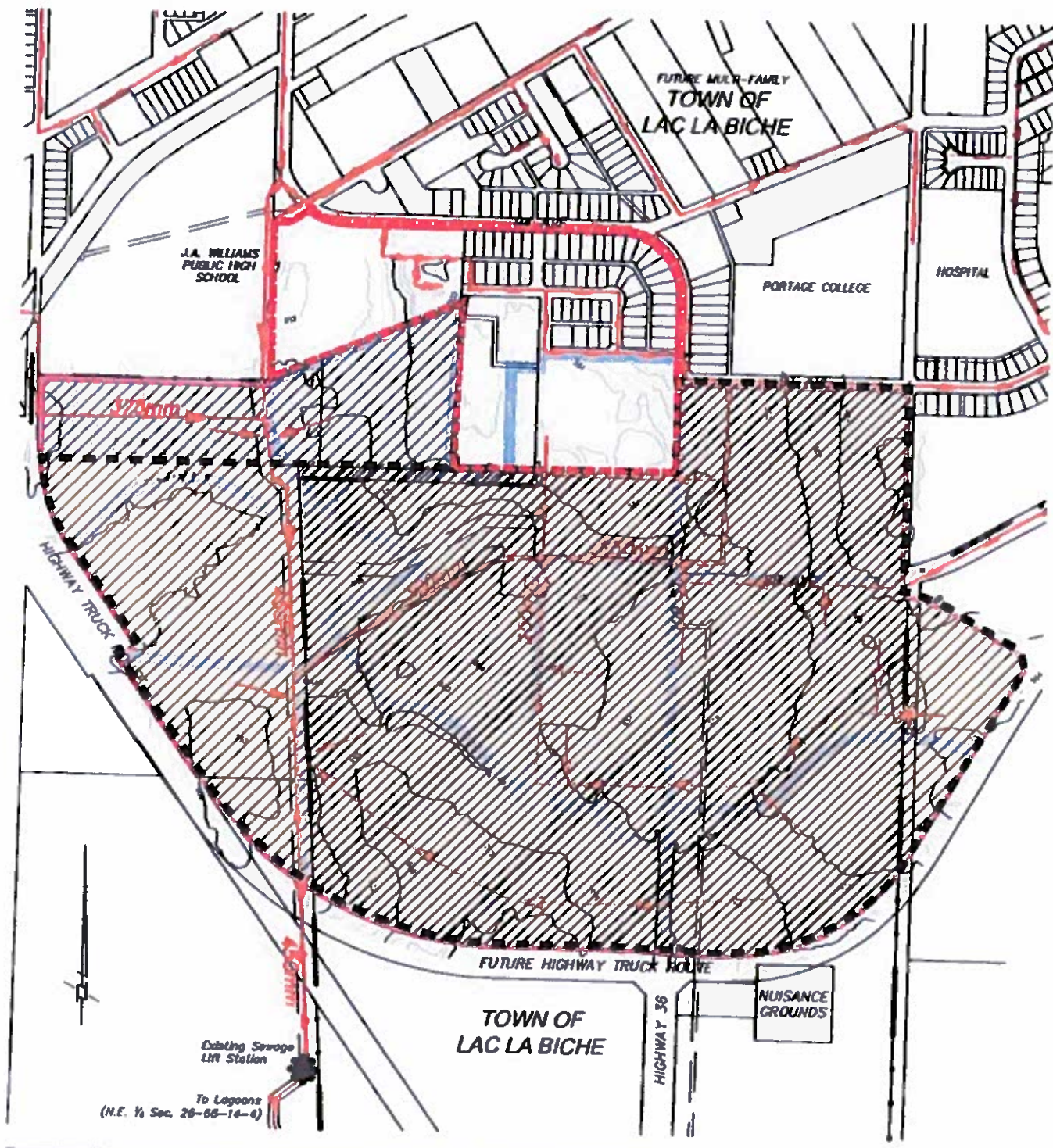
Capacities of the existing system are as follows:

| | |
|---|-----------------------|
| □ 525 mm diameter trunk sewer to lift station | 190.3 L/s |
| □ Lift Station | 142 L/s (9000 people) |
| □ Sewage Lagoon | 6000 people |

Data received from the town for the year 2000 indicate that servicing a population of 2611 (Town of Lac La Biche) the average daily sewage flow rate through the lift station is 21.7 L/s with a peak flow of 33.04 L/s (experienced in July 2000). These flow rates include the flow received from Beaver Lake community through the Town's collection system.

5.1.2 Review of Existing System

Based on the capacities as noted above and the sewage generation for the current population, the existing collection and treatment system will have enough capacity to handle the development located within the ASP.



- Area Structure Plan Boundary (As amended by Bylaw 17/006)
- Lands excluded from ASP as they were previously part of Lakeland County
- Existing Sanitary Servicing
- Proposed Sanitary Basins
- Existing Sewage Lift Station
- Proposed Direction of Flow and Major Sanitary Sewers
- Direction of Flow
- Policies for these areas are now included in the South Lac La Biche Major Area Structure Plan

**TOWN OF LAC LA BICHE
HIGHWAY 36 AREA
STRUCTURE PLAN**

**Figure 7
Sanitary Servicing**

FOCUS INTEC

5.1.3 ASP Collection System

The general topography of the area within the ASP boundary is east to west with a high elevation of 568 and a low elevation of approximately 545. The existing trunk sewer is located in the western portion of the area and lends itself well to receiving flows from northern and eastern portions of the ASP area. A portion of the land to the west of the trunk (primarily located in Lakeland County) can also be serviced via the trunk based on the topography. There is however, an existing low spot (which constitutes the lowest elevations in the area) which is too low for practical sanitary sewer servicing via gravity mains. These features are illustrated on Figure 3. It should be noted that the current wet weather drainage works its way through the storm sewer system to an open ditch feeding into this low lying area. For the most part this area is permanently wet.

It is expected that a series of sewer mains can be incorporated into the design of the road network as part of the ASP allowing the sanitary drainage to flow to the western trunk sewer. Figure 7 indicates the conceptual layout of sanitary sewer mains to service the sub-basins within the ASP area.

The total land area (including Lakeland County) is approximately 127 ha. Discounting the portions of the ASP already serviced and the low lying areas, the gross area becomes approximately 90 ha. Using a population of 34 people/ha and a sewage generation rate of 320 L/d/p, it is expected that the new lands serviced within the ASP area would generate approximately 14 L/s of sewage (peak dry weather). If you add to this the 33 L/s of existing flows, the total projected flows are significantly below the 190 L/s trunk sewer capacity. Therefore, this quantity can be easily accommodated by the existing infrastructure.

5.2 Storm Water Drainage

5.2.1 Existing System

The Town of Lac La Biche currently has a storm sewer system serving developed areas. A portion of this system discharges into an open channel system in the ASP area and flows to the west and into Lakeland County. At present there is no stormwater management provided for storm runoff.

5.2.2 ASP Collection System

The natural drainage within the ASP boundary is generally east to west, with a defined channel in the southern portion of the study area. It should be possible to incorporate a storm sewer system into the design of the roadway network to service new development within the ASP boundary area. It may also be possible to utilize the natural drainage channel as part of the storm drainage system to convey flows to the west within the study area.

It is current practice in land development to provide stormwater management facilities for new developments in order to reduce the risk of flooding downstream of these developments. To this end, Alberta Environment generally expects stormwater discharges from new developments to be restricted to predevelopment flow rates. Also, there are stormwater quality issues that can generally be addressed by provided stormwater management facilities. It is assumed that the areas which currently discharge without the provision of storm water would be allowed to flow-through any future stormwater facilities.

Based on the natural topography, stormwater management could be incorporated into the ASP development in the low area in the western portion of the study area, as indicated in Figure 8. Currently this area consists of peat/muskeg and the natural drainage channel directs runoff to this location. Also, the proposed sanitary servicing noted that a portion of this low area was not practical to service, suggesting that this is the best location to implement stormwater management. Based on good engineering practice the storage facility for the 130 ha of land would require approximately 8.0 hectares at maximum water level. A portion of this area will exist within the Town and a portion will be developed with the County in the future. The final storage requirements would be determined at the time of design.

Storm drainage flows from the stormwater management facility will be directed to natural drainage channels to the west and eventually into Lac La Biche.

5.3 Water Supply and Distribution

5.3.1 Existing System

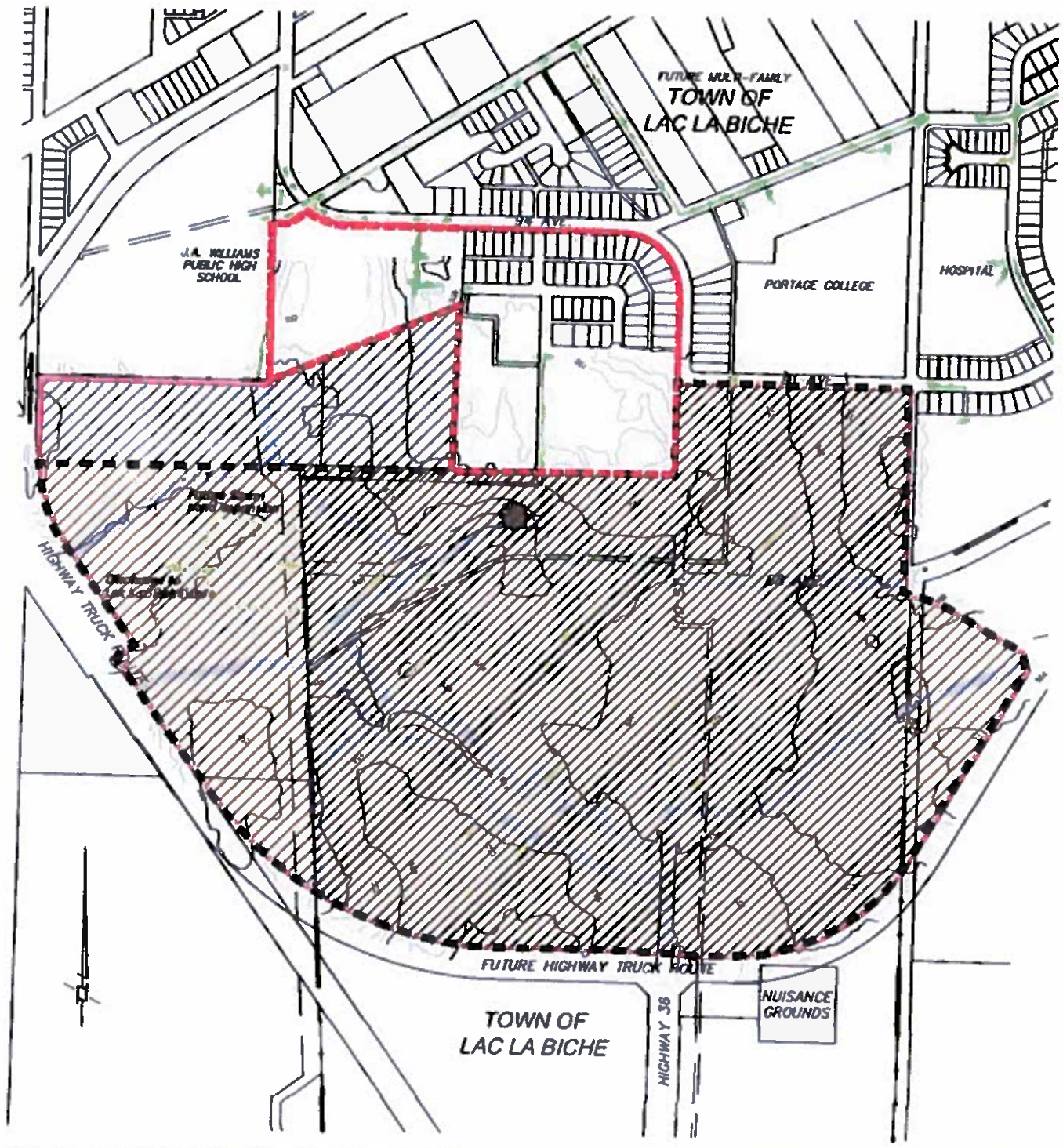
The Town of Lac La Biche receives water from it's own water treatment plant located adjacent to the Lake and is subsequently distributed throughout a network of distribution mains.

Part of the existing distribution system consisting of 150 mm diameter and 200 mm diameter mains is already situated within the ASP area as earlier indicated on Figure 9. These water mains were installed to service the portions of the area already developed but are considered within the new ASP.

The present water treatment plant capacity is 2180 m³/d and will be expanded to 7933 m³/d by 2003 as part of the design and construction of a new facility. This new facility is presently being designed primarily to accommodate water quality issues, but will also be expanded to expected growth within the town.

5.3.2 ASP Water Distribution System

The proposed water distribution system will be a conventional pressurized system connected to the Town's existing system as indicated on Figure 9. Proper



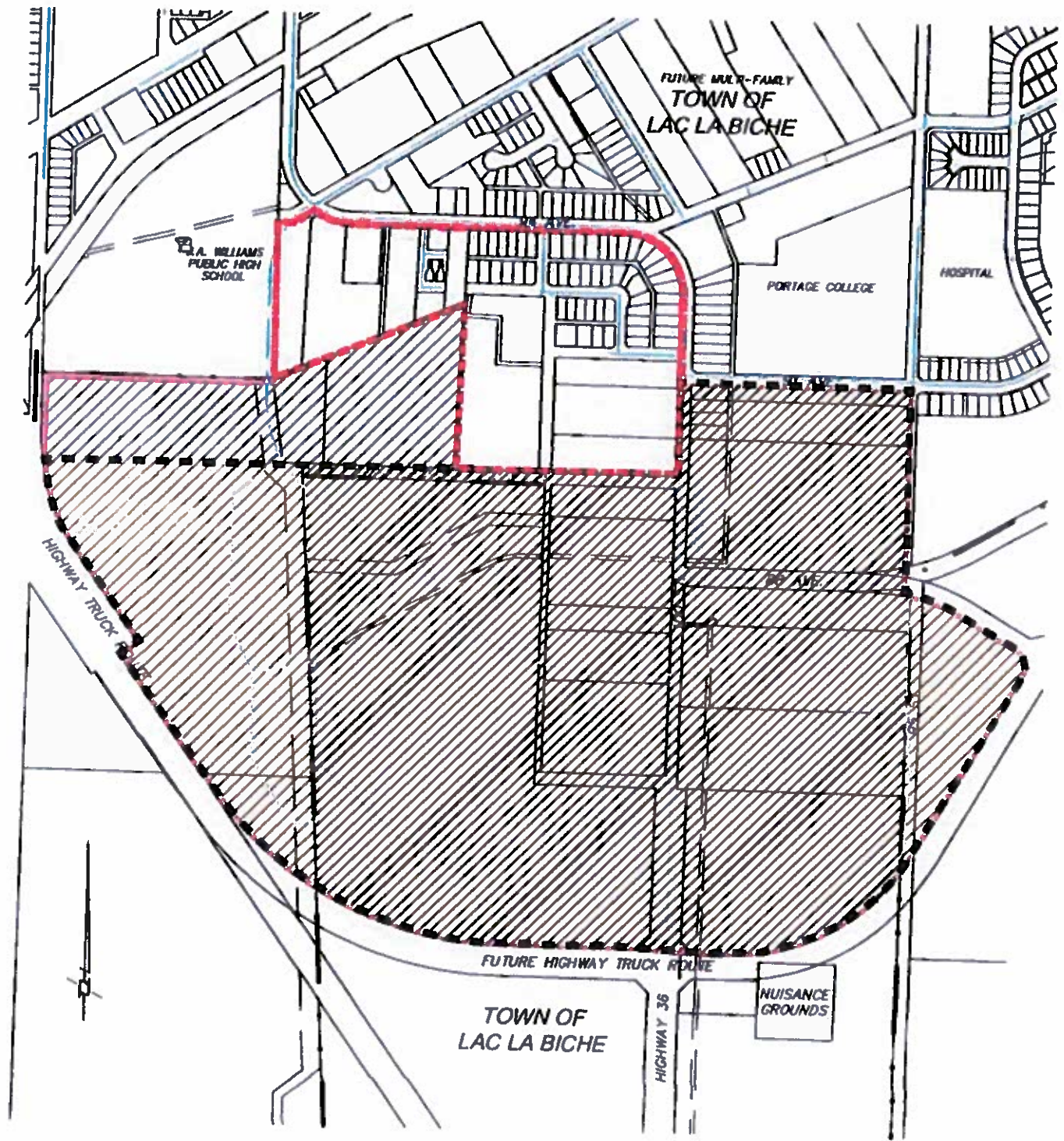
- Area Structure Plan Boundary (As amended by Bylaw 17/006)
- Lands excluded from ASP as they were previously part of Lakeland County
- Existing Stormwater Servicing
- Proposed Storm Basins
- Existing Outfall
- Proposed Direction of Flow and Major Storm Sewers
- Direction of Flow

**TOWN OF LAC LA BICHE
HIGHWAY 36 AREA
STRUCTURE PLAN**

**Figure 8
Stormwater Servicing**

FOCUS INTEC

Policies for these areas are now included in the South Lac La Biche Major Area Structure Plan



- - - Area Structure Plan Boundary (As amended by Bylaw 17/006)
- Lands excluded from ASP as they were previously part of Lakeland County
- Existing Water Servicing
- - - Proposed Watermain Loops
- Policies for these areas are now included in the South Lac La Biche Major Area Structure Plan

**TOWN OF LAC LA BICHE
HIGHWAY 36 AREA
STRUCTURE PLAN**

**Figure 9
Water Servicing**

looping will be required and is achievable. This will provide acceptable pressures and fire flows as required.

As the ASP area is around 20 m of relief from east to west and existing water tie-in points are available at the higher end of topography, servicing the area and maintaining adequate pressures is not considered to pose difficulties. Staging and looping will be required as the neighbourhood develops to ensure that a large area is not serviced from one main. In general, the water network should consist of larger mains acting as feeders to the local distribution piping. Sizing will be determined based on required pressures and system velocities.

6 TRANSPORTATION

6.1 Vehicular Traffic (Amended as per Bylaw No. 17/006)

The ASP area has excellent access to the Town's Transportation network. The 100th street collector roadway to the east of the ASP area provides access north to the Town Centre and south to South Lac La Biche Major Area Structure Plan area. Within the ASP area, 102nd avenue, 101st avenue, 101st street, and 102nd street, provide access to the parcels within the area. All public roadways have been constructed to Town of Lac La Biche standards.

The Transportation Plan is provided in **Figure 10**.

6.2 Pedestrian Traffic

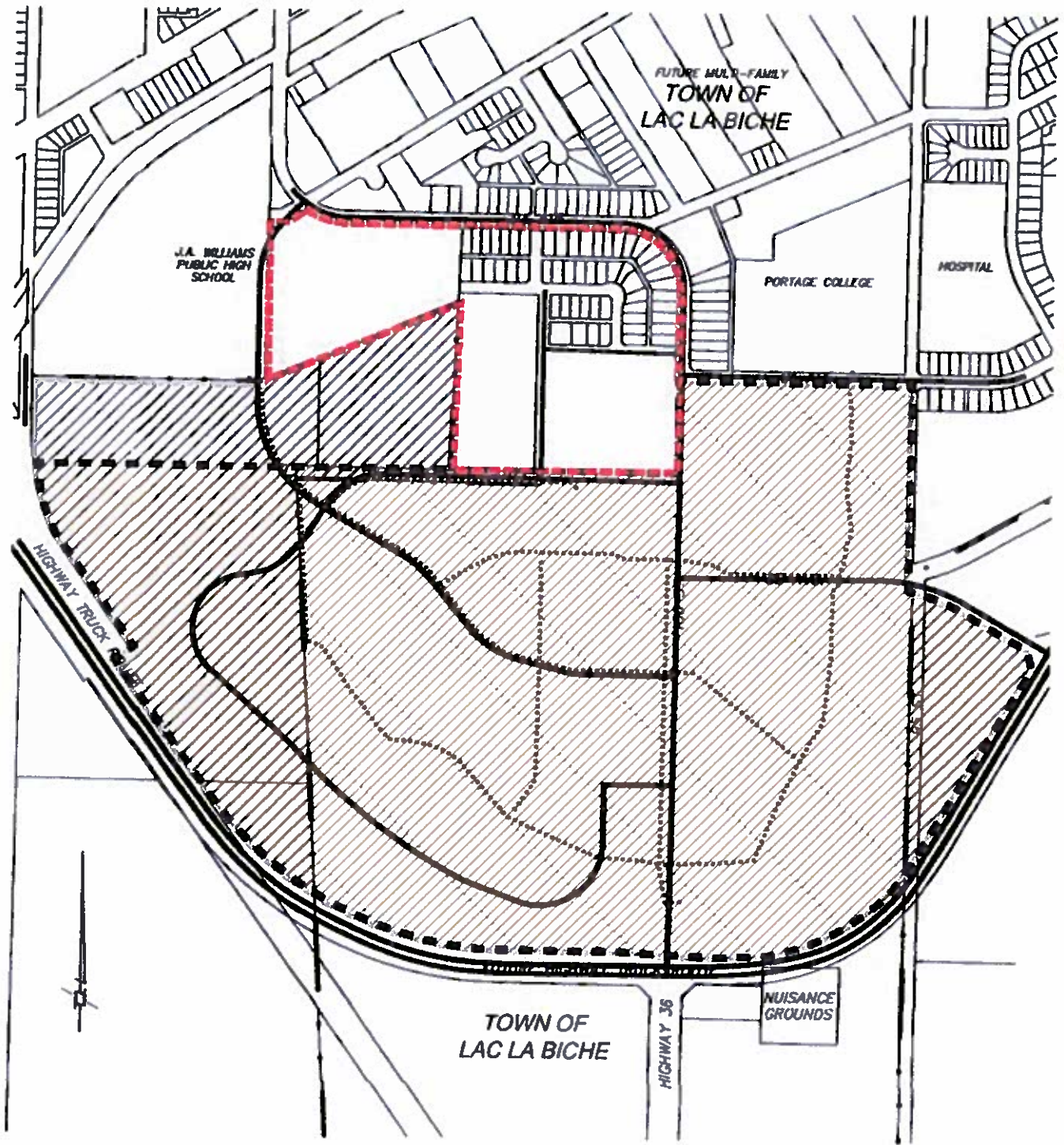
A series of walkways have been provided to offer safe and convenient access for the residents to the parks and the school site and as well to Portage College and the hospital. Street sidewalks will also be used wherever practical to maintain efficiency.

6.3 Bicycle Traffic

Bicycle traffic will be accommodated through the vehicular roadway system. It is expected that this method of circulation will suffice for efficient movement of bicycles throughout the neighbourhood.

6.4 Trail System

The Town of Lac La Biche adopted a Master Trail Plan in January, 2001. These have been reflected in the Area Structure Plan.



- Area Structure Plan Boundary (As amended by Bylaw 17/006)
- Lands excluded from ASP as they were previously part of Lakeland County
- Policies for these areas are now included in the South Lac La Biche Major Area Structure Plan
- Pedestrian Linkage
- Arterial Roads
- Collector Roads

**TOWN OF LAC LA BICHE
HIGHWAY 36 AREA
STRUCTURE PLAN**

*Figure 10
Transportation Plan*

7 IMPLEMENTATION

The northern portion of the Area Structure Plan has been substantially completed. Development will continue southward along the 100th Street corridor as demand dictates. It is envisioned that the country residential developments along 100th Street will be incorporated into higher density designs in accordance with market demands. Development will extend outward from the 100th Street corridor in accordance with market demand and logical extension of services.

Prior to any development occurring, a rezoning application will be required to the appropriate land use districts in accordance with the Town of Lac La Biche Land Use Bylaw. Concurrent with the rezoning application, subdivision of the necessary parcels will be submitted as demand warrants.

APPENDIX A
Development Statistics

Amended Development Statistics (amended as per Bylaw No. 17/006)

Highway 63 Area Structure Plan, Lac La Biche

| | Hectares | % of GDA |
|-------------------------------------|-----------------|-----------------|
| Gross Area | 20.36 | |
| Gross Developable Ares (GDA) | 20.36 | 100.0 |
| Roads (20% of GDA) | 4.07 | 20.0 |
| Net Developable Area | 16.29 | 80.0 |

| Net Land Uses | Ha | Units | Frontage | Population¹ |
|---|--------------|--------------|-----------------|-------------------------------|
| Low Density Residential ² (LDR) | 4.24 | 80 | | 272 |
| Medium Density Residential ³ (MDR) | 7.93 | 198 | | 535 |
| Mobile Home Park ⁴ (MHP) | 4.12 | 52 | 170 m | 146 |
| Total | 16.29 | 330 | 170 m | 95.3 |

Student Population⁵

| | |
|--------------|------------|
| Elementary | 112 |
| Junior High | 50 |
| Senior High | 50 |
| Total | 212 |

Notes:

1. 3.4 persons/unit for L.D.R., 2.7 persons/unit for M.D.R. & 2.8 persons/unit for M.H.P.
2. Unit total based on 532 sq.m/unit.
3. Unit total based on 25 units/net hectare.
4. Unit total based on 15.6 m wide units divided by the frontage + 41 existing units.
5. Student Generation: (students/unit).
 Elem. 0.34/unit
 Junior H. 0.15/unit
 Senior H. 0.15/unit

Overall Density 41.3 upha

APPENDIX B
Land Ownership as at August 1, 2002

Appendix B – Land Ownership as of August 1, 2002

| | Ownership | Legal Description | Area (ha) |
|-----|--|-----------------------------------|------------------------------|
| 1. | Board of Trustees of Northern Lights School Division No. 69' | Plan 3740 ET, Parcel A, Parcel B | 23.98 County 35.11 County |
| 2. | JHO Holdings & Management Ltd. | Hudson Bay (832 172 775) | 17.9 |
| 3. | JHO Holdings Ltd. | Hudson Bay (872 019 119A) | 22.4 |
| 4. | JHO Holdings Ltd. | Hudson Bay (872 019 119) | 34.1 |
| 5. | Abdul & Mustafa Fayad | Hudson Bay (992 135 072) | 4.57 |
| 6. | Stanley Joseph Strutin | Hudson Bay (862 054 728) | 0.809 |
| 7. | Pedorow/Stratichuk | Hudson Bay (842 029 119) | 32.4 |
| 8. | Lac La Biche Mobile Home Park Ltd. | Plan 3460 RS, Lot A | 3.65 |
| 9. | Annie Maghrabi/Town of LLB/Ekeberg | Plan 8260 ET, Block 1, Lot 1 | 1.87 (total) |
| 10. | Moghrabi, Slieman, Omer & Albert | Plan 8260 ET, Block 1, Lot 2 | 1.62 |
| 11. | Moghrabi, Annie | Plan 8260 ET, Block 1, S Lot 3 | 0.43 |
| 12. | Mchady & Nuhad Fayad | Plan 8260 ET, Block 2, Lot 1 | 2.96 |
| 13. | Chris Boudreault | Plan 8260 ET, Block 2, Lot 2 | 1.62 |
| 14. | Ian Davidson & Judith Gage | Plan 8260 ET, Block 2, Lot 3 | 0.809 |
| 15. | Shipka/Hutchinson | Plan 8260 ET, Block 2, Lot 4 | 1.62 |
| 16. | Mohamed Fayad | Plan 8260 ET, Block 2, Lot 5 | 1.21 |
| 17. | New Life Victory Fellowship | Plan 8260 ET, Block 2, Lot 6 | 1.01 |
| 18. | Mohammed Tarrabain | Plan 658 HW, Block A | 4.75 |
| 19. | Walter Stratichuk | Plan 658 HW, Block B (N ½) | 2.37 |
| 20. | Jim & Elaine Courtoreille | Plan 658 HW, Block B (S ½) | 2.37 |
| 21. | Jacques Dutoit/Marvin Straus | Plan 658 HW, Block C | 2.26 |
| 22. | Bob & Holly Macor | Plan 658 HW, Block D (N ½) | 4.05 |
| 23. | Stratichuk/Madson/Overbo/McFaul/et.c. | Plan 658 HW, Block D (S ½) | 3.08 |
| 24. | Germaine Cadieux | Plan 658 HW, Block B | 1.72 |
| 25. | Joseph & Sophie Chwedoruk | N.W. ¼ 31-66-13-4 | 29.88 County |
| 26. | Ahmed Fayad | Plan 922 3546, Lot 1D | County |
| 27. | John & Loveth Beniuk, Gerald & Dona Cloutier, Edgewater Estates Ltd. | Part of N.E. 31-66-13-W4 | County |
| 28. | Kuraitis/Cadieux/Cadieux | Plan 812 1299, Block E, Lot 1,2,3 | |
| 29. | Ahmad Fayad | Plan 1041 HW, Parcel B1 | 1.22 |
| 30. | Otto Fyith | Plan 1041 HW, Parcel B2 | 1.91 |
| 31. | Malaki & Noor Asiff | Plan 4059 ET, Lot 1 | 0.809 |
| 32. | Cadieux, Curtis & Candace | Plan 012-5803, Blk 1, Lot 4 | |
| 33. | Kozakevich, Dale & Leah | Plan 012 5803, Blk 1, Lot 5 | |
| 34. | Kozakevich, Dale & Leah | Plan 012 5803, Blk 1, Lot 8 | |