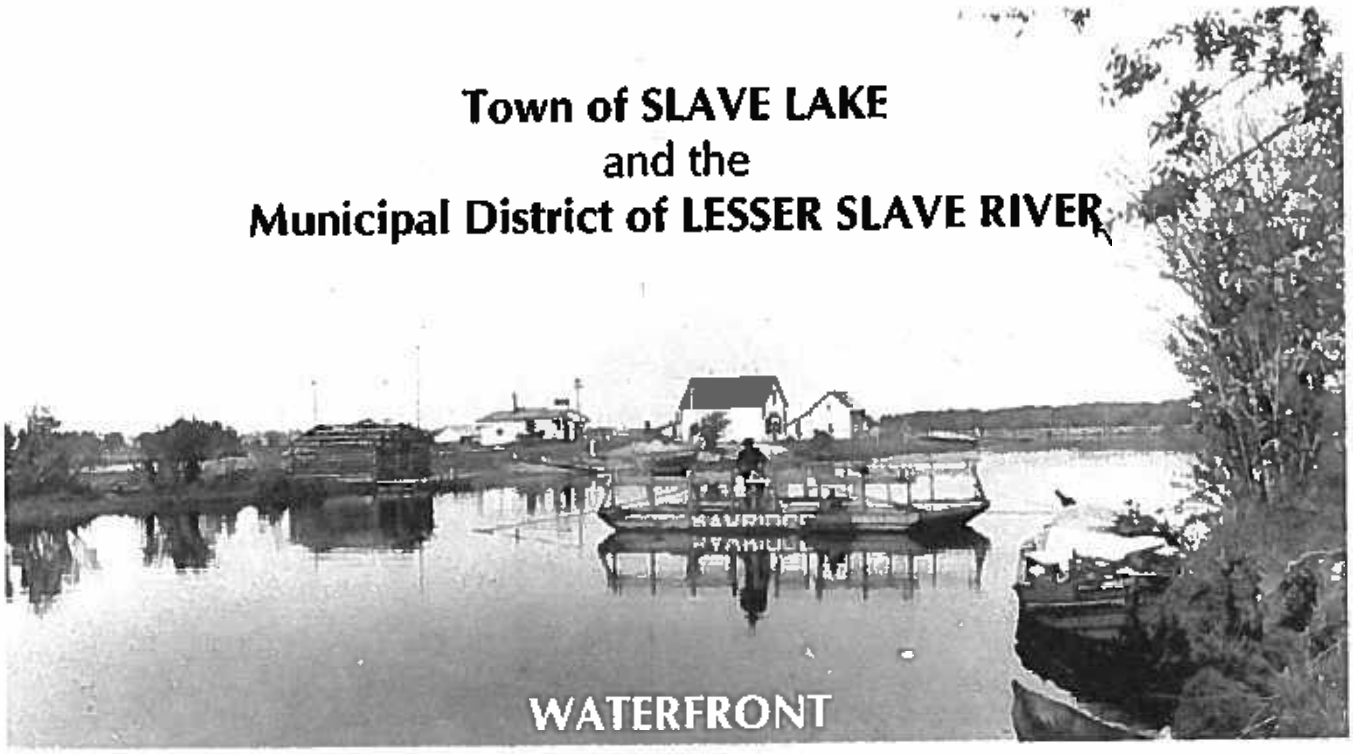
Town of SLAVE LAKE
and the
Municipal District of LESSER SLAVE RIVER



Intermunicipal Area Structure Plan

April 2007

WATERFRONT
Intermunicipal Area Structure Plan

Table of Contents

1 INTRODUCTION 1

1.1 PURPOSE 1
1.2 PLAN BACKGROUND 1
1.3 REGIONAL CONTEXT 2
1.4 HISTORICAL CONTEXT 3
1.5 PROCESS 5
1.6 PLAN ORGANIZATION 6

2 EXISTING CONDITIONS 8

2.1 NATURAL FEATURES 8
2.2 SURROUNDING LAND USE PATTERN 9
2.3 EXISTING STATUTORY PLANS 9
2.4 EXISTING LAND USE AND ZONING 18
2.5 ROAD SYSTEM 21
2.6 MUNICIPAL SERVICES 22
2.7 PUBLIC INPUT 23

3 GOALS AND OBJECTIVES 25

3.1 A VISION FOR THE WATERFRONT 25
3.2 GOALS AND OBJECTIVES 25
3.3 MUNICIPAL SERVICES AND DEVELOPMENT STANDARDS GOAL 27

4 FUTURE LAND USE CONCEPT 28

4.1 PRINCIPLES 28
4.2 FUTURE LAND USE CONCEPT 29
4.3 RESIDENTIAL DEVELOPMENT 31
4.4 POPULATION AND SCHOOL GENERATION 32
4.5 COMMERCIAL DEVELOPMENT 32
4.6 INDUSTRIAL DEVELOPMENT 33
4.7 RECREATION AND OPEN SPACE 33

5 PLAN POLICIES 35

5.1 GENERAL DEVELOPMENT POLICIES 35
5.2 ESTATE RESIDENTIAL AREA 37
5.3 COUNTRY RESIDENTIAL AREA 38
5.4 MULTI-FAMILY RESIDENTIAL 39
5.5 COMMERCIAL AREA 39
5.6 INDUSTRIAL AREA 40
5.7 RECREATION AREA 41
5.8 OPEN SPACE AREA 42
5.9 ADMINISTRATION AND IMPLEMENTATION 42

APPENDIX A – AERONAUTICAL OBSTRUCTION CLEARANCE FORM

List of Figures

Figure 1 – Regional Context 2
Figure 2 – Flood Prone Areas ..... after 8
Figure 3 – Lesser Slave River Area Structure Plan 15
Figure 4 – Lesser Slave River Area Redevelopment Plan 17
Figure 5 – Land Use Districts ..... after page 18
Figure 6 – Existing Land Use ..... after page 18
Figure 7 – Future Land Use Concept ..... after page 29
Figure 8 – Future Trail System 34

1 INTRODUCTION

1.1 Purpose

This Area Structure Plan provides a framework for the long-term growth and development of the lands located within the Waterfront Plan Area. The Plan Area extends:

- north to the south boundary of Lesser Slave Lake (Devonshire Beach) Provincial Park;
- west to the shore of Lesser Slave Lake;
- south to include a small portion of the Town of Slave Lake in the vicinity of the Slave Lake airport; and,
- one mile to the east of Highway 88

Although most of the lands included in the Plan Area are within the boundary of the M.D. of Lesser Slave River, the Town of Slave Lake has a significant interest in the orderly, economical and beneficial development of these lands as well as those currently under the Town's jurisdiction. The commitment therefore, to an inter-municipal area structure plan has been endorsed by both municipalities.

1.2 Plan Background

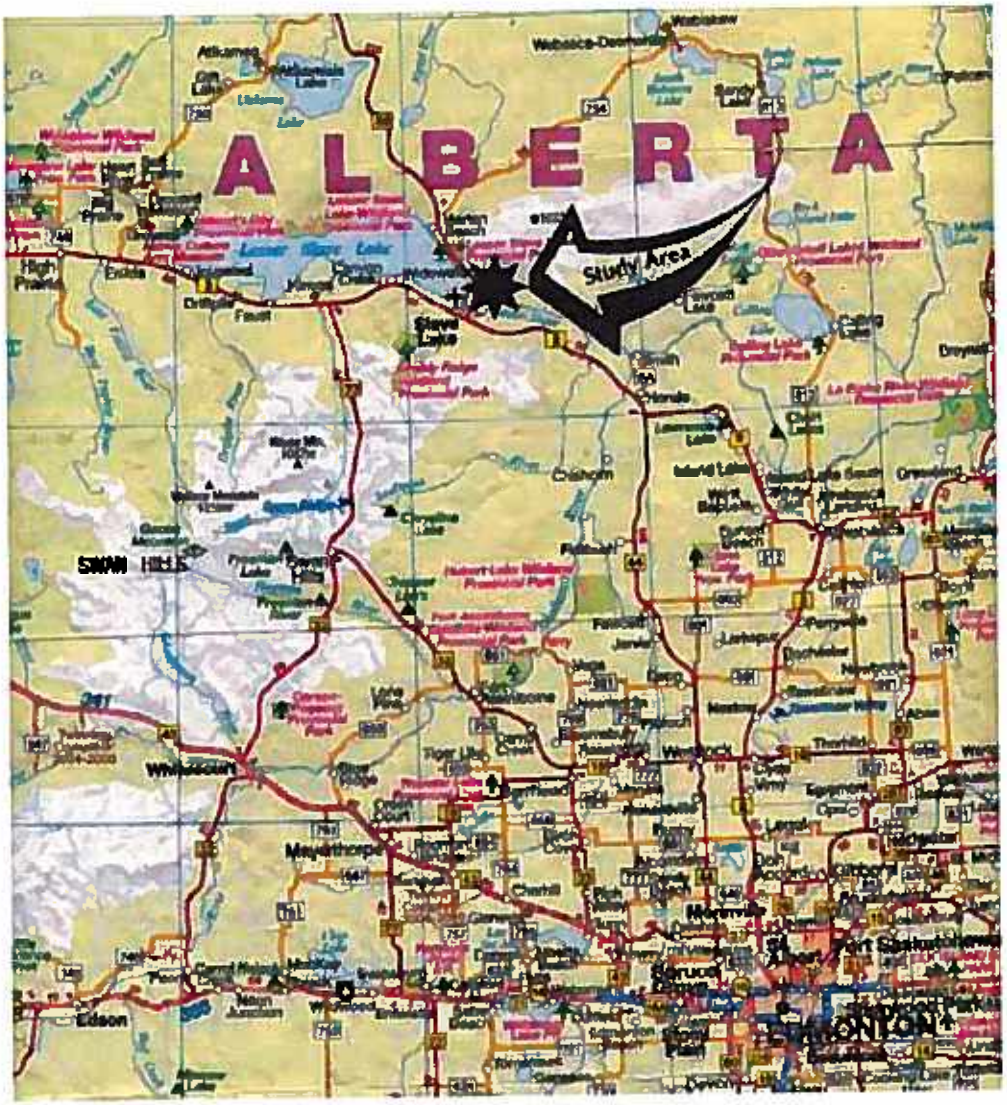
The Plan Area straddles the Lesser Slave River at its confluence with Lesser Slave Lake. Sawridge, once the centre of commerce and the beginnings of the Town of Slave Lake was located adjacent to the shore of the Lesser Slave River in the vicinity of Highway 88. Sawridge was an important transportation and trading centre early in the 20th century with steam boats bringing trade goods and settlers up the Athabasca and Lesser Slave Rivers and across Lesser Slave Lake. Sawridge was renamed Slave Lake in the 1920's, however, a major flood event in 1935 devastated the community which was subsequently moved to its present location adjacent to the CN railway and Highway 2.

The Area Structure Plan proposes a land use policy framework that serves as a basis for a growth management and infrastructure investment strategy. The Plan provides the necessary impetus for generating interest in local development and private sector investment, such that new residential, commercial and industrial growth may be attracted to the Waterfront area.

1.3 Regional Context

The Plan Area is located on the east shore of Lesser Slave Lake abutting the north boundary of the Town of Slave Lake and the south boundary of Lesser Slave Lake Provincial Park. The area can be reached in about 3 hours north from Edmonton and about the same driving time to Peace River (Figure 1). The Hamlets of Widewater and Canyon Creek are located on the south shore of the lake about 10 kilometres west of the Town of Slave Lake. The communities of Kinuso and Driftpile are located west of Canyon Creek. Marten Beach is located north of the Plan Area adjacent the north boundary of Lesser Slave Lake Provincial Park.

Figure 1 - Regional Context



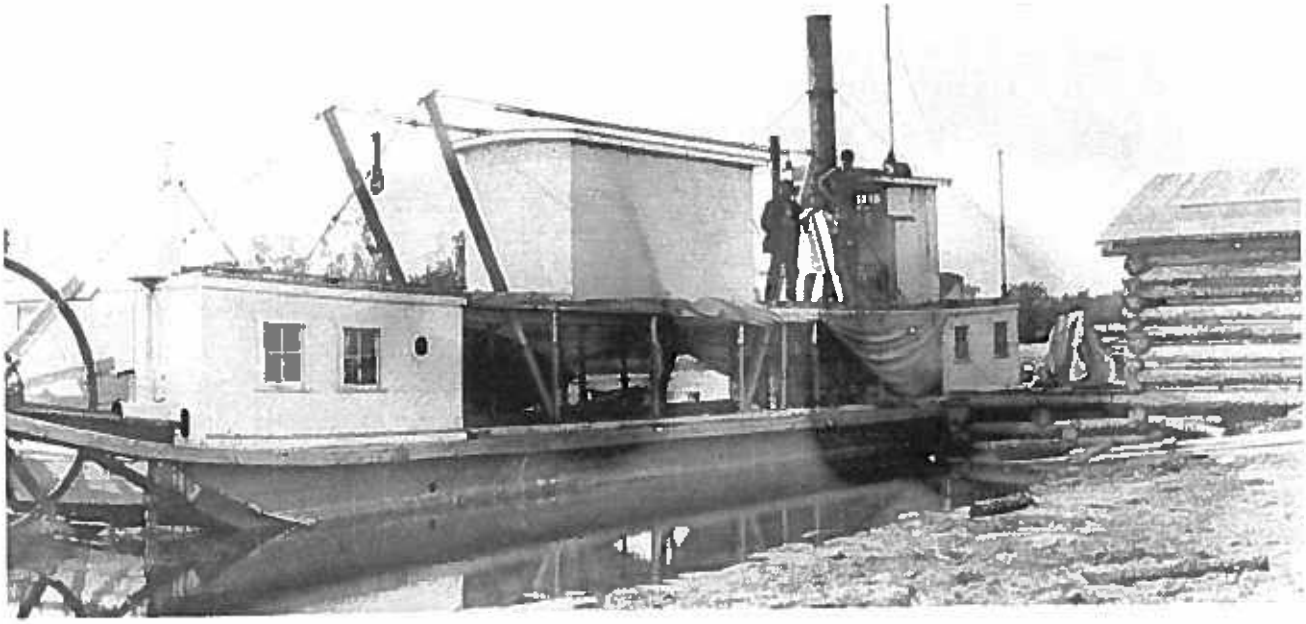
The majority of shoreline areas of Lesser Slave Lake are crown owned with only relatively small areas of patented land available for development. The Plan Area is bounded by Crown owned land on the north and east sides with about one-third of the Plan Area under Crown ownership.

The sandy alluvial soils in the Plan Area are considered marginal for agricultural crop production. The marginal productivity is exacerbated by the relatively short growing season.

1.4 Historical Context

Not much is known about the earliest inhabitants of the Lesser Slave Lake region since little archaeological research has been conducted in the area. While more than 80 archaeological sites have been found around the lake, few have been found associated with datable materials or contain cultural materials which can be ascribed to known prehistoric cultural groups. The archaeological evidence does suggest though that the people in the area were influenced by, and in contact with, cultural groups from both the Plains and the northwest, and stone tools found west of High Prairie speculatively suggest that the general area may have been populated as early as 8,000 or more years ago. By the time of the first European incursions into the area in the 1790's the Cree from eastern Canada had moved into the area and had displaced the Beaver and Slavey who had occupied the area in the pre-contact period, and who may have occupied the lake area from a very much earlier time.

Figure 2 - Steamboat at Sawridge (circa 1900)



Lesser Slave Lake was a rich source of furs, with the most productive areas being the west and north west parts of the lake, and the largest and most permanent fur trading post was established in the vicinity of Grouard, with minor posts or storage depots being located at the east end of the lake. During the fur trade, canoes and York boats were the main means of transport for people and goods on the lake and on the Lesser Slave River which was an excellent corridor to the rest of the fur trade network.

As the fur trade waned in the latter part of the 19th Century, the discovery of gold in the Yukon along with the influx of farmers into the region marked the beginning of the modern era for the Slave Lake area. However, the movement of people and goods was limited to the capacity of Red River carts and by the long and tortuous overland route from Edmonton, a journey that took most of a summer season to accomplish.

Local entrepreneurs took advantage of advances in marine engineering late in the 19th Century that made the use of steam navigation practical for the shallow waterways of the Lesser Slave River.

Figure 3 – Steamers at Sawridge - (Looking east from the north bank of the river)

These entrepreneurs opened Lesser Slave Lake to steamboat traffic in the 1890's. By the end of the first decade of the 20th Century numerous boats were traversing the lake and river on a regular basis. The impact on the general area was immediate since a single trip by steamboat could in several days deliver more cargo to Lesser Slave Lake than 200 Red River carts could in a season. A Hudson's Bay Company post established on the north side of the river near the mouth became one of the focal points for the steamboats. The Bay became the focus for other businesses and residences, and the Town of Sawridge prospered.

The brief period of steamboat dominance came to an end in 1912 with the arrival of the Edmonton Dunvegan and British Columbia Railway south of the Town of Sawridge where the Town of Slave Lake is now located. By 1914 the steamboat operators found that they could not compete with the railroad.

The arrival of the railroad did not signal the end of the Town of Sawridge. The Town continued to grow, and by the early 1930's was a prosperous community with numerous hotels, car dealerships, and other businesses. While the town of Sawridge had experienced periodic flooding during its short life, it was a large flood in 1935 that finally convinced the residents of the town to abandon the site and move to higher ground south of the river where the railroad was located, and thus the Town of Slave Lake replaced Sawridge as the principal community in the area.

1.5 Process

In preparing this Area Structure Plan, considerable emphasis was placed on the input provided by affected businesses, landowners and the public. A comprehensive public participation program was developed to encourage direct and meaningful participation as a means of obtaining input. The program included the following elements:

1. **Resident Questionnaire** - This questionnaire was mailed-out to 241 landowners within or adjacent to, the Plan Area and, 2,200 questionnaires were distributed as an insert in the Lakeside Leader. 58 questionnaires were returned. The purpose of the survey was to obtain input from persons most directly affected by the Area Structure Plan, and to generate interest and promote participation in the public consultation and plan preparation processes. The survey included an invitation to attend an Information Session.

2. **First Public Information Session** – The purpose of this first Information Session (June 8, 2005) was to inform the public about the Area Structure Plan and to obtain public input early in the plan preparation process on important Area Structure Plan issues. All affected landowners, as well as community stakeholder groups, were invited to attend. The session was advertised twice in the Lakeside Leader.

3. **Second Public Information Session** - The second Public Information Session (October 25, 2005) provided opportunities for public comment on the draft Plan Goals, and the future Land Use Concept. Although several land use issues were raised at the information session, the majority of attendees appeared to generally support the draft land use concept, and supporting goals and objectives.

4. **Waterfront Redevelopment Workshop** - A waterfront redevelopment workshop was conducted on October 27, 2005. The area of interest focused on the lands adjacent the lake and river shore at the mouth of the Lesser Slave River. To simplify discussion of the relatively large area, the lands were divided into four zones. Interested citizens and consulting team members worked to produce concrete ideas toward revitalizing the waterfront area. Of particular interest were proposals for bringing to life the area's early river boat history and the further development of marina facilities.

5. **Third Public Information Session** - The final public information session will present the draft Area Structure Plan focussing on implementation policies, and the refined future Land Use Concept.

6. **News Releases** – Articles in the form of news releases were provided to local newspapers at the initiation of the project and to report on the results of the information sessions. The releases were intended to promote key Plan events, keep the public informed on plan progress, and to maintain ongoing interest in the Area Structure Plan.

In addition to the input provided by businesses, landowners and the public, the plan preparation process involved a comprehensive investigation and evaluation of all relevant information pertaining to future development opportunities and constraints within the Plan Area.

A Steering Committee was established to provide overall project guidance and direction, and to assist in refining the land use concepts and policies. The insights, advice and direction provided by the Steering Committee, which is based on considerable local knowledge and understanding, is recognized by the Area Structure Plan. Committee membership was well balanced to ensure that all interests were fairly represented, and included area business and landowners, Councillors and staff from the Town and the Municipal District.

1.6 Plan Organization

This Area Structure Plan document is divided into four sections:

Section 2 – Existing Conditions provides a *snap shot* of what exists in the Plan Area. It contains relevant planning background information and the public input used in developing an appropriate land use concept and related goals, objectives and policies. Opportunities and constraints to future growth and development are identified based on the existing conditions

Section 3 – Goals and Objectives presents a VISION for the Waterfront area developed in concert with the public, and lists Area Structure Plan goals and objectives.

Section 4 – Future Land Use Concept describes the future land use structure and pattern that reflects the goals and objectives listed in Section 3.

Section 5 – Plan Infrastructure Requirements describes the infrastructure implications associated with the future land use concept.

Section 5 – Area Structure Plan Policies lists policies that will allow for implementation of the Area Structure Plan goals and objectives, as well as the Land Use Concept. The policies provide both municipal Councils and prospective developers with clear direction for making decisions that affect the future of the waterfront and surrounding lands.

2 EXISTING CONDITIONS

The Plan Area is characterized by a diversity of natural and man-made features and land uses. This Section summarizes those existing conditions that are significant for identifying an optimal future land use concept, and for formulating appropriate Area Structure Plan policies.

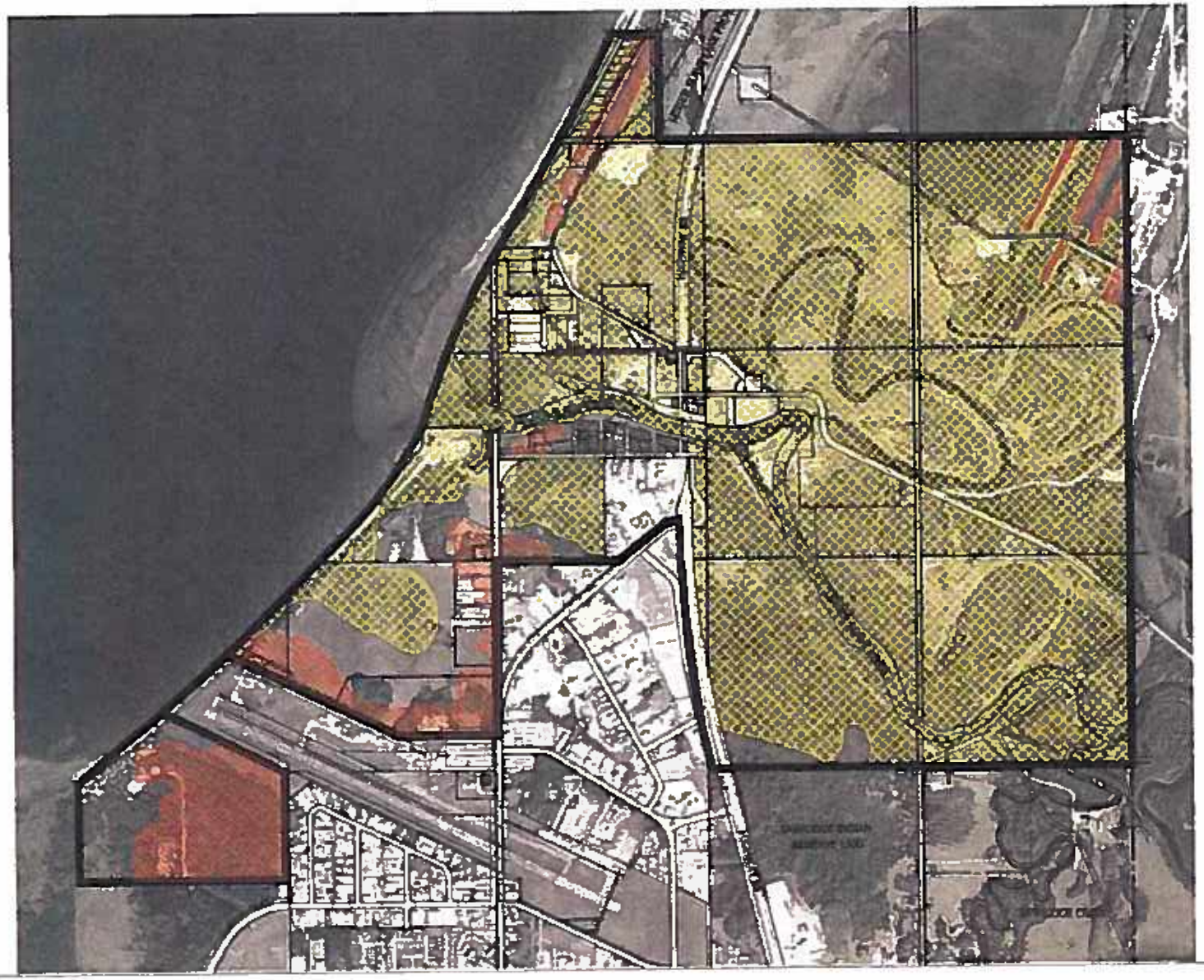
2.1 Natural Features

The area comprises relatively flat low lying terrain. Although the majority of the area is below the 1 in 100 year flood level (Figure 2), topsoil and subsoil conditions appear to be generally suitable to support development. The majority of the area prone to flooding is now used for agriculture or is under Crown ownership. This includes the majority of the area east of Highway 88 which has been significantly affected by the historic meandering of the Lesser Slave River. Many ox-bow lakes and old river channels are evident. These natural features fragment the east portions of the Plan Area and reduce options for providing access and services to developments.

The Lesser Slave River flows east from Lesser Slave Lake and enters into the Athabasca River at Smith. This river flows in a relatively poorly defined and changing channel within a broad shallow valley. Lesser Slave Lake is the *headwaters* of the Lesser Slave River. The lake's fluctuating water levels exaggerate river flows within the channel, contributing to the potential for flooding. As a result, Alberta Environment considers the Lesser Slave River to be a flood risk. The 1 in 100 flood level has been established at 578.3 meters above sea level. As a result of the concern expressed by Alberta Environment, the Municipal District has set the minimum acceptable elevation of 579.1m above sea level for the lowest entry point of any permanent development within the flood prone area.

The nose of land north of the river and adjacent the lake is composed of vegetation typical of areas periodically inundated with water. This area is composed of relatively recently deposited alluvial material and is a sensitive natural feature.

Small isolated bodies of water exist within the Plan Area in association with remnants of the old river channel. The shape and location of these areas is typical of ox-bow lakes. During periods of high water, these channels may become active segments of the swollen river and should be protected in the same manner as the main river channel.



Waterfront
Area Structure Plan
Flood Plain

Flood Plain - 578.3m

Development - 579.1m

ISL

Lovatt
Planning Consultants

Naturally treed areas are generally located on Crown lands east of Highway 88, and in association with lake and river shore areas on the west side of the Plan Area. Smaller tree stands are scattered throughout the Plan Area and within the current residential developments. Consideration should be given to preserving existing vegetation.

2.2 Surrounding Land Use Pattern

The land use pattern surrounding the Plan Area is a mix of industrial and vacant land. The Plan Area is bordered on the west side by Lesser Slave Lake, on the north by the Lesser Slave Lake Provincial Park and on the east by undeveloped Crown land. Industrial activities associated with the airport, and forestry and oil and gas support industries are located adjacent the south Plan Area boundary. However, the majority of surrounding lands contain no permanent developments.

2.3 Existing Statutory Plans

The Plan Area is overlain by several layers of statutory plans. Section 638 of the Municipal Government Act requires that all statutory plans comply with each other. Therefore, current planning bylaws and regulations can assist in shaping Area Structure Plan policy. The statutory plans in effect include:

Town of Slave Lake		M.D. of Lesser Slave River	
Plan	Adopted	Plan	Adopted
Intermunicipal Development Plan	**2001**	**Intermunicipal Development Plan**	**2001**
Municipal Development Plan	**1997**	**Municipal Development Plan**	**2004**
Slave Lake Airport Area Structure Plan	**2003**	**Lesser Slave River Area Redevelopment Plan**	**1998**
		Lesser Slave River Area Structure Plan	**1989**

The relevant contents and implications of each statutory plan are discussed below:

2.3.1 Intermunicipal Development Plan - 2001

The Intermunicipal Development Plan (IDP) is one of the most recently adopted statutory plans affecting the plan area and represents the highest level in a hierarchy of plans. The IDP was jointly prepared by the Town of Slave Lake and the Municipal District of Lesser Slave River as a *framework for land use planning and for the subdivision and development of land*

where the Municipal District and Town both have interests. The IDP plan area extends from ½ to 2 miles from the Town boundary and includes all of the Plan Area.

IDP goals provide an overarching policy context (framework) for the Area Structure Plan. The IDP goals that direct the shape of Area Structure Plan policy are:

- ***To plan for orderly, economic and beneficial use of land in the Plan Area.***
- ***To identify areas where both the Town of Slave Lake and the Municipal District of Lesser Slave River can cooperatively plan for future development in a manner that is consistent with proper land use planning principles.***
- ***To maintain a high quality transportation system which will allow for the safe and efficient movement of traffic within the Plan Area.***
- ***To maintain land use planning standards which will minimize adverse impacts on the natural environment and preserve significant environmental features.***
- ***To encourage sustainable development that will benefit area residents.***
- ***To identify opportunities for further growth and establish policies which will allow the Plan Area to continue to provide residents with a positive environment for work, recreation and a comfortable place to live.***

The goals emphasize sound planning and environmental protection and will provide a basis for the formation of Area Structure Plan goals and objectives. Plan Objectives also provide a broader context for planning the Waterfront area. The relevant IDP objectives are:

Objective 2.1.2(b) An Area Structure Plan is the preferred method of describing a subdivision that involves staging or phasing development.

Objective 2.2.2 - Direct retail commercial uses to Urban Areas where business and its related clientele would benefit from an enhanced level of service.

Objective 2.4.1 – To recognize that the Town of Slave Lake will continue to grow and that the future growth is best accommodated in a manner that will minimize adverse impacts on the Plan Area.

a) The Plan identifies future municipal expansion areas for the Town of Slave Lake. (These areas include all of the Plan Area)

c) Development on land within future annexation areas should consider, where possible, connections to Town water and sewer services.

Implications

Completion of this Area Structure Plan will satisfy Objective 2.1.2(b). Although, directing commercial development to urban areas may be in conflict with proposals for the development of the Plan Area, the potential for urban expansion into the Waterfront area is supported by IDP policies so that adopting urban type infrastructure standards for the Plan Area is entirely appropriate.

2.3.2 Town of Slave Lake Municipal Development Plan

The Municipal Development Plan for the Town of Slave Lake was adopted in 1997 and is intended to provide a specific framework for subdivision and development in the Town. Municipal Development Plans for the Town and Municipal District represent the second layer of planning overlaying the Plan Area. However, the jurisdiction of a Municipal Development Plan is limited to the municipal boundary. Therefore, the portion of the Plan Area affected by the Town of Slave Lake Municipal Development Plan is limited to a small area south of the airport adjacent the shore of Lesser Slave Lake and another small area north of the airport and west of Tamarack Road and Main Street.

The goals of the Municipal Development Plan resemble those of the IDP. Although more comprehensive than the IDP Goals, the Municipal Development Plan Goals emphasize orderly, well planned communities and place a high value on protecting the environment and natural features of the area.

The majority of policies do not apply to the Waterfront Plan Area. However, the future land use map shows that two small areas described above are designated Open Space (undevelopable) and Industrial respectively. The portion of the Plan Area outside the Town, south of the river and west of the highway has been designated Future Consideration. As stated earlier the jurisdiction of the Municipal Development Plan ends at the Town boundary and, although not binding, the designation indicates the Town's interest in the area.

2.3.3 Town of Slave Lake - Airport Area Structure Plan

This Area Structure Plan was completed for the Slave Lake Airport Services Commission with the purpose of planning for airport expansion in order that the Town and the Commission could *proceed with the development of the airport and surrounding land in an orderly manner.*

Although the airport is not included within the Plan Area, the lands adjacent the north and south boundaries are within the area. The Airport Area Structure Plan proposes that the portion of the Plan Area adjacent the south boundary of the airport be reserved for airport expansion. The property involved is a larger Crown owned lot. The west half of this property fronts Lesser Slave Lake and is currently used for campground. The east half of the property is vacant.

Implications

The Waterfront Area Structure Plan must resolve the intended land use for the portion of the Plan Area designated for airport expansion by the Airport Area Structure Plan.

2.3.4 Municipal District Lesser Slave River Municipal Development Plan

The Municipal Development Plan for the Municipal District of Lesser Slave River is the most recent statutory plan examined and was adopted in 2004. This Plan echoes the Goals of the IDP and Town Municipal Development Plan by directing orderly and economic planning. Plan policies are focussed on three types of future land use designations with Community Areas, Country Residential Areas and Resource Use Areas. Municipal Development Plan apply to each of these areas. The "Old Town" that closely resembles the Municipal District's portion of the Plan Area, is designated a Community Area. Applicable Community Area policies are:

Community Areas

3.2 The function of the Community Areas shall be one of providing residential opportunities augmented with local commercial development and community related services such as schools, places of worship, and community halls.

3.3 Development in the Community Areas will be predominantly residential in nature, with some commercial, institutional and industrial development in appropriate locations which do not interfere with or conflict with the predominant residential land use.

3.7 Where there are municipal piped water supply and sewage collection and disposal services, subdivision and development shall be at densities, locations, and total numbers which make most efficient and economical use of the servicing systems without exceeding the capacities of those systems.

3.11 Parts of some of the Community Areas are subject to a potential flood hazard. No development shall take place which may be subject to a flood hazard unless the hazard has been specifically identified and unless the development occurs in such a manner as to protect the development from the flood hazard.

Other relevant Municipal Development Plan policies include:

Reserve Parcels

6.7 Within Community Areas and Country Residential Areas, the full 10% Municipal Reserve dedication as provided for in Provincial legislation will be taken by the Municipal District at the time of subdivision.

6.8 Lands that are subject to a flood hazard or potential erosion due to steep or unstable slopes shall be taken by the Municipal District as Environmental Reserve at the time of subdivision.

6.9 In subdivisions adjacent to waterbodies, Reserves shall include sufficient shorelands so as to provide adequate waterfowl and fish habitat, and waterbody access. Much of that Reserve shall be taken as Environmental Reserve. Some, which is not immediately adjacent to the waterbody, but which is to be used for park or playground area, for walkways or parking areas, may be taken as Municipal Reserve.

6.12 Dedications of land for Municipal Reserve should be taken in Community Areas and Country Residential Areas during the subdivision process. If there is an Area Structure Plan in effect, the location of such lands will be determined by that Plan.

6.13 Municipal Reserve dedications should be concentrated in a few large parcels on suitable sites, rather than scattered throughout the area of subdivision.

6.15 Reserves within a subdivision shall, where possible, be designed to connect with nearby public land or with reserves in adjacent subdivisions.

Historic Resources

6.18 The Municipal District shall encourage and may support the efforts of public or private agencies in the acquisition, restoration, preservation, conservation or interpretation of historic resources in the Municipal District.

Implications

The Municipal District Municipal Development Plan provides concise direction regarding the character and form of subdivision and development in the Plan Area. A brief summary of the policy direction provided by the Municipal Development Plan of the Municipal District states that the land uses within the Plan Area should:

- be predominantly residential;
- have a density and size conducive to economic and efficient water distribution and sewage collection and disposal;

- identify flood prone areas and protect them from flood hazard;
- require 10% Municipal Reserve dedication;
- provide sufficient shore land (Environmental Reserve) to adequately provide waterfowl and fish habitat and public access;
- use the Area Structure Plan to direct Municipal Reserve dedication;
- place Municipal Reserve parcels on large sites;
- integrate and connect Environmental Reserve and Municipal Reserve lands; and,
- encourage Historic Resource enhancement.

2.3.5 Municipal District Lesser Slave River Lesser Slave River Area Structure Plan

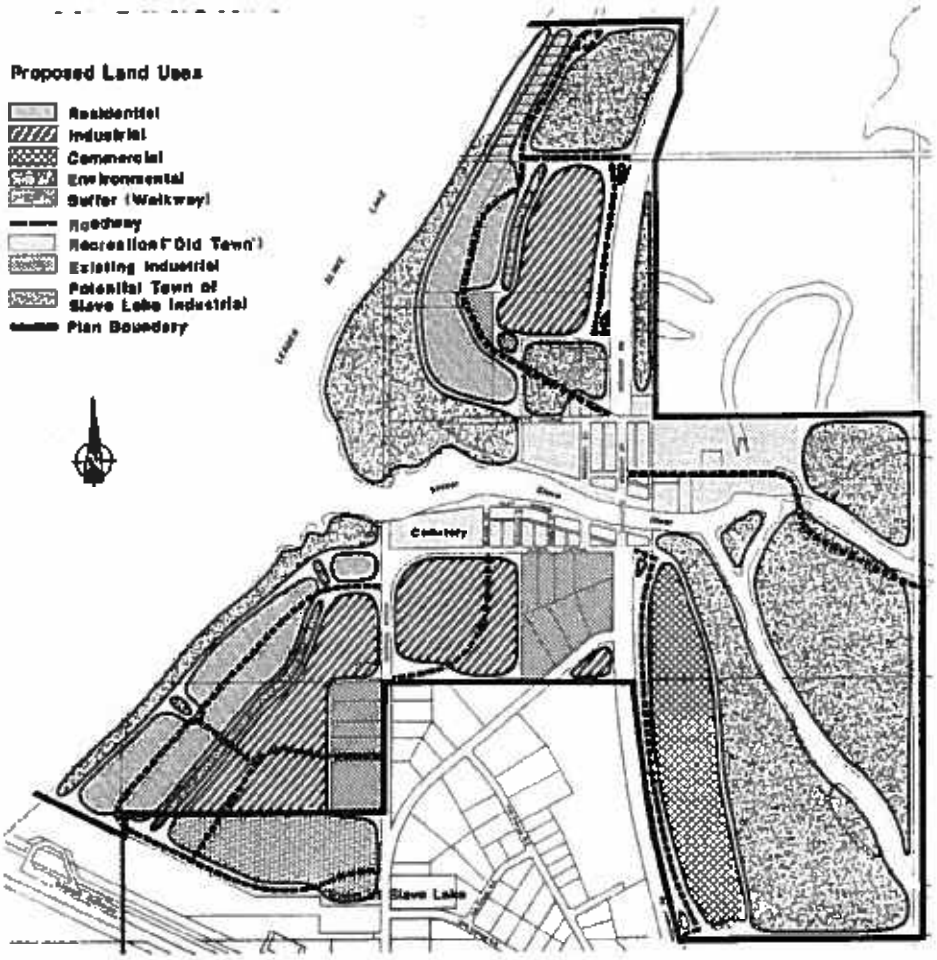
The Lesser Slave River Area Structure Plan was completed in 1989. During this time the Municipal District was an Improvement District and subject to the jurisdiction of Alberta Municipal Affairs; therefore, the Plan was implemented by Ministerial Order. The Lesser Slave River Area Structure Plan area includes the majority of the Waterfront area. However the usefulness of the document is limited.

The development of the Mitsue Industrial complex and other industrial subdivisions has changed the industrial focus of the area and reduced the need to provide industrial land in the plan area. The Future Land Use Strategy of the Area Structure Plan (Figure 3) supports expansion of existing industrial activities, and creation of a highway commercial strip with limited residential opportunities.

The Plan also reserves relatively large areas adjacent lake and river shores as Buffer and designates the "Old Town" area as Recreation. As well, the Plan presumes that a small portion of the Plan Area adjacent the north side of the airport and located within the Town will be eventually used for industrial purposes.

Although the Plan encourages developers to construct a sewage collection system for the "Old Town" area, it assumes that all lands within the Plan area will be serviced with on-site sewage disposal (pump-out) tanks and water storage systems (cisterns). The intensity of the land uses proposed for the Lesser Slave River Plan reflects the limits on sewage disposal and the provision of potable water.

Figure 3 - Lesser Slave River ASP - Future Land Use Strategy



The major Plan Policies are summarized below:

- no development below the 578 meter (1896') contour level
- public shore line access included in subdivision
- property line setback of 6.1 metres (20') from the high water mark
- building setback of 30.5 metres (100')
- vegetation clearing restriction within 30.5 metres (100') of the shoreline
- Environmental Reserve land to be kept in its natural state
- Highway Commercial uses are accessed via service road connecting to Highway 88

- underground storage tanks for fuel and other industrial chemicals are prohibited
- no residential development in the "Old Town" (Recreation) area
- no lot shall have direct access to Highway 88

Implications

The Plan's Future Land Use Concept is not relevant to this Area Structure Plan because it assumes of on-site servicing and emphasizes industrial development. However, many of the Plan policies are still valid and should be reflected in the new Waterfront Plan.

2.3.6 Municipal District of Lesser Slave River - Lesser Slave River Area Redevelopment Plan

The Area Redevelopment Plan was completed in 1998 with the intention of updating a portion of the Lesser Slave River Area Structure Plan area. The Redevelopment Plan area is bounded on the west by the shore of Slave Lake and includes land adjacent both sides of the Lesser Slave River, east to past the river weir.

The focus of the Area Redevelopment Plan was development of public land and specifically a 40 acre parcel of Crown owned property south of the "Old Town". The Redevelopment Concept Plan proposes development of a marina and ancillary facilities on this property and allows for residential development within the "Old Town" area.

Private land surrounding the proposed marina development is expected to be developed in support, of or as a complimentary use to, the marina.

Figure 4 - Lesser Slave River Area Redevelopment Plan - Concept Plan (excerpt)

Implications

The Area Redevelopment Plan overlays and updates the Lesser Slave River Area Structure Plan, and recognizes a change in focus away from industrial developments toward recreational and residential uses. However, the Redevelopment Plan does not recognize the existing marina development adjacent, nor did it focus beyond the proposed marina and surrounding development.

2.4 Existing Land Use and Zoning

Existing land uses in the Plan Area can be divided into two sub-areas that are defined by the current municipal boundary. The land use pattern and related zoning is pursuant to the Town of Slave Lake Land Use Bylaw No. 07-2000 and the Municipal District of Lesser Slave River Land Use Bylaw 2004-06 as illustrated by Figure 5.

Although lands within the Plan Area have been zoned to reflect the desired end use, the current use of many parcels is not consistent with the zoning. The discrepancies between zoned future use and current use provide opportunities for change, and are indicators regarding appropriate directions for change. Significant discrepancies are described below and illustrated in Figure 6. Also, many vacant or underutilized parcels exist. The term vacant applies to lands that are undeveloped, and includes abandoned buildings.

2.4.1 Town of Slave Lake (Land Use Bylaw 07-2000)

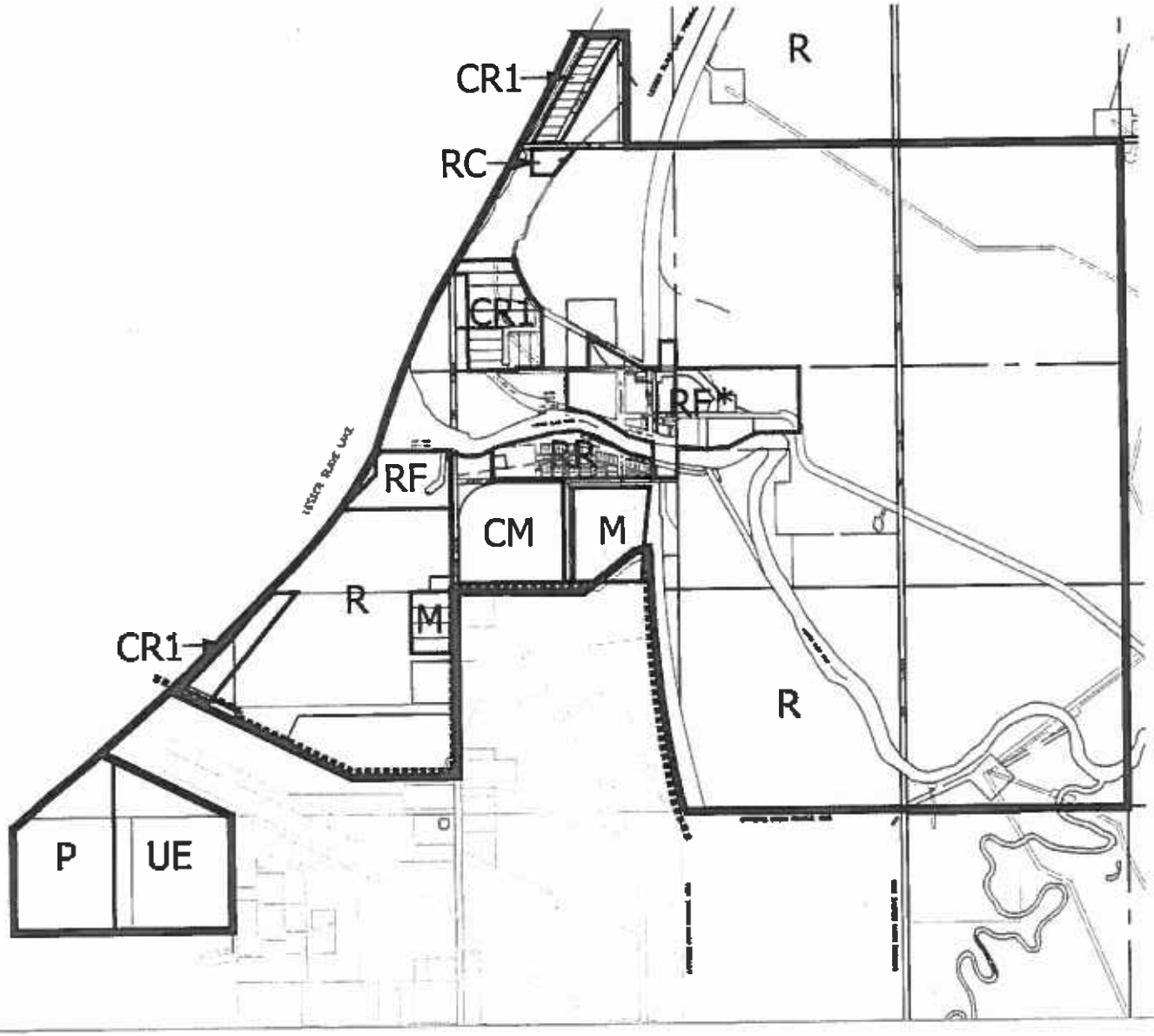
The portion of the Town of Slave Lake within the Plan Area is relatively small and located north of the airport and Tamarack Road and adjacent either side of Main Street (Sub-area 1), and a slightly larger area south of the airport adjacent the east shore of Lesser Slave Lake (sub-area 2). Together these areas equal about 75 hectares (185 acres).

Sub-area 1

This irregularly shaped area at the north Town boundary is composed of 12 industrial lots located west of Main Street and three large parcels located east of Main Street. Six of the industrial lots front Main Street while six lots front Tamarack Road. Eleven of the lots are zoned General Industrial (M2) with one industrial lot near the north Town boundary zoned Small Holding Industrial (M4). Both districts allows for a range of medium and light industrial uses. The Small Industrial Holding district differs from the General Industrial District (M2) by allowing residential developments if associated directly with the industrial development.

Although the majority of the industrial lots in this area are developed, most of the developments consist of a Quonset-type or metal clad workshops with the bulk of the lot used for extensive industrial uses such as the storage of materials or equipment.

The three large parcels west of Main Street are districted Urban Expansion (UE) and are largely undeveloped. This District has no permitted uses and the majority of discretionary uses are agriculturally oriented. However, the district does allow for temporary uses that will not compromise future subdivision and urban development. Accordingly an extensive storage use and associated facilities now occupies much of the central portion of the three parcels.

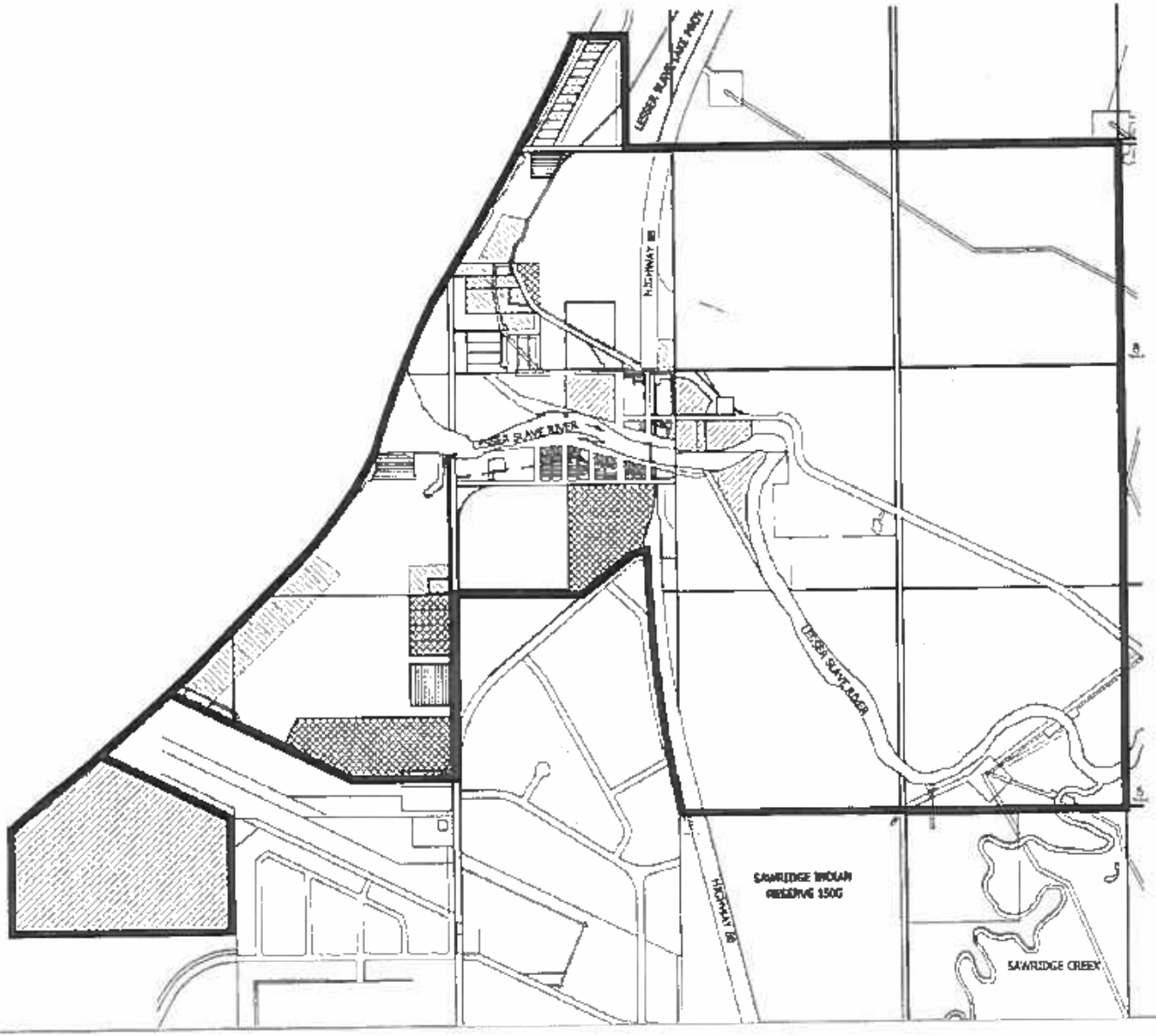


Waterfront Area Structure Plan
Land Use District Map

R	Rural District
M	Industrial District
CR1	Country Residential One District
HR	Hamlet Residential
RF	Recreation Facility and Resort District
RR	Recreation Residential District
RC	Rural Commercial District
CM	Lesser Slave River Marina District
UE	Urban Expansion
P	Community
*	Subject to Regulations in Section 9.13 (6)
	Town Boundary

ISL

Lovatt Planning Consultants



Waterfront
Area Structure Plan
Existing Land Use

- Residential
- Commercial
- Industrial
- Recreation/Resort
- Utility
- Undeveloped

ISL

Lovatt Planning Consultants

Sub-area 2

The area consists of a single parcel abutting the south boundary of the airport between Caribou Trail N.W. and the shore of Lesser Slave Lake. Although contained in a single title, this Town owned lot is assigned two land use districts. The west half of the parcel is designated Resort/Recreational (RR1) and currently supports a privately run campground. The east half of the parcel, although vacant and undeveloped, is designated Airport Industrial (M3).

2.4.2 Municipal District of Lesser Slave River Land Use Bylaw 2004-06

The majority of the Plan Area is within the M.D. of Lesser Slave River. The lands are bounded by the airport and Town boundary to the south the shore of Lesser Slave Lake on the west, and the Lesser Slave Lake Provincial Park and the north boundary of Section 7 – 73 – 5 W5M on the north. The east portion of the Plan Area includes the W ½ 8 – 73 – 5 W5M, the NW ¼ 5 – 73 – 5 W5M and the NW ¼ 6 – 73 -5 –W5M. The Lesser Slave River divides the area west to east and Highway 88 divides the area north to south. The four quadrants formed by these two features provide a logical structure for describing existing land use.

Sub-area 1

This sub-area is located west of Highway 88 and south of the Lesser Slave River. Lesser Slave Lake abuts the west side of this area and Main Street forms a portion of the east boundary. The Slave Lake Airport extends along the south boundary of the sub-area. The majority of the area is undeveloped and used for agricultural purposes or is vacant with most existing developments confined to the lake or river shore areas.

A strip of land north of the airport and abutting the shore of Lesser Slave Lake is designated Country Residential (CR1). The stated purpose of the district is: *To provide for single family dwelling units on small rural acreages in selected areas in close proximity to lakes or rivers.*

A block of three parcels adjacent the west side of Main Street is designated Industrial (M). The block is adjacent similarly designated land in the Town and provides for *industrial activities appropriate in a rural area.* The area adjacent the west side of Highway 88 and north of Tamarack Road is also designated Industrial (M).

A relatively large parcel districted Recreation Facility and Resort (RF) is located at the nose of land, adjacent to the east shore of Lesser Slave Lake and the south shore on the Lesser Slave River. The purpose of the district is *to provide areas where the public may enjoy recreational pursuits on sites capable of accommodating major or intensive buildings and activities.* The site currently contains The Point Restaurant and Marina.

A Crown owned parcel, currently vacant, is located adjacent the east side of Main Street north of the Town boundary. The parcel is districted Lesser Slave River Marina (CM). This special district was developed in concert with the Lesser Slave River Area Redevelopment Plan (see 2.3.6). The intention of the district is to provide for a high quality marina development with associated recreation and tourist facilities on the designated site.

The area adjacent to the south bank of the Lesser Slave River and west of Highway 88 was once part of the thriving community of Sawridge. In 1914 the area was subdivided into relatively small (33' x 120') lots in a regular grid pattern. The area is designated Recreation Residential District (RR) that *allows the development of private seasonal residences.* The area is under-developed.

A cemetery is located at the west side of the area. The cemetery and access panhandle were recently purchased by the Municipal District of Lesser Slave River. The cemetery and central portion of the sub-area are designated Rural (R) that provides for the conservation of extensive areas for a wide range of agricultural and resource extraction related uses. The majority of this area is currently used for agricultural production.

Sub-area 2

This sub-area, located west of Highway 88 and north of the Lesser Slave River, is designated Recreation Facility (RF). The area is currently utilized for private campgrounds and extensive recreation oriented activities. Two areas adjacent the east shore of Lesser Slave Lake are designated Country Residential (CR1). The north Country Residential area lies adjacent the south boundary of the Provincial Park and occupies a ridge above the lake shore. The second Country Residential area is located near the point on the north river shore and lake shore. The recently subdivided area is not fully developed. All Country Residential (CR1) developments are currently served with on-site sewage and water facilities.

A small parcel designated Rural Commercial (RC) is located near the north west corner of the Plan Area. The RC District allows for commercial uses in areas not associated with a Hamlet or located adjacent a Highway. A cabin rental business is contained within the site. The remainder of the area is designated Rural (R) with most of the area accommodating an industrial use that includes the storage and mixing of sand and gravel.

Sub-area 3

This sub-area contains almost 400 hectares of land and is located east of Highway 88. The area north of the river is designated Recreation Facility and provides recreation oriented uses, complimentary to the adjacent uses in sub-area 2. The remainder of the area is designated Rural. The majority of the area is undeveloped with some extensive recreational uses including campgrounds and boat launches.

2.5 Road System

Highway 88 is the major transportation feature affecting the Plan Area. The highway is a two lane primary highway facility that divides the Plan Area in a north south direction. Recent traffic counts shown on Table 1 indicate that the traffic volume on Highway 88 varies significantly from south to north with the highest volumes of 5,180 achieved at the south Plan Area boundary and traffic volume diminishing to about 2,100 near the north boundary of the Plan Area.

Table 1 – Highway 88 - 2005 Vehicle Statistics - Selected Locations

Location on Hwy 88	2005 ASDT	2005 AADT	Total Truck %	Single Unit %
Gillwood	1,670	1,770	23.9	12.7
Local Road	2,580	2,430	13.3	5.9
Tamarack Ave	3,420	3,230	15	11
12 Ave N.E.	3,210	3,300	20	10.5
6 Ave N.E.	5,480	5,180	16	7.7

The magnitude of the change in traffic over such a short distance indicates the importance of the Highway 88 as the main arterial within the Plan Area. The level of activity and commensurate development north of the Plan Area is much less than within the Plan Area.

The difference between ASDT (Average Summer Daily Traffic) and AADT (Average Annual Daily Traffic) indicates the level of summer (May 15 to September 15) activity relative to annual traffic levels. Higher ASDT indicates greater summer traffic with the magnitude of the difference indicating the level of emphasis on summer, usually recreational, traffic. The ASDT (1,670) at the Gillwood Golf Course intersection is less than the AADT (1,770). This unusual circumstance indicates heavier winter traffic (commonly associated with oil and gas exploration and log haul activities) and relatively lighter summer activity. Evidence of the high volume of resource related traffic is also apparent in the large percentage of trucks.

Access to the highway within the Plan Area will continue to be at existing public road intersections only. No direct access to private land will be allowed, and access to properties adjacent the highway will occur via service roads or internal subdivision roads.

Tamarack Road provides the south entrance from Highway 88 into the Plan Area. The roadway extends south west toward the airport and

intersects with Main Street that was once the only access to the Plan Area. The continuity of Main Street between the Old Town and the Town of Slave Lake is now broken by the airport. Access to the south shore of the Lesser Slave River is available from Tamarack Road using a service road adjacent Highway 88 or from Main Street. Both routes are relatively indirect.

Access to Highway 88 also occurs about 400 metres north of the Lesser Slave River. This intersection located at the quarter section line connects the highway with a major resource road to the east and a local access road to the west. Existing development and landownership patterns dictate a rudimentary road hierarchy with a collector road arching from its intersection with Highway 88 west and north to provide access to lakeshore developments and then sharply east on a developed road allowance to rejoin Highway 88. The width and ditch profile of this rural road varies throughout its length.

2.6 Municipal Services

2.6.1 Water System

The south portion of the Plan Area is currently served with potable water from a water treatment plant and a network of distribution pipes based in the Town of Slave Lake. The existing distribution system extends north to Tamarack Road with potential connections to the existing system east of 8th Street NE and at Main Street. A third potential connection point is located south of the airport west of 8th Street NW on Caribou Trail. Extension of the line across the Lesser Slave River and north to the Marten River, located some 50 kilometres north of the Plan Area, is currently being promoted as candidate for Federal and Provincial infrastructure funding.

The proposed water distribution line is capable of providing adequate peak flows and fire flows for the Plan Area. A recent engineering study proposed the extension of the existing system to provide a 300mm line, capable of providing the necessary fire flows, be looped through the northwest portion of the area to south of the Lesser Slave Lake Provincial Park boundary. A 75mm line is proposed to extend from that point to Marten River. The proposed line would provide sufficient water service to the Plan Area and beyond. However, additional demands created by a significant increase in the population served by the line will require improvements and upgrades to the downstream water treatment and distribution facilities.

2.6.2 Wastewater System

A possible connection point to the Town's existing wastewater collection system is located at a point near the terminus of the water distribution

system on Tamarack Road. Although the low pressure sewage collector system may be extended relatively inexpensively from this point with few constraints, the down stream treatment and disposal facilities will require improvements.

2.6.3 Storm Drainage

Storm water within the developed portions of the Plan Area is managed using over ground and ditch drainage discharging to the Lesser Slave River/Lesser Slave Lake drainage system. Road ditches accommodate the majority of storm water flow. The undeveloped portions of the Plan Area are poorly drained resulting from a combination of flat topography and man-made disruptions to the natural drainage pattern.

2.7 Public Input

As is noted in Section 1.5, a Resident Questionnaire as well as two public information sessions and a Waterfront Revitalization Workshop, were used to consult Lesser Slave Lake area residents and businesses on the future of the Plan Area. The Resident Questionnaire and the results are contained in the appendices.

The responses to the Resident Questionnaire mirror the input provided at the public sessions. Questionnaire responses are summarized as follows:

- Most agree that the area should not see more industrial development.
- Clear support for development setbacks from river or lake shore exists.
- Majority of residents support tourism focus with emphasis on history and culture.
- Permanent residential development not supported for lake and river shore areas.
- Developments should be serviced with municipal sewage collection and water distribution systems.
- The environment must be protected and history preserved.
- Lakeshore access and trail systems should be integrated with residential/recreational developments.
- All respondents recognize the natural beauty of the area. However, opinions vary on the level of development the area can sustain without compromising the inherent value of the area.

Between 40 and 50 participants attended the two public information sessions, while about 20 persons attended the Revitalization Workshop. The first information session was used to validate existing conditions and gather feedback on existing regulations. The second information session presented plan goals and objectives as well as a draft land use concept for review and comment. Relevant comments have resulted in changes to the objectives and land use concept. The workshop focussed on the recreational/open space components of the lake and river shore areas. Recommendations from the workshop have been incorporated into this plan.

Enhancements to the proposed trail system and facilities will be the subject of a subsequent phase of this planning study.

3 GOALS AND OBJECTIVES

3.1 A Vision for the WATERFRONT

A place where nature and history meet community.

This vision is publicly supported. The sense of community and pride in the natural surroundings and local history are strong values espoused in the resident survey and at the Information Sessions. The *small town* feel is a very important quality of life element. This is why people choose to live, work and play near the waterfront.

Residents and business operators want to be able to continue to live and work in the Waterfront area, and to be able to access and enjoy lake and river shore areas. A strong desire is evident to preserve and enhance the relatively unspoiled natural surroundings by ensuring development respects the quality of the environment and community values.

Emphasis on attracting residents to locate in the Plan Area is considered by municipal politicians and the public as a positive approach to attracting more businesses. Expanding the local market and encouraging permanent sustainable development is consistent with current municipal policy and practice. The public has also expressed a strong desire to attract recreational oriented growth that will capitalize on the area's abundant recreational resources and secure a future as a strong and sustainable community.

The Area Structure Plan goals and objectives reflect the shared vision of area residents by recognizing and supporting existing development, by protecting the environment, by connecting with the past, and by promoting an atmosphere conducive to attracting residential and business development.

3.2 Goals and Objectives

The Area Structure Plan Goals and Objectives listed below reflect previous planning documents and the considerable public input provided by the Steering Committee and community. The goals and objectives are, in turn, reflected in the Future Land Use Concept described in Section 4. Related policies that support and encourage the goals and objectives, and implement the Future Land Use Concept are listed in Section 5.

3.2.1 Overall Goal

To provide lifestyle options and development opportunities for study area and regional residents.

Objectives

- To protect the integrity of existing developments.
- To maintain or enhance the natural environment.
- To celebrate the area's history.
- To optimize and extend the use of existing infrastructure and facilities.
- To vitalize the waterfront.

3.2.2 Residential Goal

To attract new residents by providing a variety of housing types and lifestyle options.

Objectives

- To integrate new residential development with existing developments.
- To balance single family residential opportunities with the physical capacity of the landscape.

3.2.3 Commercial Goal

To vitalize the waterfront.

Objectives

- To encourage and support commercial activity in the riverfront area.
- To promote an historically themed riverfront vitalization program.
- To provide opportunities for strategically located commercial development.
- To provide opportunities for a variety of residential densities.

3.2.4 Industrial Goal

To provide land to support continued industrial growth.

Objectives

- To direct industrial expansion to appropriately located areas.
- To provide a range of lot sizes and servicing options.

3.2.5 Environmental Goal

To contribute to the maintenance and enhancement of a healthy natural environment.

Objectives

- To define and conserve environmentally sensitive areas and hazard lands.
- To specify the disposition and use of Environmental Reserve lands.
- To protect the bed and shore of Lesser Slave Lake and the Lesser Slave River.

3.2.6 Recreation Goal

To improve existing recreational facilities and enhance recreational development opportunities.

Objectives

- To recognize Lesser Slave Lake and the Lesser Slave River as provincially significant recreation areas.
- To define a system of trails/walkways integrating existing and future residential and commercial areas with the waterfront.
- To require the dedication of Municipal Reserve land.

3.3 Municipal Services and Development Standards Goal

To optimize the use of and provide opportunities for, the economic expansion of existing infrastructure.

Objectives

- To define expansion areas based on the orderly and economic extension of municipal services.
- To consider development standards for industrial and commercial developments adjacent Highway 88.
- To protect the integrity of Highway 88.

4 FUTURE LAND USE CONCEPT

4.1 Principles

At the outset of the Area Structure Plan Process the Steering Committee provided specific direction regarding the development of the Future Land Use Concept and supporting policies. The direction is contained in the following principles.

- All land is developable.

Although much of the Plan Area is below the 1:100 year flood level and therefore considered flood prone, remedial actions can be taken to mitigate flood damage to permanent structures and facilities. The Steering Committee felt that the land values generated by the unique location of the area proximate to the Town of Slave Lake and the shores of Lesser Slave Lake and the Lesser Slave River will offset the cost of remedial floodproofing actions necessary to make them developable.

- Land is to be serviced.

In order to achieve the intensity of development envisioned by area landowners and residents, and, protect the natural environment, the area must be serviced with piped sewage disposal and water treatment systems. The Plan Area is located on the edge of the area currently serviced with sewer and water services from the Town of Slave Lake. Services should be extended to support intensive urban land uses. However, system extensions must also be efficient and sustainable at the level of land use intensity.

- Flexible design.

Fractured landownership and unpredictable implementation staging require that the Future Land Use Concept be flexible enough to allow staged development over, potentially, an extended time period. The design should also be flexible in terms of the types of land uses and the intensity of developments, recognizing that long-term compatibility and sustainability are overarching values.

- Recognize flood prone areas and site topography.

The Future Land Use Concept and supporting policies must establish areas prone to flooding and the minimum elevation at which development may occur. In addition, the Area Structure Plan must promote land uses and facilities that are compatible with the topography of the area.

- Recognize Environmental Reserve and Municipal Reserve requirements.

The Municipal Government Act provides prescriptive regulations regarding the dedication of Municipal Reserve and Environmental Reserve. The Future Land Use Concept and Area Structure Plan policies must describe the circumstance and disposition for reserve dedications and define, where reasonable, the amount and location.

4.2 Future Land Use Concept

The main features of the Future Land Use Concept (Figure 7) are its abundance of open spaces and the amount of water front property made available by the areas proximity to the lake and river and by the addition of linear storm water features and a marina.

The flat topography of the area and the susceptibility of the area to periodic flooding provide special challenges to development. Large portions of the Plan Area lie within the low flat floodplain of the Lesser Slave River at its confluence with Lesser Slave Lake. As a result, the management of storm water and the flood proofing of developments must be addressed.

Residential developments are proposed for the majority of developable land. The Future Land use Concept proposes larger suburban estates lots 1,350m^2 (~$^1/_3$ ac) in size to increase infiltration of storm water and reduce the demand for storm water facilities. As well the concept proposes rural road cross sections for all residential streets. The roadway ditches will also increase the storage capacity for storm water and will enhance the areas ability to respond to flood situations. This residential density also allows for economic provision of low pressure sewer and piped water.

Linear storm water facilities and surrounding open spaces will provide much needed fill material with the added benefits of increasing open space and enhancing aesthetic features. Many sites will require substantial amounts of fill material to elevate permanent structures to meet minimum floor elevation requirements.

The Future Land Use Concept is shown on Figure 7. The Area Structure Plan goals and objectives are reflected in the land use concept and the policies of this Area Structure Plan. Table 2 below illustrates the composition by area of the land use concept.

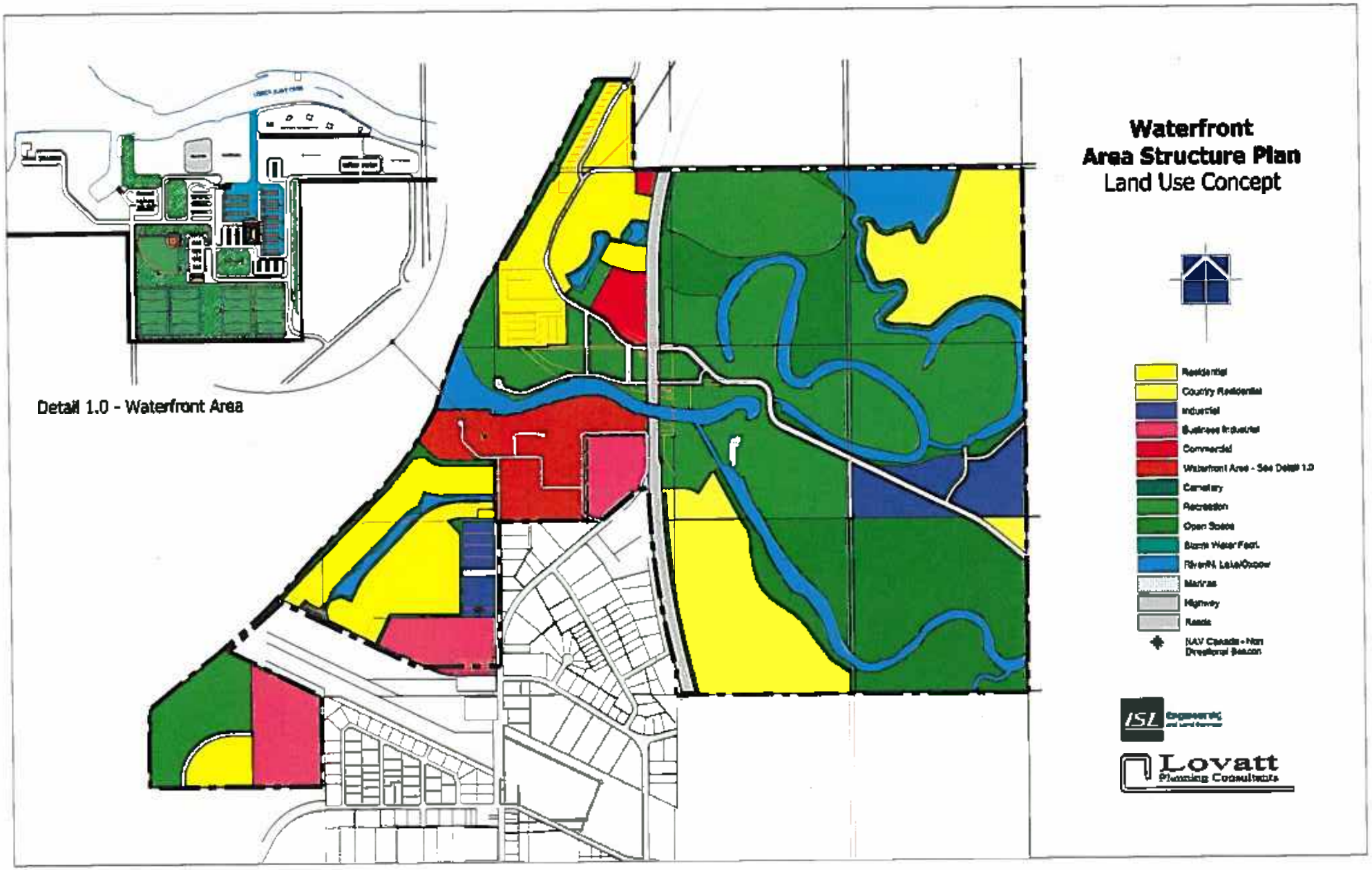

Waterfront
Area Structure Plan
Land Use Concept
Detail 1.0 - Waterfront Area
Residential
Country Residential
Industrial
Business Industrial
Commercial
Waterfront Area - See Detail 1.0
Cemetery
Recreation
Open Space
Storm Water Pond
River/N. Lake/Ocean
Marinas
Highway
Roads
NAV Canada - Non Directional Beacon
ISL
Lovatt
Planning Consultants

Table 2 - Land Use Composition

Land Areas	Land Use	Hectares	Percent
Total Area		**588.9**	
	Open Space	125.9	21.4
Total Developable Area		**463**	100.0
Residential		**158.1**	34.1
	Residential	77.8	
	Country Residential	80.3	
Industrial		**63.3**	13.7
	Industrial	26.4	
	Business Industrial	36.9	
Commercial		**15.1**	3.3
Waterfront Area		**21**	4.5
	Resort Commercial	4.4	
	Marina/Recreation	16	
	Cemetery	0.6	
Transportation/Utilities		**39.2**	8.5
	Roads	30.1	
	Airport	2.3	
	SWMF	6.8	
Recreation		**184.1**	39.8

The predominant land use of the concept is Recreational (36.4%). The low intensity recreational uses proposed for the lands combined with the Open Space areas that represent lands set aside as Environmental Reserve will ensure that more than 50% of the plan area will be maintained in its natural state or provided as green spaces. The concept emphasizes serviced residential development within lakeshore and backshore areas west of Highway 88 and for conventional Country Residential development east of Highway 88.

Consistent with the Airport Area Structure Plan, expansion of the existing airport industrial area will be limited to business light industrial uses more compatible with adjacent residential developments and airport operations. Less intense industrial developments may be accommodated adjacent existing industrial developments east of Highway 88.

Commercial uses are proposed to extend east from existing commercial developments east along the south shore of the Lesser Slave River with a new commercial node proposed north of the Lesser Slave River.

The portion of the Sawridge settlement adjacent to the south shore of the Lesser Slave River has been designated as a Heritage Theme area. This area is to include historic reference to the era when steam powered vessels navigated the river and lake and the waterfront was a beehive of activity (circa:1900). The theme area is designated for mixed commercial and residential uses with a large marina and public areas as well as parking and circulation spaces. The marina and public facilities are integrated with the commercial/residential portions of the area. The historic theme will be enhanced with the creation of an outdoor museum located adjacent the south bank of the river and composed of replicas of local buildings and developments in use during the early 1900's.

4.3 Residential Development

The residential component of the land use concept is distributed in three forms:

- Conventional Country Residential development
- Suburban Estates Residential development
- Multi-family Residential Developments

Conventional Country Residential development is supported east of Highway 88. This type of development would be developed with larger lot and on site sewer and water services. The areas designated for this use are not conducive to development. Much of the area is anticipate to be deemed undevelopable due to high water table conditions or topographic constraints and subsequently dedicated as Environmental Reserve or Environmental Reserve Easement. Although providing piped sewer and water services to these areas is preferable, the anticipated low residential density is not considered economically viable.

Suburban Estates Residential development is predominant throughout the areas west of Highway 88. Lots in these areas are to be serviced with low pressure sewage systems and piped water. The flat topography and elevation of these areas will require that the majority of building sites be elevated to meet the minimum required elevation.

Multi-family Residential developments are promoted adjacent the marina in conjunction with the commercial and heritage theme area. Apartments above ground floor commercial developments with some townhouse type units are encouraged adjacent the waterfront in the heritage theme area.

4.4 Population and School Generation

Full development of the residential component of the Future Land Use Concept will result in the creation of approximately 419 units with an estimated population of some 1,429 residents. Table 4 summarizes the anticipate Plan Area population by residential land type.

Table 3 –Dwelling Units, Population and School Generation

	Conventional CR	Estate Residential CR	Multi-Family Residential	Total
Area	**80.3 ha**	**77.8 ha**	**1.2 ha**	**165.8 ha**
Units/ha[1]	0.8	4	37	
Units	64	311	44	419
Population/Unit	3.5	3.5	2.6	
Population	225	1,089	115	1,429
School Generation[2] (CR units x 1.2 multi-family units x 0.6)	77	373	26	476

[1] From Strathcona County LUB
[2] From Elk island School Board

The resulting school generation projection is 476 students. The school population generated by the Future Land Use Concept may be accommodated within the Lesser Slave Lake School district system. Although not specifically identified by the land use concept the 2.7 ha (6.7 ac) open space site adjacent the neighbourhood commercial site north of the river could accommodate an elementary/junior high school and associated facilities.

4.5 Commercial Development

Commercial development is proposed for several areas within the Area Structure Plan boundary. The small commercial area on the north boundary of the Plan Area is intended to serve local commercial needs with potential to serve highway oriented users. The larger commercial area north of the Lesser Slave River is intended to provide regional level retail and service commercial space. The commercial area adjacent the south shore of the Lesser Slave River is an extension of the existing commercial designation intended to provided tourist oriented and recreational uses. The east portions of this area are overlain with the heritage theme designation. A mix of commercial, entertainment rental

accommodation and residential uses are envisioned for this area. Land use and development within the heritage theme area will be designed and regulated to promote the 1900's riverboat theme. This theme will also be consistently applied to the marina and associated public facilities. However, strict adherence to the theme will not be mandated.

4.6 Industrial Development

Industrial uses adjacent airports are a common occurrence and the logical result of the relationship between airports and their customers and support industries, however, the proximity of the Slave Lake Airport to the non-industrial uses attracted to the waterfront is addressed with a physical buffer and through land use regulation.

The Future Land Use Concept provides for the continuing uses of existing industrial areas within the Plan Area. However the expansion of industrial development is restricted to the expansion area south of the airport as proposed in the Slave Lake Airport Area Structure Plan.

As well, a Business Industrial designation has been placed on most new industrial lands. The designation is intended to provide for industrial business uses that carry out their operations such that no nuisance is created or apparent outside an enclosed building and such that the district developments are **compatible with any adjacent non-industrial use**. The designation will ensure an appropriate buffer/transition between industrial and adjacent residential uses.

The designation also allows for some commercial uses such as restaurants, convenience retail and financial institutions.

Business industrial uses should also be compatible with building height restrictions near airports and special restrictions regarding potential interference with airport navigation aids and controls.

4.7 Recreation and Open Space

The majority of the lands in the Plan Area are designated either Recreation or Open Space. The emphasis on providing green spaces is based on the physical limitations of the land and the intuitive desire of residents to maintain the natural beauty of the area and protect sensitive lake and river shore areas.

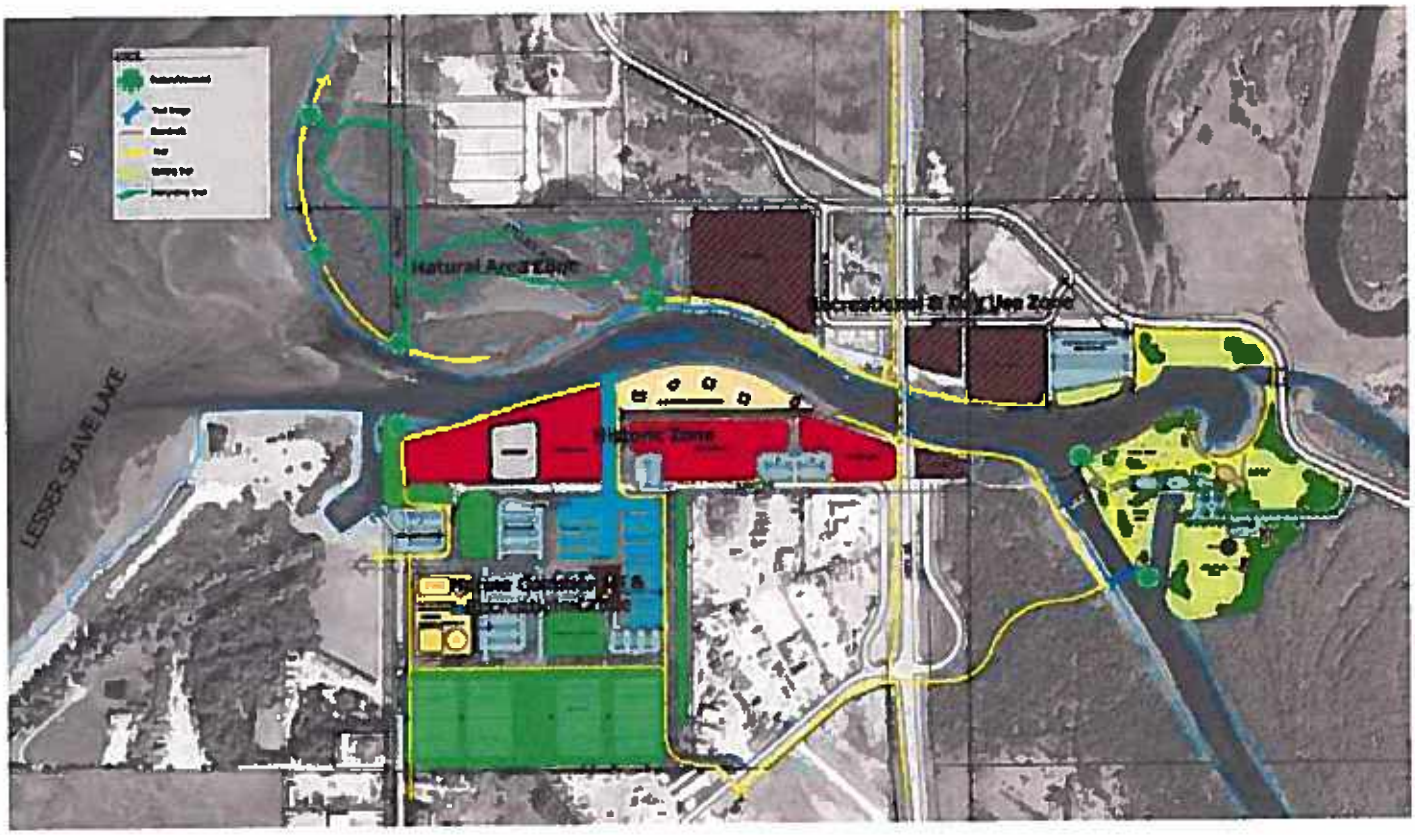
Those areas designated as Open Space on the Future Land Use Concept are considered to be undevelopable because of high water table conditions or environmental sensitivity. The lands are Crown or municipally owned and should be preserved in their natural state or used for parks. Areas to be dedicated at the time of subdivision as Environmental Reserve are also included.

The lands designated as Recreation are to be used for low intensity recreational uses such as golf courses or camping or recreation vehicle facilities.

The trail system is designed to reflect the four distinct areas they traverse within the lakeshore/riverfront area (Figure 8). The detailed design of the system and associated facilities that link community focal points, significant environmental features, recreational opportunities and points of interest is the subject of a subsequent phase of the study. The trail standards and amenities will be appropriate to the area.

Some linkages have been added to recognize existing walking patterns. Also, short and long term linkages have been identified based on existing development patterns and opportunities.

Figure 8 - Future Trail System



5 PLAN POLICIES

It is important to note that the policies are in keeping with the intent of an Area Structure Plan pursuant to the Municipal Government Act, and should be considered in that context.

5.1 General Development Policies

5.1.1 All future subdivision and development in the Area Structure Plan area shall comply with the Future Land Use Concept and the policies of this Area Structure Plan.

5.1.2 Development shall be prohibited within 20 meters of the naturally occurring bed and shore of the Lesser Slave River and Lesser Slave Lake. Where this requirement cannot be met because of the configuration of the parcel area or the characteristics of the landscape, the municipality may reduce this standard. Reductions in standard must be supported by Alberta Sustainable Resource Development and Alberta Environment

5.1.3 Environmentally significant features such as sensitive wetlands, wildlife habitat and unique physical features, and lake and river shore setbacks shall be dedicated as Environmental Reserve.

5.1.4 Environmental Reserve areas shall be kept in their natural state or used for parks.

5.1.5 Environmental Reserve areas that are linked to municipal reserve parcels, or are necessary to provide public access, shall be dedicated as Environmental Reserve at the time of subdivision, and subsequently managed by the municipality.

5.1.6 Those areas not suitable for development and where public access is not required may be protected either as an Environmental Reserve Easement, or as a Conservation Easement. The control and operation of these areas should be clearly stated in the easement agreement.

5.1.7 When subdivision occurs, the municipality will require, through the Subdivision Approving Authority, its full reserve dedication entitlement (10%) under the Municipal Government Act. Reserves not otherwise taken will be deferred as provided for in the Municipal Government Act.

5.1.8 The municipality will be flexible in dealing with reserves, but will not defer reserves to lots intended for intensive uses or to lots which are two acres or less in area.

5.1.9 In residential subdivisions the 10% Municipal Reserve (MR) dedication shall be taken as land and shall be located to provide optimal recreation/open space benefit to the residents and/or, where feasible, to allow for the development of a continuous linked recreation/open space system.

5.1.10 Significant natural features including tree stands may be preserved at the time of subdivision by applying a combination of Municipal Reserve and Conservation Easement.

5.1.11 The minimum elevation for the lowest entry point of a permanent development within 100m of the shore of Lesser Slave Lake is 579.7 meter above sea level. The minimum elevation for the lowest entry point of a permanent development more than 100m from the shore of Lesser Slave Lake is 579.1 meter above sea level. No development below grade is permitted. Developers may increase the elevation of the site to achieve the required grade level with an approved drainage management plan.

5.1.12 The required elevation may be achieved by engineered landfill or structural elevation.

5.1.13 Where landfill is used the toe of the file slope shall be no closer than 1.0m from the property line.

5.1.14 Where landfill or structural alteration means are used to attain the required elevation, the owners/developers shall enter into an agreement registered as a caveat on title:

(i) To save harmless the subdivision and development authority and the province of Alberta in the event of flood damage to the building or contents there of; and,

(ii) To maintain, in good condition, the means used to attain the required elevation.

5.1.15 To ensure the complete integration of shoreline opportunities with existing and future Plan Area developments, shoreline oriented access and, where appropriate, parking facilities shall be provided by the developer as required by the municipality.

5.1.16 The municipalities may, by bylaw, establish off site levies to recover the capital cost of providing roadways, sanitary sewer, water or storm water systems to developments.

5.1.17 A storm water master plan should precede development. The master plan would provide guidance for the management of storm water and establish recommended building elevations. The cost of developing and implementing the master plan may be included in off-site levies.

5.1.18 The municipalities encourage the Crown to lease or sell Crown owned lands with capabilities to support residential or recreation uses.

5.1.19 The municipalities do not support the sale of Crown lands adjacent lake and river shores, hazard lands or lands which the Crown considers environmentally significant.

5.1.20 In order to mitigate potential land use conflicts, the municipalities will co-operate with the appropriate provincial departments and agencies to establish a coordinated method for reviewing and issuing provincial leases, licenses and municipal development permits on Crown lands.

5.1.21 Applicants for subdivision and/or development permit on lands where contamination is suspected shall be required to submit a Phase 1 Environmental Site Assessment prepared by a qualified professional engineer that will contain recommendations regarding the need for a Phase 2 and/or Phase 3 Environmental Site Assessments.

5.1.22 Subdivision design and development standards should incorporate Fire Smart principles and techniques.

5.1.23 At the time of issuing a development permit for commercial and industrial uses visible from Highway 88, the municipalities shall require, as a condition of development permit approval, that a landscape plan be submitted for the portion of the site adjacent the highway and that storage areas be screened from the highway to the satisfaction of the Development Authority.

5.2 Estate Residential Area

The purpose of this area is to provide for the development of designated areas at a residential density that maintains the natural character of the Plan Area and reduces the impact on the landscape.

5.2.1 The predominant uses in the Residential Area shall be for detached single-family dwellings.

5.2.2 The minimum lot size in the Residential Area shall be 1,350m^2.

5.2.3 The maximum lot size in the Residential Area shall be 2,000m^2.

5.2.4 The maximum lot density shall be 1.85 lots per ha (0.75 lots/acre).

5.2.5 Developers of residential subdivisions may be required to construct or pay for the construction of park/playground developments or improvements on Municipal Reserve lands. The developer's share of the improvement will be negotiated as part of the development agreement.

5.2.6 Recreation uses and facilities may be permitted provided that the municipality is satisfied that the proposal will not have detrimental effects on the future development of the site or on nearby land uses.

5.2.7 Transportation, communications, public and institutional facilities may be permitted provided they are compatible with adjacent uses.

5.3 Country Residential Area

The purpose of the Country Residential Area is to provide for future country residential developments that comply with the Country Residential One (CR1) District of the Municipal District's Land Use Bylaw. Developments in this area should be restricted to single family residences and appropriate accessory buildings, such as garages and garden sheds.

5.3.1 The predominant uses of the Country Residential Area shall be detached single-family dwellings and ancillary buildings and uses.

5.3.2 Public and institutional facilities may be permitted provided they are compatible with adjacent uses.

5.3.3 In order to ensure sufficient area to allow for the effective installation of on-site sewage disposal and potable water systems, the minimum lot size within the Country Residential Area shall be 0.6 ha (1.5 ac) with the maximum lot size being 1.2 ha (3.0 ac).

5.3.4 Prior to subdivision, lands within the Country Residential Area shall be rezoned to the Country Residential One District. Excepting lot size, all standards and uses of the CR1 District prevail.

5.3.5 Pursuant to Policy 5.3.4 the owner/developer of lands within the Country Residential Area must demonstrate to the satisfaction of the municipality that providing piped sewer and water services to all or portions of the lands are economically viable and sustainable prior to amending this Plan and rezoning to the Estate Residential District.

5.3.6 Each application for a multi-lot country residential subdivision shall provide specific information in regard to:

(i) the number and size of parcels being created;

(ii) internal vehicle and pedestrian circulation;

(iii) environmental sensitivity and constraints;

(iv) provision of servicing, including the impact of the subdivision on external roads;

(v) the provision of and impact on local community services;

(vi) the method of dealing with any legitimate concerns of adjacent landowners; and,

(vii) the provision of municipal and/or environmental reserve.

5.3.7 The applicant for a country residential subdivision shall be required to provide a technical report, in support of the application, which follows Alberta Environment Guidelines on the Evaluation of Groundwater Supply for Unserviced Residential Subdivisions Using Privately Owned Domestic Water Wells and the Guidelines for the Evaluation of Water Table Conditions and Soil Percolation Rate for Unserviced Residential Subdivisions (or their replacements).

5.3.8 Country Residential Area subdivisions must include the dedication of Municipal Reserve, and Environmental Reserve (if appropriate). Reserves must integrate lake or river oriented access with useable park spaces.

5.4 Multi-Family Residential

Multi-family residential developments are promoted in conjunction with the marina and heritage theme area. Apartments above ground floor commercial developments are encouraged in the heritage theme area.

5.4.1 The municipality shall require that the developer of a large scale multi-family residential development to provide a plan which includes some, or all, of the following information:

(i) a comprehensive site design;

(ii) building elevations;

(iii) the number of dwelling units and projected number of residents;

(iv) the impact on the existing transportation system;

(v) the design of parking facilities and access and egress, and,

(vi) the method of proving municipal services.

5.5 Commercial Area

The purpose of this area is to recognize existing private commercial recreation developments and provide the opportunity for controlled expansion of these developments and to strategically locate future regional and local commercial opportunities.

The emphasis for the expansion of existing commercial operations on the south shore is on high density, public-oriented recreation uses and includes facilities for food and retail services with provision for permanent residential and rental accommodation uses.

Areas for regional and local commercial opportunities have been designated north of the Lesser Slave River.

5.5.1 All proposed developments shall be accompanied by a report outlining:

(i) precisely defined use;

(ii) identification of building construction and landscaping;

(iii) identification of municipal service facilities;

(iv) appropriate parking facilities;

(v) provision for storm water management; and,

(vi) any other information deemed necessary by the municipality.

5.5.2 Development shall not conflict with adjoining land uses or contribute to a reduction in the quality of the natural environment.

5.6 Industrial Area

The purpose of the Industrial Area is to recognize existing industrial developments and to provide the opportunity for business and light industrial uses that are compatible with any adjacent use.

5.6.1 All proposed industrial developments shall be accompanied by a report outlining:

(i) precisely defined use;

(ii) identification of building construction and landscaping;

(iii) identification of municipal service facilities;

(iv) appropriate parking facilities;

(v) provision for storm water management; and,

(vi) any other information deemed necessary by the municipality.

5.6.2 Development shall not conflict with adjoining land uses or contribute to a reduction in the quality of the natural environment.

5.6.3 All business/light industrial developments and uses shall be compatible with airport operations and control of airspace as contained in the Slave Lake Airport Area Structure Plan.

5.6.4 Major development adjacent the Lesser Slave Lake airport must submit an Aeronautical Obstruction Clearance form (Appendix A) at least 30 days prior to construction to Transport Canada.

5.6.5 Developments adjacent NAV Canada's Non Direction Beacon (Plan 2253TR, Part of the NE ¼ 1-73-6 W5M) must submit the proposal to NAV Canada at least 30 days prior to construction. An explanation of the Land Use Process and submission forms can be obtained from the following website link: www.navcanada.ca > Flight Operations > ANS Programs.

5.7 Recreation Area

The purpose of this area is to provide for recreational development, particularly intensive recreational uses.

5.7.1 The preferred uses in the Recreation Area shall be public and private oriented recreational uses such as campgrounds, day use areas and boat launches. Other recreational uses, such as tennis courts, lake access points, playgrounds and community halls may be permitted if these uses are compatible with the preferred uses. Any proposed recreational development shall not significantly affect the lake or river and their environs, including important fish and wildlife habitats.

5.7.2 The Recreation Facility and Resort District of the Municipal District of Lesser Slave River Land Use Bylaw shall be applied to all lands designated Recreation on the Future Land Use Concept.

5.7.3 The municipality may require that the developer of a large scale recreational facility provide a plan which includes some, or all, of the following information:

(i) a comprehensive site design and landscaping plan;

(ii) an analysis of the estimated number of users and origin of the users;

(iii) the impact on the existing transportation system;

(iv) the method of providing municipal services; and,

(v) an environmental review which identifies the capability of the site to accommodate the recreational facility and mitigative measures intended to protect environmentally sensitive areas and adjacent land uses

5.7.4 Developments proposing spaces for day use, hiking trails and similar facilities shall have such facilities suitably organized and clearly marked.

5.7.5 Recreational developments which create excessive noise shall be permitted only where the applicant can demonstrate to Council's satisfaction the development will not generate conflict with adjacent and nearby land uses.

5.8 Open Space Area

The purpose of this area is to maintain generally undisturbed lands which have marginal development capabilities and, therefore, are best suited for passive, low environmental impact recreation land uses and for fish and wildlife management.

5.8.1 The preferred uses of the Open Space Area include: skiing/hiking trails; nature observation activities; outdoor education facilities; and wilderness camping.

5.8.2 Developments in the Open Space Area shall not contribute to a reduction in either the environmental quality of the area, including the quality of the land and its shoreline nor the important fish and wildlife habitats.

5.8.3 Land designated as Open Space should not be developed for uses where vegetation clearing and shoreline development could result in contamination of the lake or river or degradation of the natural character of the land.

5.8.4 Transportation, communications, public and institutional facilities, which can be demonstrated to cause no adverse impacts on the predominant uses, may be permitted.

5.8.5 Developments for day use, hiking trails, overnight camping and similar facilities shall have such facilities suitably organized and clearly marked. Adequate lake access and parking facilities shall be provided where deemed appropriate by the municipality.

5.8.6 The municipalities shall support local groups interested in developing natural interpretative centres using private fund-raising approaches and Provincial/Federal government funding programs. Such interpretative centres also serve as tourism attractions.

5.9 Administration and Implementation

5.9.1 Pursuant to Section 633 of the Municipal Government Act, this Plan shall be adopted by the Municipal District of Lesser Slave River and the Town of Slave Lake as the **Waterfront Intermunicipal Area Structure Plan.**

5.9.2 The municipal Councils of the Municipal District of Lesser Slave River and the Town of Slave Lake shall each have responsibility for the implementation of the Intermunicipal Area Structure Plan. Each Council shall:

(i) adopt the Waterfront Intermunicipal Area Structure Plan by bylaw;

(ii) make all necessary changes to their respective Bylaws to comply with the provisions of the Waterfront Intermunicipal Area Structure Plan.

(iii) review and/or amend the Waterfront Intermunicipal Area Structure Plan as required;

5.9.3 The municipalities shall encourage the Provincial and Federal governments to have regard for the provisions of this Plan in the development and re-development of Crown Lands and in the formulation of provincial and federal policies and programs within the Plan Area.

5.9.4 Land Use Bylaw

No provisions of this Plan shall require the Land Use Bylaw to pre-designate lands for uses designated in the Future Land Use Concept. Development proposing any of the uses contained in the Future Land Use Concept shall be required to conform to the provisions of this Plan and to zone the subject site to an appropriate district in the Land Use Bylaw prior to development approval.