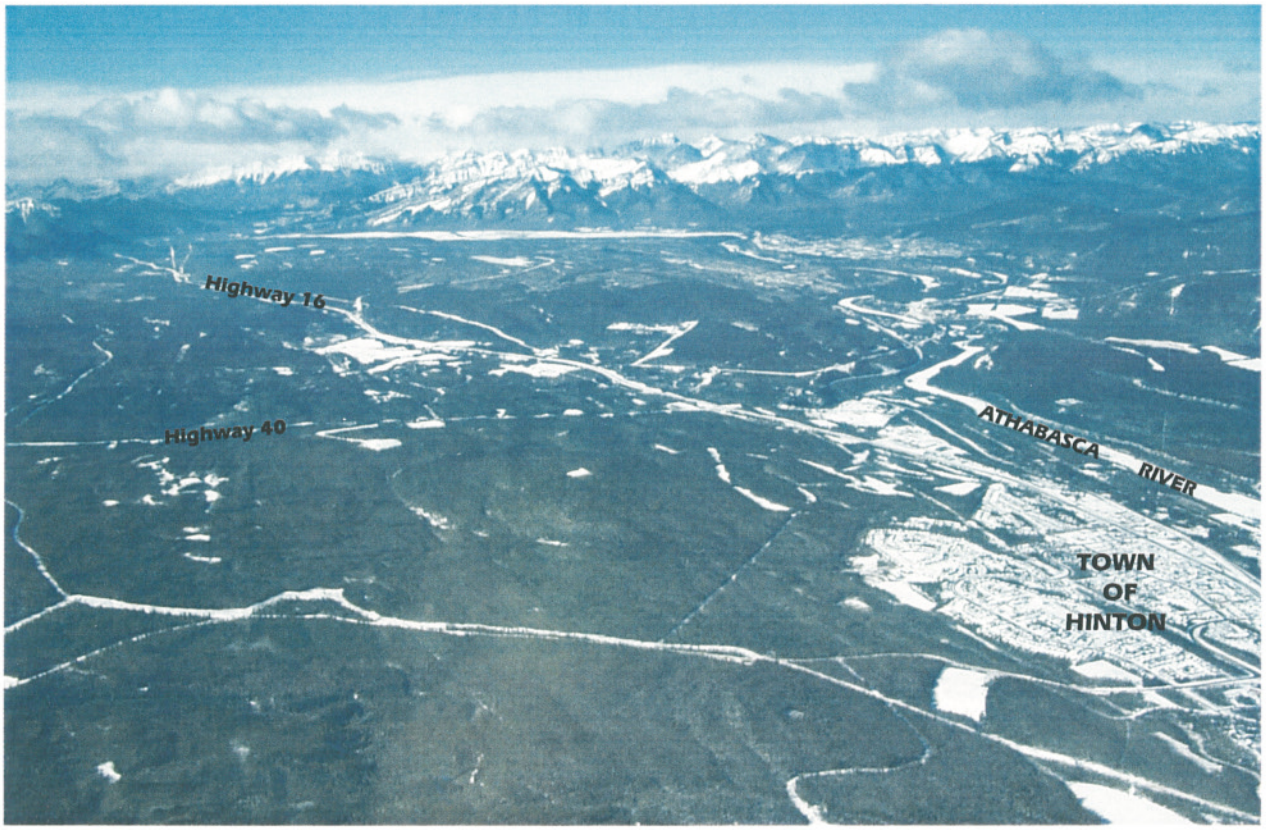
Revised Hinton West Urban Fringe Joint Area Structure Plan



Prepared for:

Yellowhead County

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C212-007-00-01

September, 2002

YELLOWHEAD COUNTY BYLAW NO. 24.02

BEING A BY-LAW TO ADOPT AN AREA STRUCTURE PLAN

WHEREAS, the Municipal Government Act, R.S.A., 2000, and amendments thereto, authorize a Council to adopt an area structure plan for the purpose of providing a framework for subsequent subdivision and development of an area of land;

AND WHEREAS, a public hearing was held in respect to the proposed area structure plan on the date written below;

NOW THEREFORE, the Council for Yellowhead County, in the Province of Alberta, duly assembled, hereby enacts as follows:

1) That the document entitled "Hinton West Urban Fringe Joint Area Structure Plan", dated June 25, 2002 attached hereto as Schedule "A" is hereby adopted as an Area Structure Plan.

2) This bylaw comes into force at the beginning of the day that it is passed in accordance with Section 189 of the Municipal Government Act, R.S.A., 2000.

READ a first time this 9th **day of** July **, A.D., 2002.**

PUBLIC HEARING held this 20th **day of** August **, A.D., 2002.**

READ a second time this 22 **day of** October **, A.D., 2002.**

READ a third time this 22 **day of** October **, A.D., 2002.**

SIGNED this 22 **day of** October **, A.D., 2002.**

Reeve

Mary Nordwedt.
Director of Legislative Services

TOWN OF HINTON

BYLAW NO. 981

A BYLAW OF THE TOWN OF HINTON IN THE PROVINCE OF ALBERTA TO ADOPT AN AREA STRUCTURE PLAN

WHEREAS: Pursuant to Section 633 and 692 of the Municipal Government Act, R.S.A. 1994, and amendments thereof, a Council may, by bylaw adopt an Area Structure Plan for the purpose of providing a framework for subsequent subdivision and development of an area of land.

NOW THEREFORE: The Council of the Town of Hinton, duly assembled, hereby enacts, as follows:

1. The document attached as Schedule "A" and forming part of this Bylaw is hereby adopted as the "Hinton West Urban Fringe Joint Area Structure Plan 2002".
2. This By-Law shall take effect on the day of final passing thereof.
3. This By-Law was advertised in the Parklander on August 6, and August 12, 2002 and the Joint Public Hearing was held on August 20, 2002 at 6:30 p.m.

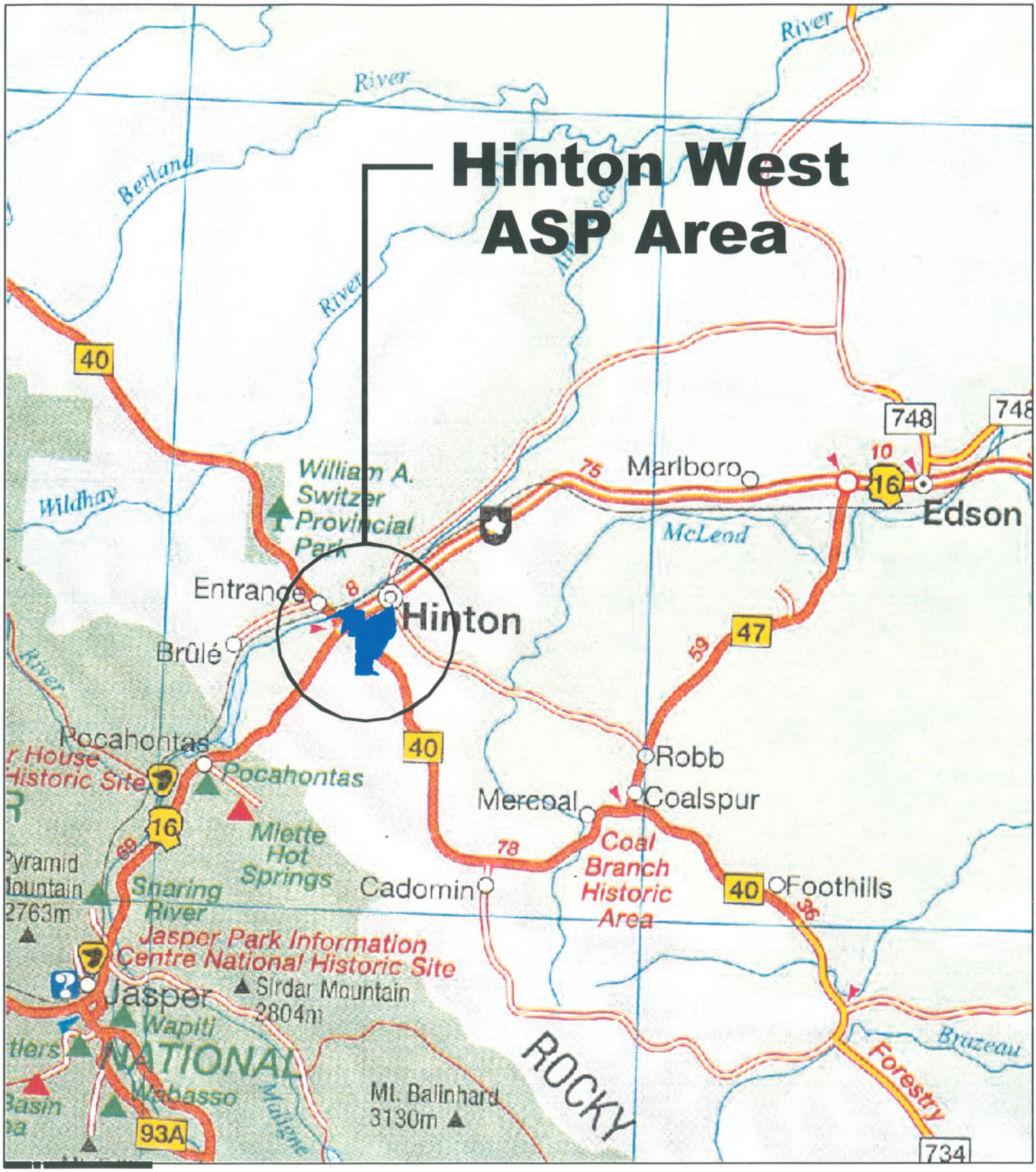
READ A FIRST TIME THIS 16TH DAY OF JULY, 2002

READ A SECOND TIME THIS 5TH DAY OF NOV. 2002

READ A THIRD TIME THIS 5TH DAY OF NOV. 2002

MAYOR

DIRECTOR OF LEGISLATIVE SERVICES



N.T.S.

Map image obtained from MapArt Publishing Corporation, 1998.

Key Map

Hinton West Urban Fringe
JOINT AREA STRUCTURE PLAN

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1. INTRODUCTION

1.1 GOAL

The purpose of this ASP is to provide a mechanism with which to improve the local economy by creating the conditions to allow the development of existing attributes on Crown land. The Plan is intended to provide sufficient direction to encourage orderly development consistent with this goal, while at the same time allowing sufficient flexibility to seize opportunities and accommodate changes in market demand.

1.2 HOW TO USE THIS DOCUMENT

This Area Structure Plan is divided into three sections:

background information;
a detailed explanation of the intent of the Plan and,
a set of specific policies that will guide the Approving Authorities in their decisions.

The Implementation policies direct applicants to undertake specific actions that are required to ensure the area develops as intended by the Plan. The Appendices contain support information that is of benefit to applicants for development.

1.3 THE GENERAL SETTING

A diverse landscape - The Hinton West plan area, centered on the junction of Highways 16 and 40 South, is surrounded by numerous Crown land dispositions, private industrial and residential parcels. This diverse plan area covers approximately 2,170 hectares (5360 ac) of mostly Crown land ownership and is divided into two general character areas - one north of Highway 16 and one south of Highway 16. To the north, current and future sand and gravel operations are interspersed with small clusters of private country residential parcels. These sand and gravel operations are critical resources for the long term realignment of the Highway 16 and 40 interchange as well as the eventual twinning of Highway 16 to the Jasper Park boundary. To the south, existing uses include a sanitary landfill, race track oval and log cabin building operation. These are expected to remain operating for the foreseeable future.

Recreation Attributes - The lower reaches of Maskuta Creek form a deeply-incised valley which opens up to a reasonably level area at the outfall into the Athabasca River. The river flats near the mouth of Maskuta Creek provide an excellent opportunity to access the Athabasca River for boat launching, day use, camping and associated recreational activities. To the south, a rising, undulating swath of land along Highway 40 provides opportunities for a variety of trail and facility-based recreation opportunities as well as commercial fixed-roof accommodation and campgrounds. The relative proximity to Hinton for services and the nearby forest south of Highway 16 offers a convenient combination of services and open space. The local race track oval and a network of trails rounds out the potential for a mix of uses that includes motorized recreation whether it be

auto racing or trails for Off Highway Vehicles (OHVs) such as quad runners and snowmobiles. There has also been a long history of trail use by equestrian riders and this has more recently been joined by increasing use by mountain bikers. The trail network also allows opportunities for guided trips into the nearby mountains.

Industrial Attributes - The plan area is also a strategic confluence for forestry, oil and gas and mining activity. Past and anticipated activity levels justify a review of potential locations for additional extensive open storage of equipment and materials. Therefore, locations for open storage of industrial equipment is considered in the Plan. Highways 16 and 40, the Cold Creek road and the Robb road are used by industrial traffic and will continue to be in the foreseeable future. Further, the Crown land outside the MOU area (see Figure1) is deemed a "working forest" where logging and other resource-based activity can be expected to occur in the future. Therefore the Plan recognizes that the successful integration of recreation and industry will require some land use separation and mitigation of effects of industrial uses wherever appropriate.

Market Demand - The potential for this Plan area to reach its full recreational potential is affected by a number of factors, some internal to the site and some external. The main drivers for tourist commercial and recreation area south of highway rest on utilizing the existing attributes of the area. An existing race oval provides a client base. A local trail network extends beyond the Plan area and provides local off road enthusiasts with an extensive base for exploration. While mountain views are limited to two or three locations, where they do exist provides an attractive setting that, with appropriate marketing provides an exceptional location for accommodation, events and retreats.

The confluence of Highways 16 and 40 generates significant tourism traffic. The majority is along Highway 16 and is expected to be so in the medium term future and beyond. However, Highway 40 is increasingly viewed as an alternative travel route to the Alaska highway and a potential access to foothill and mountain terrain as Highway 40 in Kananaskis Country is to southern Alberta.

Parks Canada has estimated that Jasper townsite buildout will be reached in approximately 10 years and increasing capacity for outlying commercial areas in the park will be curtailed. Further, the recent report on Outlying Commercial Accommodations in the Mountain Parks, 1999 does not allow for additional accommodation outside the Jasper townsite and capacities of existing outlying sites or new uses are subject to intense scrutiny. This provides an opportunity in the long term to capture some tourist traffic flows that would otherwise make Jasper National Park its destination for the evening, for a convention, for camping or longer term stays.

Nearby Rural Residential - Residents of the Seabolt Estates and Grand View Estates area located one half mile west of the plan area have expressed an interest in the future development of the plan area. The approximately 80 parcels gain access to Hinton through the Plan via Seabolt road and Highway 40. Several other private parcels are located near the mouth of Maskuta Creek, at the west end of the Plan area near Highway 40 and along Highway 16. The future capacity to expand country residential in light of future potential development will require continued landowner consultation, but is not planned to include expansion onto Crown land.

1.4 EXISTING POLICY FRAMEWORK (FIGURE 1)

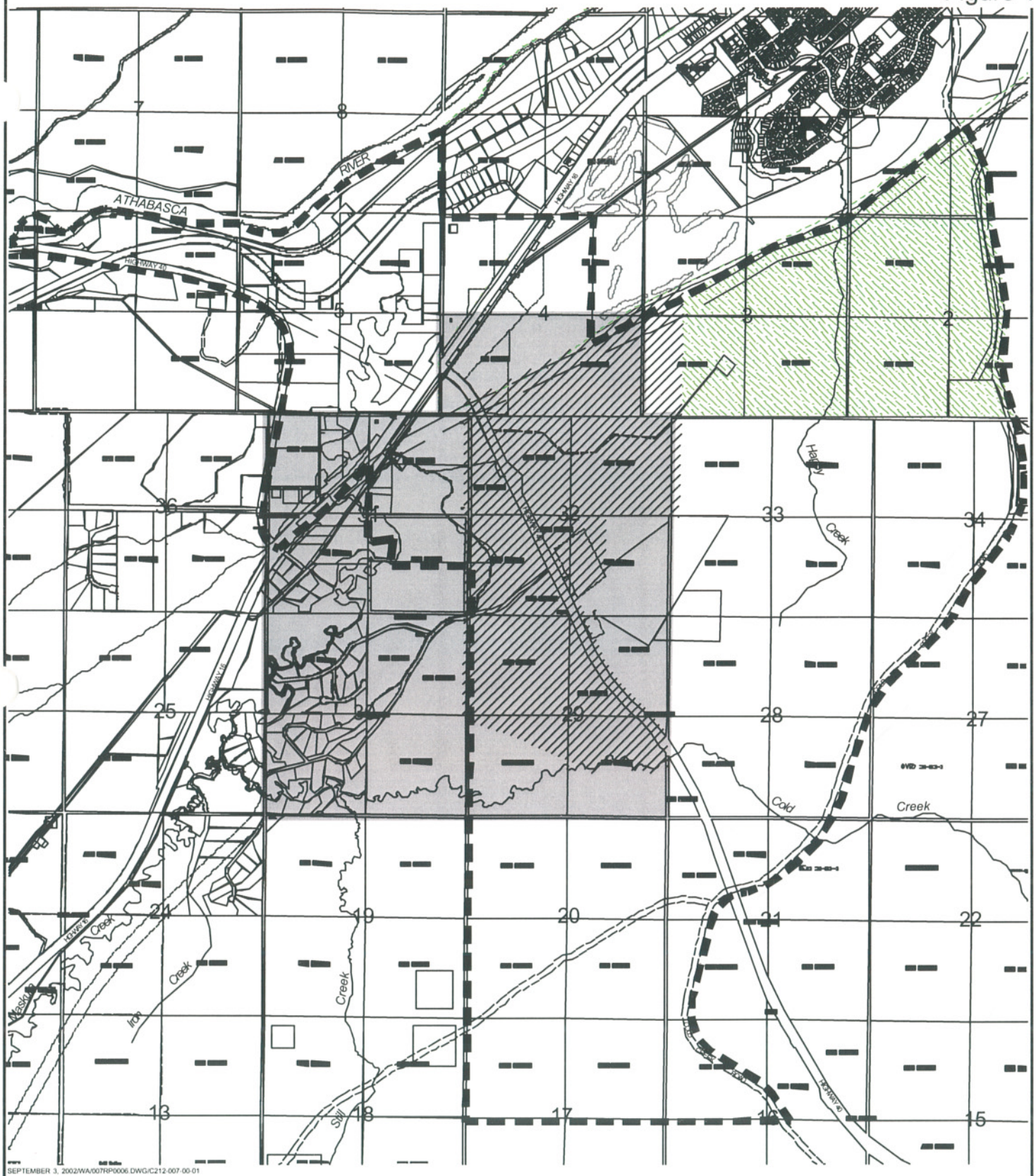
This ASP is a result of several policy documents developed since the mid 1990's. The West Yellowhead Highway 16 corridor is a well-traveled route that has many promising sites that are as yet undeveloped. In 1997, a *Node Evaluation Study* identified part of the ASP area as a likely candidate for a closer look at future development potential. In 1999, a group of relevant jurisdictions including the local FMA holder (Weldwood of Canada Limited), the Province, the Town of Hinton and Yellowhead County signed a *Memorandum of Understanding* (MOU), which is mentioned throughout this Plan. This MOU (**see Appendix 1**) sets out a set of agreements for how the land use interests and approval processes of these various jurisdictions will be interpreted during the preparation of the ASP. The next step is to prepare the ASP in accordance with the MOU unless there is an agreement to change the MOU in the course of Plan preparation.

The ASP refers to a number of supporting documents in preparation of the current ASP. These include:

- West Yellowhead Corridor Commercial and Tourism Memorandum of Understanding (MOU) dated June 17, 1999 (see Appendix 1 for text)
- The West Yellowhead Corridor Development Node Evaluation July, 1997.
- Yellowhead County Land Use Bylaw No. 7.98, 1998
- Yellowhead County Municipal Development Plan Bylaw No. 6.98, 1998
- Town of Hinton Municipal Development Plan, 1998 and Intermunicipal Amendments thereto
- Alberta Tourism Recreational Leasing Process (ATRL), 1995
- Terrace Heights North Joint Area Structure Plan Bylaw No. 29.95 (Yellowhead County) and Bylaw No. 917 (Town Of Hinton), 1995

Relevant Agencies - The Hinton West Area Structure Plan is a document approved by Yellowhead County and the Town of Hinton and prepared in cooperation with the Province of Alberta and the holder of the Forest Management Agreement (FMA), Weldwood of Canada Limited.

Figure 1



SEPTEMBER 3, 2002/WA/007RP0006.DWG/C212-007-00-01

LEGEND:

- Area Structure Plan Boundary
- West Yellowhead Corridor Commercial, Recreational & Tourism MOU
- West Yellowhead Corridor - Node Development Study
- Added to Plan Area April 2002

N.T.S.

Plan Area

Hinton West Urban Fringe
JOINT AREA STRUCTURE PLAN

2. EXISTING PHYSICAL SITE CHARACTERISTICS

2.1 TOPOGRAPHY AND SLOPE ANALYSIS (FIGURE 2, 3)

The topography of the Plan area is substantial with a drop of 340 metres (1115 ft) from the south down to the north end of the Plan area. The greatest vertical variation occurs along parts of the Athabasca River valley, the lower reaches of Maskuta Creek , the land north of the landfill site and the southernmost end of the Plan area. These highpoints provide breathtaking viewscapes of the Rocky mountains and the Athabasca River. The land north of the sanitary landfill contains the most hilly terrain and with a few notable exceptions, the highest constraints to development. West of Highway 40 and south of Seabolt road, undulating terrain creates a variety of hills and low points with eroded slopes generally facing northwest and southeast.

A slope analysis exercise was completed from available digital mapping of the area. Areas up to 15% slope usually are developable without extraordinary considerations while slopes beyond 15% are less developable in terms of sewage disposal, building techniques and erosion management. The predominant slope is less than 10% but these less steep areas are divided into elongated NE/SW patterns by steep slopes 20-30 metres in height and in excess of 25% slopes. These patterns then create isolated development nodes somewhat separated by steep slopes and low, wet areas. Connecting development nodes in such terrain poses challenges in terms of economical road building and finding dry, level development sites.

2.2 SURFICIAL GEOLOGY AND DRAINAGE

The findings of a preliminary geo-technical investigation were performed for the Town of Hinton and Yellowhead County regarding the Hinton West Joint Area Structure Plan. Boreholes were drilled near the west boundary of Hinton, Alberta, within sections NW 28-50-25-5, NW 29-50-25-5, the east portion of 31-50-25-5, 32-50-25-5, SW 3-50-26-5, and NE 5-50-26-5.

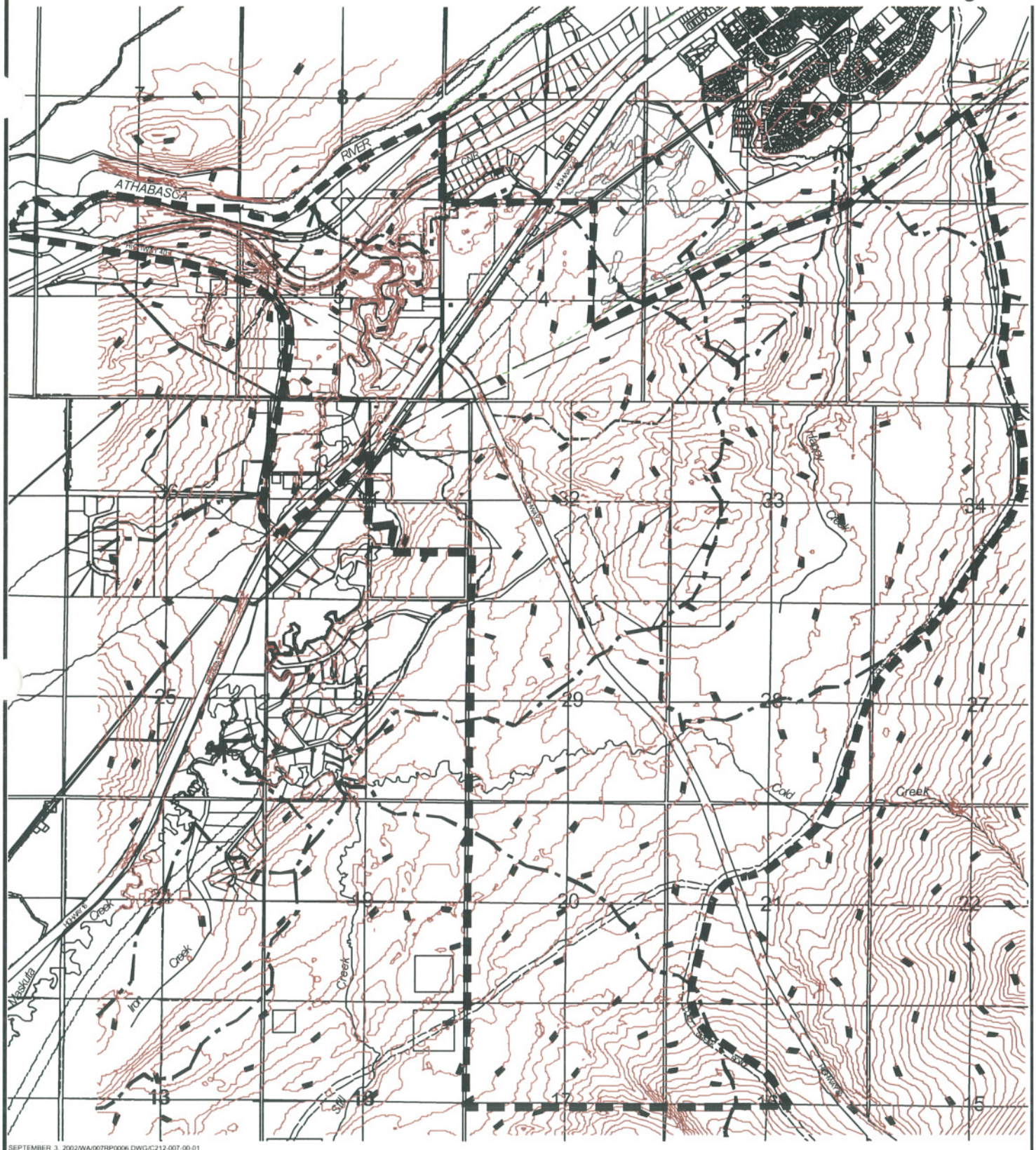
The investigation provides:

- A summary of the general soil and groundwater conditions, as determined by a review of available information, aerial photograph review and hand augered test holes at specific locations;
- General considerations for site development and site grading;
- An assessment of subgrade conditions for the construction of residential, industrial and commercial structures;
- An assessment of subgrade conditions for the construction of roadways and the installation of water and sewer; and
- An assessment of septic field suitability.

Recommendations and conclusions are based primarily on seventeen test holes drilled in July 2001, (**see Appendix 2**). Additionally, well completion reports were obtained for the study area. These reports were used largely to describe the hydrogeological conditions of the area.

Site Investigation - The test holes were drilled to refusal using a hand-operated auger. The soil profile was logged by observing the auger cuttings. Several grab samples were obtained. Soils were

Figure 2



SEPTEMBER 3, 2002/WA/007RP0006.DWG/C212-007-00-01

LEGEND:

- Area Structure Plan Boundary
- Named Creeks
- Drainage Basins
- 10m Contour Interval

N.T.S.

Notes: UTM Zone 11 W5M NAD 83 Contour Interval 10.0 Metres

Existing Topography & Drainage

Hinton West Urban Fringe
JOINT AREA STRUCTURE PLAN

classified according to the Modified Unified Soil Classification System. Borehole logs are also included in Appendix 2.

Surficial Geology - The surficial geology map of the study area was reviewed. The surficial geology in the areas not associated with drainage features, such as creeks and the Athabasca River, is shown to consist of slightly leached silty sand till. The till is indicated to consist of up to 50 percent sand, with a clay content in the order of 17 percent. The thickness is classified as variable. The topography in this area is identified as rolling with several moderately deep stream valleys traversing the site.

The surficial geology in association with Cold Creek, which extends east/west through the southern portion of the project area, is classified as alluvial fan and apron deposits. They are described as accumulations of sediments where steep gradient streams emerge from mountainous terrain. The sediment ranges from large blocks to sand and minor fine material. The topography is steep and in the form of a cone or apron with relief greater than 30 metres. The thickness of these deposits can be greater than 30 metres.

In the vicinity of Maskuta Creek, and its tributaries downstream from Cold Creek, the surficial geology is described as fine stream alluvium. The materials consist of fluvial sediments deposited along the banks of the small streams and, in places, overlying the coarser alluvium deposited by the larger streams. These deposits generally consist of sand to clay size material with local minor gravel and organic material. The thickness of these deposits is indicated to range from 2 to 7 metres. The topography in these areas is classified as flat to rolling low relief of less than 2 metres.

Low-lying Organic Muskeg - Throughout the study area there are numerous low-lying organic muskegs. These organic areas typically have standing water throughout the summer months. Organics in the muskegs generally extend below 0.5 m in depth. These areas are unsuitable for development.

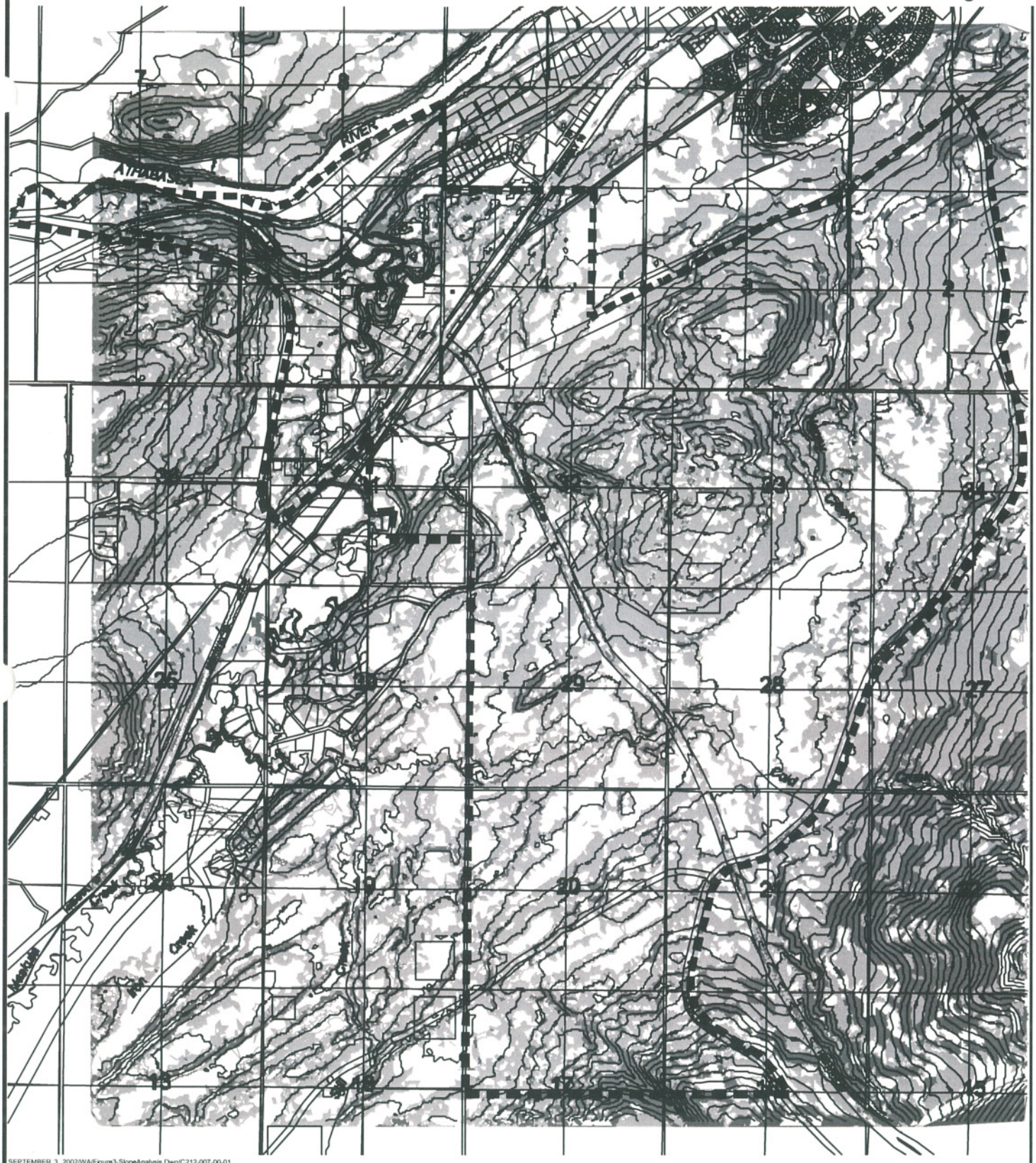
Soil Profile - The soil profile in the study area generally consists of organic topsoil underlain by several sand units. The sand units vary in moisture content and silt and clay contents. Refusal in cobble sized rock or gravel was encountered in every borehole drilled, at depths ranging from 0.4 m to 2.4 metres.

Topsoil - Organic topsoil was encountered in every borehole drilled. The topsoil ranges from 50 mm to 380 mm, and is on average 130 mm thick. The soil is silty, dark brown or black and highly organic.

Silt - In boreholes 2 to 4 the topsoil was underlain by a 100 mm to 250 mm layer of compact silt. The material was typically brown or grey brown in colour and moist. The soil contained trace amounts of very fine sand.

Sand - Immediately below the silt or topsoil, a typically fine- to very fine-grained sand or silty sand unit was encountered. The sand usually contained a trace to some silt and was generally moist, although varying degrees of drying was observed with depth. The soil was typically light brown in colour. The silty sand typically contained very fine-grained sand and a trace to some clay. The

Figure 3



SEPTEMBER 3, 2002/WA/Figure3-SlopeAnalysis.Dwg/C212-007-00-01

LEGEND:

- Area Structure Plan Boundary
- Index Contour
- 0.0 - 5.0 % Slope
- 5.0 - 15.0 % Slope
- >15.0 % Slope

N

N.T.S.

Slope Analysis Map

Hinton West Urban Fringe
JOINT AREA STRUCTURE PLAN

uma

Base information obtained from Yellowhead County, 1:100,000 Hinton Area, Yellowhead County as produced by Portolan Geomatics, November 1999

sand units typically extended to refusal depths. Pebble sized stones were often encountered immediately before refusal.

Clay - Clay was encountered in holes 15 and 17. In hole 15, the clay was encountered underlying the topsoil, and was described as an organic silty clay. This unit was approximately 100 mm thick. In hole 17, stiff, brown clay was encountered at approximately 400 mm below ground surface. This unit was approximately 100 mm thick.

Till - Typically, an unstratified glacial till was encountered at refusal depths. Hand augering was not possible through this material due to the cobble-sized stones. Information regarding the till was collected from road cuts and exposed slopes within the study area. The till is typically grey-brown in colour, with some clay-sized material and is very rocky, with cobbles to 0.2 metres.

Seepage, Sloughing and Groundwater Conditions - Generally the test holes were dry at completion depth with the exception of holes 16 and 17. These holes were drilled in a low area west of Robb Road. Standing water was observed nearby. Hole 16 had standing water in the bottom 150 mm, and hole 17 was very wet for the bottom 460 mm. Some sloughing of the upper layers was noted.

2.3 HYDROGEOLOGY

The Alberta hydrogeological map, 1979 that includes the general study area shows the regional bedrock to be highly folded and faulted, as would be expected due to the proximity to the Rocky Mountains. On a regional basis, groundwater flow is indicated to be from topographically high to topographically low areas.

Also in the general project area, the hydrogeological map shows there are unconsolidated deposits associated with the Maskuta Creek valley and the Athabasca River terrace. These deposits most likely consist of fine-grained fluvial deposits overlying basal fluvial sand and gravel deposits. The nearest geologic cross-section to the study area, as presented on the hydrogeological map, indicates these unconsolidated deposits can be up to 75 metres thick, particularly in the area of the Athabasca River. The linear width of the deposits is shown to be one kilometre or more, generally centred on the base of the valley containing the Creek and River. The thicknesses of these deposits in the area of Maskuta Creek are expected to be less. Because of the fluvial depositional environment of these types of sediments, interbedding and lensing of fine- and coarse-grained sediments would be expected.

The hydrogeological map indicates that water wells completed in the fine-grained unconsolidated deposits would be expected to have long-term yields of generally less than 25 litres per minute (lpm). Water wells completed in the basal sand and gravel deposits would be expected to have higher long-term yields in the order of between 100 and 450 lpm. These yield ranges are indicative of the relative permeability's of the two types of materials, where groundwater movement would be more restricted in the finer-grained deposits.

The unconsolidated fluvial deposits are shown to overlie bedrock of either the Paskapoo or Brazeau Formation. These formations generally consist of sandstone and shale with minor coal and limestone units. The bedrock is shown to be folded and faulted to a degree where the bedding planes can be near vertical. Within the general study area, water wells completed in the bedrock formations have indicated yields of either 5 to 25 lpm, or 25 to 110 lpm, depending on the location.

Area Water Well Records Review - Area water well records for the general project area on file with Alberta Environment were obtained and reviewed. Several records had sufficient geological and hydrogeological information to allow an assessment of possible aquifers and groundwater availability in the area.

The review of this information indicates the groundwater yields, and aquifers, vary between areas due to the variation in geology (sand and gravel verses bedrock sandstone aquifers) and geomorphology (folding and faulting in the bedrock). In general terms, the higher yield aquifers tend to be sandstone units within the bedrock. For those water wells indicated to be completed to depth, but in sand and gravel aquifers, the driller-indicated yields were generally lower than those reported for bedrock aquifers.

When considering just the bedrock sandstone aquifer completed water wells, the yields are still indicated to be highly variable: from 4.5 litres per minute (lpm) to 340 lpm. Although the rate presented on the drillers' reports are just an indication of the rate at which they discharged groundwater from the water well, the rate, in combination with the indicated drawdown and the time it took to draw down the water level at that rate, gives a relative indication of the potential long term yield capability of the aquifer. With this in mind, the indicated potential long-term yields from area sandstone aquifers is still quite variable: from in the order of 4.5 lpm or less, to one hundred or more litres per minute. This variability is considered to be due to whether the sandstone aquifer has been cemented (geo-chemical in-filling of pore spaces within the aquifer) or whether the aquifer is associated with substantial fracture permeability due to folding and faulting processes.

Therefore, when considering the groundwater availability in a particular area, it will tend to be site-specific and will require test drilling and aquifer testing to determine the actual groundwater availability.

2.4 VEGETATION

The Plan area is special in that it is located at the convergence point of four different natural regions in Alberta. It is associated most closely with the Upper Foothills Natural region, characterized by coniferous forest of white spruce, black spruce, lodgepole pine and sub-alpine fir being common. This area has the highest summer precipitation in Alberta at about 340mm and has an annual precipitation of about 540mm. It is also adjacent to the Montane and Sub-Alpine portions of the Rocky Mountain Natural Region to the west and the Lower Foothills natural region to the north.

2.5 WILDLIFE CONSIDERATIONS

Most wildlife movement corridors throughout the areas are currently intact due to the lack of human use fragmentation in the area. With additional proposed human activity, this could change, resulting in more animal human encounters. The Province reports that 17 grizzly bears have breached the surrounding electric fencing and as a result, have been removed from the sanitary landfill over the past 15 years. Increased human use of the area will likely result in more human encounters. The Province is currently in the 2nd of 5 years into its "Yellowhead Grizzly Bear Study". Collared bears are GPS-tracked every 4 hours and are estimated at a density of 14 animals per 1000 sq. km. Black bears are also in abundance in the area.

Elk and moose populate the lands south of Hinton, along the Athabasca River and throughout the region. While use of the area at present is manageable, elk could, in future require a human-ungulate management plan should visitor accommodation development become popular.

A review by the Alberta Natural Heritage Information Centre (ANHIC), shows that long-toed salamanders (Ambystoma macrodactylum) are found along Happy Creek and Cold Creek. Isolated populations are focused in mountain pass riparian areas. They are vulnerable to potential habitat destruction/alteration associated with industrial, recreational, and transportation development. These are listed as "Yellow B" list species by the Province. Yellow B list species are sensitive species not currently believed to be at risk but may require special management because they are naturally rare or are associated with deteriorating habitats. No other study results or Provincial policy has been received to date that would add direction to the ASP or development application review process.

2.6 HISTORICAL RESOURCES

Alberta Community development reports that portions of the plan area include lands along the Athabasca River, Maskuta Creek and Cold Creek. Archaeological sites are frequently associated with such watercourses. Two known archaeological sites and at least one historic period site are situated within the planning area and there is a high potential for the discovery of additional sites. Given this potential, any future development proposals in the Plan area should be referred to Alberta Community Development (Heritage Resource Management Branch) for review. In terms of palaeontological resources, this area is assessed by the Provinces as *"...low to unknown palaeontological resources sensitivity. Only activities that would affect bedrock in a major way would be of concern..."*.

3. EXISTING HUMAN FEATURES

3.1 EXISTING LAND USE AND CROWN DISPOSITIONS (FIGURE 4,5,6)

Crown Dispositions - The study area has identified 26 separate land dispositions as either a Permit, lease or Licence of Occupation (see Appendix 3). With the exception of rural residential and private sand and gravel operations, most developed land uses in the Plan area are Crown dispositions. There are approximately 12 horse-holding or grazing dispositions (most from the early 1980's) with another 5 areas protected for right of way or current/future sand and gravel extraction (highway improvement). The most visible uses along Highway 40 are the landfill, the racetrack oval and a commercial log home-building operation.

Forest Management Agreement (FMA) - The major FMA held by Weldwood of Canada Limited includes in the agreement a condition of compensation to Weldwood for lands that are removed from harvesting operations in addition to other conditions identified in the 1999 Memorandum of Understanding (see **Appendix 1** for details). The land in the FMA that is outside of the MOU is expected to be considered for logging in 10 years or more. Therefore, with some exceptions the Plan does not anticipate active recreation sites to develop in this FMA area.

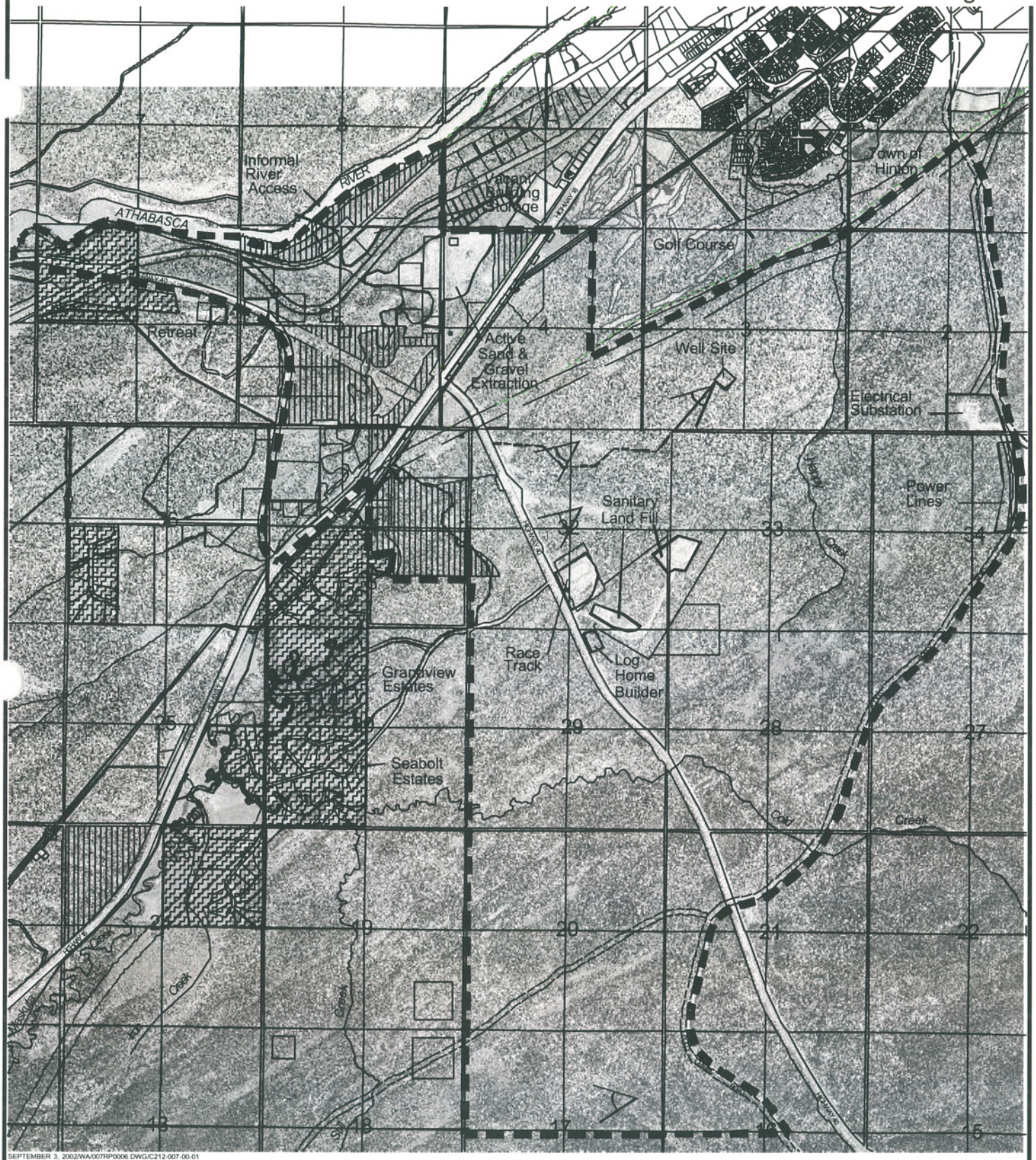
Cache Percotte Forest – The plan area contains part of the Cache Percotte Model Forest in the W1/2 of section 2 and S1/2 of section 11 (see Fig. 5). This Crown land is under an Order in Council that currently designates the land for training and teaching forestry practices. The Province has indicated it would be in favour or releasing this land base for future industrial purposes. It is not currently part of the FMA..

Mineral Leases - Inactive mining leases in favour of Luscar Coal are located south of Highway 16. Other freehold mineral rights (coal) are identified for lands along Highway 40 as well as in Section 6-51-26-W5M. Oil and gas leases cover the majority of the Plan area. To date only one (suspended) gas well is located in the Plan area in SW3-51-25-W5M. This is held by Anderson Exploration and is expected to supply approximately a 3-4 month supply of natural gas. To date, the well site would require a substantial input to either connect it to other pipelines or to abandon it and conduct remediation. This site is of particular interest for potential development as it is located on a mountain view site that is relatively level and accessible with some road upgrading being required. Each mineral disposition requires a Provincial approval process to extract the resource.

Private land holdings - North of Highway 16, the sand and gravel leases are interspersed with existing country residential uses. This includes 8 private parcels in NE5-51-25-W5M and approximately another 8 parcels in NW31-50-25-W5M.. A further few residential parcels exist in the far northwest corner of the Plan area in NW6-51-25-W5M, totaling approximately 20 residential parcels in the Plan area.

Existing Municipal Zoning (Appendix 4) - The majority of the zoning south of Highway 16 is Forestry District (FD). The bulk of the zoning between Highway 16 and the Athabasca River is zoned Rural District (RD). The District is a low intensity zoning requiring a minimum parcel size of 1 hectare with the potential for five parcels from the quarter. However, the allowable uses are

Figure 4



SEPTEMBER 3, 2002/WA/007RP0006.DWG/C212-007-00-01

N.T.S.

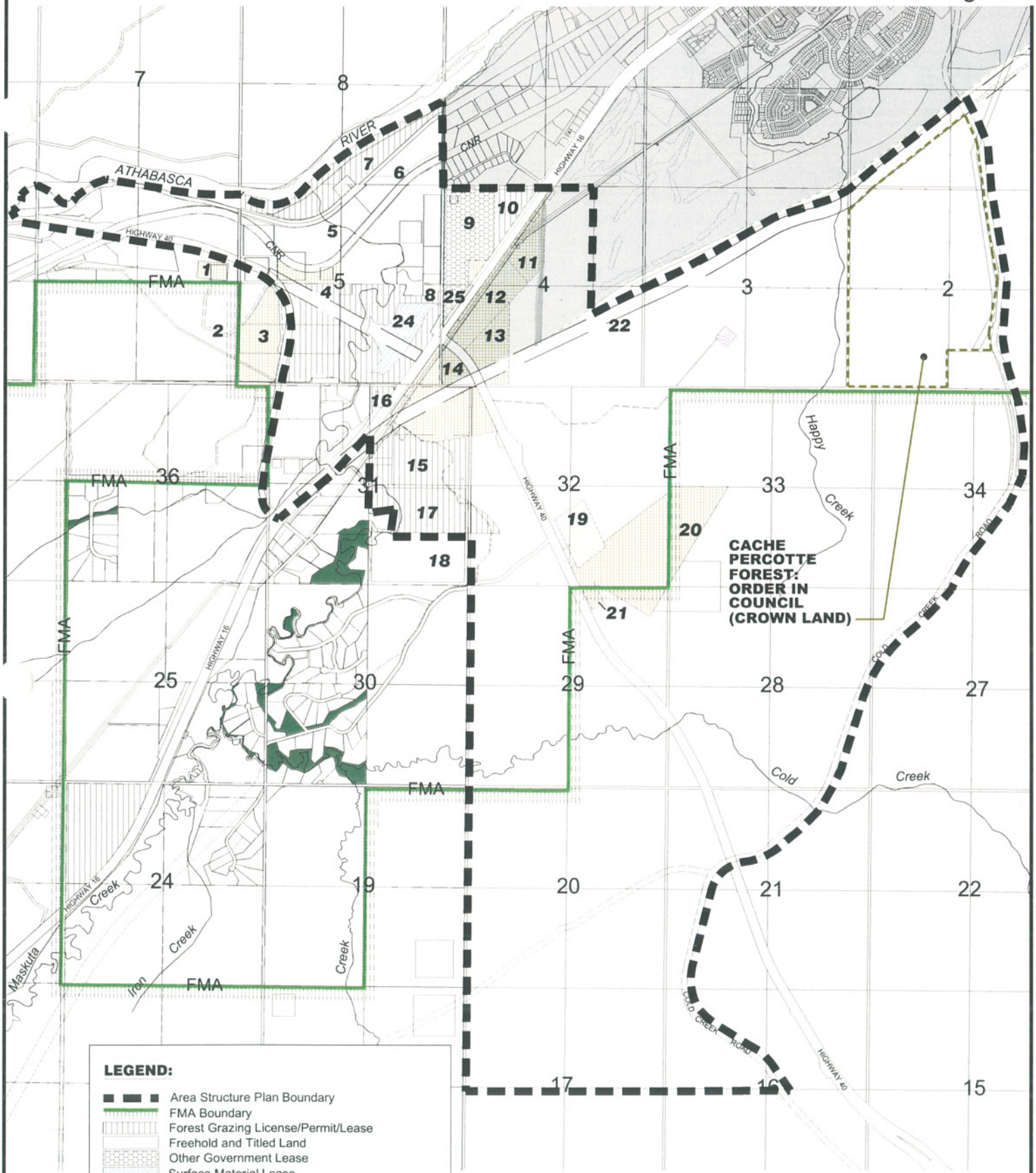
LEGEND:

- Area Structure Plan Boundary
- Gravel Roads
- Forest Grazing License/Permit/Lease
- Named Creeks
- Rural Residential
- View Point

Existing Land Use & Study Area Features

Hinton West Urban Fringe
JOINT AREA STRUCTURE PLAN

Base information obtained from Yellowhead County, 1:100,000 Hinton Area, Yellowhead County as produced by Portolan Geomatics, November 1999.



LEGEND:

- Area Structure Plan Boundary
- FMA Boundary
- Forest Grazing License/Permit/Lease
- Freehold and Titled Land
- Other Government Lease
- Surface Material Lease
- Recreation Lease
- Mineral Surface Lease
- County Reserve Land
- Miscellaneous Lease/Permit
- Town of Hinton
- Crown Land (3)
- 2 Public Land Disposition Number (See Appendix for details)
- Gravel Road

N.T.S.

Existing Land Use Dispositions

Hinton West Urban Fringe
JOINT AREA STRUCTURE PLAN

REFERS TO APPENDIX 3.

SEPTEMBER 3, 2002/WA/007RP0006.DWG/C212-007-00-01
Disposition information obtained from Land Administration Division, Alberta Environment, February 2001.
Base information obtained from Yellowhead County, 1:100,000 Hinton Area, Yellowhead County as produced by Portolan Geomatics, November 1999.

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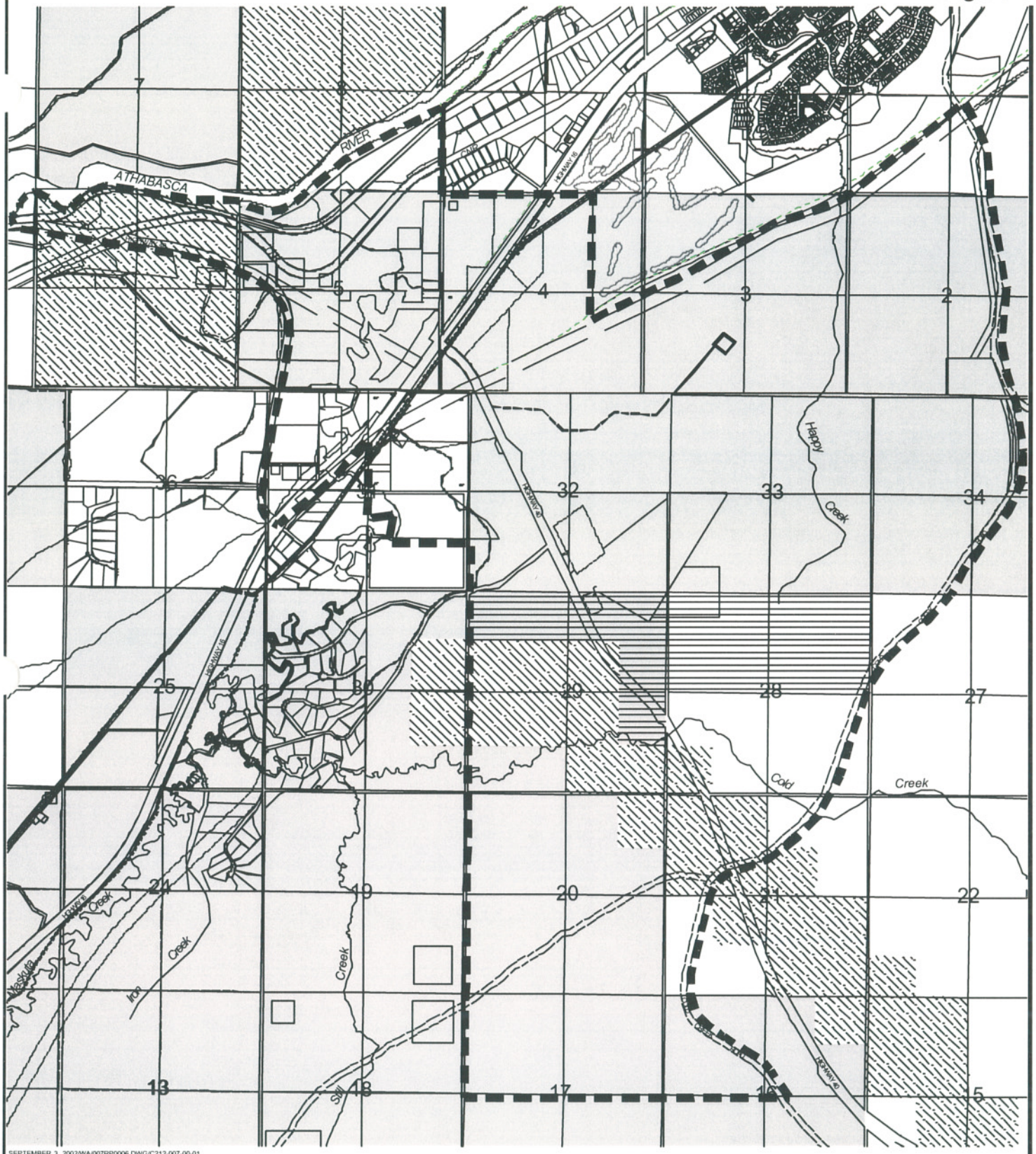
MATRIX PLANNING

Figure 6


ATHABASCA
RIVER
CNR
HIGHWAY 16
HIGHWAY 40
Happy
Creek
Cold
Creek
Creek
Creek

limited. Several country residential parcels in NW 31 are zoned RD. Several other country residential parcels zoned Country residential (CR) are scattered throughout the Plan area.

NW 5 and a small portion of SW 8 are zoned Rural Industrial (RI). The intent of the District is to accommodate industries requiring large parcels of land preferably outside an urban area. The allowed uses are broad ranging and could have high impacts off-site respecting smoke, dust, heat, glare, odour, etc. Current zoning may conflict with future proposed land uses and may require a review in anticipation of future uses.

3.2 EXISTING TRANSPORTATION NETWORK (FIGURE 7)

It is expected that Highway 16 and Highway 40 will be re-aligned in the future to create a new interchange and a limited access Highway 16 bypass south of Hinton. The Province has prepared a functional plan for Highway 16, but Highway 40 re-alignment north of Highway 16 is at a preliminary design stage. The realignments are long term initiatives and will require additional study to determine costs and establish thresholds to warrant construction. Current Provincial policy specifies that the nearest point for a highway access from the future Highway 16 interchange is approximately 400 metres north of the Highway 40/Seabolt road intersection.

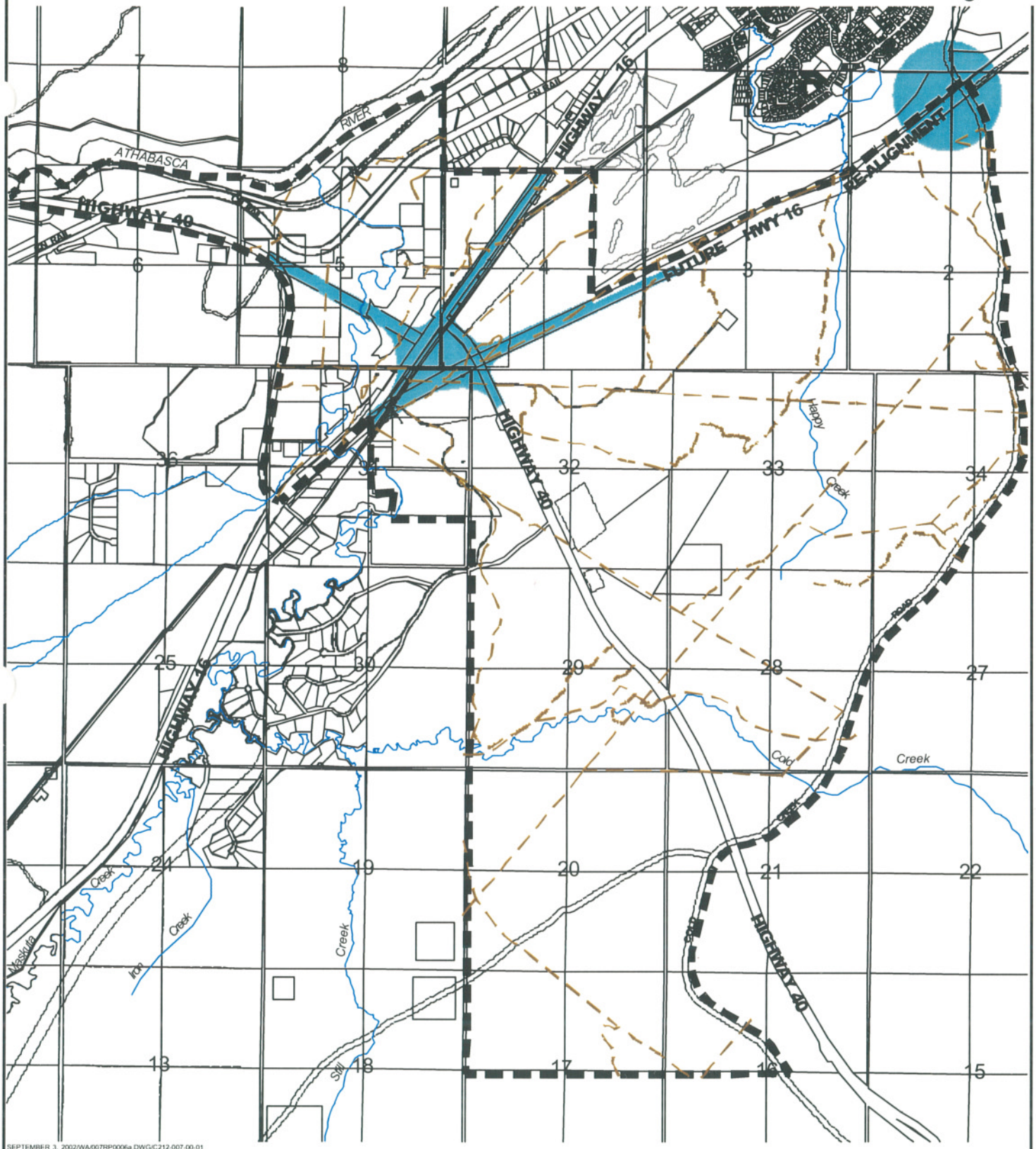
The Robb road and Cold Creek road are actively used by heavy logging trucks in cut blocks to the west and south. While this private Weldwood forestry road is extensively used by public traffic, any future use by alternative industrial users who need access require a user agreement.

The future intersection of the Robb Road and the Highway 16 bypass is intended at this time to be grade-separated but without any access onto Highway 16. However, Alberta Transportation has indicated an option is under study to provide for a full interchange if conditions require. Therefore a 400 metre radius highway protection zone would be allocated around the intersection.

North of Highway 16, the West River road provides access to the Athabasca River from the east to the mouth of Maskuta Creek. The road is closed west of this point to within a few hundred metres of where it connects to Highway 40. Therefore the only access is from the east.

Creation of new roads in the Plan area may require significant earth moving or even blasting due to some extreme grades and potential for bedrock outcrops. This is especially relevant in Sections 3, 4 and 32. Other areas west of Highway 40 may require sub-grade treatment due to crossings of low areas and soft soils.

Figure 7


ATHABASCA RIVER
HIGHWAY 16
HIGHWAY 40
FUTURE HWY 16 RE-ALIGNMENT
HIGHWAY 40
HIGHWAY 40
Happy Creek
Coal Creek
Creek
Creek

3.3 EXISTING UTILITIES

Water and Sewer Extension from Hinton - The nearest Hinton water line is located in SW 9 in the Town of Hinton. Extension of water to the south would be uneconomical for a single developer. Depending on current line sizing, capacity may not be sufficient to address the requirements of future development in the Plan area. Existing municipal sewers also extend to SW 9 and a proposed main is shown to extend into the next quarter section to the south (NW 4) in conjunction with the Terrace Heights North ASP. However, the sewage capacity and cost to extend into the Plan area south of Highway 16 are uneconomical at this time.

Gas and Power - The Yellowhead Gas Coop provides the area natural gas distribution system. Distribution lines serving Seabolt and Grandview Estates run parallel south on Highway 40. A second distribution system runs parallel to the West River Road along the Athabasca River, providing gas to future recreation areas near the Maskuta Creek outfall.

Power is distributed by Utilicorp. A 14.4kV single phase line runs as far south on Highway 40 as far as the race track oval. Thereafter, no power is available. Power to the Seabolt and Grandview areas are fed through rights of way along Highway 16. Power in the Athabasca River Recreation area is available up to the last private parcel located in NE 5. A transmission power line along the north boundary of the Plan area is served by a substation in SE 2. This may provide an alternative point to step down power sufficiently to serve the east side of the Plan area if needed.

4. SITE ASSESSMENT

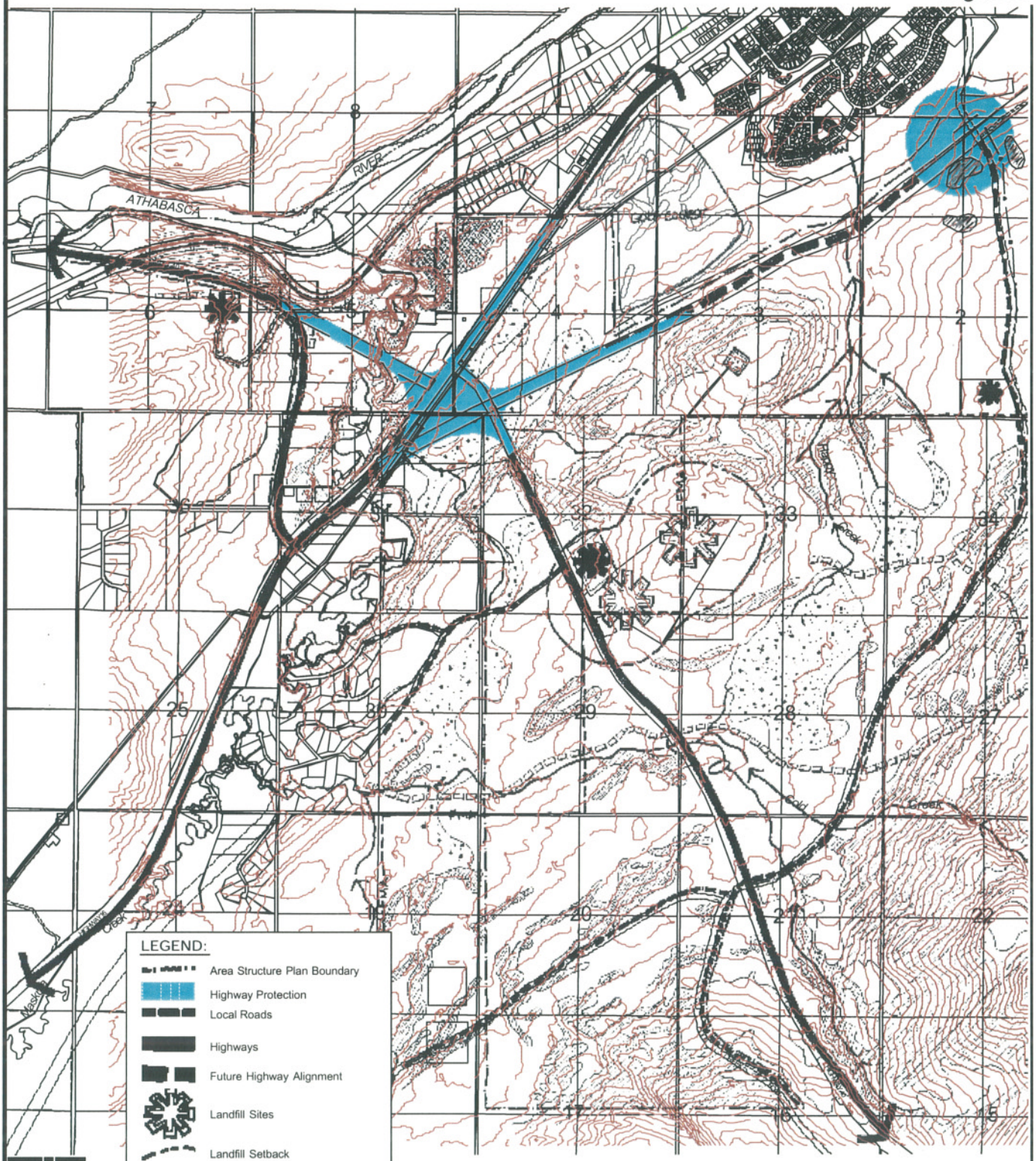
4.1 SITE ANALYSIS AND CONSIDERATIONS (FIGURE 8)

The site opportunities and constraints are described on Figure 8. Constraints were derived from excessive slopes, poor soils, low wet areas, known bedrock outcrops, surface disturbances, pre-emptive human uses nearby, and mandatory exclusion zones. Opportunities are derived from proximity to roads, trails and utilities, existence of relatively flat areas, viewpoints, proximity to water recreation, attractive close-in views (eg, healthy forests and streams) and historical uses that have potential to be improved (eg. race track and trail network).

4.2 POTENTIAL DEVELOPMENT SITES (FIGURE 9)

The potential development sites lay the foundation for the concept plan to be developed. The land capability does not imply that all these areas will be developable. Rather, other policy, political considerations, and servicing capacity among other factors determines what actual areas will be promoted for development in future.

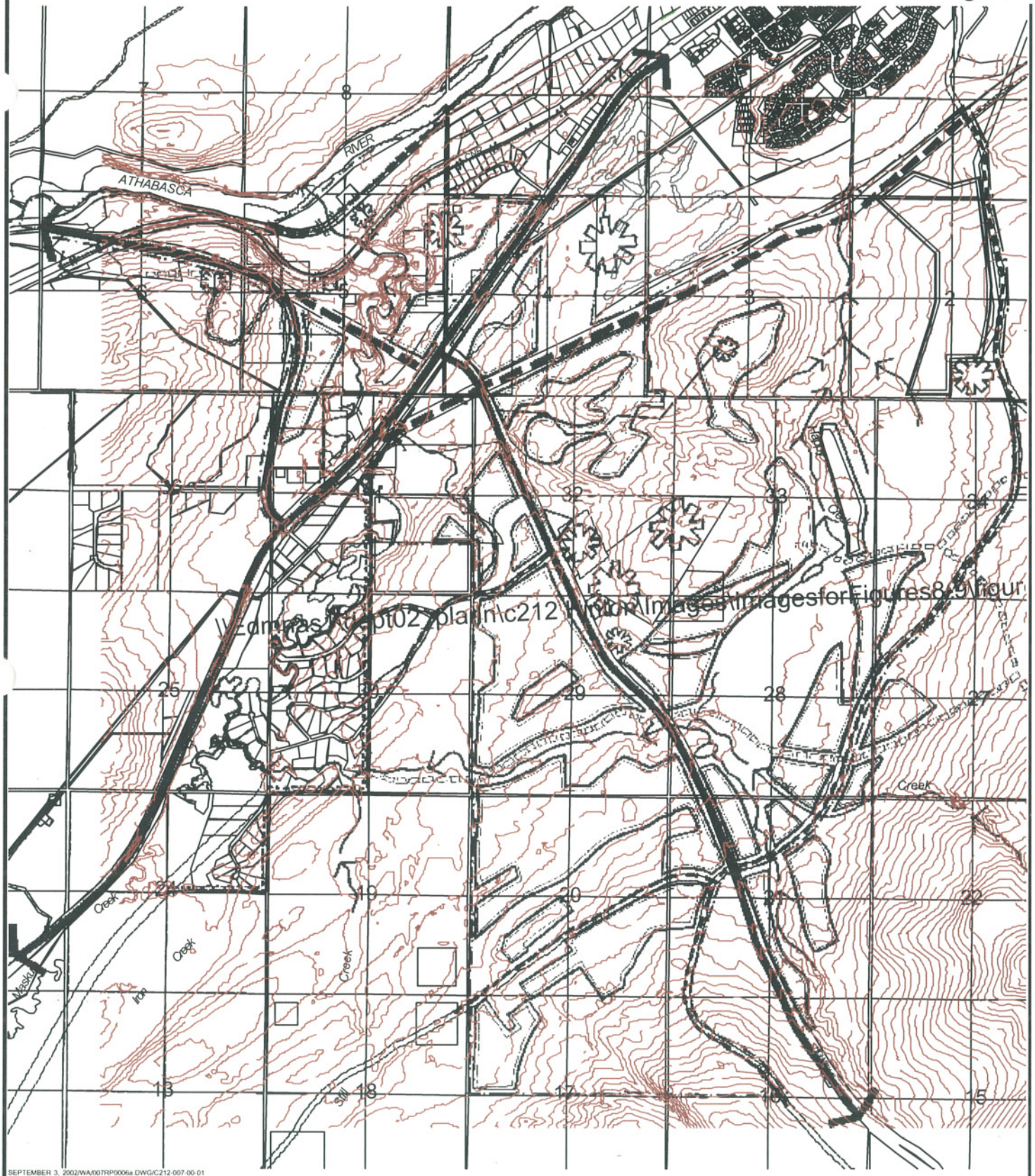
Figure 8



Site Analysis & Considerations

Hinton West Urban Fringe
JOINT AREA STRUCTURE PLAN

Figure 9



SEPTEMBER 3, 2002/WA/007RP0006a.DWG/C212-007-00-01

LEGEND:

- Area Structure Plan Boundary
- Development Sites
- Existing Development

N.T.S.

Potential Development Sites

Hinton West Urban Fringe
JOINT AREA STRUCTURE PLAN

Base information obtained from Yellowhead County, 1:100,000 Hinton Area, Yellowhead County as produced by Portolan Geomatics, November 1999.

5. FUTURE LAND USE CONCEPT

5.1 INTRODUCTION

This section of the Plan provides the spirit and intent in which the plan policies are written. This section should not be interpreted as policies but as context for the policies. Sections 6 -9 contain the policies that express the specific Plan regulations. These must be interpreted narrowly and the only variations allowed are where they are specifically provided for. The mapping included in the Plan may require further field measurements to verify any discrepancies in measurement.

5.2 A FUTURE VISION

The year is 2020. The Hinton West area is developing as a location geared to the outdoor recreation user, camper, golfer, race enthusiast and visitor in search of a mountain view out their window. Local residents are well buffered from the effects of added traffic and visitors, but all realize this is also a working forest and is important to the local economy.

The sanitary landfill is well hidden, unobtrusive and highly maintained. Human-wildlife interactions are increasingly rare due to the success of the wildlife management techniques applied to the area. Industrial now have a secure and screened location to store the equipment and materials that drive the local economy. Moreover, local recreation users, and area visitors coexist successfully to the mutual benefit of the local economy and improved local recreation facilities.

The trails have become a 4 season destination for outdoor recreation users. The trails have been adopted by local volunteers and supporters in the way of maintenance and trail improvement. Secluded lodges just minutes away from Town, located on prominent highpoints with mountain vistas offer overnight accommodation for the golfer or traveling tourist. Camping by the raceway further fills out the range of recreational opportunities whether on a race day or any other time.

Access to a boat launch on the Athabasca River has been improved to the point where day use sites have become popular as well as the creation of a small campground. The boat launch has created a magnet for canoes, jet boats and rafting.

Overall, the multiple uses within the area have arisen due to the entrepreneurial action of private individuals who saw opportunities and acted on it within the overall framework of the Area Structure Plan standards.

5.3 CONCEPT PLAN FEATURES AND PRINCIPLES

5.3.1 Overview

The Plan follows up on the West Yellowhead Corridor Commercial and Tourism Memorandum of Understanding (MOU), 1999 and the West Yellowhead Corridor Development Node Evaluation, 1997. The intent is to assign land for multiple use objectives, most notably recreation, commercial and industrial. Commercial/recreational opportunities are the key focus with a secondary focus on industrial storage options for the petroleum, logging and mining industries. Sixteen recreational nodes totaling 153 hectares (379 ac) and two industrial sites totaling 105 hectares (258 ac) have been identified for future development consideration. It should be noted that not all the nodes are expected to develop and the objective is to present a menu of opportunities for entrepreneurial activity.

5.3.2 Character Areas (Figure 9a)

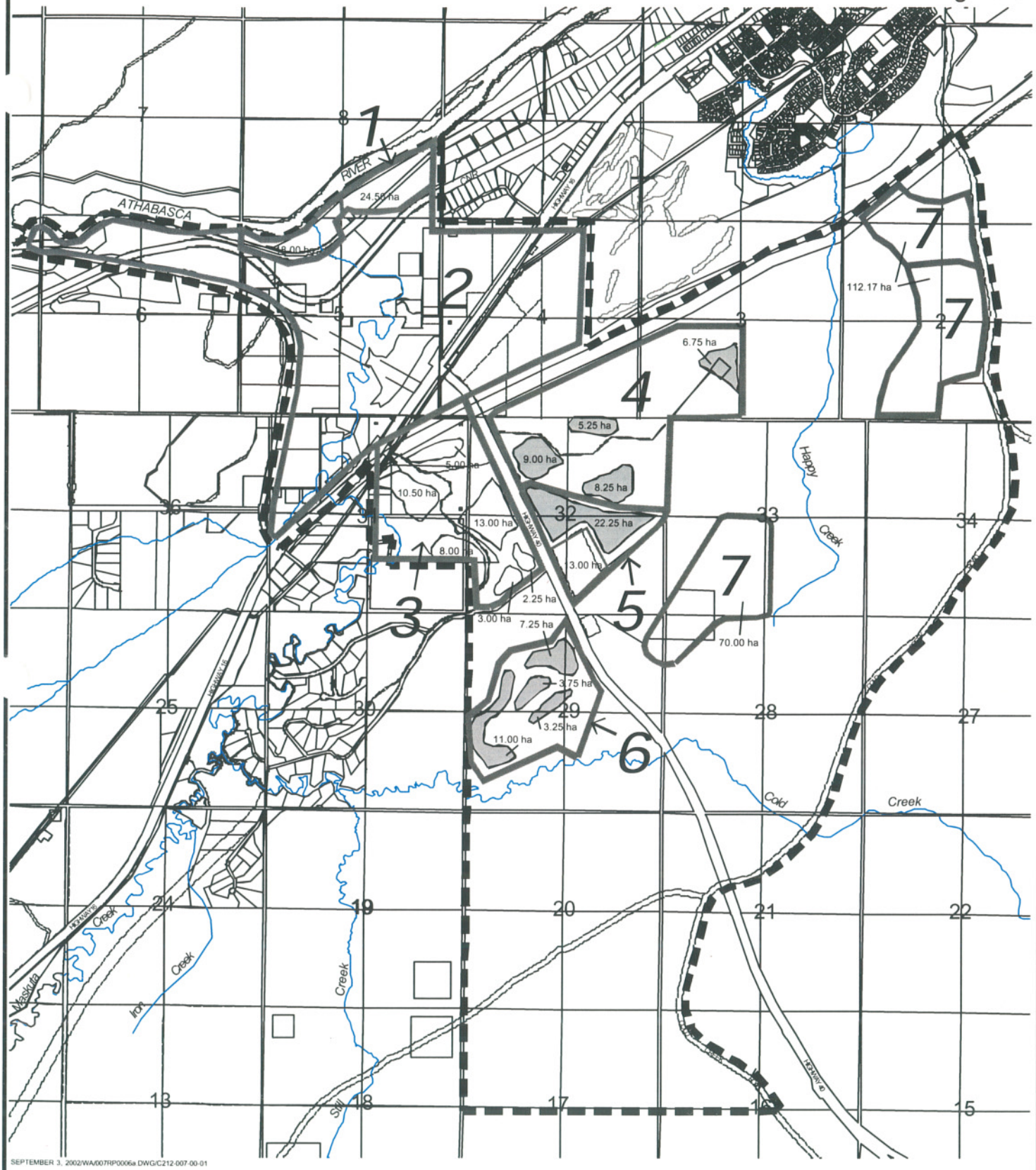
At almost 2200 hectares, the Plan area is as large as it is diverse. The character areas that arise from the development potential mapping create distinct clusters of land uses. These clusters are further broken down into finer sub-categories or Nodes to be further elaborated upon in the specific area policies future land use concept. The character areas and smaller nodes take advantage of existing recreation opportunities such as river access, multi-user trails, race oval and viewpoints. The Unserviced Industrial uses are distanced from the recreation users as much as possible but close to good transportation access.
Figure 9a identifies these character areas as follows;

1. Riverside Recreation
2. Highway 16 Transition
3. Future Review
4. Accommodation With A View
5. Motorized Recreational Racing
6. Campgrounds, Cabins, Lodges
7. Unserviced Industrial

The intent to develop each of the nodes within the Character areas is flexible. Each node has certain attributes that have multiple options for future uses. While the ones identified in this Plan are 'best-fit' options, they are not exclusive or unchangeable. Moreover, the sets of uses identified within each of the Development Nodes in Figure 10 may be located anywhere within that Node. If land in this Plan is shown to be better suited to a different set of uses, this may be acceptable so long as;

- they are within the range of use types identified in this Plan,
- alternate uses are compatible with the overall intent of the land use mix in the Plan and
- any additional impacts on nearby land uses can be mitigated to the satisfaction of the approving authorities.

Figure 9A



SEPTEMBER 3, 2002/WA/007RP0006a.DWG/C212-007-00-01

N.T.S.

LEGEND:

1 - Riverside Recreation
2 - Highway 16 Transition
3 - Future Review
4 - Accommodation with a View
5 - Recreational Racing
6 - Campgrounds, Cabins, Lodges
7 - Unserviced Industrial

Hinton West Character Areas

Hinton West Urban Fringe
JOINT AREA STRUCTURE PLAN

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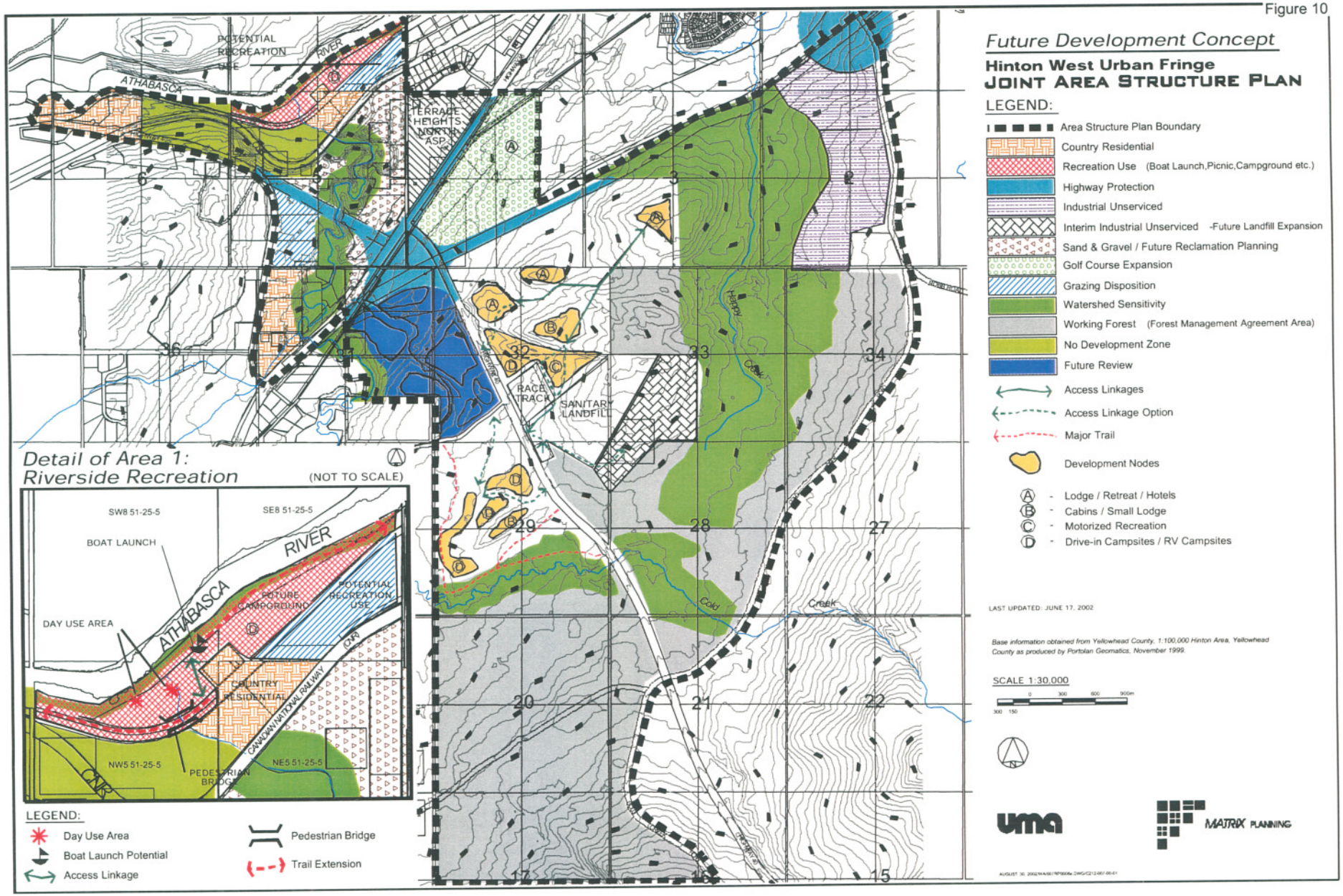
MATHEY PLANNING

Figure 10



Future Development Concept

Hinton West Urban Fringe
JOINT AREA STRUCTURE PLAN

LEGEND:

- Area Structure Plan Boundary
- Country Residential
- Recreation Use (Boat Launch,Picnic,Campground etc.)
- Highway Protection
- Industrial Unserviced
- Interim Industrial Unserviced -Future Landfill Expansion
- Sand & Gravel / Future Reclamation Planning
- Golf Course Expansion
- Grazing Disposition
- Watershed Sensitivity
- Working Forest (Forest Management Agreement Area)
- No Development Zone
- Future Review
- Access Linkages
- Access Linkage Option
- Major Trail
- Development Nodes
- (A) - Lodge / Retreat / Hotels
- (B) - Cabins / Small Lodge
- (C) - Motorized Recreation
- (D) - Drive-in Campsites / RV Campsites

LAST UPDATED: JUNE 17, 2002

Base information obtained from Yellowhead County, 1:100,000 Hinton Area, Yellowhead County as produced by Portolan Geomatics, November 1999.

SCALE 1:30,000

0 300 600 900m
300 150

N

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MATRIX PLANNING

5.3.3 Land Use Considerations (Figure 10)

Forest Management Agreement (FMA) - The Plan recognizes the existence of the Forest Management Agreement (FMA) that occupies a significant portion of the Plan area. This area includes all land south of Highway 16 that is not included in a specific Character Area. The intent of this area is to maintain the Forest Management Agreement (FMA) practices in preparation for eventual harvesting. As such, future logging may take place in 10 or more years. In addition, the terms of the 1999 Memorandum of Understanding (MOU) require certain conditions associated with development. **Appendix 1** contains the terms of the MOU. Future land uses outside the MOU area have been limited in area; ie a part of a recreation node and two locations for industrial land use. In addition, the use of the Cold Creek Haul Road for multiple industrial users has been identified. While the forestry management practices of this area are subject to the FMA, the Plan identifies land with high watershed sensitivity. Downstream impacts of logging will be identified within the FMA process, prior to the development of a logging plan.

Separation of Uses - Incompatible land uses have been separated to the greatest extent possible while allowing for those uses to develop. Industrial has been located away from recreational uses and high-quality view sites are visually separated from the sanitary landfill. The sanitary landfill is expected to be a long-term fixture on site. Therefore, the need for a high degree of maintenance and added consideration of management for bears and other species is important.

Land Tenure Conditions - Crown Land in the Plan area will remain under Crown ownership and no residential occupancy is anticipated. A significant part of the Plan area has no specific land use designation to it. The intent is to manage the natural forest cover in its current undisturbed natural state except for minor encroachments that are necessary as a result of approved development or where a previous FMA is in place. The land currently designated as Cache Percotte Forest is intended to be redesignated by an Order in Council for ease of future land management.

Design Guidelines - The design of structures in this Plan is intended to reflect the proximity to the Rocky Mountains and the architecture that is becoming the hallmark of the Alberta eastern slopes. Use of rock and timbers, steeply pitched roofs, verandahs, long roof overhangs and multiple dormers distinguish the design of the Plan area. This need not require intensive costs or a repetition of a single design over and over. Nor is it necessary to re-create the style on all accessory buildings. However, the Rocky Mountain architectural theme should be sufficiently present to tie together the wide variety of development types shown. Entrance ways and high visibility signature buildings and uses will be most closely reviewed.

Viewscapes are also an important design consideration. Character Area 4 provides for a structure highly visible from parts of Highway 40 and even Highway 16. A highly visible site can be an asset to the area development if done sensitively and with care to massing, colour and materials. Therefore, these sites should be more closely reviewed for their design profile.

5.3.4 Environmental Considerations

Habitat and Species Management - The Plan area and beyond is a complex of human use on a forest containing a variety of habitat types. It is recognized that while the Plan area is intended for economic development, there are opportunities to do this in a manner that is aware of wildlife habitat. As development proceeds, environmental issues will be increasingly higher profile. In order to move ahead, a review and mitigation process is intended to be in place to ensure potential issues have a process and actions that will ensure appropriate environmental protection respecting habitat, wildlife-human interaction and watershed management in balance with the approved land uses identified in this Plan. Low areas will be left in as undisturbed a state as possible.

Watershed Sensitivity - The Plan specifically identifies Happy Creek headwaters as well as Cold Creek and Maskuta Creek for watershed sensitivity. This means that these areas should be left in their natural state and that no direct discharges should be allowed.

Wildfire Management - Nearly the entire Plan area east of Highway 40 has been shown to be at high risk of wildfire. Land to the west of Highway 40 is likely in the same risk factor. Therefore, policies are created to mitigate future human use of the area including vegetation management, structural options and infrastructure development. The Partners in Protection Program (1999), *Fire Smart: Protecting Your Community from Wildfire* will be consulted and used wherever applicable.

5.3.5 Infrastructure Considerations

Access and Transportation - In terms of the major highways, Highway 16 and Highway 40 are intended to be realigned in the long term. As such, a sufficient right of way has been allocated in consultation with Alberta Transportation. Highway 16 re-alignment will allow no access onto Hwy 16 other than the proposed intersection at Highway 40. Access to Character Areas 3 and 6 is shown to be off Seabolt Road. However, a second access off Highway 40 for Area 6 and Area 5 will be considered where suitable traffic engineering information is provided to Alberta Transportation.

Several options for road access into Character Areas 4 and 6 are identified. The intent is to allow flexibility for proponents and approving authorities to select the most appropriate access route for the entire character area. Since phasing of development is flexible, protection of future access is required and road designs on a development application should allow for future retro-fitting these roads as development proceeds. A traffic study will be required to determine the likelihood of direct Highway 40 access.

Trail Development - Existing trails are encouraged to be upgraded where possible and in cooperation with user groups. Motorized and non-motorized users will need to cooperate to ensure trail use and development is complementary to both sets of user profiles. Linkages of trails with the Hinton network of trails is an important feature that should allow integrated linkages wherever feasible. Sensitive trail management that protects natural features and processes should be highlighted

Water And Sewage Disposal - The soils investigation noted that soils were generally suitable for on-site sewage disposal. The size of any fixed roof accommodation will generally be restricted to the

ability to provide proper sewage disposal. Water supply is expected to be variable due to the folded nature of the bedrock.

6. OVERALL LAND USE AND DEVELOPMENT POLICY

The following policies apply to the overall Plan area and all Character Areas. Compliance with these and the specific area policies are intended to be read together with the Background statements. Future subdivision and development shall be in accordance with this Area Structure Plan. Major deviations to the Plan design and policies shall require an amendment to this Plan. Minor relaxations may be considered without an amendment to this Plan where the developer can demonstrate to the satisfaction of the Subdivision or Development Authority, as the case may be, that the reconfiguration of parcels, trail alignments and road design would maintain the overall intent of the Plan policies.

6.1 ENVIRONMENTAL

6.1.1 Objectives

a) To ensure future development accounts for watershed and wildlife values in the Plan area prior to development approvals.

b) To minimize potential for property damage due to wildfire.

c) To improve the understanding of wildlife movements and relative importance of habitat.

6.1.2 Policies

a) Municipalities belonging to the Regional Landfill Authority are encouraged to improve the landfill operations respecting odour, noise, dust, security, wildlife management and refuse blowing off-site in respect of future commercial development anticipated by this Plan.

b) Development applications adjacent to the Maskuta Creek river valley shall be subject to a 20 metre development setback from the top of valley break or any other recommendation of an approved floodplain study.

c) No land disturbance shall be permitted in areas of Crown land without designations as shown on Figure 10, except where provided for by the FMA or other existing Provincial agreements.

d) A stormwater management Plan shall accompany applications for development. Terms of reference should include stormwater retention, settling ponds and effluent treatment performance standards.

e) Stormwater runoff for industrial uses shall not discharge directly into areas designated as Watershed Sensitivity.

f) All development should demonstrate the incorporation of wildfire mitigation guidelines as contained within the Partners in Protection Program (1999), *Fire Smart: Protecting Your Community from Wildfire* and the requirements contained in the design guidelines of this Plan.

g) For purposes of wildfire protection, a 10 metre fuel free zone should be established for defensible space around all major structures.

h) Tree thinning requirements should reflect recommendations found in *Fire Smart: Protecting Your Community from Wildfire.*

i) Development applications shall provide on-site water storage to the satisfaction of Yellowhead County.

j) All development shall be required to install bear proof garbage receptacles wherever garbage is stored outdoors.

k) Where requested by the Province or the municipality, proponents shall undertake an environmental assessment to identify measures to mitigate against the destruction of wildlife habitat.

l) Areas identified as Watershed Sensitivity areas shall not be allowed to be disturbed with development except within the forest management practices outlined in an approved Forest Management Agreement (FMA).

6.2 COMMERCIAL-RECREATION AND ACCOMODATION

6.2.1 Objectives

a) To provide a diverse variety of options for the future development of the Plan area, recognizing that not all areas will develop.

b) To capitalize upon the existing attributes of the area for future commercial and recreation opportunities.

c) To provide opportunities for year round appropriate commercial and recreational opportunities.

6.2.2 Policies

a) Development applications on Crown land shall be Crown dispositions and not as free hold parcels.

b) Trail development is encouraged and should be coordinated with the Town of Hinton, Yellowhead County, the Province and non government organizations.

c) Application for campground development should be developed with on-site potable water, leveled and textured pads, provisions for cooking shelters and on-site waste disposal facilities that meet Provincial campground standards.

d) Campgrounds are expected to be in the range of but not exclusively 75 to 150 units per Node with flexibility to accommodate auto, RV and walk-in style campsites. Applications for developments outside this range will be considered by the approving authorities.

e) Footprint sizes for lodge and hotel developments are expected to be in the range of but not exclusively, 12 to 100 units and occupy approximately a one hectare site for parking and building.

f) Developments are encouraged to maintain compact development footprint.

6.3 TRANSPORTATION AND TRAILS

6.3.1 Objectives

a) To minimize the need for new accesses onto numbered highways except where in accordance with Alberta Transportation separation standards.

b) To minimize the conflict between residential, industrial and commercial recreation users.

c) To protect rights of way for future realignment of numbered highways

d) To facilitate the cooperative development of trails for multiple users.

6.3.2 Policies

a) Applicants may apply for development of a road which provides direct access to Highway 40 as shown on Figure 10. Requests for direct access to Highway 40 shall require a traffic study to be undertaken by a qualified traffic engineer and submitted to Alberta Transportation.

b) Access linkages are conceptual and are able to be revised without an amendment to this plan when done in conjunction with the road approving authorities. However, revisions must be able to provide access to the entire Character Area.

c) Separation distances between the end of taper for the Highway 16 interchange south on Highway 40 is 480 metres. Distance separation between other intersections shall be 500 metres.

d) Applicants for industrial land uses developed in the Plan area as part of this ASP shall be required to consult the parties to the FMA to resolve any road use and maintenance matters respecting the Cold Creek road and the Robb Road.

e) Access roads leading to development Nodes in Character Areas 1,3,4,5,6 should be at a County road standard of 20 metre right of way with an 8 metre road surface. Road standards within the development shall be sufficient to allow two way traffic for recreational vehicles.

f) Access roads leading to development Nodes in Character Areas 2 and 7 and excluding the golf course expansion area should be at a County road standard of 20 metre right of way with a 10 metre road surface. Road standards within the development shall be sufficient to allow two way traffic for industrial vehicles.

g) Road development standards may be relaxed where it is demonstrated to the County road approving authority that a lesser right of way and/or finished surface would be more appropriate to the terrain and the nature of the development.

h) Access roads to individual lease disposition areas shall be shared by a number of commercial operators. Leaseholders shall not be permitted to restrict access to other leaseholders.

i) Crown land located within the Highway protection area shall be reserved exclusively for the re-alignment and expansion of Highways 16 and 40.

j) A system of multi-use trials shall be extended and improved as resources and interest in doing so becomes evident. The trails may be used by motorized or non-motorized users.

k) The County shall partner with the Province and non-governmental organizations to prepare a complete inventory of area trails and prepare a map suitable for distribution to users

l) Development applicants are encouraged to extend and improve trails within the Plan area in coordination with Yellowhead County, the Town of Hinton, the Province and other non-governmental organizations.

6.4 LAND USE

6.4.1 Objectives

a) To ensure flexible development staging that encourages site development in an economical manner and that meets Provincial and County standards.

b) To separate incompatible land uses.

6.4.2 Policies

a) Land uses outside Nodes and those designated in Figure 10 shall remain in as undisturbed a state as possible except as allowed for in Forest Management Agreements or as required to assist in the development of Nodes within Character Areas.

b) Crown land shall remain with the Province. However, long term leases on specific development proposals shall be considered on a case by case basis.

c) A geotechnical assessment prepared by a qualified professional engineer will be required for all development proposed on lands with a slope greater than 15%.

d) Development in land use Nodes shall be screened from Highway 40 or the Robb Road. A treed buffer of a minimum of 30 metres shall separate a development Node from Highway 40.

e) Signage advertising a particular development shall be in accordance with the design guidelines.

f) All applications for development shall be circulated to the Town of Hinton for information and comment. Applications must follow the Provincial Alberta Tourism Recreation Lease (ATRL) process administered jointly by the County and the Province and the application will be circulated to various Provincial departments and agencies for comment.

6.5 WATER AND SEWER

6.5.1 Objectives

a) To encourage development projects that are self-sufficient in provision of water and sewer.

b) To ensure development meets County standards for the provision of water and sewage disposal.

6.5.2 Policies

a) Development will be provided by an on-site water supply. Water supply may take the form of trucked-in water with cisterns, well water and/or a communal system between and among development Nodes.

b) All development shall be required to provide a soils report prepared by a qualified professional engineer confirming site-suitability of soils for sewage disposal, depth to groundwater, foundation design criteria and identification and mitigation of possible hazards.

c) Where water supply is intended to be from groundwater sources, a groundwater supply report prepared by a qualified professional in accordance with Provincial guidelines shall be required. If there is insufficient hydrogeologic information to confirm both potable and fire fighting groundwater availability, a qualified groundwater consultant shall conduct one or more aquifer tests to prove availability of water.

d) Sewage disposal will be provided by on-site methods and may include tile fields, pump-out tanks or other proven "package" sewer disposal systems.

e) The development of communal systems for sewage collection and disposal will be encouraged where feasible in accordance with the Provincial Guidelines and the Subdivision and Development Regulations.

f) Yellowhead County will require a strategy for the long term maintenance and ownership of communal systems prior to approval.

7. *SPECIFIC AREA POLICIES*

The following policies apply to individual character areas and are to be read in conjunction with overall policies.

7.1 SPECIFIC AREA OBJECTIVES

a) To clarify and encourage the development of alternative recreation activities based on existing attributes of the area.

b) To ensure adequate access to the sites while maintaining integrity of Highway 40 as a limited access thoroughfare.

7.2 AREA 1; RIVERSIDE RECREATION

7.2.1 Background

The outfall of Maskuta Creek provides a fitting location for access to the Athabasca River. The key focus is on a boat launch site for a variety of watercraft with ancillary day use and a small campground downstream in SW 8. The West River Road west of Maskuta Creek, while closed to vehicular traffic provides an excellent opportunity to construct a non-motorized trail from the existing Junior Forest Wardens campsite east of Maskuta Creek to the intersection of Highway 40 to the west. Road access, power and natural gas are nearby. However, a pedestrian walkway over Maskuta Creek will be required to be constructed. Nearby residential should be buffered from the effects of the future activity.

The intent of the node is to provide water-based recreation and day use site for multiple non-motorized terrestrial activities and watercraft launching, both motorized and non-motorized. Activities which are suitable for the site include;

- trail walking and running
- mountain biking
- river boating
- rafting
- kayaking
- day use picnicking
- camping
- cross-country skiing.

7.2.2 Area 1 Policies

a) Recreation uses shall be buffered from existing residential uses by means of setbacks, vegetation, berms and stringent enforcement of noise bylaws.

b) The minimum setback from residential development existing at the time of Plan approval shall be a minimum of 50 metres.

c) The size of future development should be able to be adequately handled by the existing road construction standards and the road maintenance standards of Yellowhead County.

d) Potential Recreation use of existing Grazing Area should be low intensity and land extensive.

e) A future boat launch should be of concrete construction and provide a sufficient staging area to accommodate multiple boat trailers.

f) Day use areas should be sited outside the primary flood plain and include parking, outhouses, picnic tables, metal fire pits with grates in addition to cleared areas for informal recreation.

g) A trail shall be designed for non-motorized use. The trail shall take advantage of the shoreline and the existing road west of Maskuta Creek. In addition, a portable pedestrian bridge should be constructed over Maskuta Creek to provide proper access to the day use areas and the trail.

7.3 AREA; 2 HIGHWAY 16 TRANSITION

7.3.1 Background

This area includes all land between West River road and the future proposed alignment of Highway 16. The Plan in this area intends to continue the recognition of approved uses and bylaws and to ensure future land reclamation takes advantage of potential tourism recreation opportunities associated with long slopes and proximity to the Highway. This area is a mix of sand and gravel extraction operations, country residential and remnant parcels divided by roads and a CNR line. Maskuta Creek further dissects the landscape, creating numerous smaller parcels. As a result, sand and gravel operations and grazing operations have predominated. The sand and gravel operations are deemed vital to Alberta Transportation interests in upgrading Highways 40 and 16. Reclamation planning will be reviewed in future with the potential that additional recreational uses can supplant the typical option to return the land to equivalent pre-excavation capability.

Some Country residential areas may be subject to flooding by Maskuta creek and as such, country residential uses will continue as in the past. The degree to which future re-subdivision will be allowed is dependent upon availability of water and suitability for individual, on-site servicing. Approved sand and gravel and other uses will continue to be recognized. Existing grazing leases will continue until such time as sand and gravel is required. The golf course expansion in Sec. 4 is intended as a long term option and will require changes in the miscellaneous permit status. Enhancement of the development potential could include private land ownership such as condominium ownership in single detached or townhouse style units. Potential uses include;

- golf course
- clubhouse
- hotel
- lodge
- residential uses.

7.3.2 Area 2 Policies

a) Existing sand and gravel operations are priority land uses and shall be retained for that purpose for the long term. After the resource is considered economically exhausted by the Province and the County, future reclamation planning should review locational advantages for high value tourism and recreation land use.

b) Provincial reclamation planning for expended sand and gravel operations should take advantage of the inherent view potential and re-contour the landscape to accommodate uses such as golf courses, water bodies, ski hills with snow making capability, campgrounds, day use areas, interpretive walks and similar uses

c) Existing areas designated for sand and gravel land uses shall be considered for future commercial parcels in accordance with the ability to service with on-site water and sewer and in accordance with a reclamation plan including land uses reviewed by the West Yellowhead Corridor (WYC) Working Group.

d) Golf course expansion as identified on Figure 10 may include a variety of tourist amenities such as tourist accommodation and restaurants and should be serviced with municipal water and sewer.

e) Golf course expansion may include a residential component of private land ownership that may be expressed as single detached dwellings, apartments or townhouse style dwellings.

f) Notwithstanding the contents of this Plan, existing areas designated as Rural District (RD) and as Country Residential (CR) Country Residential land uses shall be allowed to re-subdivide into parcels in accordance with the capacity to be serviced with on-site water and sewer and may apply for uses as provided for in the existing land use Districts.

g) The Joint Terrace Heights North Area Structure Plan was jointly approved by the Town of Hinton and Yellowhead County in 1995. It proposes serviced commercial, residential and a continuation of long term sand and gravel extraction. It is a stand alone document and is not subject to the conditions of the Hinton West ASP.

h) Bed and Breakfast and similar forms of low-density visitor accommodation as part of a country residential use would be considered complementary to nearby recreational uses and would be amenable to consideration of a site specific zoning amendment to permit such ancillary uses.

7.4 AREA 3; FUTURE REVIEW

7.4.1 Background

This area identifies 5 nodes which has potential for a variety of recreation and accommodation uses. Due to access limitations on Highway 40, access to the nodes would be from Seabolt road. This alignment parallels the existing north-south trail. The trail is intended to provide a separate right of way for access further south in Character Area 6.

7.4.2 Area 3 Policies

a) This area shall be reviewed for its suitability as a development area. In the interim, the County will not approve development permits or support additional dispositions or amendments to existing dispositions.

b) Identified nodes are shown to illustrate areas of fewer development constraints only and do not indicate a predisposition to development.

7.5 AREA 4; ACCOMMODATION WITH A VIEW

7.5.1 Background

This area takes advantage of 3 prominent hilltops and one plateau for a variety of visitor accommodation types. The intent is to maintain peaceful, natural surroundings without the concern of nearby off-road vehicles. Therefore, the land surrounding the nodes is intended to remain and/or be rehabilitated to its natural state. Existing trails will be returned to a non-motorized trail status. Road access, power and gas to the sites will be problematic. Topography, and geology may add significant costs to development, depending upon the site. In addition the well-site in SW3 will likely require additional negotiation with the existing well owners if that site is to be developed for recreation and accommodation.

It is not intended that every site be developed. The menu of opportunities are provided and the market and development costs will determine the priority number of development sites. The range of uses for this character area is summarized as follows;

- lodge
- retreat
- hotel
- cabins

7.5.2 Area 4 Policies

a) Prior to approval of a development permit in this Node, motorized trail access to Character Area 4 shall be reviewed by the Province with the objective of reviewing the desireability of unrestricted ATV access through the Area in consultation with user groups. Continuation of informal trail use shall be through Provincial designation and in cooperation with user groups identified by the Province.

b) Future road development intended to service a development Node shall be assessed in conjunction with development potential of other viewpoint accommodation Nodes. Thereafter, a decision about the selection of the most appropriate road access will be made in cooperation with the proponent.

c) Due to difficult topography, road standards may be relaxed where the proponent demonstrates that a lesser standard is appropriate to the proposed development.

d) Access to the development Nodes shall be provided by the developer and shall be considered as a private road.

e) The development node located in SW 3 shall require negotiation with the gas well owner to acquire the development rights over the Node. The applicant should consult Alberta Energy for the current owner of the well-site.

f) Notwithstanding the contents of this Plan, existing areas designated as Rural District (RD) and as Country Residential (CR) Country Residential land uses in this character area shall be allowed to apply for uses as provided for in the existing land use Districts.

7.6 AREA 5; MOTORIZED RECREATIONAL RACING

7.6.1 Background

This area takes advantage of the existing race oval and offers the opportunity to build on that facility. A variety of activities is offered as long as the separation distance from the sanitary landfill can be retained as per section 13 of the Provincial Subdivision and Development Regulation. While power and gas are nearby, the node associated with this Character Area will require an appropriate road access through the site to accommodate Area 4. However, no additional direct access on to the highway will be required. Additional care must be taken to manage large carnivores and ungulates in proximity to the landfill as the area will likely be occupied on an irregular basis and hence encourage scavenging by animals unless stringent waste management standards are observed. The following uses are generally intended for the site;

- drive-in campground
- RV campground
- recreation vehicle rentals
- dirt bike and go-kart racing
- auto racing and grandstands

7.6.2 Area 5 Policies

a) Road access to the racing oval and associated development shall be through a common access with the sanitary landfill unless Alberta Transportation approves an alternate Highway access as a result of a traffic study prepared by a qualified traffic engineer on behalf of the proponent.

b) As a condition of approval the proponent shall monitor noise levels on race days and establish a noise management strategy in cooperation with the approving authorities.

c) Design of campsites and human activity shall ensure that sufficient facilities exist and are constructed to standards consistent with the design guidelines identified in this Plan.

7.7 AREA 6; CAMPGROUNDS, CABINS AND LODGES

7.7.1 Background

The Plan area is criss-crossed with cut-lines and trails. This character area is designed to provide users with a recreation area with the recognition that the FMA within the Plan area may be logged in 10 years or later. The rolling topography provides a sense of enclosure and separation of uses and this is useful for separating different types of camping and fixed-roof accommodation experiences. While two road accesses are shown to serve the site as alternatives, one access is sufficient to serve the area. The following uses are generally intended for the site;

- campgrounds
- fixed roof accommodations
- ancillary uses

7.7.2 Area 6 Policies

a) Road access to nodes in Character Area 6 may be via Seabolt road or along Highway 40 in the case that Alberta Transportation approves an alternate Highway access as a result of a traffic study prepared by a qualified traffic engineer on behalf of the proponent.

b) Drive-in campgrounds and walk-in campgrounds should be separate and buffered from each other.

7.8 AREA 7; UNSERVICED INDUSTRIAL

7.8.1 Background

The Plan calls for options to locate industrial storage uses in less visible locations with sufficient site area to allow for uses such as

- pipe laydown,
- vehicle and equipment storage,
- accessory buildings and uses that service equipment and vehicles.

The uses will typically be ones that do not produce appreciable odour, noise, visual offense, glare or discharge environmentally offensive substances outside their boundaries. The industrial road locations along Robb Road and adjacent to the existing landfill will be buffered by existing tree stands. The land near the landfill is intended as a temporary use until such time as the land is required for landfill expansion. However, the Robb Road location is intended as a permanent site with future capacity to expand the range of industrial land uses, include eventual municipal servicing and allow a transition to industrial activity with more intensive site development than initially expected.

7.8.2 Area 7 Policies

a) Applicants shall ensure that industrial uses are not visible from Highway 40 or the Robb Road. This may be accomplished by ensuring treed buffers, winding access roads and other techniques are used as part of the design guidelines.

b) Parcel sizes should generally range from 1- 18 hectares in size and be laid out with road rights of way to accommodate vehicles with turning radii of at least 15 metres.

c) A stormwater management Plan shall accompany applications for development. Terms of reference should include stormwater retention, settling ponds and effluent treatment performance standards.

d) Stormwater runoff for industrial uses shall not discharge directly into areas designated as Watershed Sensitivity.

8. PLAN IMPLEMENTATION

8.1 OBJECTIVES

a) To ensure conditions for future developments in the Plan Area are facilitated in a timely manner.

b) To re-configure administrative standards in other documents and procedures to expedite future development in the Plan Area.

8.2 POLICIES

a) A Wildlife-Human Interaction Management Program shall be initiated for the sanitary land fill to discourage bears from frequenting the landfill, reducing human-bear encounters and to discourage ungulates from becoming habituated as human presence increases.

b) The County shall prepare a review of the existing land use districts within in the Plan area and make amendments to the land use bylaw where necessary to be in accordance with this Plan and amendments made from time to time. This may include but not be limited to;
   - RD district to be reduced in size to that actually required for the existing industrial footprint and
   - RD districts with existing country residential uses be reviewed as to the applicability of current zoning.

c) The County shall prepare new recreation districts or Direct Control districts to reflect specified uses, level of servicing.

d) The parties to this Plan shall undertake a review of the Plan within 5 years of its approval and make such adjustments as they deem necessary.

e) The parties to the Plan shall encourage creation of a local trail development society to organize trail development and maintenance stewardship. This may be accomplished by convening a meeting of trail users to test interest for the initiative.

f) Alberta Transportation shall undertake a functional planning study for the revised Highway 40 alignment and make this available to parties to the Memorandum of Understanding (MOU).

g) The parties to the MOU shall establish an approval process prior to development applications that incorporates transitional procedures for holders of existing land disposition scheduled for more intensive uses. This may include clarifying the terms of canceling a disposition.

h) The municipalities party to the Plan shall request the Province to delete that portion of the Cache Percotte Forest within the study area from its current designation and provide for a disposition that is consistent with the objectives of this Plan.

i) The County and the Town shall initiate a detailed site development Plan for the Robb Road industrial site and the land adjacent to the sanitary landfill to delineate, among other things, re-zoning requirements, road alignments, stormwater management, detailed access locations, grading requirements, testing for on-site servicing of water and sewage disposal and visual buffering.

9. COMMERCIAL AREA DESIGN GUIDELINES

9.1 OVERALL INTENT OF DESIGN GUIDELINES

9.1.1 Introduction

The Plan area recognizes there are certain attributes worth building upon; an important nearby highway intersection, trails, viewpoints and a race track. The area deserves a good standard of design in all projects if the use potential is to be realized. A modest budget does not absolve architects and planners from achieving completed designs that complement and enhance the area.

9.1.2 Goals

These guidelines are designed to be used by the local government approving authorities, development proponents and the general public. Specifically, they have been designed to achieve certain results:

a) To provide architectural design guidelines for areas that require development to be as unobtrusive as possible when viewed from Highway 40 and Hwy 16 and such that it does not overwhelm the natural landscape.

b) Help ensure the intent of the Hinton West Area Structure Plan is followed through into the architectural and development design stages.

c) To encourage a high quality of design that is suitable for this geographic location and complements the natural surroundings.

d) Function as an easy to read and implementation tool that encourages creative design solutions.

9.1.3 Uses, Design and Development

The uses outlined for this area support a variety of commercial tourism and overnight accommodation facilities including a golf course and club house, cabins, lodges and hotels, campgrounds and some industrial activity. As such, the wide variety of considerations makes the design guidelines more than simply an exercise in building design. Rather, it is a total approach to the design of the Plan area in all its diversity. However, it is not necessarily required that an application contain all of these design elements and the Approving Authority may exercise its discretion with regard to the degree to which an application meets the intent of the Land Use District, relevant MDP polices and these guidelines.

Rocky Mountain Theme - The design of structures in this Plan is intended to reflect the proximity to the Rocky Mountains and the architecture that is becoming the hallmark of the Alberta eastern slopes. Use of rock and timbers, steeply pitched roofs, verandahs, long roof overhangs and multiple

dormers distinguish the design of the Plan area. This need not require intensive costs or a repetition of a single design over and over. Nor is it necessary to re-create the style on all accessory buildings. However, the Rocky Mountain architectural theme should be sufficiently present to tie together the wide variety of development types shown. Entrance ways and high visibility signature buildings and uses will be most closely reviewed.

Respecting the Natural Context - The design of buildings and their sighting for specific uses should reflect the building's use and it's unique location - for example a bland concrete block hotel structure with low pitched roof would be better replaced by log finished facades and a steeper pitched roof. A low-rise, flat-roofed design with light-coloured vinyl siding and extensive front parking might be more suitable to a more developed urban environment than this one. A more rustic approach using those features found in traditional alpine-style projects with sloped roofs and a stone and wood exterior would fit more easily into the subject location.

It is important that the design of buildings and their siting respect the local natural landscape and integrate within it. New buildings should complement and be unobtrusive in the natural landscape by use of the massing, elevational articulation, materials, colour, and detail.

9.1.4 Approach

Each guideline is set out with an objective and then specific standards which the design shall comply with. It is not assumed that every project will need to incorporate every guideline or achieve it in a specific way, but rather, it will guide the site designer towards a solution that is both creative and fitting.

The guidelines are broken down into two main headings;
- Headings under which all projects in Character Areas 1-7 must comply (***Common Guidelines***)
- Headings under which specific-use buildings will comply - e.g. tourist related, industrial, golf course, etc. (***Specific Guidelines***)

9.2 COMMON GUIDELINES

9.2.1 Character & Image

The long-term success of this area will depend largely on how well the character and image of the reflects the local and regional setting. Since there is a separation in the location and a diversity in uses between the Nodes, each will likely develop with their own target market whether it be outdoor enthusiast, car-camper, race enthusiast, watercraft user, mountain biker or cabin/lodge/hotel guest. Therefore, a strong linkage between Character Areas is less critical than an attractive user venue.

Standards:

a) The character of the development in the Nodes must focus on the natural attributes that defines the Character Area.

b) Nodes that reflect the natural environment and traditional architecture in this mountain region will take advantage of an alpine theme in signature buildings that are intended for commercial and accommodation use.

9.2.2 Scenic Views

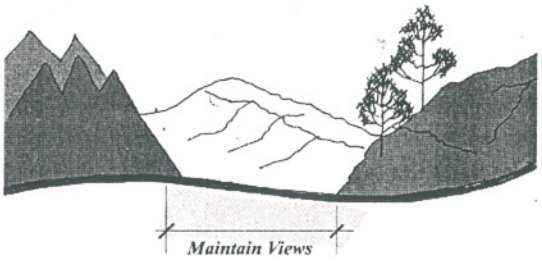
Views and vistas of the natural landscapes within and around Areas 2 and 4 are critical to the use and enjoyment of those locations. Maintaining the scenic quality of the area with sensitively integrated development is essential to its long-term success.

Standards:

a) Buildings and structures (e.g. signs, utilities, etc.) that obstruct or detract from existing views should be avoided.

b) The impact of the proposed developments on the views of existing developments should be considered and minimized where possible. Sight line obstructions and views of unsightly land uses or facilities should be avoided wherever possible.

c) "Signature buildings" may be considered as landmark structures along viewpoints in Area 4 only if design is exceptional and exceeds design guidelines.



9.2.3 Buffering

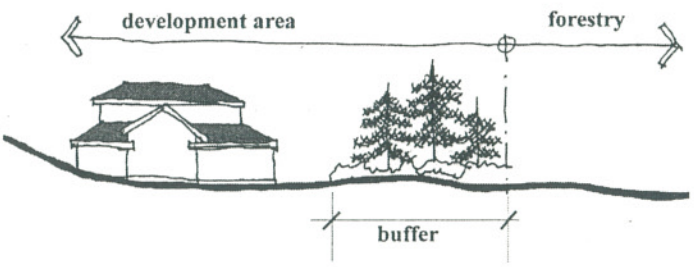
Highway 40 currently provides a viewscape of trees along most of its length within the Plan area. This intent should be maintained wherever possible along with separation of Node uses by existing vegetation. It is intended that the viewscape, be maintained between developments. This means protecting distant panoramas and vegetation screening between developments.

Standards:

a) Nodes along Highway 40 and Seabolt road shall maintain a 40 metre buffer of natural vegetation from the edge of right of way.

b) Nodes shall be separated from each other by a 30 metre buffer of natural vegetation from the edge of right of way.

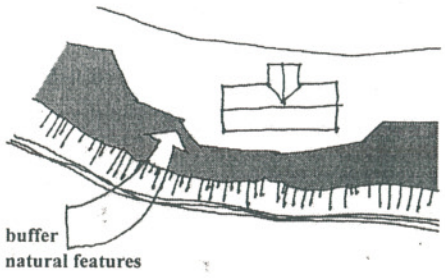
c) The distance of the buffers may be amended where the objective of screening from the view of vehicles can be achieved.



d) Buildings, campsites and parking areas should be located away from streams and water bodies and screened from their view wherever possible.

9.2.4 Open Space

Open space within the Character Areas that does not include buildings and is orientated to public use needs to be protected wherever reasonable.

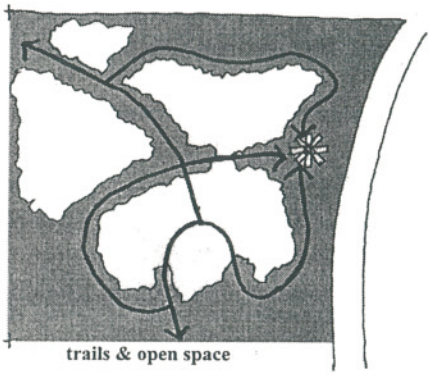


Standards:

a) Natural open space features should be linked together by a trail system to form a network of interconnected open spaces. In addition, the trail system should connect to the natural open spaces beyond the boundaries of each Node.

b) The treatment and character of other areas, including parking lots and other outdoor use areas, should be planned and designed to appear natural as possible. The retention of existing vegetation and the use of indigenous vegetation in landscaping and site restoration are encouraged.

c) The development of separate trails and boardwalks for pedestrians and multiple use is encouraged especially where erosion and tree root exposure may become a concern.



9.2.5 Water Features

Several streams wind their way through the Plan area and others have their headwaters located here. Character Areas 3,4,6 have seasonal and permanent streams that need to be protected from erosion and pollution. The Plan specifically identifies Happy Creek headwaters as well as Cold Creek and Maskuta Creek for watershed sensitivity. Area 7 is managed through existing Forestry Management Agreements and Provincial regulations.

Standards:

a) Permanent water bodies within a Node shall retain a natural vegetation buffer and be considered for opportunities for wildlife, environment and forestry interpretation.

b) Crossing of water courses by roads and trails should be minimized. Where necessary, crossings may be made at right angles to minimize disturbance. Crossings should not impede the flow of water.

c) Development and roads should avoid wetlands wherever possible. The setback should be sufficient to protect the feature and its riparian habitat from negative impacts of development and use. For more sensitive features (eg. stream, pond, wetland) the distance should be greater, while for less sensitive features (eg. intermittent drainages) the distance maybe less.

9.2.6 Indigenous Vegetation

The area's forest cover contributes to its appearance and character. The forest cover of the golf course expansion area and Character Areas 1,3,4 and 6 is mixed forest interspersed with wetlands and heavy understory. In general the retention of existing vegetation is encouraged to not negatively impact the visual quality nor take away its protective quality from the buffer areas between Nodes.

Standards:

a) The retention of existing trees and understory vegetation is encouraged wherever possible.

b) The removal of existing trees and understory vegetation is permitted where
- retention would leave a non-viable stand of trees prone to blowdown,
- land is required for specific buildings, uses, roads or other infrastructure
- doing so would not result in erosion or stream siltation and
- it would achieve fire-smart objectives.

9.2.7 Wildlife Management

While the presence of wildlife can enhance the visitors experience it can also create a level of risk to both animals and people. These standards are only an indication of where conflicts might be avoided. It is well known that the area is home to bears, coyotes and other large mammals such as elk, deer and moose among other animals. Human interaction results in habituation, dependence and ultimately, death. Therefore, efforts to separate humans and animals benefits the Plan area in the long term.

Standards:

a) All garbage receptacles shall be bear proof.

b) Construction should minimize the extent of land to be cleared to maintain a maximum amount of hiding cover.

c) Minimize the amount of clearing of coniferous trees, as this provides thermal cover for ungulates and other species.

d) Minimize the cultivation of lawns, flowers and vegetable gardens. Where this cannot be avoided, ensure that these plant types are covered with wire mesh or fencing wherever possible.

e) Encourage users to stay on designated trails and build pedestrian trails away from known animal travel corridors such as stream beds.

f) Provide users with educational programs and materials (eg, pamphlets, signs and regulations).

9.2.8 Fire Management

Wildfire is always a risk in forested areas such as these. In addition, wildlife management suggests that hiding cover of bushes and trees should extend close to human activity areas. However, wildfire management suggests separation distances between buildings and vegetation. This Plan specifically encourages managing for wildfire concerns over wildlife habitat and cover in matters where conflicting guidelines may occur.

Standards:

a) Prior to development, a fire hazard assessment should be performed to identify wildfire risk and recommend prevention measures. The Land and Forest Service provides procedures and guidelines for conducting this assessment and preparing recommendations to minimize fire risk.

b) All development should demonstrate the incorporation of wildfire mitigation guidelines as contained within the Partners in Protection Program (1999), *Fire Smart: Protecting Your Community from Wildfire.*

c) For purposes of wildfire protection, a 10 metre fuel free zone should be established for defensible space around all major structures.

d) Tree thinning requirements should reflect recommendations found in *Fire Smart: Protecting Your Community from Wildfire.*

e) Development applications shall provide on-site water storage for fire protection purposes to the satisfaction of Yellowhead County.

f) Potential fuels (eg. forest floor litter, dense tree spacing, low growing tree branches, etc.) should be removed near outdoor use areas (eg. campfires, campgrounds, parks, parking lots); adjacent to trails and roads; and at the interface between developed land and the natural forest.

9.2.9 Trails

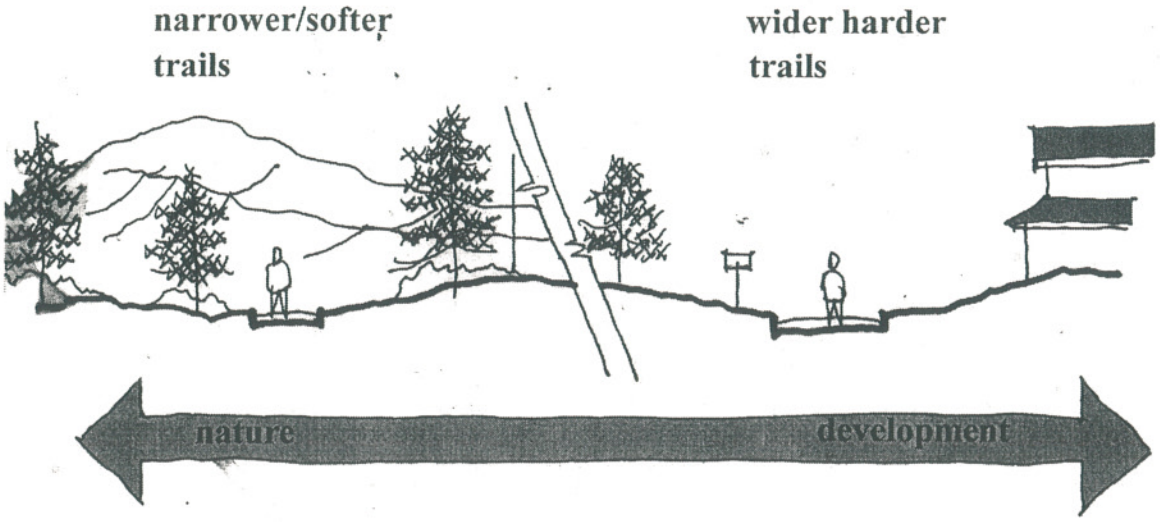
Most trails in the Plan area are cutlines and long used trails. Trails are seen as an attribute in most of the Plan area and should be enhanced where possible in many areas. Trails connecting different Nodes should be available for a variety of motorized and non-motorized user types. Two types of trails are considered here; those multi-use trails for traveling across the Plan area and those trails for pedestrian use within a Node or connecting Nodes.

Standards:

a) Development applications shall designate which trails are limited to non-motorized use and non-equestrian use.

b) Trails should continue and build upon the current connections to the Town of Hinton's trail system.

c) A comprehensive system of mapping and signs should be developed that describes the extent, routes, features and etiquette of the trail network.



d) Trail intersections should provide a consistent, attractive, unobtrusive and durable set of trail signs. Development applications incorporating trail use should work with local associations to move this policy ahead.

e) New trails for other than pedestrian or mountain bike use should provide a minimum of a 3.5 metre right of way and a surface finish that will resist erosion by vigorous human use.

f) New trails for pedestrian use should provide a minimum of a 2.5 metre right of way and a surface finish of compact aggregate, asphalt, wood, bark, woodchips.

g) The alignment profile and cross section of trails should reflect the natural terrain of the area. Straight stretches of trail and excessive cuts and fills are not appropriate.

h) Pedestrian trails and multi-use trails shall be identified and shall be differentiated at the time of development permit application.

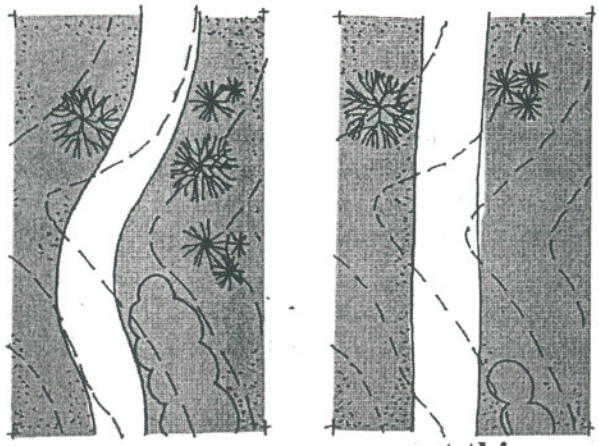
i) Selected major trails should be designed to accommodate emergency vehicles where possible.

9.2.10 Roads

Roads that are not already constructed are the responsibility of the developer unless otherwise stated in this document. Roads are a key expense and will be maintained as a private road unless alternate arrangements for public road maintenance are made with the County.

Standards:

a) The County road standard should allow for a 20 metre right of way with an 10 metre road surface unless otherwise approved by the County. Road standards within the development shall be sufficient to allow two-way traffic for recreation vehicles at a minimum.



b) Locations for roads that may intersect with Highway 40 require a permit and shall be built to Alberta Transportation standards.

c) Rectilinear and grid road systems are not compatible with the intent of the Plan. Curvilinear roads and roads that conform to the natural landform of the site are encouraged.

d) Excessive cuts and fills should be discouraged.

e) The road cross section should have a centerline crown. Water should drain into roadside ditches or swales. The use of curbs, raised drains, drain inlets and other raised elements should be avoided as they may interfere with snow clearing.

9.2.11 Parking Areas

While parking is an integral component for all uses in the Plan area, parking should avoid the expanse of land that can dominate many auto-related projects and to sensitively distribute cars throughout the building sites.

Standards:

a) Parking areas shall fit the natural terrain and to be distributed throughout the site rather than concentrated in one area.

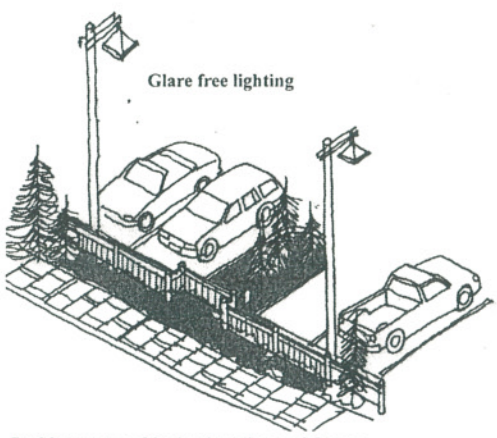
b) Complementary parking areas that serve more than one use is encouraged where appropriate.

c) Buildings or substantial landscaping must be used to break up the parking areas.

d) All parking shall be screened with a minimum 1.5m high fence and/or associated landscaping.

e) Where bus parking is required it shall be located away from accommodation units.

f) No more than 12 parking stalls shall be allowed in a run with a min. 1.8 m landscaped separation to other parking.



Parking screened by landscaping and fences

g) The surface finish for parking areas may be asphalt or gravel.

h) Gravel parking shall require dust control measures.

i) Ensure that pedestrians can use parking areas for safe access.

j) Any construction of areas where a concentration of vehicles or people are expected should be graveled, have multiple entry points, adequate turnaround space, broad curb radii of at least 12 metres for easy turning of vehicles with trailers and maintenance for dust suppression.

9.2.12 Drainage

Water that collects on developed sites from rain or snow shall be contained within the site boundaries and disposed of in a manner that minimizes impact on the natural environment and is acceptable to the approving authorities..

Standards:

a) All drainage must comply with the requirements of Alberta Environment and other approval authorities.

b) No water shall be discharged into existing streams or watercourses where it will negatively impact existing water flows.

c) All silts and contaminants must be contained on site.

d) Storm water shall be collected and conveyed in a integrated series of swales and ditches. They should be designed to allow soak away of water where possible and prevent siltation or high water levels in existing water courses.

e) Hard surfaces shall be graded to avoid ponding of water at all times especially at the spring snow melt.

f) Culverts in accordance with Yellowhead County standards shall be used under roadways, pathways and trails.

9.2.13 Utilities & Services

The physical infrastructure associated with utilizes and services (e.g. water, sewer, electricity, telephone, television, waste collection and disposal etc.) are essential components but can have a detrimental and unsightly impact on visual appearance of a building or associated land use if not executed with care. Water and sewer are to be provided using on-site systems.

Standards:

a) All servicing pipes, conduits, cables and wires for water, sewers, electrical and telecommunications shall be provided underground except where the proponent can demonstrate the above-ground portions will be screened from general view.

b) All trash receptacles, satellite dishes, treatment plants shall be discreetly located and screened to minimize view of them from all public areas.

c) Any structure associated with utilities and services shall be designed as an integrated part of the overall design.

d) All fixed roof accommodations shall be equipped with indoor toilet facilities.

e) On-site water supply shall be provided with consideration for fire-fighting capacity to the satisfaction of the County and the Town of Hinton.

f) The golf course expansion area shall be serviced with on-site water and sewer.

9.2.14 Lighting

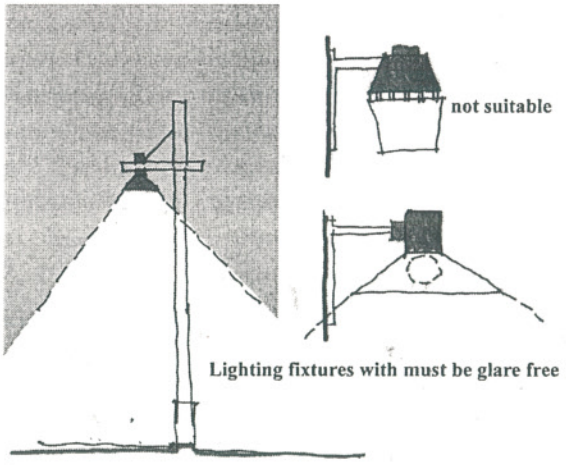
A good level of external lighting should be provided in such a manner as to not negatively impact the natural amenities of the area and protect the beauty of the night sky. The intent is to minimize the need for artificial light to that required for the safety of the user.

Standards:

a) Provide lighting fixtures and layout in accordance with the night sky principles outlined by the International Dark Sky Association at www.darksky.org

b) Lighting standards for development shall minimize the off-site effects of lighting while at the same time maintaining a safe and secure illumination level.

c) Lighting fixtures must not be mounted above 5.48 m (18ft) above grade.



d) All lighting to be directed downwards and shielded to protect glare from the immediate area with a cutoff angle for all fixtures to be 45 degrees.

e) Lighting fixtures to be colour-corrected metal halide or approved equal.

9.2.15 Landscaping & Site Restoration

The rustic and natural intent of the Nodes will attempt to minimize the need for landscaping. However, construction may require restoration due to soil disturbance.

Standards:

a) Restoration landscaping shall be done as soon as practical to ensure timely regeneration of vegetation. Use of native species for restoration is preferred.

b) Shrubs and trees should be planted in masses and in patterns characteristic of the natural setting. Planting in lines, geometric layouts and formal arrangements should be avoided.

c) The use of lawns and open expanses of manicured grass should be avoided except for golf courses.

9.2.16 Building Siting

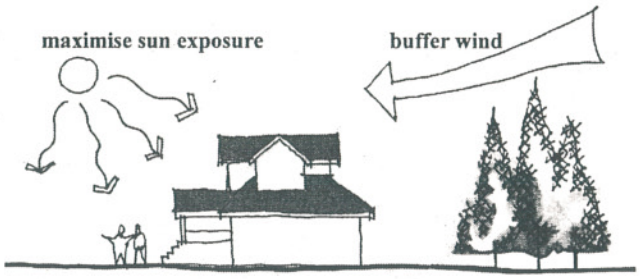
Buildings shall blend with and be sensitive to the natural landscape and surroundings. Allow the building users to enjoy unique climatic conditions of the area.

Standards:

a) Buildings shall be sited to minimize tree clearing wherever possible.

b) Building grades shall follow the natural contours and avoid unsightly cut and fill.

c) Building shall be located in a way to make the main entry obvious from the main road access but the building itself should be unobtrusive from the main access road. Visibility from Highway 40 or Seabolt road is not preferred.



d) Consider optimizing the sun exposure in the subject area by using the solar heat to provide comfortable public spaces.

e) Configure the structures to shield public spaces from prevailing winds.

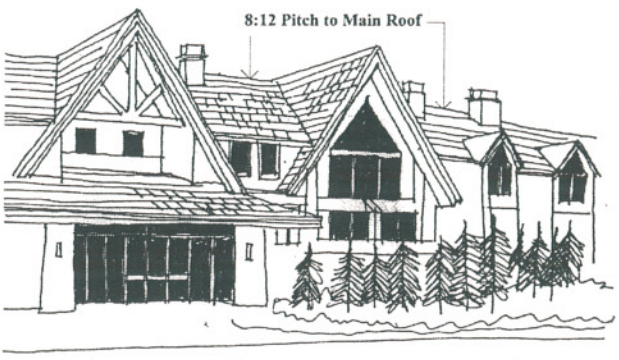
f) Campground buildings (eg. shelters, outhouses) should be located in a central location to all campsites.

9.2.16 Building Size, Form & Massing

The intent of the Plan is to achieve building design that displays a variety of forms and fits within the alpine theme, is not repetitive or overbearing and is sensitive to its surroundings.

Standards:

a) Buildings should appear relatively modest in size. Larger buildings will require breaking down into smaller related forms to reduce impact of massing.

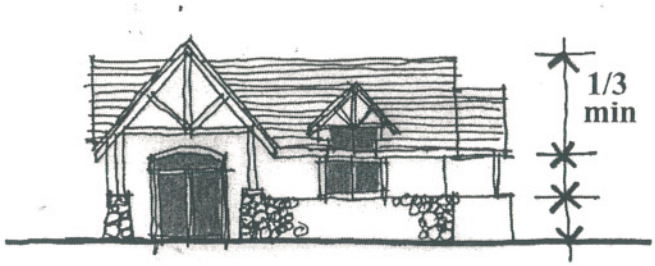


b) Buildings should be considered as a whole - not merely a front facade with bland sides and rear.

c) Buildings on prominent sites (e.g. road corner, higher elevations, main entries to area) will require special attention to their massing and form.

d) No buildings should be higher than 2 stories although one story within a roof utilizing dormer windows may be considered in cases of exceptional architectural merit.

e) Follow traditional mountain architectural facades by expressing three distinct components with a "base", "middle" and "top". The roof shall comprise at least a one-third of the overall building height.



f) Reduce the mass of larger buildings using simple and traditional building forms. This might include use of dormers, porches, chimneys, and bay windows etc.

g) Large areas of glass are not considered appropriate either as part of the facade or a single sheet of glass in an opening. Instead separate windows and /or smaller panes are encouraged.

h) Windows and their frames should not appear flush with the wall surface rather they should be clearly defined and distinct from the wall surface. Traditional windows using a casement, double hung are preferred over a more modern sliding or glass block.

i) The design and layout must respect any existing unique views from nearby development.

j) Each design to incorporate multiple structures of different sizes and heights with a variety of setbacks to create elevational interest.

k) Units to be laid out around courts to encourage pedestrian use.

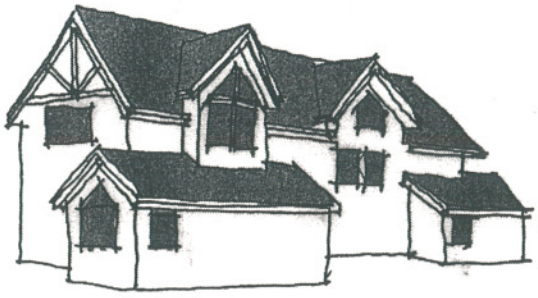
l) Buildings fronting major roads to have special attention for visual impact.

9.2.17 Roofs

In alpine design one of the most important contributions to a successful design is the manner in which the buildings are roofed. Applying the factors of design correctly results in a roof that can deal with functional needs such as weather protection and provide visual appeal.

Standards:

a) Roofs should have a 'massive' appearance and reflect a mountain character .

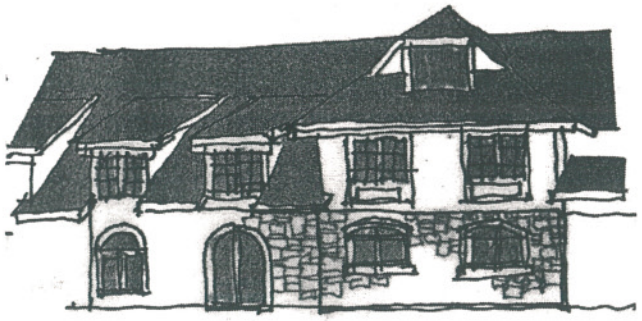


b) Roofs should provide shadow and weather protection with deep overhangs of 600mm or more.

c) Roofs shall be sloped 8:12 over the majority (65%)of the roof area.

d) No roof shall be shall be less than a 6:12 pitch.

e) Flat roofs areas must be no more than 25% of total of any structure's footprint.



f) All 'A' frame dormers to be a minimum of 8:12 pitch and stepped back from the main facade by 1.5 m.

g) Roofs should have a simple and uniform appearance. Long roof lines should be broken by changes in level and/or features such as dormers, gables, chimneys etc.

h) All mechanical stacks and other roof mounted equipment shall be shielded with materials and detail compatible to main structure.

i) Use enhanced roof features at main entries. The use of awnings and fabric canopies is not considered compatible with this area.

9.2.18 Building Materials

Successful alpine developments rely on a careful integration of building design with suitable application of local materials that enhance the overall appearance

Standards:

a) Buildings must include a substantial amount of alpine appropriate materials such as rundle stone, river rock, heavy timber, log or other traditional mountain and regionally appropriate material.

b) Wood roof shakes/shingles are not permitted in order to minimize wildfire risk. However, cedar siding is acceptable.

c) Stone shall be applied in a traditional manner - not as a thin, artificially applied veneer. However, composite materials may be permitted where they can be shown to be of equivalent quality.

d) Stucco must be of an approved colour and not be used in a flat and /or monolithic manner. Wood and raised stucco accents to be used.

e) Materials must be consistent over all facades, not using the better materials on the front facade.

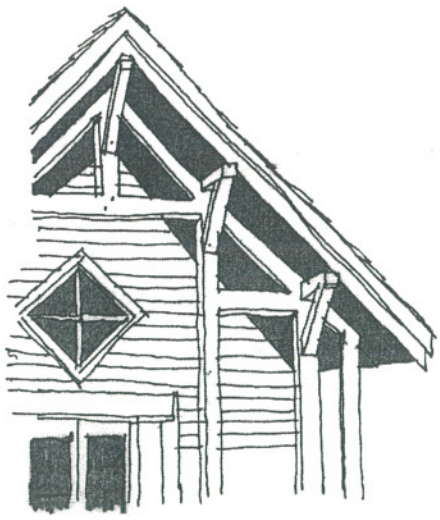
f) Large wall and roof areas shall be finished with subdued colours that reflect traditional architecture and blend with the surroundings.

g) Clear glass shall be used throughout - reflective glass is not acceptable.

h) Permitted roofing materials include;
- tiles with a slate or angular profile - curved Mediterranean profiles are not permitted.
- heavy gauge interlocking asphalt shingles.
- standing seam metal roof - to control deformation, the metal roof must be selected
- with standing seams, intermediate control creases and fabricated of a sufficiently heavy gauge of metal. Recommended minimum is standing seams at 400mm o/c with control creases at approximately.. 150mm o/c metal thickness to be minimum 26 gauge.
- slate or slate-like materials.
- gray, brown or black ballast or exposed membrane for flat roofs where mechanical systems are located.

9.2.19 Detail Design

Traditional architecture of the region is characterized by generous use of enhancing detail in external facades.



Standards:

a) The overall and detailed design should reflect a rustic and hand crafted appearance.

b) The design shall incorporate features common in mountain architecture such as exposed structural elements - heavy wood columns, beams and gable brackets.

c) Materials should be consistent on all facades.

d) The junctions of all materials shall be clearly defined with trim boards and fascias e.g. where the roof meets walls, the wall meets ground, and around windows and doors.

9.2.20 Signage

To provide signage necessary to attract and guide visitors to their destination yet is sensitively integrated into the overall design.

Standards:

a) Signs shall fit the scale of the building.

b) Signs shall appear hand-crafted. The materials should complement the buildings and the surroundings.

c) Use materials and colours that complement the main building design

d) Lighting must be front-lit, direct and not produce glare.

e) Use a lettering type that is proportional in size, style and colour to the overall sign.

f) No pole signage, roof mounted or fabric canopy signs will be permitted.

g) No sign will be higher than 5 metres from the adjacent ground.

h) Off-site signs located on Highway 40 shall require a permit from Alberta Transportation. Off-site signs located on Seabolt road shall require a development permit from the County.

i) Building signs should be integrated into the architecture of the building. Hanging projecting or wall-mounted signs are encouraged. Signs on the second or third storey are permitted. Roof mounted signs are not appropriate. Signs that arbitrarily overlap windows, doors, columns, and other architectural elements of the building are not appropriate.

j) Free-standing, mast signs, trailer-mounted signs, balloon signs, sandwich board, plexiglass and choroplast-backed signs, fabric canopy signs and back-lit signs are not permitted.

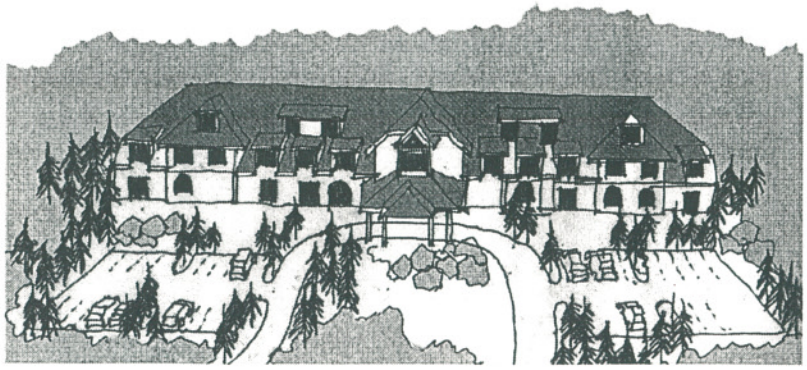
9.3 SPECIFIC GUIDELINES

9.3.1 Hotel

A hotel use is appropriate for Character Areas 2 (golf course expansion), and 4 (Accommodation with a view).

Standards:

a) While the size of the structure is variable, the minimum site area for hotel use should cover



approximately .60 hectares (1.5 acres) or more and may contain upwards of 75 units or more. This is different from a lodge which may have a smaller, more intimate structure. Hotels with substantially larger footprints are acceptable. However, the larger scale should be reviewed in conjunction with the need of future potential users in other nodes.

b) A hotel may be comprised of a single building although that building may be broken down into a main mass with smaller wings or attached buildings of the same theme.

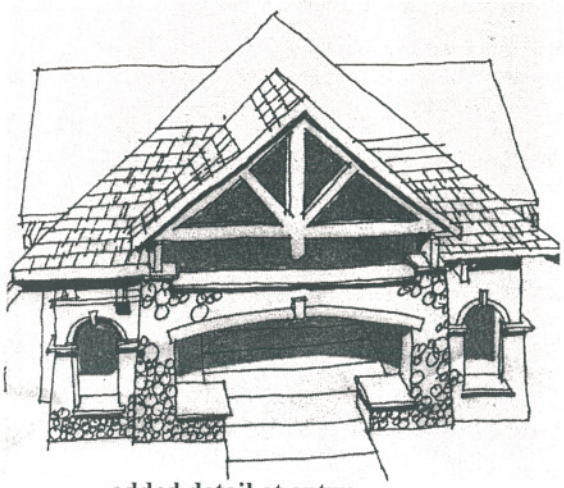
c) The architectural character of the hotel should be consistent with a mountain location. The design should respect the following requirements:

i. The building must be part of the landscape.
ii. The layout must give a sense of enclosure.
iii. The massing must comprise simple and strong forms associated with traditional architecture in this region.
iv. The roof must be the dominant element of the design.
v. The base of the building must be visibly anchored to the ground.

d) The main building should be prominently located, have visual presence yet be sensitive to the natural landscape and surroundings.

e) The overall design and individual design elements should represent a cohesive example of "mountain architecture".

f) Parking should be convenient but broken down into smaller areas separated by screens and landscaping. Large areas of featureless asphalt to be avoided.



added detail at entry

g) As a major component in the Hinton West plan the facility should be designed to allow and encourage public access and use. The layout and design should allow a natural separation between guest accommodation and public uses.

h) Roads and parking areas should be hard-surfaced and lit with glare free lighting. Pedestrian walkways through parking areas should be carefully designated with contrasting materials.

i) Any façade lighting should be glare-free and conform with recommendations of www. nightsky.org

9.3.2 Campgrounds

This area offers unique experiences for camping in scenic and natural surroundings whether by auto or RV. They apply generally to Character Areas 1, 5 and 6.

Standards:

a) The minimum site area for campground use will vary with the intensity of development. A auto-oriented campsite of 100 units may occupy a 4 hectare site depending upon the opportunities to create secluded sites.

b) Campground areas should be located in such a way to minimize visibility from the surrounding highways and protect campers from traffic noise.

c) The campground layout should retain existing vegetation wherever possible. Natural features (e.g. streams, rock outcrop, old growth trees) must be retained and incorporated as feature sin in the design.

d) Commercial services such as stores, snack bars and restaurants may be provided but must follow general design guidelines stated earlier.

e) RV sites must have electrical, water and sewer hook-ups.

f) Washrooms, showers and laundry area should be conveniently located. Other communal facilities such as group camping, open play space, swimming pools and tennis courts are encouraged.

9.3.3 Lodges

Lodges provide an opportunity for a diversity of building forms in the area. They are particularly suited to the Plan area as the volume of commercial visitation and the sometimes view-rich development sites for Area 4 may constrain the opportunity to provide larger hotels in favour of smaller, more exclusive lodges. Lodges are suitable for development in Character Areas 4 and 6.

Standards:

a) The minimum site area for lodge uses is in the range of .50 hectares (1.2 ac) more or less.

b) Lodges may comprise a single building or one main building with several secondary buildings (e.g. cabins, chalets)

c) Where multiple buildings are used they should be clustered to form a sense of closeness and enclosure.

d) The main building elements and ancillary buildings should be carefully integrated with the natural landscape and land features.

e) Repetitive side-by-side subdivision layouts for secondary building is not appropriate.

f) Secondary buildings should be easily accessible with each other and the main lodge by all pedestrians including the handicapped.

g) Parking should be sensitively clustered and distributed around the site and connected by a one way road system to reduce the impact on the natural surroundings. The road should be curvilinear to follow the natural contours.

h) Only the immediate area around the main building and main parking areas should be lit by artificial means with downward directed and glare-free light fixtures. Low level, glare-free light can be used for the main walkways.

9.3.4 Cabins

This form of accommodation provides a further opportunity for a different scale of building that can more easily fit with a natural landscape with the minimum of disruption. Cabins are provided for in Character Areas 4 and 6.

Standards:

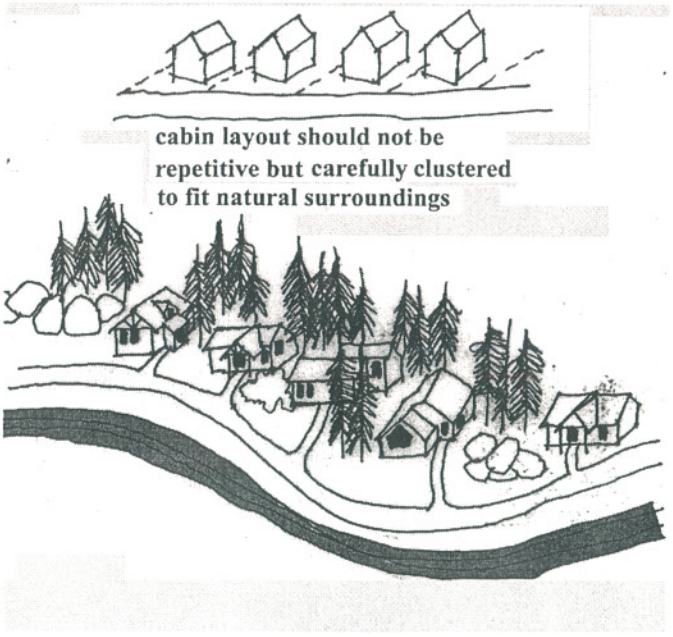
a) A variety of cabin designs following an alpine theme area is required.

b) Individual cabins should be clustered to form a sense of closeness and enclosure, yet provide some level of individual privacy.

c) Cabins should be carefully integrated with the natural landscape and land features.

d) Repetitive side by side subdivision layouts for cabins is not appropriate.

e) Parking should be sensitively clustered and distributed around the site and connected by a one way road system to reduce the impact on the natural surroundings. The road should be curvilinear to follow the natural contours.



f) Only low level, glare-free light can be used for the main walkways.

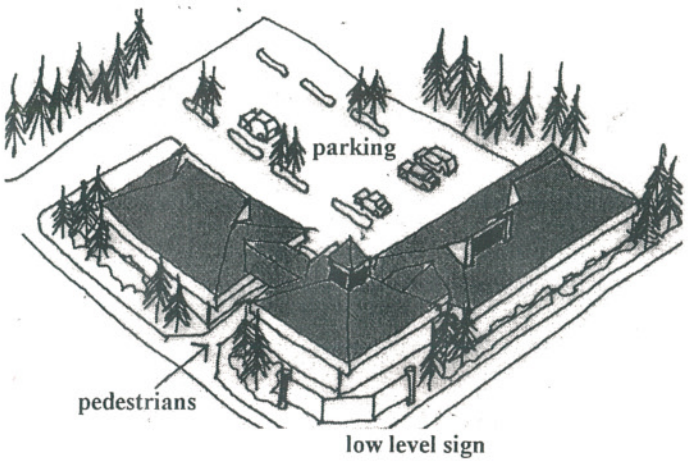
9.3.5 Other Service Commercial And Accessory Uses

Necessary service commercial buildings may be necessary to service the main visitor accommodation recreation or camping uses. The intent of these structures is to provide the highest level of convenience to visitors but not to the extent that they overwhelm the low key, rustic ambiance that is the hallmark of the area tourist experience.

Standards:

a) The minimum site area for commercial use shall be subordinate to the main use and not overwhelm the site.

b) It is intended that service commercial areas will be planned with both the automobile and pedestrian in mind. Alternatives to the conventional strip center should be explored where the main frontage is 'turned away' from the access road.



c) The overall design approach should use a combination of suitable traditional alpine design features with a special emphasis on reducing the overall massing into smaller but linked structures.

d) All mechanic equipment, vents and stacks to be hidden and encased with materials used for the main elevation.

e) Visitors to the building should be protected by a continuous covered arcade along the main retail frontage made with permanent materials.

f) Good parking and service access are critical for the functional requirements of a commercial building but must not override the need for an overall pleasant appearance where the building is not seen over a sea of asphalt.

g) All parking visible from the surrounding streets and other uses to be screened by a 1.500m high screen wall, landscaping, berms or a combination of all three. No parking should comprise more than 12 stalls in a row and must have a minimum 6' landscaped separation from adjoining parking.

h) Signage should be restrained and in scale with the retail units. No back lit signs will be permitted.

i) Site lighting fixtures to following glare-free principles.

j) The external boundaries of the site to have ample landscaping provided. Additional landscaping to be used to separate parking spaces.

9.3.6 Golf Course Structures

Golf courses allow the natural landscape to be carefully integrated yet contrast with man-made landscaping. In addition, residential units may be included on the site

Standards:

a) The preferred design approach uses a rustic mountain theme with steep roofs and large overhangs to provide protection to visitors.

b)

c) The clubhouse and any ancillary buildings should be carefully integrated with the natural landscape and contours and use the same design theme throughout.

d) The main golf club house to be located with convenient vehicular access with parking areas screened and landscaped.

e) All signage to be of a low level rustic design. No back-lit signs will be permitted.

f) All lighting to be glare-free.

g) Residential dwellings, whether single detached, townhouse or apartment style shall require a set of architectural guidelines that are in keeping with the Rocky Mountain style of architecture which features use of rock and timbers, steep-pitched roofs, long roof overhangs, gables and dormers, etc.

9.3.7 Industrial

The provision of an industrial area as a component of the Hinton West Area Structure Plan meets the need for diversity of employment opportunities that are not solely centred on the tourist industry.

Standards:

a) While the industrial zone has been located to minimize nuisance to nearby uses care in design and site layout will still be required to further reduce any incompatibility with adjoining uses.

b) All industrial buildings and all accessory buildings shall be screened from view of Highway 40 and the Robb Road.

c) All material and waste storage must screened from view from any surrounding areas by fencing and/landscaping.

d) All mechanical equipment, venting pipes or chimney stacks to be encased from view of Highway 40.

e) All lighting to be from glare free fixtures.

f) There shall be no venting, odour, or glare emanating from the site to nearby commercial tourism uses in the Plan area.

APPENDIX 1
MEMORANDUM OF UNDERSTANDING, 1999

West Yellowhead Corridor Commercial Recreation and Tourism Memorandum of Understanding

AN UNDERSTANDING made as of the 17th day of June 1999.

BETWEEN:

THE PROVINCE OF ALBERTA, as represented by the Northern East Slopes Environmental Resource Committee, comprised of: Alberta Environment, Alberta Resource Development, Alberta Infrastructure, and Alberta Economic Development, and (hereinafter called the "NES-ERC")

AND

YELLOWHEAD COUNTY, a body corporate, in the Province of Alberta (herinafter called the"County")

AND

TOWN OF HINTON, a body corporate, in the Province of Alberta (hereinafter called the "Town")

AND

WELDWOOD OF CANADA, LIMITED, a body corporate, registered under the laws of Alberta, with a business office in Hinton, Alberta (hereinafter called "Weldwood")

AND

WEYERHAEUSER CANADA LIMITED, a body corporate, registered under the laws of Alberta, with a business office in Edson, Alberta (hereinafter called "Weyerhaeuser")

WHEREAS:

A. The NES-ERC, County, Town, Weldwood and Weyerhaeuser wish to establish a commercial recreation and tourism development Memorandum of Understanding (MOU) for the area along Highway 16 from Obed Lake to the Jasper National Park east gate and north to include Brule, the Athabasca Lookout and Entrance as identified in Schedule A attached hereto (hereinafter called the "corridor").

B. The NES-ERC, County, Town, Weldwood and Weyerhaueser, known as the West Yellowhead Corridor Extended NES-ERC will manage the MOU (hereinafter called the "WYC Extended NES-ERC").

C. The above agree that all Commercial Recreation and Tourism lease applicants will be explicitly notified that they are applying within a "working forest", meaning that active forest harvesting and other resource based activity will continue to occur in the corridor.

THEREFORE, the Parties to this MOU, in consideration of the mutual terms and conditions herein contained, agree as follows:

PART 1 - DEFINITIONS

1.1 In this MOU:

a) "Commercial recreation and tourism development" means developments that offer facility oriented recreational, tourism or accommodation services and/or programs to the general public which require a long term lease. This definition does not take precedence over any existing land use definitions currently in place by the parties to this MOU.
"Development" means that any uses which may require or include, among other things, excavations and installations, the building or replacement of temporary structures or fixed 'facilities or services', changing the use of the land or building, or cause a change in the intensity of activities on the lands.

b) "Corridor" means the planning area covered by this MOU as identified in Schedule A.

c) "Development nodes" means those areas of crown land as identified in Schedule B.

d) "Disposition" means any lease, license, agreements and permit issued under provincial legislation for surface activities.

e) "Forest Management Agreement (FMA)" means an agreement between the Province of Alberta and a timber company granting authority to occupy the land for the company to manage and harvest timber. FMAs are awarded by orders-in-council.

f) "Schedule" means supplementary details that provide further information on specific components of the MOU and form an integral part of the MOU.

g) "The West Yellowhead Corridor Working Group" means a technical committee comprised of representatives from the parties to the MOU (hereinafter called the "WYC Working Group").

PART 2 - INTENTION

2.1 To integrate commercial recreation and tourism developments on public lands with existing land uses within the corridor, and in concert with existing approved plans, this MOU establishes a process which:

- directs future commercial recreation and tourism development leases within the corridor to specified nodes that are close to existing infrastructure.
- integrates the provincial leasing and municipal development approval processes.

2.2. The intention of the MOU is not to discourage unstructured recreational activity within the corridor. Separate approval processes are available to manage these activities.

2.3. This MOU is not intended to create legal relations among the parties. This MOU does not affect any rights or obligations that the parties may have under any legislation, by-law or legally binding contract.

PART 3 - PRINCIPLES

3.1 The MOU provides direction on how future commercial recreation and tourism leases on provincial crown lands will be considered within the corridor. Private lands or lands within towns or hamlets are not subject to the MOU.

3.2 The MOU establishes nodes, which will be set for 5 years, where commercial recreation and tourism developments will be considered within the corridor. New commercial recreation and tourism developments within the corridor but outside these nodes will not be supported within those 5 years.

3.3 The Province will honour existing land use commitments in and adjacent to the development nodes, such as timber harvesting. Upon renewal of existing commitments, consideration will be given to commercial recreation and tourism as a primary land use within the development nodes.

3.4 Buffering of tourism developments from industrial activity will take place within the commercial recreation and tourism disposition.

3.5 The MOU will not replace any existing plans and their associated requirements for establishing a commercial recreation or tourism development (e.g. municipal development plans, Coal Branch Integrated Resource Plan, etc.).

3.6 The MOU is to be administered as a "living document" and will be reviewed every 5 years.

3.7 Information about the MOU will be made available to proponents inquiring about developing commercial recreation and tourism developments within the corridor.

PART 4 - MANAGEMENT OF THE MEMORANDUM OF UNDERSTANDING

4.1 Guidelines

a) Proponents interested in commercial recreation and tourism developments on public lands within the corridor will be directed to the development nodes as identified in Schedule B attached hereto.

b) Commercial recreation and tourism development applications that are proposed for public lands within the corridor but outside these nodes will not be supported.

c) Proponents will be required to obtain consent from existing surface disposition holders as part of the application submission.

d) Some development nodes lie within a FMA. The FMA holders agree to allow withdrawals from their FMAs provided that proponents who apply for a lease within those nodes enter into a FMA Disposition Withdrawal Agreement and pay compensation to the FMA holder as identified in Schedule C attached hereto. Compensation rates specified in Schedule C will be fixed for a five year term.

e) Timber harvesting activities outside of the commercial recreation and tourism disposition will continue to take place in accordance with forest harvesting plans. This will include any plans that FMA holders may have for harvesting up to the boundaries of the commercial recreation and tourism disposition. The FMA holder will advise the WYC Working Group of harvesting plans that include the development nodes.

f) Existing land use disposition holders, such as FMA holders, will not be required to provide any buffering for commercial recreation and tourism developments. Buffering will take place within the commercial recreation and tourism disposition.

g) Proponents will be advised during the preapplication meeting of general development issues and plans known for lands within each node under consideration.

h) Any further level of land use planning for the development nodes will include participation by the WYC Working Group.

4.2 Approvals Process

a) Proponents applying to develop a commercial recreation or tourism development will follow the provincial leasing and municipal development approvals process as identified in Schedule D attached hereto.

b) This process will involve a coordinated review of lease applications through the WYC Working Group, and any other appropriate government agencies.

c) Proponents will be responsible for undertaking any planning activities required to process applications through the approvals process. The WYC Working Group will determine these requirements, based upon the type and extent of commercial recreation and tourism development being proposed.

d) The Land and Forest Service – Foothills Forest Area Office will assume responsibility as the lead agency in the process.

4.3 Administration

a) The WYC Extended NES-ERC is responsible for the MOU and will manage it. They will meet on an 'as required basis' to resolve any issues or potential amendments that may arise. Any member can call a meeting.

b) Alberta Environment will administer the MOU.

c) The WYC Working Group will report regularly to the WYC Extended NES-ERC.

d) The WYC Working Group will be responsible for the operational aspects of the MOU. This will generally involve:

- processing of applications as identified in the approvals process;
- meetings as required, to discuss issues and other matters that might arise from the MOU or lease applications;
- updating the WYC Extended NES-ERC on activities arising from the MOU and seeking resolution from the WYC Extended NES-ERC on issues that may arise;
- identify the need for potential land use planning within the nodes;
- support development planning within the nodes.

4.4 Amendment Process

a) Amendments to the MOU will be made on the authority of the WYC Extended NES-ERC. All signatory parties of the MOU must agree on all amendments.

b) The WYC Extended NES-ERC will determine if a proposed amendment requires public consultation, or if it should be deferred to the 5 year review.

c) A review will occur every 5 years to determine if any changes to the MOU or nodes are required. The development nodes identified in Schedule B will continue to be in effect until the 5 year review is completed.

d) Any party to this MOU may terminate their participation and responsibilities by providing the other parties with 90 days notice in writing.

PART 5 - NOTICE

5.1 For the purpose of providing notice under this MOU the addresses for the parties shall be as follows:

Alberta Environment
Environmental Service
#107, Provincial Building
111 – 54 Street
Edson, Alberta
T7E 1T2

Yellowhead County
2716 - 1st Avenue
Edson, Alberta
T7E 1N9

Town of Hinton
813 Switzer Drive
Hinton, Alberta
T7V 1V1

Weldwood of Canada Limited
760 Switzer Drive
Bag Service 8000
Hinton, Alberta
T0E 1B0

Weyerhaueser Canada Ltd.
2509 Aspen Drive
Edson, Alberta
T7E 1S8

Alberta Economic Development
Industry Development Division
6th Floor, Commerce Place
10155 – 102 Street
Edmonton, Alberta
T5J 4L6

Alberta Resource Development
Mineral Operation Division
4th Floor, North Tower
9945 – 108 Street
Edmonton, Alberta
T5K 2G8

Alberta Infrastructure
Suite #103
111 – 54 Street
Edson, Alberta
T7E 1T2

West Yellowhead Corridor Extended Northern East Slopes Environmental Resource Committee:

Jerry Sunderland
Land and Forest Service
Alberta Environment

Bill Macdonald
Environmental Service
Alberta Environment

Jim Skrenek
Natural Resource Service
Alberta Environment

Rhonda Wehrhahn
Alberta Resource Development

Bob Udell
Weldwood of Canada

Terry Carter
Alberta Infrastructure

Ross Risvold
Mayor, Town of Hinton

Ken Albrecht
Reeve, Yellowhead County

~~Tom Varty~~ Norm Denney
Weyerhaueser Canada Ltd.

Rick Siddle
Alberta Economic Development

List of Schedules

Schedule A – Planning Area (Corridor)

- Regional map of the corridor

Schedule B – Development Nodes

- Individual maps of each node ($8^{1/2}$ x 11)

Schedule C –Disposition Withdrawal Agreement

- Timber Compensation framework

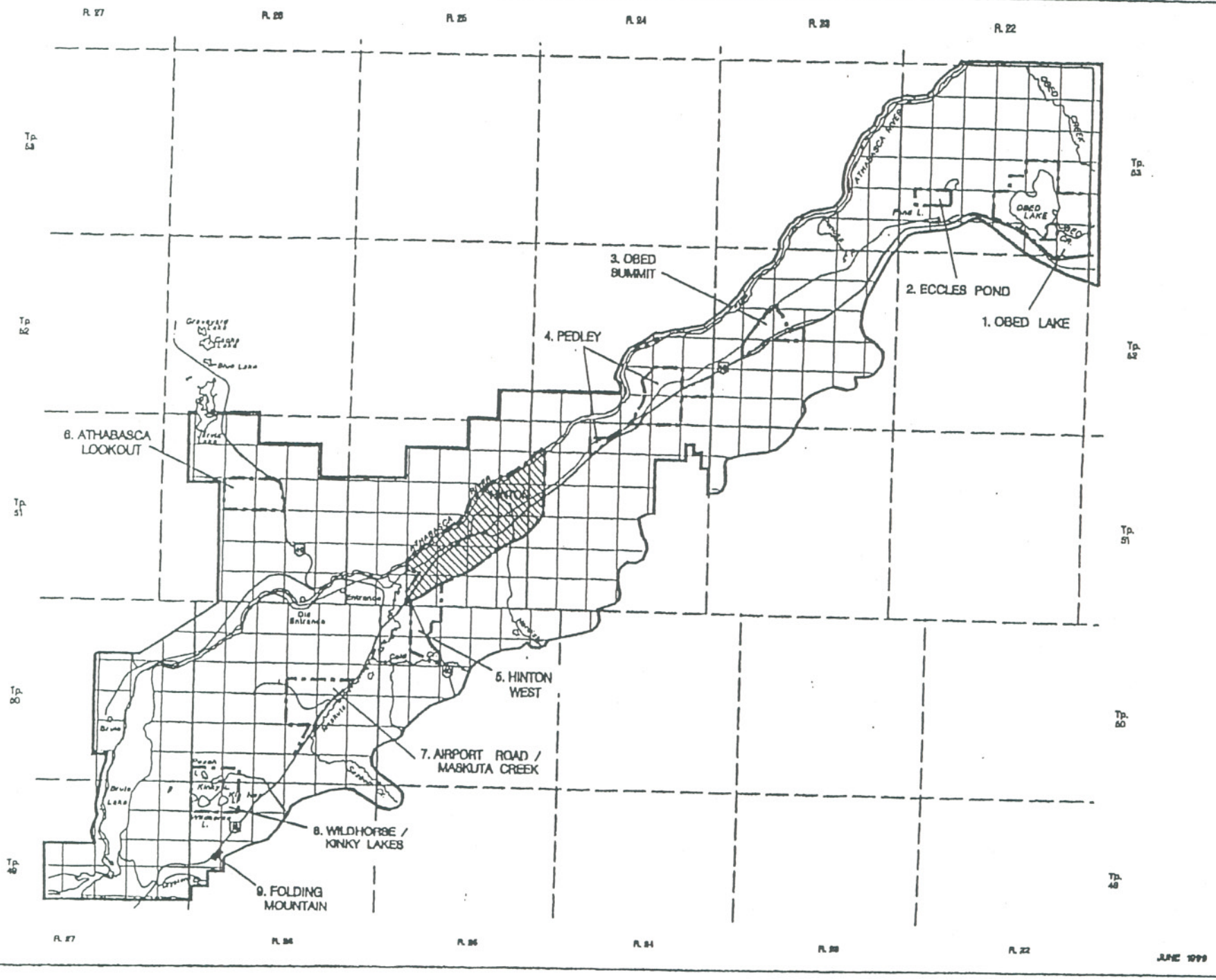
Schedule D – Approvals Process

- Flow chart of the integrated provincial and municipal process

Schedule A

Planning Area (Corridor)

W t Yellowhead Corridor – Comme ial Tourism and Recreation Proje



Schedule C

FMA Disposition Withdrawal Agreement

FMA Disposition Withdrawal Agreement

This schedule describes the protocol of entering into a "Disposition Withdrawal Agreement" with Forest Management Agreement holders. Elements of the Agreement are consistent with withdrawal clauses of the individual FMAs. The protocol is adapted from that applied to other commercial users because of the unique one-time nature of the tourism development on the identified nodes.

As with all withdrawals, the FMA holder will enter into a "Withdrawal Agreement" with the proponent, specifying rights and obligations of both parties in securing the withdrawal. The Agreement normally provides for, but is not limited to:

- The value of timber damage assessments;
- Right of first refusal by the FMA holder to any timber harvest from the development;
- Reasonable right of access to FMA lands otherwise isolated by the disposition;
- The maximum value of salvage cannot exceed the timber damage value, etc.

For tourism development withdrawals, clauses will be added to:

- Require the lease-holder to acknowledge understanding and acceptance of future timber management activity adjacent to the disposition;
- Require the lease-holder to disclose this information to potential purchasers of the lease;
- Require the new lease-holder to acknowledge understanding and acceptance of future timber management activity prior to transfer of the lease;
- Existing or proposed trails surrounding the lease area are understood to be contained in the FMA, and will be subject to management activity. Placement of a restriction to operations will invoke the compensation clause for the outer perimeter of the trail system.

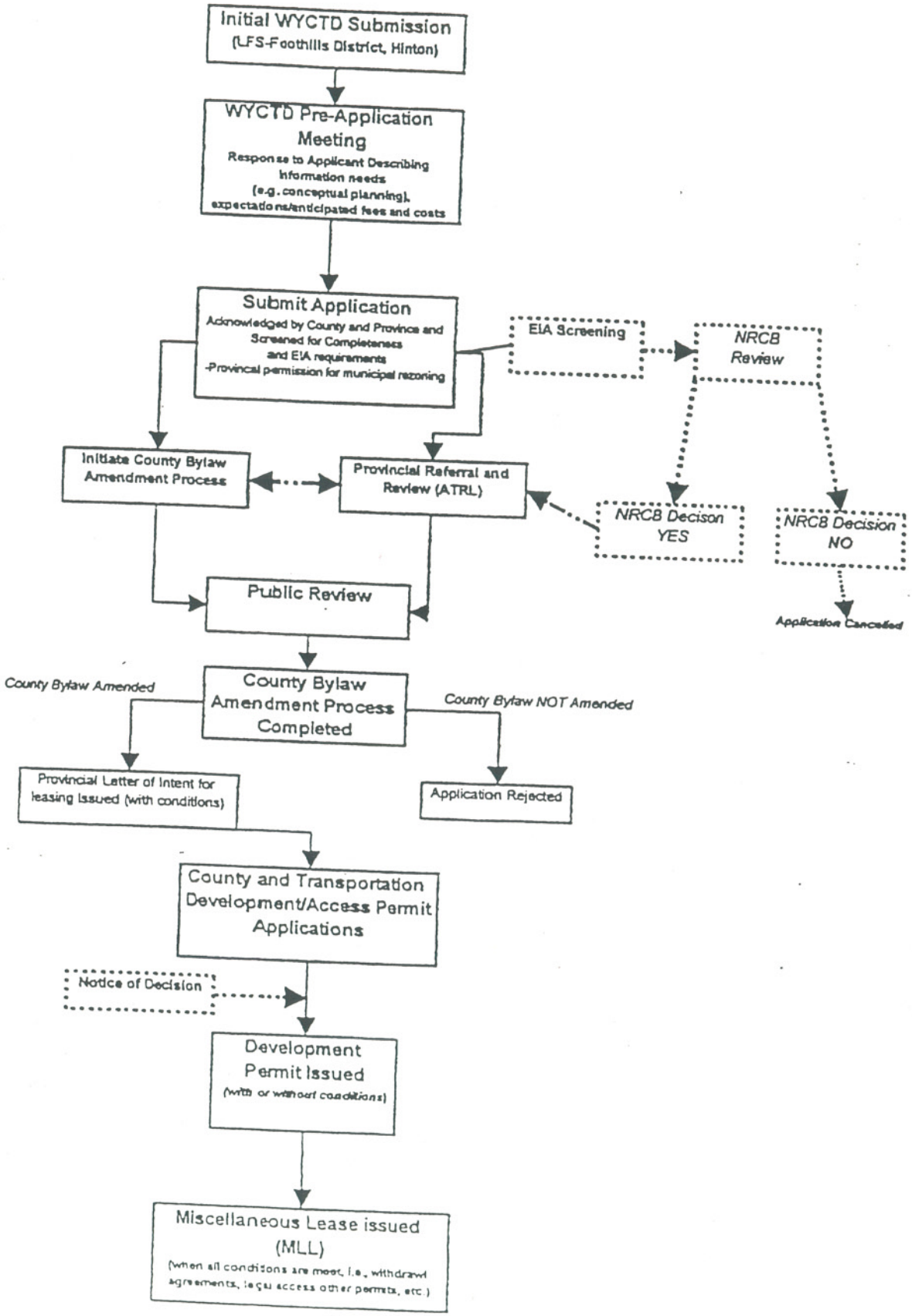
With respect to Timber Damage Assessment:

1. At the pre-application meeting, the FMA holder will request a detailed map showing the boundary of the proposed development within the node.
2. The FMA holder will determine the timber composition of the proposed development area using the standard procedure of the day (field or map).
3. The 1999 Timber Damage Appraisal Tables will be used to calculate the timber damage owing for a period of 5 years from the date of signing of the MOU.
4. The proponent will be required to pay crown dues through the FMA holder. Consistent with the Timber Damage Assessment value, the Crown Dues will be assessed at the 1999 rate.

Schedule D

Approval Process

West Yellowh. .d Corridor Tourism Development (WYCTD) Approval Process



June 17, 1999

APPENDIX 2
GEO-TECHNICAL SITE TESTING DATA

GEOTECHNICAL CONSIDERATIONS

A2.1 General

Development of this area will consist of various types of structures, ranging from lightly loaded residential and commercial structures, to more heavily loaded industrial buildings. However, the location of the structures, roadways and underground services have not been determined and investigated, therefore the following recommendations are general.

A2.2 Site Grading

The topography of the study area is typical of foothill regions: rolling and undulating terrain, with large stream valleys. Therefore cuts and fills of several metres should be expected once site grades are set. It is expected that the topsoil layer will be removed prior to any earthwork.

Any fill required beneath roadways should be placed and compacted according to the Yellowhead County specifications, or in absence of a specification to a minimum of 95% Standard Proctor Density (SPD) in maximum 150 mm lifts. Adjacent to structures, the surface should be graded at a minimum of 2% away from the structure.

A2.3 Foundations

Three types of foundations are anticipated for the structures in the study area:

- Cast-in-place concrete friction piles
- Cast-in-place concrete end-bearing piles
- Strip and square spread footings.

Cast-In-Place Concrete Friction Piles - Cast-in-place concrete friction piles with a grade beam and void space could be used for light to moderate loads. However, the piles must normally be drilled in a deposit of sand or clay of suitable thickness. A more detailed geotechnical investigation should be performed where friction piles are being considered as a foundation. As limited sloughing of the boreholes was noted at the time of drilling, casing may not be required; however cast-in-place piles constructed in areas of higher soil moisture contents may require casing due to side wall squeezing, seepage or sloughing into open shafts.

Cast-In-Place Concrete End-Bearing Piles - In areas with suitable bedrock formations, or strong till soils, cast-in-place end bearing piles with a grade beam and void space may be considered. Casings may or may not be necessary depending on specific site soil conditions.

Strip and Square Spread Footings - Wherever possible, spread footings should be founded on native, undisturbed, non-organic till, beneath superficial topsoil layers and beneath the base of proposed fill layers used for general site grading. In some cases, in areas of large fills, structures may

be founded on 'engineered fills.' Engineered fill can be defined as material that has been placed under the supervision of qualified geotechnical personnel, and that has been compacted to a minimum of 98% Standard Proctor Density in a maximum of 150 mm lifts.

All soils adjacent to concrete foundations should be tested for soil sulphate content prior to construction. Alternatively, CSA Type 50 sulphate resistant concrete may be specified for all concrete foundations.

A2.4 Underground Utilities

All excavations and trenching should adhere to Occupational Health and Safety Regulations.

Pipe Base and Bedding - Pipes laid in the till units, and within the compact sand units are expected to provide adequate support and could be constructed according to Yellowhead County pipe bedding standards. If softer materials are encountered, over excavation of the pipe trench and replacement with clean, compacted gravel may be necessary.

Backfill - Backfill standards depend on the proposed development above the utility installation. In non load-bearing situations, trench backfill should consist of replacing the native soils back into the trench as they were originally excavated. Granular backfill could be considered in order to reduce the potential for differential settlements beneath road structures or other critical structures. In all cases, mixing of dissimilar soil types should be avoided. Native trench backfill should be free of frozen, organic or other deleterious materials. Backfill materials should be placed and compacted according to Yellowhead County standards.

Backfilling of non-critical undeveloped areas should be done so as to minimize the settlement at the surface. To reduce the probability of surface settlements backfill should be placed and compacted according to the Yellowhead County specifications.

Frost Protection - Utility lines should be provided with a minimum cover depth of 2.7 m above top of pipe to provide adequate frost protection. Pipes should be insulated where the minimum cover depth is not feasible.

A2.5 Waste Disposal and Septic Fields

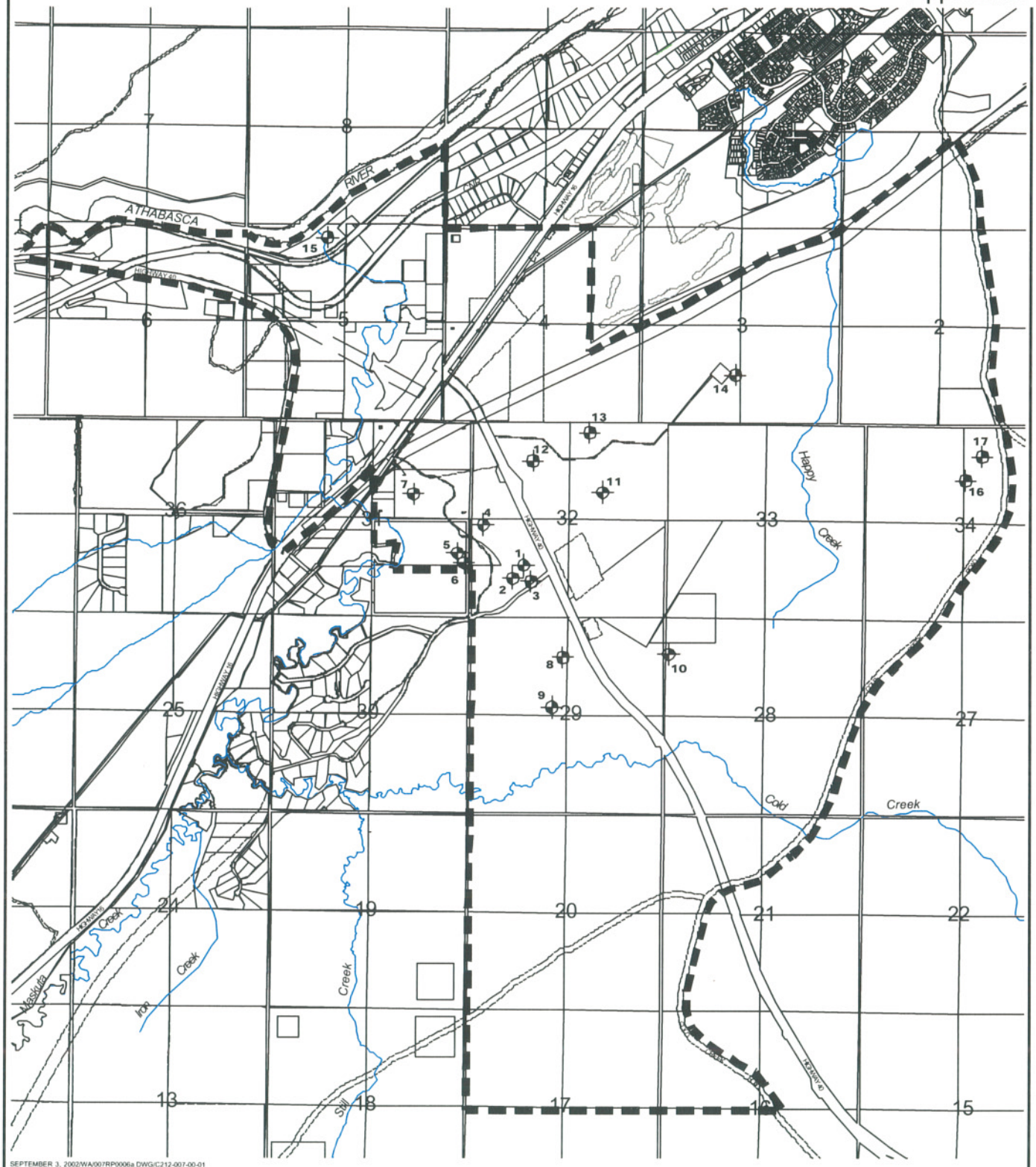
It is understood that developments in the study area will use septic fields and tanks as sewage disposal systems. A percolation test should be performed for each proposed septic field installation, except in the winter months, when the ground is frozen. Alternatively, a grain size analysis can be performed to determine the suitability of the soil.

Table 1

Percolation Rate			Inferred Soil Permeability	Suitability of Soil for Sewage Treatment
Minutes/cm	Minutes/inch	Defined as		
Less than 2.0	Less than 5	Fast	Very permeable.	Unfavourable
2.0 23.6	5 to 60	Moderate	Moderately permeable.	Favourable
More than 23.6	More than 60	Slow	Slightly permeable.	Unfavourable

As shown in Table 1, Alberta Environment recommends soil percolation rates of 2.0 to 23.6 minutes per centimetre for septic field installations. The soils in the study area are considered to be adequate for use in septic field systems; however, site-specific investigations should be carried out, and the septic field designed according to local soil conditions and material permeabilities. If the local soil conditions are found to be unfavourable for septic field installations, options such as raised-bed or mounded septic fields could be considered.

It should be noted that Yellowhead County is not the approving authority for issuance of plumbing permits and sewage disposal systems.


ATHABASCA
RIVER
HIGHWAY 40
HENRY St.
Happy Creek
Cabot Creek
Creek
Creek
Creek
Creek
Still
Creek
Creek
Creek
Creek

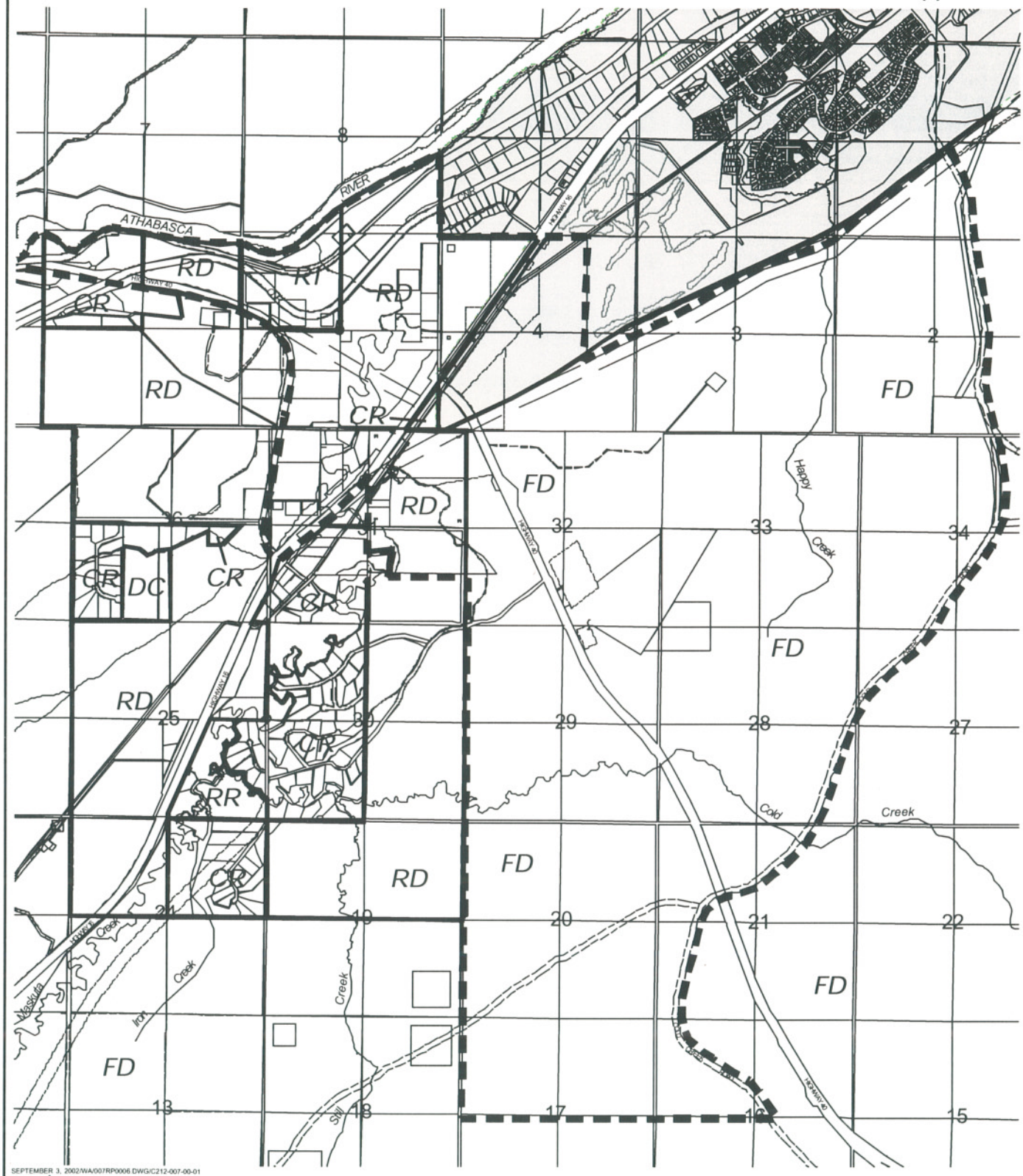
APPENDIX 3
CROWN LAND DISPOSITIONS, 2001

Public Land Dispositions in the Hinton West ASP Area, February 2001

Number	Lease	Legal Description	Client/Lease Holder	Purpose for Permit	Total Hectares/Acres Covered
1	MLL 780112	NE6 51-25-5	Way of Holiness Christian Association	Miscellaneous Lease	3.359
2	LOC 801459	NE6 51-25-5 and SW5 51-25-5	Way of Holiness Christian Association	License of Occupation – access road	3.626
3	MLP 900043	SW5 51-25-5	Brown, F.	Miscellaneous Permit	18.879
4	MLP 810529	NW5 51-25-5	Ellis, B.	Miscellaneous Permit	6.070
5	MLP 810528	NW5 51-25-5	Scott, H.	Miscellaneous Permit	5.111
6	MLP 820061	SE8 51-25-5	Beahm, G.	Miscellaneous Permit	2.456
7	GRP 787942	SE8 51-25-5	Myhre, O.	Grazing Permit	22.347
8	REC 800012	SE5 51-25-5	The Entrance Square Dance Club	Recreation Lease	0.749
9	DRS 790131	NW4 51-25-5	Alberta Infrastructure	Disposition Reservation (lease issued to other gov. dept.)	
10	GRL 39280	NW4 51-25-5	Muldoon, M.	Grazing Lease	11.279
11	MLP 810412	NW4-51-25-5	McClelland, B.	Miscellaneous Permit	7.689
12	MLP 970081	SW4-51-25-5	Barber, J.	Miscellaneous Permit	14.973
13	MLP 810088	SW4-51-25-5	Gilchuk, W.	Miscellaneous Permit	14.164
14	MLP 840079	SW4-51-25-5 SE5-51-25-5 NE31-50-25-5 NW32-50-25-5	Bennett, J.	Miscellaneous Permit	37.203
15	GRL 37679	NE31-50-25-5	Gottert, A.	Grazing Lease	25.038
16	GRL 35820	NE31-50-25-5 SE5-51-25-5 SW5-51-25-5	Walker, C.	Grazing Lease	86.829
17	GRL 39686	SE31-50-25-5 SW32-50-25-5	Russell, J.	Grazing Lease	33.387

18			Forestry, Lands and Wildlife	Deferred Reserve	
19	REC 890006	SW32-50-25-5 SE32-50-25-5	Yellowhead Racing Association	Recreation Lease	11.057
20	MLL 840171	SE32-50-25-5 SW33-50-25-5 NE29-50-25-5	Town of Hinton	Miscellaneous Lease	58.359
21	MLL 960072	NE29-50-25-5	Deagle, M.	Miscellaneous Lease	1.895
22	RDS 820029		Alberta Infrastructure	Provisional Roadway – future alignment of Hwy. 16	
23	RDS 12048		Alberta Infrastructure	Provisional Roadway – future alignment of Hwy. 40	
24	SML 990024 1. CANCELLED OCT. 1999	SE5-51-25-5	Ostashek, G.	Surface Material Lease	14.538
25	DRS 860238	SW4-51-25-5	Alberta Infrastructure	Disposition Reservation	
26	FMA 8800025		Weldwood of Canada Inc.		

APPENDIX 4
EXISTING MUNICIPAL ZONING MAP



SEPTEMBER 3, 2002/WA/007RP0006.DWG/C212-007-00-01

LEGEND:

- Area Structure Plan Boundary
- RD Rural District
- CR Country Residential District
- RR Resort Recreational District
- RI Rural Industrial District
- FD Forestry District
- DC Direct Control

N.T.S.

Existing Municipal Zoning

Hinton West Urban Fringe
JOINT AREA STRUCTURE PLAN

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MATRIX PLANNING