



Municipal Planning Commission

Development Permit Report

DATE OF MUNICIPAL PLANNING COMMISSION MEETING: August 31, 2023			
FROM:	Planning & Development	WARD:	Erskine – Buffalo Lake
OWNER:	2066052 Alberta Ltd., o/a Bar W Resort	APPLICANT:	2066052 Alberta Ltd., o/a Bar W Resort
SUBJECT PROPERTY:	NE 20-40-20-4	ZONING:	Recreational Facility District (RF)
TOTAL AREA IN EXISTING TITLE:	79.29 acres (32.10 hectares)	PROPOSED DEVELOPMENT:	Recreational Vehicle Park and Rural Convenience Store
FILE NO:	DP 23077	ROLL NO.	581400

1.0 PURPOSE:

To consider a discretionary use development permit application.

2.0 BACKGROUND:

The subject property is located on the south shore of Buffalo Lake between the Summer Village of Rochon Sands and the Summer Village of White Sands. The developed portion of Range Road 20-4 is along the southeast boundary of the property and the south boundary is along Bayview Street. Island View Close is located on the west side of the subject property.

The short legal description of the property is the NE 20-40-20-4. The land in title is 79.29 acres (32.10 hectares).

The property abuts residential development to the west, the Provincial Right-of-Way around Buffalo Lake to the north and agricultural lands to the east and south. The topography of the property consists of a level upper plateau in the south and central portion with a lower area characterized by undulating terrain in the north and northeast portions of the property. The upper plateau is defined by three escarpments/ridges: one along the shoreline of the lake; one facing towards to the northeast; and one facing east. The height of the escarpments/ridges range from 57ft (17.5m) to 24.5ft (7.5m). The lower area contains hillier terrain, several wetlands, and a draw through the escarpment/ridge opening onto the lakeshore. Historically, the upper plateau area was used for crop land and related farm buildings and the lower area was used as pasture.

Approximately half of the subject property has been developed as a Recreational Vehicle Park under a previous development permit application that was approved in 2018. The 2018 approval was appealed and the resulting number of RV sites allowed on the site was reduced. Following the appeal proceedings, conditions related to the decision of the local Subdivision and Development Appeal Board were not satisfied. This led to the issuing of a Stop Order by the County in 2019. Since that time, the subject site has remained largely “as is” once all recreational vehicles were removed and use of the site ceased in compliance with the Stop Order. The Stop Order remains in place until such time as all conditions of compliance are achieved or a new development permit is issued.



Photo 1: Looking west across the south and central upper plateau area



Photo 2: Looking north across the north and northeast lower area

The application is for the creation of a Recreational Vehicle Park, to be named Bar W Resort, and a Rural Convenience Store. The Recreational Vehicle Park is proposed to have 318 individual RV sites with associated recreation amenities and support buildings. The Recreational Vehicle Park will be for the exclusive use of lease holders (long term renters) of the individual sites and their guests. The recreation amenities on site and most of the support buildings will only be accessible to leaseholders and their guests. The Rural Convenience Store and its related

parking area is the only portion of the proposed development that will be accessible to the general public. The main details of the proposed development are presented in the Application Form (Attachment A), the Memo – Narrative Description (Attachment B), and the two sets of Site Plans (Attachment C with air photo and Attachment D without air photo).

The Recreational Vehicle Park will operate on a seasonal basis from May 1 through to October 15 of each calendar year (the operating season). Outside of this time period, leaseholders would be able to access their sites but no power, water or wastewater services will be available. RVs will also be allowed to remain on site between October 16 and April 30 (during the off-season).

The individual sites in the Recreational Vehicle Park have a typical size of 2,670ft² (248m²) with a width of 43ft (13.2m) and depth of 61.5ft (18.8m). Some sites have different dimensions making them smaller or larger than the typical size. The majority of the sites are arranged in rows oriented north-south through the section of the property that is developed. An outer ring of sites follows the top of slope of each of the three escarpments/ridges defining the upper plateau area.

Each site is intended to accommodate a gravel pad for one RV unit, two parking stalls, a deck, a small shed, one tree or shrub, and space for a fire pit and related separation distance. A rough layout of a typical site can be seen on the Site Plan.



Photo 3: Sample RV site – gravel pad on left and area for deck, tree, shed on right

Each individual site will be serviced with 50 AMP power, a collective wastewater collection system and a collective water distribution system. The wastewater system consists of 10 holding tanks that will require pumping out 2-3 times per week during the operating season. Effluent will be hauled to a County owned wastewater treatment facility. The water system will be supplied by the regional water line and a connection the County water line in Island View Close.

The development will be accessed off Bayview Street. Two gated emergency only accesses are provided; one on the west end and one on the east end of the subject property. The main access is a 24ft (7.3m) wide driveway to be located 200m west of the intersection of Bayview Street and Range Road 20-4. Once on the site, a two-lane gravel road that parallels most of the

length of the subject property along Bayview Street connects to the Rural Convenience Store and leads to the internal gate of the Recreational Vehicle Park. Access to the park will be controlled by a code controlled on-site gate. Once through the gate, a grid of two-lane and single lane gravel roads provides access to the RV sites, visitor parking areas and amenity sites/buildings. The two-lane roads facilitate vehicle travel in both directions and have a road surface width of at least 20ft (6m). The single lane roads are intended for one-way traffic and have a road surface width of at least 10ft (3m). The direction of travel for each segment of road is shown on the Site Plan.



Photo 4: Looking west on Bayview Street from location of proposed main entrance

Pedestrian circulation within the development is provided by a 4ft (1.2m) wide gravel path abutting each of the internal roadways and separated pathways. Connections to the County trail on the south side of Bayview Street are proposed to be located at the southwest corner of the development and just west of the main vehicle access.



Photo 5: View of pool and waterslide features on Amenity Site 1

Two amenity sites with buildings and facilities and two stand-alone buildings are proposed within the RV sites. The location noted as Amenity 1 on the Site Plan will contain a pool/water park. Building 1 and Building 2 shown and described in Attachment E are located at Amenity 1.

They consist of sea can containers that have been converted to be a utility room and washrooms for the pool/water park. Each building has a height of 13ft (3.96m).

The location noted as Amenity 2 on the Site Plan is intended for outdoor sports courts.

Building 3 in Attachment E is located north of the area marked as Amenity 1. The building was used for assemblies and dances and is proposed to be used for storage. A grain bin is located beside Building 3 and serves a decorative purpose. Building 3 has a height of 16ft (4.87m) to the roof peak and approximately 11ft (3.37m) to the start of the roof. The grain bin is a little less in height.

The proposed Rural Convenience Store will be located in a new building (Building 4) located directly north of the main entrance to the subject site. The building is single storey, 52ft x 36ft, and has a floor area of 1,872ft² (174m²). The height of the building is 18ft (5.49m). The exterior of the building is steel cladding. It will function as the office for the RV park and as a publicly accessible convenience store.



Photo 6: View of location of main entrance, rural convenience store and maintenance building

The proposed Maintenance Building (Building 5) will be located to the east of the store. It is a single storey building with a height of 25ft (7.62m) to the roof peak and 11 to 12ft (3.66m) to the start of the roof. The building is 42ft x 60ft with a floor area of 2,520ft² (234m²) and its exterior finish will be steel cladding. The building is intended as a support building for the operation of the RV park. Details of the Rural Convenience Store and Maintenance Building are shown in Attachment F.

Onsite parking consists of two parking stalls on each individual RV site and public/shared parking along the north side of the internal road that parallels Bayview Street. A small parking area is also located near the store. The public/shared parking provides 105 parking stalls with 7 of these dedicated to the store.

The location of landscaping is shown on the Site Plan. It consists of three main areas of focus: along the south and southeast perimeter; along the west boundary, and across the individual RV sites and amenity areas. A total of 171 plantings are proposed along the west, south and

east property lines (includes the existing trees). Each RV site will have one planting of either a tree or shrub. The types of plantings are shown in Attachment G. Computer generated renderings of the perimeter landscaping along Bayview Street are provided in Attachment H.

The Recreational Vehicle Park occupies 37.43 acres (15.15 hectares) of the 79.29 acres (32.10 hectares) in title (47.2 percent) and within the area defined by the “construction boundary” line shown on the Site Plan. The area that is outside the “construction boundary” line is intended to be left in its natural/existing state with limited activities taking place in this area. Activities will be limited to an emergency access route to the beach area, use of the existing building at the beach area for storage only, informal paths and trails for use by leaseholders, and a storage area relating to maintenance of the park.

The Applicant has provided a copy of the Lease Holder Rules and Expectations, Good Neighbor Policy and Temporary Structure and Landscape Regulations (see Attachment I). These documents show the Applicant’s intent on how user behaviour and changes on individual sites will be managed. While these are not subject to the Development Authority’s approval, they do speak to some issues of common concern or overlap. This includes topics such as the ban on creating permanent structures on each individual site, restrictions on creating loud noise after 11pm and before 8am, internal speed limit of 10 kph, and control of pets.

There are no abandoned oil and gas well sites or oil and gas pipelines on the subject property as shown in Attachment J. There is also no pipeline rights of way or easements of concern.

3.0 ANALYSIS AND DISCUSSION:

The decision of the Development Authority must meet the requirements of the Land Use Bylaw and advance the policies of the applicable statutory plans. Where the proposed application may be lacking, a conditional approval may be appropriate to accomplish this aim. Additionally, the Development Authority must make its decision based on consideration of relevant land use planning matters; being those matters that pertain to the nature of the use and development being proposed, the site to be developed, and any offsite impacts on area properties and municipal infrastructure.

The following sections review the application in relation to the County’s adopted statutory plans, Land Use Bylaw and general land use planning considerations.

Buffalo Lake Intermunicipal Development Plan (BLIDP)

The subject property falls within the Buffalo Lake Intermunicipal Development Plan area and is identified as part of the South Shore Growth Node. A recreational vehicle park is one of the types of recreation use that the BLIDP allows in the area. The rural convenience store is also a use that is allowed. The 318 recreational vehicle sites are defined as “development units” under the BLIDP. The total number of development units allowed in the County of Stettler portion of

the South Shore Growth Node is 2,969 of which approximately 917 have been created and 2,052 have yet to be created as of June 2023.

The density of development across the South Shore Growth Node is expected to average 0.9 development units per acre. The recreational vehicle park creates a node or peak of higher density at approximately 8.5 units per acre (318 over the 37.43 where improvements are proposed). The offset will be provided in other County lands within the growth node.

The proposed development takes an avoidance approach to the wetlands present on the site. Most improvements are taking place within the area previously cleared for farm buildings and crop land. While not a subdivision, the proposed development includes a 30m plus setback from the Provincial Lake Right of Way mainly due to avoiding development on the escarpment that parallels the lakeshore.

Use of collective water and waste water systems are proposed in keeping with the BLIDP policies on servicing. A series of storm water ponds are proposed to mitigate water quantity and water quality impacts on the lake.

Development of the subject property also must meet the public access and shoreland development policies of the BLIDP. This location is not one of the locations listed in the BLIDP for creation of a future public access site. The expectation is that the development instead contributes to offsite facilities; preferably those closest to the site of the development.

Administration finds that the proposed development is generally consistent with the direction of the BLIDP. Specific subjects which relate to the policies are discussed further in later sections.

Municipal Development Plan (MDP)

The County's Municipal Development Plan does not specifically identify the subject property. The MDP provides broad policy based on topics. The commercial policies allow consideration of stand-alone, isolated commercial sites provided the commercial use is compatible with the area, does not negatively impact the road system, and can be serviced with private water and wastewater. The rural convenience store use meets these criteria.

The policies regarding the natural environment speak to the preservation of features such as wetlands and avoiding hazard lands such as steep slopes. The proposed development provides a setback from Buffalo Lake and avoids disturbing the area in and around existing wetlands. Development of escarpments, with the exception of trails/pathways is avoided.

The policies regarding transportation and utilities require developments to be assessed based on their impact on these infrastructure systems and to make contributions toward the infrastructure needed to support the anticipated impact. This includes upgrades to road networks and use of public or communal water and wastewater systems and onsite storm water management.

The policies regarding recreation encourage the creation of recreation opportunities by both the private and public sectors. Developers of private facilities are required to provide or contribute to the cost of providing new or enhanced public lake access opportunities.

Administration finds that the proposed development is generally consistent with the direction of the MDP. Specific subjects which relate to the policies are discussed further in later sections.

South Shore Area Structure Plan (SSASP)

The South Shore Area Structure Plan applies to the County of Stettler portion of the South Shore Growth Node identified in the BLIDP. The subject property is identified as recreational use and open space use on the Future Land Use and Transportation Concept. The recreational use allows for the development of recreational vehicle parks and commercial use, such as the rural convenience store, as part of a larger recreation development. The open space use accounts for areas that are expected to remain in their natural state.

The avoidance of the existing wetlands meets the SSASP policies pertaining to environmentally sensitive lands and wetlands. The 30m plus setback from Buffalo Lake meets the policy relating to developing lands adjacent the Provincial Lake Right of Way. Visual impacts of the proposed development and buffering/transition are addressed through the landscaping shown on the Site Plan for the development.

Historical resources have been assessed and an approval has been provided by the Province.

The proposed commercial use, rural convenience store, is small in scale, located away from existing residential, and has adequate onsite parking.

The trail that parallels the lake shoreline, as shown on the Future Land Use and Transportation Concept, is limited to public access and ownership of the Provincial Lake Right of Way. A paved trail exists along the south side of Bayview and can serve the proposed development with the proposed connections.

The SSASP allocates 2,715 for the 2,969 development units allowed under the Buffalo Lake IDP to four areas. The subject property falls within Allocation Area C which is allocated 875 development units. The 318 RV sites proposed in the development count against this number.

The density of the proposed development is approximately 8.5 units per acre (318 over the 37.43 acres where improvements are proposed). This means the proposed development will form one of the high points of density with the average over the entire growth node area to be 0.9 development units per gross acre. The proposed development accounts for 318 of the 1,399 development units that can be used to accommodate development that is not a detached dwelling.

The proposed development has more than 50 development units and is required to provide or fit into a plan to improve vehicular public access (aka boat launch) to Buffalo Lake. The proposed development application references a contribution but there is little detail.

Options for the extension of either Range Road 20-4 or Range Road 20-5 to connect to Highway 601 are called for in the SSASP. A determination on which road will be constructed has not yet been made. The SSASP calls for this decision to be made as development proposals in Section 20, in which this application is located, come forward.

The Future Land Use and Transportation Concept identifies two local road/access points off Bayview Street into the subject property. The more easterly of the two most closely matches the location of the proposed main access for the development.

The SSASP requires the use of communal water and wastewater systems and onsite stormwater management facilities. The proposed development makes use of these types of systems.

The SSASP requires a suitable buffer and/or transition between uses by matching lot sizes in the case of subdivisions and using distance separation, landscaping, berms, fencing or a combination of measures. The application provides buffering along the west and south boundaries where residential use exists or is proposed as a future use. The adequacy of these measures is discussed later in this report.

Administration finds that the proposed development is generally consistent with the direction of the SSASP; however, the timing of some policies does not fit the timing of the proposed development and vice versa and some responses to the policies require more detail. Specific subjects which relate to the policies are discussed further in later sections.

Land Use Bylaw – Allowable Uses

The subject property is located within the Recreational Facility District (RF) of the Land Use Bylaw. “Recreational Vehicle Park and/or Campground” and “Rural Convenience Store” are both listed as discretionary uses within this district. These uses are defined as:

“Recreational Vehicle Park” means a planned development for the short-term use of Recreational Vehicles, tents and/or cabins with a higher level of service provided than in a Campground (i.e. the stalls in a Recreational Vehicle Park are typically serviced with communal water and sewage disposal systems). A Recreational Vehicle Park shall not be used as storage, or permanent accommodation for residential use. A Recreational Vehicle Park may be developed in association with related recreational activities; such as hiking or riding trails, picnic grounds, boating facilities and playgrounds. Also see the definition of Campground.”

and

“Rural Convenience Store” means a development used for the retail sale of consumer goods frequently required by area residents in an enclosed building not exceeding 186 m² (2,000 ft²) and which does not include any outdoor storage and/or sales.

Administration finds that the proposed uses fit these Land Use Bylaw definitions.

Land Use Bylaw – Standards and Regulations

In addition to the standards listed in the Land Use Bylaw, development permit applications are subject to meeting the requirements of any applicable statutory plan (Buffalo Lake IDP, Municipal Development Plan, South Shore ASP). The sections below address standards specific to the proposed uses and the nature of the subject property.

Yards and Setbacks

A front yard of 125ft (38m) is required along Bayview Street. This distance is measured from the centreline of the road/road allowance. This requirement has been met.

A side yard of 25ft (6.1m) is required on the west side of the property and a side yard of 125 ft (38m) is required on the east side of the property. The east side yard is measured from the centreline of Range Road 20-4. Both of these requirements have been met.

A rear yard of 25ft (7.62m) is required and the lake frontage is considered the rear property line. The yard requirement has been provided by way of the 30m plus setback from the Provincial Lake Right of Way and the closest RV site.

The landscaping along the perimeter of the site along Bayview Street and Range Road 20-4 does not meet the 75ft (22.9m) setback requirement. A variance may be considered by the Development Authority.

Sight Triangle

A sight triangle measuring 106m along each road allowance at the intersection of Bayview Street and Range Road 20-4 is required. No site access and no vegetation that is more than 3ft (0.91m) in height is allowed in this area. The proposed site plan contains landscaping that exceeds the 3ft height limit and one of the emergency access points. A variance is recommended for the access and revisions should be made to the landscaping shown on the Site Plan.

Building Heights

The maximum building height for the Rural Convenience Store as a principal use is 32.8ft (10m). The proposed building meets this requirement.

The maximum building height for all other buildings is based on their ancillary role in support of the Recreational Vehicle Use. The maximum allowed height is measured below the start of the roof and at this location is the same as what is allowed in the abutting Resort Residential – Communally Serviced District which is 16ft (4.88m). All of the proposed ancillary buildings, except the water slide, meet this requirement. The water slide has a height of approximately 20ft (6.1m) and will therefore require consideration of a variance.

Site Coverage

The maximum allowed site coverage is 45%. Coverage includes all buildings and items located on individual RV sites and all common areas and is measured in comparison to the area being developed. The calculation excludes driveways, drive aisles or onsite roads, parking lots and storm ponds. The proposed development has a site coverage of approximately 33%.

Additional Regulations – Campground and Recreational Vehicle Park

Section 108.10 in the RF District indicates that the design of any campground or recreational vehicle park is subject to the provisions of Section 77. The standards stated in Section 77.3 are specific to a Recreational Vehicle Park where individual sites are intended to be sold as bare land condominium units. There are no set standards for a single ownership, long term lease form of recreational vehicle park. The “higher” standard is being applied for evaluation purposes.

Standard from Section 77.3	Proposed/Status
20% of the gross development area shall be set aside as common open space	Greenspace accounts for 27%
Each stall accessed by an internal road	Yes
Roads shall be hard surfaced or surfaced to the satisfaction of the Development Authority	Gravel is proposed - at discretion of the Development Authority
Roads shall be 3.0m (10ft) in width for one-way traffic	At least 3.0m (10ft) width provided

Standard from Section 77.3	Proposed/Status
Roads shall be 6.0m (20ft) in width for two-way traffic	At least 6.0m (20ft) width provided
Road system shall be properly signed for users and for emergency response	Signage not indicated in application materials
Walkway with a minimum width of 1.2m (4ft) surfaced to the satisfaction of the Development Authority and connecting all stalls to all service buildings, facilities, refuse areas and recreation areas	1.2m walkway provided along all internal roads connecting stalls to amenities in the park
Fires only in designated fire pits or other such facilities	Location not indicated in application materials – each site anticipated to have own fire pit
All utilities shall be provided as required by the Development Authority and the franchise utility companies	Private utilities are provided based on Applicant request
Potable water and sewage disposal to the satisfaction of the Development Authority	Proposals submitted – see topic discussion
Fences allowed if uniform standard is applied throughout the park	Permanent fencing on individual RV sites is being discouraged – no uniform standard set by Applicant
Stall boundaries shall be defined by permanent flush stakes or markers with a stall number or other identification system	Stall boundary markers not proposed – stall number on utility post and are proposed to be posted on RV
Minimum stall size shall be 6.0m width, 18.0m depth and 200m ²	Typical stall dimensions exceed 6.0m width, meet 18.0m depth and have an area of 248m ² ; some sites south of Building 3 do not meet the depth and size requirements
Minimum distance of 3.0m between stalls except if suitable buffers are provided to the satisfaction of the Development Authority	Staggered pattern of RV pads in each stall provides 3.0m separation

Standard from Section 77.3	Proposed/Status
Each stall shall have at least one vehicle parking space other than the recreational vehicle pad	Provided
Visitor parking shall be provided in a common area to the satisfaction of the Development Authority (at rate of one stall per every five RV sites)	64 would be required and 98 have been provided
Maximum coverage per stall is 40%	Typical stall layout results in 36.5% coverage
Maximum height of a Recreation Vehicle is 5.50m (18ft)	Unknown until Recreation Vehicle is on site
A common area for storage of ATVs, boats or other recreational craft shall be provided at a minimum rate of 10m ² (LUB does not finish formula)	No area specified on Site Plan for this purpose
No permanent foundation, pilings, basement or base extending below the frost level is allowed	Lease Holder Rules do not allow permanent fixtures to the ground
Ancillary building shall be similar to and complement the Recreational Vehicle in exterior materials, colour and appearance	Unknown until Recreation Vehicle is on site

Several items in the table above indicate that the requirement has not been satisfied. As the criteria are not meant for this form of Recreational Vehicle Park, Administration does not recommend that strict compliance be required. This leaves the Development Authority to choose which of the standards will be required or “increased” for this particular application in accordance with Section 108.6 and Section 24.2 of the Land Use Bylaw.

Section 108.6 reads:

“Any site development standard or additional regulation may be increased by the Development Authority as a condition of development permit approval, pursuant to Section 24.2.”

Section 24.2 reads:

“Where this Bylaw requires a minimum standard, the Development Authority may impose a condition to a development permit requiring a higher standard where it is deemed by the Development Authority that adherence to the minimum standard may result in conditions that unduly interfere with the amenities of the neighbourhood or materially interfere with or affect the use, enjoyment or value of neighbouring properties or the general appearance of a development from a public road or highway.”

Administration recommends that, in addition to the criteria that have been satisfied, the following criteria be applied to this application:

1. Requirement for road system signage communicating the direction of travel on each road and the parking restrictions;
2. Installation of a directory map at the entrance to the RV site area and displaying the RV site identification number on the RV where visible to passersby and emergency responders;
3. Identification and construction of an area for common storage for boats and other recreation vehicles and their associated trailers;
4. Requirement that all fire pits must have a 3.0m separation from any combustible building or materials;
5. Condition that no permanent foundations, pilings or base may be installed on any RV stall;
6. Limiting the size of recreational vehicle on recreational vehicle sites 173 to 178 to a length of 30ft (9.1m) due to not having the recommended stall size and depth.

Design and Appearance of Buildings

The Recreational Facility District does not specify requirements relating to architectural design of appearance of buildings. The general theme put forward in the application is primary coloured, steel clad buildings with a general agricultural or rural look.

Solid waste collection bins are not identified on the Site Plan. Approval of their location and provisions for screening the view of each permanent location should be addressed as a condition of approval.

Access, Parking and Onsite Circulation

The primary access/main entrance to the subject property should be widened to 10m similar to a commercial use and to avoid traffic waiting to enter the site off Bayview Street.

The parking requirements for the Rural Convenience Store and the Recreational Vehicle Park uses have been satisfied with the number and dimensions of each parking stall shown on the Site Plan. The requirement for paved parking stalls should be considered for a variance.

The onsite vehicle circulation pattern general meets the requirements of Section 85.3. The location of the proposed control gate limiting access to the recreational vehicle sites in relation to the main access off Bayview Street raises some concern about traffic bottle necking at the access. The result could be a back up into Bayview Street. The precise location of the control gate is not shown on the Site Plan. It should be located where a vehicle and trailer can stop in front of the gate without any part of the vehicle and trailer extending into the intersection of the access and the east-west internal road. This may require relocation of some of the parking stalls shown near the likely gate location. Administration recommends that the location of the control gate be addressed through a condition requiring follow up and approval by the Development Officer.

Landscaping and Buffering

The Recreational Facility District does not specify minimum landscaped areas or planting requirements. Section 66 of the Land Use Bylaw provides general provisions that could be applied. Section 66.2 reads:

“The Development Authority may impose landscaping requirements on any development permit application if, in its opinion, doing so would serve to improve the quality or compatibility of the development. Exempted from this requirement are a Detached Dwelling, a Duplex, a Manufactured Home, an Ancillary Building that is less than 17.85 m² (192 ft²), a Home Business or any other development that the Development Authority deems appropriate (*emphasis added*), such as for example a development in the Agricultural District where existing natural vegetation/landscaping is deemed by the Development Authority as sufficient.”

Administration recommends that the general provisions of Section 66 of the Land Use Bylaw not be applied to this development pursuant to Section 66.2. Instead, the benchmark for the adequacy of the proposed landscaping and buffering should be based on Policy 4.1.7 of the SSASP. Policy 4.1.7 reads:

“As a local area structure plan, outline plan or site plan is prepared, the need for a buffer and/or transition between existing and future uses shall be addressed. The need for and type of buffering and/or transition to be provided shall be in response to the likelihood of land uses conflicts between uses or negative impacts of a proposed use on the ability to use an adjoining property. The exact nature of the buffer and/or transition shall be determined

at the time that the detailed planning is approved. The following approaches shall be considered:

- i) matching parcel sizes and widths where new parcels are proposed to back onto existing parcels;
- ii) matching the height and building mass allowed for new buildings with those of existing buildings in close proximity to a proposed development;
- iii) use of public space in the form of parks, trail corridors or parcels for utilities to achieve a distance separation;
- iv) installation of fencing, landscaping, berms or a combination of these items on private property; or
- iv) a combination of the above approaches.”



Photo 7: View of existing landscaping looking west along internal road parallel Bayview Street

The landscaping that is proposed is shown by way of the Site Plan, the listing of plantings in the Memo – Narrative, the photos of planting materials in Attachment G and a series of Digital Renderings in Attachment H. Administration notes that the Digital Renderings appear to account for the existing trees planted during the 2018 development and may not reflect any new proposed plantings.

The proposed landscaping along the south edge and part of the east edge of the subject property consists of:

- the existing spruce trees planted in 2018 along Bayview Street and additional spruce trees to be planted in between each of the existing trees;

- existing spruce trees planted on the north side of the internal road and parking area that parallels Bayview Street;
- a new line of spruce trees along the east side of the subject property along Range Road 20-4;
- clusters of shrubs and spruce trees on each side of all three access points along Bayview Street; and
- a wood rail fence along the property line.

Administration is of the view that the proposed approach to landscaping along the south and east edges of the subject property is adequate and provides a buffer/transition to the future residential use on the south side of Bayview Street. Upon maturity, the proposed trees will provide a screen or break up the view of the recreational vehicle sites and buildings on site. Further transition is provided by the width of Bayview Street and the width of the internal road and parking area.



Photo 8: View of existing landscaping and elevation difference near West storm pond

The proposed landscaping on the west edge of the subject property consists of:

- a low berm approximately 3ft (1m) to 4ft (1.2m) in height inside the property and parallel to Island View Close;
- a row of spruce trees spaced approximately 12ft (3.65m) apart along the top of the berm;
- a row of lilac shrubs spaced approximately 24ft (7.20m) apart along the east slope of the berm and 24ft (7.20m) east of the row of spruce trees; and
- a wood rail fence along the property line.

At maturity spruce trees may have a height of 60ft (18m) or more and a width or spread of 20ft (6m). Ivory silk lilac trees may have a height of 20ft (6m) and a width or spread of 15ft (4.5m). The staggered rows will fill the gaps between the two types of trees in terms of views into the subject property by someone standing in the street of Island View Close.

Administration notes that there is an approximate 3ft (1m) elevation difference between the top of the proposed berm on the west side of the storm pond and the recreational vehicle sites that the berm and landscaping is meant to screen on the east side of the storm pond. The east side may be higher than the top of the berm. Administration recommends conditions that:

- require a more detailed layout of the berm design in relation to the elevation of Island View Close and the recreational vehicle sites on the east side of the storm pond with the top of the berm being increased in height to be at least 3ft (1m) higher than the recreational vehicle sites; and
- require the final approved berm, landscaping and fencing to be extended north up to the top of slope of the north facing escarpment.

With the above noted changes, Administration is of the view that Policy 4.1.7 of the SSASP is satisfied considering the following:

1. No parcels are being created that abut existing parcels in Island View Close;
2. The height of the recreational vehicles on the subject property will be less than the allowable height of buildings on the properties along Island View Close;
3. The storm pond and internal access road provide a separation distance of approximately 147ft (45m) between the closest house in Island View Close and the nearest recreational vehicle site;
4. The landscaping and berm, with the changes recommended, provide visual screening of the proposed development from properties in Island View Close at ground level; and
5. The rules about noise proposed by Bar W Resort for resort users (noise to be kept low from 11:00pm to 8:00am) is more restrictive than the noise regulations that apply to the properties along Island View Close.

Landscaping is also proposed within the RV park on the amenity sites and individual recreational vehicle sites. Leaseholders will be able to select between a shrub and a tree as they set up their individual sites. Administration does not view this landscaping as having a meaningful impact when considering the view from outside the boundaries of the proposed development.

The east end of the subject property is used as a maintenance/storage area for the RV Park operations. This activity should be screened from view from Range Road 20-4 and Bayview Street. This can take the form of locating the material behind the permanent buildings, topsoil stockpile (with the worked face of the pile not facing the public roads), landscaping and/or

fencing. A condition requiring more detail and screening of the maintenance area should be added.

Administration also recommends that a condition requiring the posting of security to ensure completion of the approved landscaping along the west, east and south perimeters of the subject property be attached to the approval.

Geotechnical and Slope Considerations

The subject property contains three slopes that give rise to concerns regarding slope stability and the suitability of developing RV sites in proximity to each slope. The northwest facing slope parallels the lake shoreline and ranges in height from 41ft (12.5m) at its northeast end and 57ft (17.5m) at its southwest end. It is very steep at 25 to 30 degrees (greater than 50% slope for comparison to 15% slope standard).



Photo 9: North facing escarpment looking east from point halfway up slope

The northeast and east facing slopes split the site into a west upper plateau and an east lower area. The northeast facing slope is approximately 820ft (250m) in length and ranges in height from 24.5ft (7.5m) at each end to a 41ft (12.5m) high point at the middle of its length. This slope is moderately steep at 15 to 20 plus degrees (or 27 to 36% slope). The east facing slope is 492ft (150m) long with a height of 16ft (5m) at the south end and a height of 24.5ft (7.5m) at the north end where it meets the northeast facing slope. The east facing slope is considered steep to very steep.

Two geotechnical investigation reports have been submitted with the application. One was prepared by ENC Testing in 2018 (Attachment K) and another was prepared by Geo-Slope Stability Services in late 2022/early 2023 (Attachment L).

The scope of the first report included slope stability issues. ENC used a factor of safety of 1.38 for the study but provided no explanation for selecting this standard.

The second report by Geo-Slope Stability re-evaluated the issue of slope stability with specific consideration of the nature of the development consisting of seasonally occupied recreational vehicles. This included additional bore hole testing between October 2021 and March 2022. The report notes the following:

“We understand the Paradise Shores RV Resort will be a seasonal resort (May to October) and the RV units will be portable (maximum one per lot). With reference to the Record Drawing, the vast majority of the lots, over 80 percent, will be on level to very gently sloping terrain well away from the escarpment and slopes. At their closest, they are 20 to 25 m from the Top of Slope line. There are no stability concerns for these lots. About fifteen (15) of the lots border the two retention ponds, and at their closest area about 5m from the top of the pond slopes. Stability analysis was not run on the pond slopes; however, we are confident that the stability of the slopes is adequate, i.e., $FOS \geq 1.5$. The remainder of the lots are adjacent to either the escarpment or the slopes and modest setbacks will be required.

The conventionally accepted standard for residential development (permanent buildings or structures) on or adjacent to sloping terrain in the Province of Alberta is a minimum Factor of Safety of 1.5. According to the Record Drawing, the four permanent buildings at the site are all well removed from the escarpment and slopes. The closest building is about 75m from the $FOS=1.5$ line.

To our knowledge, there is no explicit Factor of Safety standard for temporary buildings or structures which the portable RV units are classified as. Since the RV units are not permanent and the risk of damage to or loss of the units is lower, a reduced margin of safety (i.e. Factor of Safety) would apply along with associated minor setbacks. Thus, provided the resort remains as a seasonal operation and the RV units are portable, a minimum Factor of Safety of 1.3 is acceptable (if one were to assign a formal level of landslide safety) along with the recommended minimum setbacks of 5m for the lots adjacent to the northwest-facing escarpment and 2.5m for the lots adjacent to the northeast/east-facing slopes.”

The Geo-Slope Stability report, which was prepared and reviewed by two geotechnical engineers who are members of Association of Professional Engineers and Geoscientists of Alberta (APEGA), concludes:

“In summary, Phase 1 of the RV Resort, as proposed, is feasible from a geotechnical (slope stability) standpoint. Provided the resort is developed and operated in accordance with the recommendations and guidelines contained herein, the subject lands will be suitable for the land use intended.”

The recommendations and guidelines referenced in the conclusion are:

- A 5m setback from the top of slope along the northwest facing escarpment and a 2.5m setback from the top of slope along the northeast/east-facing slopes;

- The resort operator to conduct regular inspections along the top of the escarpments/slopes, especially following periods of heavy rainfall and, should any signs of instability be identified, contact a qualified geotechnical engineer to assess the situation and provide recommendations;
- No unauthorized fill should be dumped on the adjacent escarpment or slopes, without the prior review and approval of a qualified geotechnical engineer;
- No cuts should be made on, or at the toe of the adjacent escarpment or slopes, without the prior review and approval of a qualified geotechnical engineer; and
- No surface runoff shall be discharged down the adjacent escarpment or slopes.

Section 58.17 of the Land Use Bylaw requires a 30m setback from the crest/top of any slope that exceeds 15% and has a height greater than 3m. Section 58.17B allows the Development Authority to decrease this setback provided a slope stability assessment has been prepared by a geotechnical engineer indicating that a sufficient factor of safety is present. Section 58.18B indicates that:

“A slope stability assessment report intended to inform a decision to reduce or increase the 30 m (100 ft) setback from the crest or toe of a slope that exceeds 15% and has a height greater than 3 m (9.8 ft) described in Section 58.17 must indicate, in the opinion of the geotechnical engineer preparing the evaluation, that:

- (a) the site is suitable for the proposed development;
- (b) the development would not be at risk from slope failure or contribute to slope failure in the future; and
- (c) a factor of safety of 1.5 can be achieved through building setback, suitable design a combination of setback and appropriate construction as proposed by the geotechnical engineer.”

Administration is of the view that the report prepared by Geo-Slope Stability provides sufficient rationale for reducing the 30m setback of Section 58.17 and use of a Factor of Safety of 1.3. A variance to Section 57.17 and 58.18B should be considered. In addition, conditions relating to the recommendations and guidelines in support of the geotechnical report conclusion should be attached to the development approval.

Staircase on Escarpment

The application materials show the existing staircase that was built on the north facing escarpment. In follow up with the Applicant, the preference is to arrange for the removal of the stair case. This will require a separate development permit for demolition. The Applicant has request that the deadline for removal be set for the end of the second year of operation (2025). Administration supports this approach and a related condition should be added to the approval.

Variances to Land Use Bylaw Standards

The Land Use Bylaw allows Municipal Planning Commission to approve variances from any minimum or maximum development standard provided the variance meets the requirements of Section 23.1. Section 23.1 reads:

“Notwithstanding Sections 22.1(b) and 22.2(c), the Development Authority may decide on a development permit application even though the proposed development does not comply with this Bylaw or is a non-conforming building or use if, in the opinion of the Municipal Planning Commission:

- (a) the proposed development would not:
 - unduly interfere with the amenities of the neighbourhood; or
 - materially interfere with or affect the use, enjoyment or value of neighbouring parcels of land; and
- (b) the proposed development conforms to the use prescribed for the land in this Bylaw.”

Based on the previous sections of this report, the following items require formal consideration of a variance by Municipal Planning Commission:

1. A variance to allow landscaping to be within 75ft (22.9m) of the property line abutting Bayview Street and the property line abutting Range Road 20-4. Administration’s opinion is that Section 23.1 is satisfied and a variance should be granted since the presence of the landscaping near the outer perimeter of the proposed development assists with visual screening of the development from other properties.
2. A variance to allow the east emergency access to be located in the sight triangle at the intersection of Bayview Street and Range Road 20-4. Administration’s opinion is that Section 23.2 is satisfied as the infrequent use of the emergency access significantly reduces the opportunities for vehicle conflict and the access itself does not cause a visual obstruction for passing motorists.
3. A variance to allow gravel parking stalls. Administration’s opinion is that Section 23.2 is satisfied as the area roads and internal roads are all gravel and gravel parking stalls will be consistent with this approach.
4. A variance to allow the water slide to have height up to 22ft (6.7m). Administration’s opinion is that Section 23.2 is satisfied as 22ft in height is not out of character with typical detached dwellings and the location of the water slide is well within the boundaries of the subject property so as to have no effect on an abutting property.
5. A variance to allow a 5m setback from the top of slope along the north facing escarpment and a 2.5m setback from the top of slope along the northeast and east facing slopes using

a Factor of Safety of 1.3. Administration's opinion is that Section 23.2 is satisfied as the report prepared by Geo-Slope Stability dated January 13, 2023 and signed and sealed by A.H. Overend, M.Eng., P.Eng. and J.B. Montgomery, P.Eng., provides sufficient rationale for reducing the 30m setback of Section 58.17 of the Land Use Bylaw and using a Factor of Safety of 1.3. The reduced setback does not pose negative impacts on any other private property as the slopes face the lake and areas internal to the subject property and public use of the escarpment and slopes does not occur.

Storm Water Management

The applicable statutory plans and the Land Use Bylaw require storm water management facilities for the type and scale of development that is proposed. Attachment M is the Bar W Resort – Stormwater Management Plan submitted with the application. The plan will require approval by Alberta Environment and Protected Areas (AEPA) prior to construction. The plan calls for:

- Constructing three storm water management ponds to have one pond servicing each of the three catchment areas in the portion of the NE 20 being developed;
- Modifying the existing West Pond at the west end of the subject property to be a smaller, dry pond with a controlled outfall structure through the escarpment and draining down the existing draw leading to the lake;
- Adding capacity to the East Pond dry pond by digging 1m deeper and constructing a controlled outfall structure that pipes the water through the northeast-facing slope to an outfall line at the bottom of the slope;
- Constructing a third, new dry pond in the area below the northeast-facing slope and outside the setbacks from the wetlands to serve the central catchment area; and
- Using drainage swales and storm lines to convey run-off to one of the three dry ponds.

The three ponds are intended to function as dry ponds and will not retain water on a regular basis (long enough to drain after a rainfall event).

The modifications of the West Pond need to account for the creation of a suitably elevated buffer along the west side of the pond to match the starting ground elevation on the west with the ground elevation of Island View Close and the ground elevation of the RV sites on the east side of the pond (see discussion about Landscaping).



Photo 10: East Pond

Administration finds that, with the exception of any changes needed to create an effective landscaped buffer on the west side of the development, the storm water management plan that has been submitted satisfies the requirements of the statutory plans and the Land Use Bylaw. A condition requiring confirmation of AEPA approval and timing of construction in relation to the commencement of the development should be applied to the approval.

Water Supply

The applicable statutory plans and the Land Use Bylaw require water supply to be provided by a collective water system. The application projects water usage of 63.60m³ per day (168 days in operating season results in 10,685m³ per season). The proposed onsite water system is communal, or collective, and will supply water to each individual recreational vehicle site, each building and each amenity area. This system will be owned and operated by the resort operator and requires an approval from AEPA.

The ability to provide water supply from the regional waterline and the Buffalo View Estates water distribution system has been assessed by the County's consulting engineer. The connection from the regional line will be the primary feed, using a 50mm service stub, and the connection to the Buffalo View Estates water line will be the secondary or emergency feed. The system is able to deliver the required volume of water for the development.

Administration is of the view that adequate water supply arrangements can be made. The connection to the County and Regional water lines should be addressed through a development agreement.

Wastewater Servicing

The applicable statutory plans and the Land Use Bylaw require the use of a collective or communal wastewater collection system for the type of development being proposed. The

application includes a collective wastewater collection system that will be owned and operated by the resort operator. It consists of 10 holding tanks dispersed across the site with collection lines from each tank leading to a portion of the individual recreational vehicle sites. The tanks are not interconnected. Each holding tank is sized to hold up to three days of effluent based on full occupancy of the RV park. The tanks will be drawn down prior to each weekend during the operating season, emptied after each weekend and will need to be monitored during the peak summer times for additional pumping as needed. The onsite system requires an approval from AEPA.

The development is projected to generate 57.24m^3 per day of wastewater effluent when fully occupied. As a seasonal use, most of the effluent will be created between May 1 to October 15 of each year which is 168 days. The result is $9,616.32\text{m}^3$ ($168 \times 57.24\text{m}^3$) of wastewater effluent per season from the 318 RV sites. There will be additional amounts related to the office, store and maintenance shop. There may also be additional generation from the pool/waterslide when these facilities are shut down at the end of the season.

Under normal circumstances, the effluent would be directed to the County's Red Willow Lagoon for treatment and storage. Red Willow Lagoon has a design capacity of $65,000\text{m}^3$. At this time the Red Willow Lagoon is out of service as the County works on obtaining a licensed outfall to release the effluent that has been placed in the lagoon over the past seven years. A resolution of the outfall issue may take 12 to 16 more months.

Wastewater effluent from the County lands around the lake has been re-directed to the Erskine Lagoon. The Erskine Lagoon has a storage volume of $68,000\text{m}^3$ and treated effluent is currently released once per year. Current projections have the Erskine Lagoon at 84.5% capacity leaving 15.5% capacity for new customers in the amount of $10,540\text{m}^3$ per year. There is sufficient capacity in the Erskine Lagoon to accommodate existing users and the effluent projected for one full season of operation of the Bar W Resort.

Truck traffic related to hauling wastewater to a County wastewater lagoon is projected to range from 14 to 23 truck loads or 28 to 56 trips (inbound and outbound vehicle movements) every 3 days. This projection assumes that the RV park is at full occupancy for each 3-day period before the holding tanks have to be emptied. The range in number of trips is based on the size of sewage truck being used. A 2,000-gallon (7.5m^3) capacity truck means more trips compared to a 3,200-gallon (12m^3) tandem truck.

Administration finds that the proposed approach to wastewater is acceptable. A road use agreement for the traffic associated with the removal of wastewater effluent is warranted and should be added as a condition of approval. The road use agreement may have to account for a route to Red Willow which would use a segment of road under the jurisdiction of the Summer Village of White Sands.

Emergency Response Considerations

An emergency response plan has been submitted with the development permit application and is included as Attachment N. The proposed Site Plan and the emergency response plan were reviewed with the Stettler Regional Fire Department.

Concerns that were noted are as follows:

1. The outer perimeter road following the northwest, northeast and east facing slopes needs to be increased in width to a 6m all-weather travel surface to allow emergency response and evacuation/clearance of the area and to meet the minimum requirements of the National Fire Code and Building Code – 2019 Alberta Edition.
2. The fire pits on each site represent one of the main fire risks. Fire pits on individual recreational vehicle sites need to be separated from combustible buildings and structures by at least 3m. The typical site layout shown in the Site Plan may need adjustment to accommodate this requirement but appears possible given the 13m width and 18m depth of each site. Some smaller sites may not be able to meet this requirement.
3. The lake access road shown on the Site Plan needs to be at least 3m in width, able to be used by an emergency response vehicle (fire truck and ambulance) and must have a suitable turn-around area at its end point near the lake.
4. All buildings intended to accommodate public assembly (i.e. amenity areas) must be accessed by a 6m wide road. Building 3 is not served by a 6m wide road.

Administration notes that the development, and each individual building structure, is subject to the National Fire Code and Building Code in addition to, and independent of, any requirements imposed by the County through the development permit process. As the County is not accredited in every Safety Codes discipline (County is accredited for Fire), written confirmation of compliance with Building, Plumbing, Electrical, and Gas disciplines should be made a condition of this application's approval. The approved Site Plan should also reflect the expectations to meet Fire Code requirements and conditions relating to widening the outer perimeter road and limiting the use of Building 3 to prevent public assembly should be added.

The emergency response plan may need to be adjusted based on the development permit approval decision, further input from the Fire Department (i.e. handling and storage of propane), and should be updated from time to time. In general, Administration finds that the emergency response plan offers a good starting point and the following additional items are recommended items to address though conditions to enhance safety and response:

1. Ensuring that the emergency access gates and the control gate at the main access does not open outwards or towards the vehicle trying to gain access to the site through the gate;
2. Installing a site map/directory at the main entrance for visitors and emergency responders and that key emergency contact numbers are included on the map/directory;

3. Requiring the recreational vehicle stall/site number to be posted on the RV unit so that it is highly visible from the access road when an RV unit is onsite;
4. Requiring the layout of each individual site to have a 3m buffer zone around each fire pit within which no combustible buildings, structure or fences are allowed; and
5. Requiring a modified emergency response plan addressing the topics suggested by the Stettler Regional Fire Department.

Wetland Assessment and Biophysical Inventory

Attachment O is the Paradise Shores Phase 1 Wetland Assessment and Impact Report prepared June 28, 2018 by Aquality Environmental Consulting Ltd. and Attachment P shows the Piping Plover Overlay. The report identifies five (5) wetlands that are fully or partially located in the subject property within the lower northeast/east area of the property. The boundaries of each wetland were confirmed through field investigation and inventories of vegetation around each wetland were taken.

One of the wetlands has been claimed as Crown ownership and the remainder have not been claimed despite being a semi-permanent or higher wetland type. The Crown claimed wetland straddles the east boundary of the subject property. Three of the other wetlands were classified and given relative wetland value scores of B or D.

The report summarizes available information about fish, bird and wildlife species inventories. The report notes that the subject property may contain sensitive, rare or endangered wildlife species. In particular, Buffalo Lake is designated as a Piping Plover waterbody and falls within a sensitive raptor range. The report notes that development activity may require wildlife and bird sweeps prior to activity commencing and may face timing limitations on when development activity is not allowed to occur under Provincial legislation.

The report concludes that there is expected to be no significant change in cumulative effects of wetland loss to the region due to the development of Phase 1 (which is the area that is the subject of the present development permit application) and no wetlands are directly lost as a result of the Phase 1 development. It notes that the management of water quality through the proposed storm ponds is expected to address most potential issues. Impacts on hydrology, hydrogeology and wetland chemistry are expected to be limited. Finally, impacts to the aquatic environment, including Buffalo Lake, are not expected to be significant.

Attachment Q is a Raptor Nest Survey that was conducted in February/March 2018. It is an example of the pre-construction studies that may be required.

Administration finds that the Wetland Assessment and Impact Report that has been submitted is sufficient in light of the current application's approach to minimizing the activities in the northeast and east parts of the property. These limited activities, such as constructing the

emergency access route and new storm water management facilities, are subject to the wildlife/bird sweeps and timing restrictions required by Provincial legislation.

Historical Resources

An updated Historical Resources Act approval was given to 2066052 Alberta Ltd., o/a Bar W Resort on September 9, 2022 by the Province for the area shown as Phase 1 and falling within the construction boundary shown on the site plan. The approval is subject to a standard condition that any resources encountered while excavating must be immediately reported to the Province. The approval is included as Attachment R. Administration considers this item adequately addressed.

Transportation Impact Assessment and Road Impacts

The Bar W Recreational Vehicle Resort Transportation Impact Assessment (TIA) prepared by JCB Engineering was submitted as part of the application and is available as Attachment S. The key findings of the TIA are:

- The combined uses in the development are projected to generate 160 new trips during the AM peak and new 211 trips in the PM peak;
- Based on the PM peak the development will generate 2,110 vehicle trips per day on a Saturday;
- The most common route to come and go from the development is Highway 835, then Township Road 40-2 then Range Road 20-4 and then the east end of Bayview Street;
- The intersection at Highway 835 and Township Road 40-2 experienced 210 average annual daily trips in 2021;
- The intersection of Highway 835 and Township Road 40-2 should be upgraded to add a northbound right turn lane on Highway 835 for traffic eastbound on Township Road 40-2 with a right-turn/delineator island to maintain the four-way stop control and these changes need to be completed prior to all of the recreational vehicle stalls being available;
- The traffic volume along Township Road 40-2 east of Highway 835 is expected to increase from a current estimate of 326 average annual daily trips in the PM peak to a projected 2,416 average annual daily trips in the PM peak;
- The traffic volume along Range Road 20-4 is expected to increase from a current estimate of 88 average annual daily trips in the PM peak to a projected 2,178 average annual daily trips in the PM peak;

- The 9.5m width of gravel surface on Township Road 40-2 and Range Road 20-4 meets the 9m width requirement of an arterial standard road under the County's roadway standards and some localized improvements (i.e. brushing, side slopes) along these segments of road may be needed with the improvements in place before all the recreation vehicle stalls are available for use;
- The proposed development access off Bayview Street is sufficiently separated from the intersection of Bayview Street and Range Road 20-4; however, the main access should be widened from the 7.3m proposed to at least 10m with a 10m turning radii;
- Illumination (overhead lighting) is warranted at the intersection of Highway 835 and Township Road 40-2;
- Sufficient onsite parking has been provided (1 stall per site plus 98 visitor parking stalls along south side of development) to meet the parking demand for the users of the RV park and rural convenience store to avoid parked vehicles along County roads.

The TIA assumes that the connection to the subject property via Bayview Street will not be available at the request of the County. This request was made to protect the light asphalt along Bayview Street, not direct traffic through a neighbouring municipality and treat Bayview Street as a collector road as described in the South Shore ASP. In the absence of a fully paved, higher speed alternative route, Administration is of the view that a physical control mechanism on Bayview Street will be needed so that the intended route identified by the TIA is used to access Bar W Resort. This will mean the following:

- Selection of a location along Bayview Street east of Island View Close for the installation of a municipally controlled gate that would physically prevent the passage of motor vehicles along the road surface and prevent bypass around the structure through the parallel ditch and trail;
- Passing a road closure bylaw (involved a public hearing and approval by the Minister of Transportation) to convert the selected location from road allowance to public utility lot to enable controlled access of the physical road structure;
- Seasonal closure of the gate between May 1 and October 15 of each calendar year with the gate left open for all other times of the year;
- Between May 1 and October 15, closure of the gate to restrict vehicle passage on Mondays, Fridays, Saturdays and Sundays and left open to allow vehicle passage on Tuesdays, Wednesdays and Thursdays;
- Key box at the gate for use of County staff and emergency responders to be able to open/close gate and pass through; and

- Installation of offsite signage along Highway 835, Township Road 40-2 and Range Road 20-4 to communicate the days/times that access to the Bar W Resort site is not available from the west via Bayview Street.

The gate described above may require an easement on the Bar W Resort property depending on the type of gate to be used (i.e. 40ft roll/sliding gate) and the need to provide space for vehicle turnaround or three-point turn. The precise location, design and space requirements of the gate should be the topic of a development permit condition.

The above described gate may need to remain in place and operate until such time as decisions have been made on the investment in the long-term road network. The South Shore Traffic Study will assist with this determination but is not expected to be complete in time for the deadline to decide on this development permit application. Administration recommends that a future contribution for the road network improvements should be collected from this development by adding a condition relating to a deferred services agreement (which is a commitment to contribute towards the road improvements at a later date).

Administration is also recommending that the upgrades identified in the TIA be addressed through a condition requiring a development agreement.

To address ongoing operating issues related to dust and wear and tear on gravel roads impacted by the development, Administration is recommending that conditions requiring one or more road use agreements be attached to the approval.

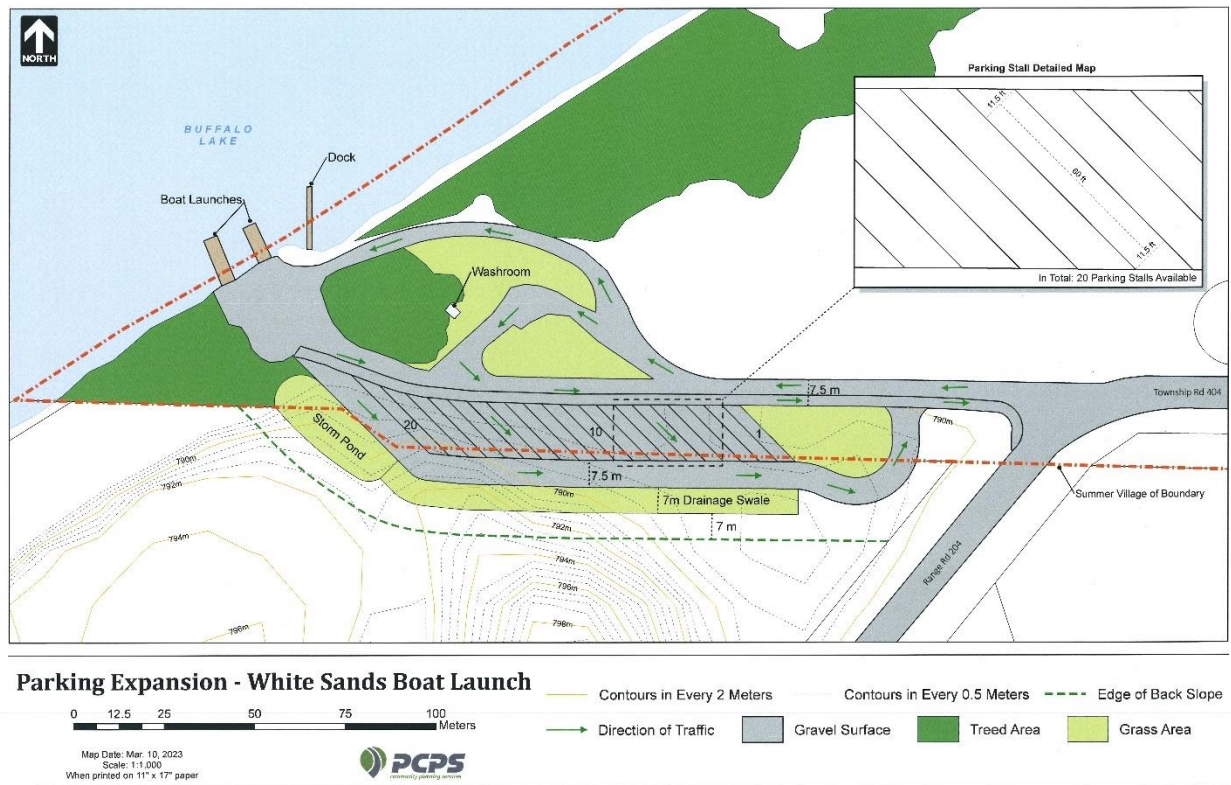
Vehicular Public Access to Buffalo Lake

The application materials offer little detail on how vehicular public access (aka boat launch) to Buffalo Lake will be provided for the leaseholders in the Bar W Resort. The Buffalo Lake IDP and the South Shore ASP require the creation of an access when development of lands identified as a location for future access occurs or a contribution to one or more of the locations identified for public access when any other location is being developed.

The subject property is not identified as a location for a new vehicular public access. Two existing public access points are located nearby: Buffalo View Estates marina to the west and the White Sands boat launch to the northeast. Given the possibility of a gate on Bayview Street limiting travel to the west, the White Sands boat launch is the most appropriate facility to look to for the boat launch/lake access needs of the proposed development.

Earlier in 2023, the County and Summer Village of White Sands had initial discussions on improving the White Sands boat launch by expanding the area available for parking of trucks and boat trailers. The concept below shows how 20 pull through parking spaces could be added to the site and work with the existing terrain and vehicle circulation pattern. Collaboration between the County, and the Summer Village (who owns the boat launch and has jurisdiction over the site) will be needed and several details remain to be worked out. Additional land to the south is needed to construct the expanded parking and a process would need to be put in

place to work with the abutting landowner to acquire property. Bar W Resort's contribution would be towards the costs of making the improvements.



While parking alone does not fix all of the issues currently facing the White Sands boat launch, Administration views it as a good start and a meaningful contribution from the proposed development. A condition addressing the contribution to be made by Bar W Resort should form part of the development approval.

4.0 REFERRAL COMMENTS AND PUBLIC INPUT

The application was referred to County Staff and agencies with an interest in the land. The comments received from County staff have been addressed throughout several of the sections of this report.

Referral comments were received from Camrose County, Lacombe County, the Summer Village of White Sands and TELUS. These are found in Attachment T.

The applicant also hosted a public engagement process prior to submitting their formal development permit application to the County. A summary of the process used and the input that was received can be found in Attachment U.

The general public, which includes adjacent and area landowners, were given opportunity to review the application and supporting materials via posting on the County website since July

28, 2023. Comments were invited up until noon on August 23, 2023 so that any received could be included in the Municipal Planning Commission Report that was made available to the general public on August 25, 2023. Notice about the opportunity to speak directly to the Municipal Planning Commission at the August 31, 2023 meeting was also provided on the website.

The comments that were received by August 23, 2023 are contained in Attachment V.

5.0 ALTERNATIVES FOR MUNICIPAL PLANNING COMMISSION

1. Approve the application based on the conditions put forward by Administration; or
2. Approve the application based on revised conditions; or
3. Postpone a decision on the application to receive further information; or
4. Deny the application stating reasons.

6.0 RECOMMENDATION

Administration recommends that development permit application DP 23077 be **approved with conditions** as detailed in the attached Draft Development Permit DP 23077 (see Attachment W).

Respectfully submitted,



Craig Teal, RPP MCIP
Director of Planning & Development