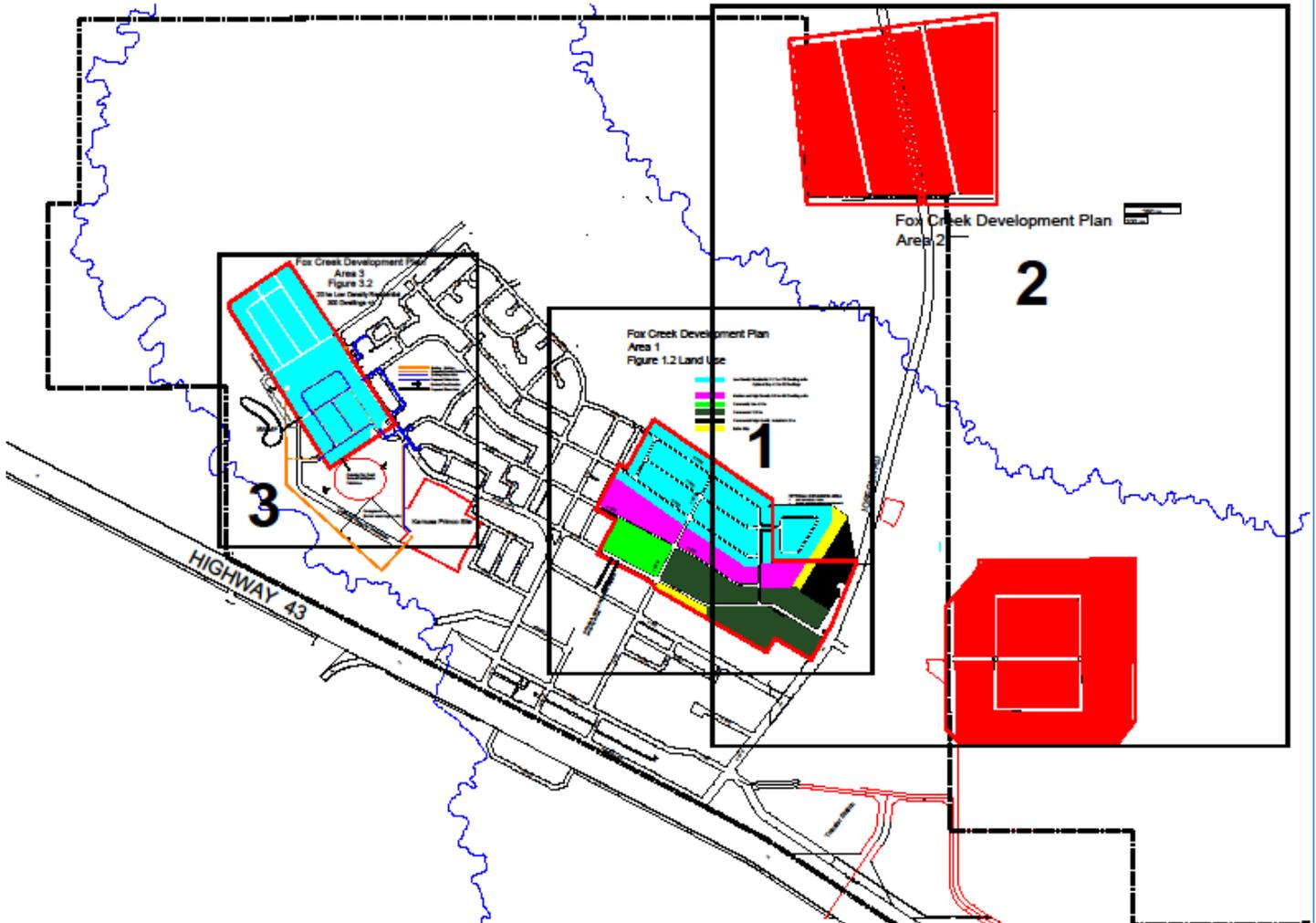


Fox Creek Development Plan Overall



Prepared for the Town of Fox Creek
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1.0. INTRODUCTION

1.1 Overview

The Town of Fox Creek is a community 260 km north west of Edmonton. Its economy is based on natural resources, with growth rates susceptible to fluctuations in the global economy. It is currently exposed to meeting the challenges of rapid growth. Located on the north side of #43, with two creeks and moderate ravines providing visual relief from the heavily forested region, it presents an attractive and accessible location for people seeking a life in an environment with natural amenities at hand and economic potential awaiting.

The permanent population of the town is 2112 (2013 Alberta Municipal Affairs). An additional undefined shadow population providing labour for the resource industries resides in and near the Town, accessing the Town of Fox Creek for services, amenities, recreational facilities, and socialization aspects provided by this community. Current and anticipated petroleum development activity in the region has resulted in pressure for growth, expansion and associated demands. Continued Town growth will require strong residential, industrial, community, and commercial development to accommodate this industrial activity.

As a result of Fox Creek's close proximity to intensive oilfield activity, it is a staging ground for activity for mobilization of equipment, resources and personnel. With close proximity to large scale industrial activity in the region, an influx of people is expected in the town. Strong employment and youthful community dynamics will result in continued growth patterns in the Town of Fox Creek and surrounding regions. With the large amount of industrial activity occurring around Fox Creek, spin-off business and support personnel will add to the anticipated demand for housing and commercial opportunities in the town.

1.2 Project Description and Purpose

The Town has several planning documents in place, including the Municipal Development, Sustainability, and Intermunicipal Development Plans. The Fox Creek Development Plan provides a framework for the proposed use of land, sequence of development and sound land-use planning for the orderly subdivision and development of land in growth areas. Specific local plans have been prepared under this project. These plans are a bridge between the high-level plans and actual development, and may serve the role of Outline or Area Structure Plans.

The plans have been prepared in conformity with the provisions of the Town of Fox Creek Municipal Development Plan. Each plan contains a summary of policy and site considerations needing to be addressed in a plan for the area. Based on these considerations, the plans outline development concepts describing proposed land uses and supportive transportation and servicing schemes. Finally, the plans explain how the proposed development concepts will be implemented.

2.0 Residential

2.1 Inventory

Residential development in Fox Creek occupies about 96 ha, with low density, medium density, and high density uses. Low density residential development occupies the greatest portion of the residential land base. The census shows that an average of 2.3 people live in each dwelling unit. There are currently (spring 2014) 25 vacant, serviced, low density residential lots and one high density site. The Town is in the process of developing a new residential subdivision, with another 22 lots. Karnusa Primco has initiated the approval process for development of a project with 790 dwelling units. The existing capacity and proposed developments will allow for population growth of 1900 people, for a total population of 4000 people.

The project parameters required planning to a population beyond the 5000 level, thus additional land is identified in the plan.

2.2 New Residential

New residential development has been proposed for Plan Area 1 and Plan Area 3. Plan Area 1 is contiguous with existing residential development, has immediate access to utility and road networks, and can be brought to market with reasonable efficiency. Within Plan Area 1, a mix of low, medium, and high density residential development has been proposed. This area will provide for approximately 1600 people in 695 dwelling units.

Plan Area 3 is slightly remote from existing development and will require extension of major roadways and utilities. Though phased development can reduce some of the initial expansion costs, there will be requirements for contribution to infrastructure expansion. Plan Area 3 has been designed as a low density residential development, in consideration that it is adjacent to the high density Karnuso Primco project, which will likely satisfy the demand for high density development for the foreseeable future. At low density, Plan Area 3 can support a population of about 800 people in 300 dwellings. If 25% of that site is used for medium density development, the site can support a population of about 1000 people. As the growth rate of the community is not certain at this time, additional planning of Plan Area 3 is not required, and should be deferred pending 80% residential buildout of Plan Area 1.

Current development, vacant sites, Plan Area 1, Plan Area 3, and the Karnuso Primco site allow for population growth to between 6000 and 7500 people.

3.0 Community

3.1 Inventory

Fox Creek currently has approximately 254 ha of land designated for community use. If the airport, golf course, and landfill, and sewer lagoons are not included, the area used for developed community use is 50 ha. The area provided for the golf course, airport, and lagoons will support a population of over 10,000. The remaining community uses are more affected by the demands of growth.

The existing school site, at 6ha, can support a school of up to 1200 students, depending on configuration. This is more than two and one half times the current school population, which would allow for a Town population of over 5000 people before an additional site is required.

Most community facility sites (health care, recreation, maintenance, emergency and protective services, cemetery, utility, local parks, and campground) are adequate to allow facility expansion to support increased population to the 5000 population level.

Additional site space is required for sport fields and any new community uses (ie. indoor pool, field house).

3.2 New Community Uses

Additional community facility development area has been provided in Plan Area 1, for ha. This area will allow for new facility development, or replacement of existing facilities. The proposed site provides a central location, accessible to existing and future residential development and the community commercial centre.

The need for an additional school site is not within the growth plan for this project, however it will be required at some point in the future. An approximate location, east of plan Area 3, has been identified. The province has a policy that it will make land available for school sites if it has ownership. The potential site is owned by the Crown. It will be easily accessible for residents of Plan Area 3 and the Karnuso Primco project.

As with the school site, the proposed location of new sport fields and replacement of facilities displaced by the development of Plan Area 1 is east of Plan Area 3.

4.0 Commercial

4.1 Inventory

Identifying commercial as opposed to industrial activity is not always straight forward in resource communities. There is a mixture of uses in the commercial core which makes it difficult to determine if a site is being used for commercial or industrial uses. There are about 20 hectares of lands in commercially use, or about 1ha/100 people. Other resource communities (Hinton, Whitecourt) have about 0.7 ha/100 people. At that rate, the existing land dedicated to commercial activity could support a population of about 3000 . Population growth beyond that level will require that some land currently in community or industrial use will be to commercialize, or additional commercial land will be required. Increased intensity of commercial use is also likely to take place on many low use sites.

4.2 New Commercial

To support a population of 5000, an additional 12 ha of Commercial land will be required. Conversion of some properties (ie. AESRD site, industrial sites on west side of 1st Street E per MDP) can meet this demand, however additional land will be required if major commercial operators are to be attracted. A 17.4 ha site has been identified in Plan Area 1 to meet that need. Its location will support walkability in the new development, provide a buffer between residential and industrial uses, and promote establishment of a new transportation corridor across this section of town. The size of that site will support major retail or service development.

5.0 Industrial

5.1 Inventory

About 84 ha of land is currently dedicated to industrial use. Some of this is under used, and potentially available. Low intensity uses, such as storage yards, are an important part of the industrial economy, but where they displace more intense development that require existing services, they are an inefficient use of land.

Over 37 ha of additional land is currently proposed for industrial growth, or nearly 40% more than is currently in place. Build out of the approved new areas and intensification of existing areas could allow industrial growth of

up to 60%. Predicting how much land is needed on a per capita base is difficult, as the intensity of on site activity and regional industrial activity are major influences on population. Further, sites that may be combined for redevelopment or re purposed may not meet the specific size requirements of new industrial customers. Industries requiring large sites may choose other communities if options are not available in Fox Creek. Additional industrial land is required, with flexibility to configure sites important.

5.2 New Industrial

On the premise that industrial development in Town will be proportional to population, a total area of 200 ha of industrial is likely needed for the 5000 population level. The existing developed area and current project leave a demand for an additional 105 ha will be required. Industrial growth has been directed to the Iosegun Road corridor. This area has challenges due to pipelines, terrain, ownership, and municipal administration, however it provides the largest general area for this use. Plan Area 2 projects 119 ha of industrial development can be provided here for a total of 214ha.

6.0 Summary

The Identified Plan Areas can support :

- Residential 6,000 to 7,500 people 240 to 350% growth
- Commercial 5,000 people 280% growth
- Industrial 5300 people 250%
- Community >10,000 people 475%

- Designation of land in the plan areas for residential, community, and industrial uses is required in the near future if growth of more than 40% is to be accommodated.
- In addition to Plan Area 1, Industrial growth should continue north and east, to ensure separation from residential uses and provide reasonably direct highway access. Most of this area is in the MD and will require cooperation and negotiation.
- The commercial area should expand through expansion and redevelopment of industrial land and other land on the periphery of the current core.

The supporting Plan Area documents and maps will serve as the main guide to development. The range of uses provide for a community-wide balance of public and private uses (residential, employment, community, open space, environmental protection, development intensity and density), while meeting the policies of the Towns' adopted plans. Flexibility in applying policies to allow continuation of current uses, while progressing toward the future, should be a priority. The land requirements identified ensure public service and infrastructure can be provided to support the future populations identified. Sequential contiguous development (to limit leap frogging) must be controlled during implementation. The plans include phasing to address various population thresholds, allowing for the flexibility in growth rates that Alberta communities experience.

Existing infrastructure mapping, including utilities, circulation (roads and pedestrian) and public facilities (fire, police, education, administration, cultural, healthcare, etc.) must be reviewed in concert with the plans at the time of any implementation. Amendment of the MDP to provide for these plans should be undertaken.

7.0 Current Planning Issues

During preparation of the plan, several other issues were identified that could be addressed by the Town.

Iosegun Lake Road

- This road will continue to serve as industrial access for local and regional development. Traffic conflict will develop if additional direct access to the road is allowed. No future direct access to the road should be allowed unless road right of way widening and turning bays are provided.
- North of 2nd Avenue, this road is currently provided as an RDS disposition through ESRD, not as a registered road plan. As the location of the road is unlikely to be changed, it would be appropriate to have the road registered to ensure its location is provided on legal base plans and to protect it as a public road.
- The road is a key industrial route for resource development. Cooperation with Greenview to obtain funding under the Provincial Resource Roads Program (currently unfunded by the Province) to upgrade and eventually pave it should be considered.

Industrial Leases

- Leases to Rival Trucking, Kodiak Oilfield, and New adventures Trucking appear to include a public road allowance . Legal closure of the road allowance is required to allow it to be occupied.
- Leases to Rival Trucking, Kodiak Oilfield, and New Adventures Trucking appear to extend into Greeview. Annexation and rezoning of this area should be undertaken.
- Leases to STH Resources, Liquid Force, Big Meadow Contracting, Nolan Corcon, New Adventures Trucking, Kodiak Oilfield Services, and Rival Trucking appear to be on land designated as urban Reserve in the Land Use Bylaw. The land use Bylaw should be amended to allow these industrial uses to exist.

Camp Lease

- The site leased to the commercial camp on Iosegun Lake Road provides a residential use that appears to be within the restricted setback distance of the landfill. The actual distance should be verified, and a waiver of the setback distance obtained if required.

Intermunicipal Development Plan

- The IDP does not provide for extension of industrial use along Iosegun Road. Amendment of the plan should be obtained.
- The IDP does not provide for annexation of the area adjacent to Iosegun Road. Amendment (and annexation) should be obtained.

Large Lot Residential Development

- Large lot rural style residential development has been identified as a providing a housing option not currently available in Fox Creek. The goal would be to have large parcels with high quality residential development. Unfortunately, rural residential development adjacent to small urban centres tends to attract residents who operate small industrial businesses as home occupations in conjunction with their residential use (truck shops, construction firms, auto repair). This presents a conflict with small lot industrial development in the urban centre, and discourages high investment in residential development on adjacent properties. Rural residential properties do not typically provide sufficient tax revenue to provide for the municipal property services required (road maintenance), and, where successful, are typically a feature of municipalities where non-residential taxation can assist with residential services. Where rural development takes place near the urban area, it can prevent the eventual expansion of the urban centre in an efficient manner. Subdivided residential parcels are very difficult to re-develop in an efficient urban pattern. Further, it is likely to be difficult to obtain release of Crown land to provide for rural residential development as it potentially conflicts with resource development, with land use and road use issues. Residential development beyond the urban area should not be pursued.
- Large lot residential development conflicts with the density policies of the Town's Municipal Development Plan. If large lot development is to take place, an amendment to the MDP should be obtained.
- Large lot residential developments on readily serviceable land restricts opportunities for cost efficient conventional urban development. Large lot development should only be considered where conventional servicing (ie. gravity sewer) would be cost prohibitive. Residential sites where installation of low pressure sewer systems would make development viable should be considered for large lot development.
- The golf course occupies about 82ha, while typical 18 hole urban courses occupy 55 to 70 ha. Limited large lot residential development might be incorporated with a design expanding the course to 18 holes, providing an option for large lots with an amenity to warrant higher prices, and limit low calibre development. Development on the golf course site would not displace conventional urban development, however it does not provide a significant number of dwelling sites, therefore should be left to the club and private developers to address, rather than being a municipal project.

School Site

- The current school site is sufficient to accommodate substantial additional development, however its location in the middle of a residential area, without direct access to arterial roads, potentially limits its viability to support that growth. If a future school site is developed adjacent to Plan Area 3 for a middle or high school, redevelopment of a portion (3ha) of the current school site for residential use should be considered.
- The municipality is responsible to provide school sites. The Province previously had a policy that it would provide land for school sites at no cost to the municipality. The potential school site adjacent to plan Area 3 should be evaluated and, if suitable, designated and obtained.

Sport Field Development

- The development of Plan Area 1 for residential and recreational uses will result in the loss of two ball diamonds. Relocating the facilities to the west end of the current sewage lagoons (interference with equestrian uses) or to the vicinity of the former sewage lagoons (or future school site) should be evaluated.