



BYLAW NO. 11.22

BEING A BYLAW TO AMEND THE WILDWOOD AREA STRUCTURE PLAN BYLAW 09.05 AND AMENDING BYLAW 16.18

WHEREAS, the Municipal Government Act, Being Chapter M-26, R.S.A., 2000, authorizes a Council to amend a bylaw;

AND WHEREAS Yellowhead County in accordance with Section 633 of the Municipal Government Act have adopted the Wildwood Area Structure Plan 09.05 and amending Bylaw 16.18;

AND WHEREAS Yellowhead County held a public hearing in respect to the proposed amendment pursuant to the Municipal Government Act, Being Chapter M-26, R.S.A., 2000;

NOW THEREFORE, the Yellowhead County Council, in the Province of Alberta, duly assembled, hereby enacts the following amendments to the Wildwood Area Structure Plan 09.05 and previously passed amending Bylaw 16.18:

- 1. Delete the fourth paragraph from Section 2.3.1 which reads:** Two undeveloped parcels located at either end of the Plan Area between the old and new highways are zoned Highway Commercial (HWY-C). No permitted uses are listed in the Highway Commercial District of the Land Use Bylaw. Discretionary uses listed are typical of those uses necessary to serve the needs of the traveling public.
- 2. Delete the third paragraph from Section 2.3.1 (1. Residential) which reads:** The residential areas are zoned Hamlet Residential District. Permitted uses in this District (HR) include single family and duplex dwelling, accessory buildings and home occupations. Multi-family dwellings, manufactured homes, major home occupations, day care facilities and public uses are included as discretionary uses.
- 3. Replace the fourth paragraph from Section 2.3.1 (1. Residential) from:** A relatively large 3.6-hectare (8.9 acre) block of land comprising three parcels is located adjacent the Hamlet's north boundary, between the playing fields and existing residential development. This land is zoned Hamlet Residential but is vacant. Vacant land zoned Hamlet Residential also exists south of the old highway, adjacent the east Hamlet boundary. The Hamlet Residential parcel located south of the Agricultural Society grounds support a single residence. This parcel is underutilized and an opportunity for further subdivision exists. All vacant Hamlet Residential lands have legal and physical access, and can be subdivided and serviced to accommodate up to 80 new single-family lots.

To: A relatively large 3.6-hectare (8.9 acre) block of land comprising three parcels is located adjacent the Hamlet's north boundary, between the playing fields and existing residential development. This land is zoned Urban Neighbourhood District but is vacant. Vacant land zoned Urban Neighbourhood also exists south of the old highway, adjacent the east Hamlet boundary. The Urban Neighbourhood parcel located south of the Agricultural Society grounds support a single residence. This parcel is underutilized and an opportunity for further subdivision exists. All Urban Neighbourhood lands have legal and physical access, and can be subdivided and serviced to accommodate up to 80 new single-family homes.

- 4. Replace Section 2.3.1 (2. Commercial) from:** The commercial core of the Hamlet is centered on 50th Street (main street) from south of the rail line to the old highway. The commercial core also extends along the north side of 51st Avenue. Excepting two vacant commercial lots, all sites within the commercial core are developed. However, some of the commercial lots adjacent the west side of Main Street are also used for residential purposes. These residences are placed near the rear of the properties.

Uses in the core include two grocery/convenience stores, a Sears catalogue outlet and electronics retail and repair shop, the Treasury Branch, the Legion, a hotel and restaurant, and fuel and auto services. The local County office, the post office and a branch of the County library are also located within the core on main street. A new self-storage commercial operation has recently located along the old highway, west of 50th Street. The Hamlet contains a good representation of shops and services to meet local resident needs.

All sites abutting 50th Street are zoned Hamlet Commercial (HC). The north side of 51st Avenue and both sides of the old highway are also zone Hamlet Commercial, along with the UFA fuel operation located along 52nd Avenue on the east side of the Hamlet.

The Hamlet Commercial District (HC) provides for a wide variety of permitted and discretionary uses typical of the service and commercial needs of smaller urban communities, as well as public uses such as the post office. Although some industrial uses are listed as discretionary in this district, residential uses are not allowed so that existing residences in the Hamlet Commercial District are non-conforming.

Three significant concentrations of vacant Hamlet Commercial land exist within the Hamlet:

First, a large “L” shaped area comprising two parcels located adjacent the south side of the CN rail line along 53rd Avenue at the east side of the Hamlet. This area is removed from the commercial core, and is not well located for attracting most forms of commercial development.

Second, a block of five long narrow lots located at the northwest corner of 52nd Avenue and 48th Street. The lots backs onto the CN right-of-way and are not as accessible or visible as other vacant Hamlet Commercial sites.

Third, the lands located adjacent the north side of the old highway, extending from east of 49th Street to west of 51st Street. The majority of these lands are vacant or are being use to accommodate residences that do not comply with the Land Use Bylaw. The foregoing vacant areas may provide opportunities for a variety of uses as well as commercial development.

To: The commercial core of the Hamlet is centered on 50th Street (main street) from south of the rail line to the old highway. The commercial core also extends along the north side of 51st Avenue. Excepting two vacant commercial lots, all sites within the commercial core are developed. However, some of the commercial lots adjacent the west side of Main Street are also used for residential purposes. These residences are placed near the rear of the properties.

At the time of the original authoring of the ASP the uses in the core included two grocery/convenience stores, a Sears catalogue outlet and electronics retail and repair shop, the Treasury Branch, the Legion, a hotel and restaurant, and fuel and auto services. The

local County office, the post office and a branch of the County library are also located within the core on main street. A new self-storage commercial operation has recently located along the old highway, west of 50th Street. The Hamlet contains a good representation of shops and services to meet local resident needs.

All sites abutting 50th Street are zoned Urban Service District (USD). The north side of 51st Avenue is zoned a mix of Urban Service District (USD) and Urban Neighbourhood District (UND). Both sides of the old highway are either zoned Hamlet Commercial District (CD) or Urban Service District (USD). The UFA fuel operation located along 52nd Avenue on the east side of the Hamlet is zoned Urban Service District (USD).

The Commercial District (CD) and Urban Service Districts' (USD) provides for a wide variety of permitted and discretionary uses typical of the service and commercial needs of smaller urban communities, as well as public uses such as the post office.

Three significant concentrations of vacant Urban Service District (USD) land exists within the Hamlet:

First, a large "L" shaped area comprising two parcels located adjacent the south side of the CN rail line along 53rd Avenue at the east side of the Hamlet. This area is removed from the commercial core, and is not well located for attracting most forms of commercial development.

Second, a block of five long narrow lots located at the northwest corner of 52nd Avenue and 49th Street. The lots backs onto the CN right-of-way and are not as accessible or visible as other vacant Hamlet Commercial sites.

Third, the lands located adjacent the north side of the old highway, extending from east of 49th Street to west of 51st Street. The majority of these lands are vacant or are being used to accommodate residences that do not comply with the Land Use Bylaw.

The foregoing vacant areas may provide opportunities for a variety of uses as well as commercial development.

5. **Replace Section 2.3.1 (3. Industrial) from:** Existing industrial uses are zoned Hamlet Industrial (HI) and are located on the west side of the Hamlet, adjacent either side of the railway. Ditrner's Feed Service is located north of the railway and west of 50th Street. D & L Rehn, a local contractor, occupies a parcel south of the railway and north of the old highway. The County maintenance yard is located just east of 50th Street, on lands zoned Hamlet Commercial. The balance of lands zoned Hamlet Industrial is all located in the west portion of Wildwood, and is vacant.

The permitted and discretionary uses in the Hamlet Industrial District are typical urban industrial uses. Excepting service stations and auto and bulk fuel sales, no commercial uses are listed as discretionary.

To: No parcels in the hamlet are zoned Industrial District (ID). If there is a desire for industrial oriented uses to existing within the hamlet boundaries in the future a Land Use Bylaw amendment will be required to facilitate these sorts of developments.

6. Replace Section 2.3.1 (4. Public Institutional) from: Lands zoned Public Institutional (PI) accommodate the Hamlet's community service and public recreational facilities including Wildwood School, the fire hall, the Wildwood Senior Centre, a senior housing project, as well as churches, playing fields and the Agricultural Society grounds. All land zoned Public Institutional accommodate uses that are permitted in this District, and no vacant institutional lands exist in Wildwood.

To: Lands under public institutional uses are integrated into the Urban Service District (USD) or Urban Neighbourhood District (UND) depending on location.

**7. Replace Section 4.1.1 and Section 4.1.2 from:
4.1.1 Infill Development within Existing Hamlet Boundaries**

Considerable vacant and underutilized land is available within the existing boundaries of the Hamlet for new residential development. Municipal services are either available or can be efficiently and economically extended to these lands. Also, large concentrations of vacant land within the Hamlet are located close to community and recreation services, as well as main street.

Figure 7 shows a proposed low density residential subdivision design for the largest concentration of vacant land that is located north of the CN rail line. This 8.9 acre (3.6 hectare) land area can be readily serviced, and is strategically located between the ball diamonds and an existing residential neighbourhood. The site is close to Wildwood School and the Agricultural Society grounds. The design assumes existing roads can be extended to serve a new subdivision.

Figure 7 also illustrates an intensification option for a large residential parcel located on the west side of 50th Street, north of 54th Avenue. Infill residential development opportunities north of the CN allow for close to 80 new single family lots and a potential population increase of about 250 persons resulting in nearly a 100 percent increase in the current population.

A new flexible Hamlet General District for Wildwood is proposed to encourage development of vacant or underutilized lands located south of the CN line by allowing for a range of potentially compatible uses. Specifically, the intent of the district is to provide for a variety of residential, commercial, and institutional uses and commensurate standards. Examples of permitted and discretionary uses that may be included in a new district are listed in Appendix C, and include a mix of low and medium density residential uses, and hamlet and highway commercial type uses. All commercial uses are proposed to be discretionary so that compatibility with existing land uses may be considered at the development permit application stage.

The proposed District may be applied to four areas within the existing Hamlet boundary to encourage a change from commercial to residential or institutional uses, without making existing developments or uses non-conforming. The areas are identified on Figure 7 and include:

Area A An "L" shaped vacant parcel south of the CN railway and adjacent the east boundary. This area is currently zoned Hamlet Commercial. Hamlet General will allow for residential uses so that development options are increased.

Area B Five vacant lots that, if consolidated, provide a relatively large parcel south of the railway and north of the fire hall strategically located to accommodate an apartment building. This area is currently zoned Hamlet Commercial so that by allowing for a mix of uses, landowner flexibility is increased while existing commercial *rights* are maintained.

Area C Two large parcels located west of 50th Street and north of 51st Avenue. This area is currently zoned Hamlet Industrial but the parcels are vacant. Also,

the lands can be serviced so that continued industrial zoning does not optimize servicing and land use opportunities given its location adjacent main street.

Area D Several parcels located adjacent either side of the old highway. Most of these parcels are or can be serviced, and are underutilized or vacant. The parcels provide opportunities to attract a variety of uses that meet the objectives of attracting more population and economic growth. Two of these parcels are owned by Alberta Transportation but may be contaminated.

This Area Structure Plan can be used by Yellowhead County and the community to promote the foregoing infill opportunities on a regional basis.

4.1.2 Expansion Areas

The Future Land Use Concept assumes that the Hamlet boundary is extended to include lands most appropriately regulated within the urban (Hamlet) districts of the County's Land Use Bylaw. Generally, these are the lands that can be economically serviced by tying into the Hamlet's existing sewer and water infrastructure. Proposed boundary extensions follow legal lot lines and are described as follows:

- **To the north**, to include a small pocket of developable land north of the agricultural grounds, as well as the balance of the parcel up to the Lobstick River. The County may consider purchase of this agricultural parcel to allow for access to the river, and to facilitate the residential development of the small pocket that can be readily serviced.
- **To the east**, to include the area south of the railway and north of Highway 16. This area includes three lots. The westerly portions can be economically serviced by gravity. The easterly portion may be serviced by a lift station or by a low pressure sewer system.
- **To the south**, to include the lands on the north side of Highway 16 right-of-way. For the purposes of this Area Structure Plan, the right-of-way recognizes the future interchange alignment. Two lots are included that located on either side of 50th Street. The lots that are currently used for agriculture/country residential. However, the lots can be serviced by gravity and a low pressure water system, and are strategically located in regard to main street and downtown, and along Highway 16 allowing for high visibility. As is noted in Section 2.4, all access will be off the old highway.
- **To the west**, to include the area south of the railway and north of Highway 16. Excepting two large county residential lots, the lands are currently being used for agricultural. However, the lands can be serviced with water and sewage using a low pressure type system. Visibility to Highway 16 is available and, as is noted above, access is available off the old highway.

Specific new development areas within the expanded boundaries are listed below in order of suitability for the extension of municipal services. These areas are identified on Figure 7. Generally, the areas with highest priority are most proximate to existing services and amenities.

Area 1. Hamlet Residential Area: Located adjacent the east boundary of the existing Hamlet between the rail line and the old highway. Municipal services are available adjacent the west side off 47th Street. This 14 acre (5.7 hectare)

area can be readily serviced, and may accommodate about 60 single family lots based on the proposed subdivision design shown on Figure 7.

Area 2. Hamlet Residential/Country Residential Area: Comprises the parcel fronting the Lobstick River located north of the Agricultural Society grounds. A small 4.0 acre (1.6 hectare) portion of this parcel next to the Agricultural Society grounds may be readily serviced from the south east for Hamlet Residential subdivision. Road access will likely require upgrading. The small size and the configuration of this site may limit its development potential. The balance of this expansion area may be able to accommodate some country residential lots along the river, as well as a walking trail that extends from the existing built up portions of Wildwood. A park feature may be developed along the river.

Area 3. Hamlet Commercial Area: Located south of the old highway and east of the existing Hamlet boundary. This area includes an existing Highway Commercial lot. The lands provide high quality access and visibility off Highway 16, and a portion can be serviced by gravity. The most easterly portion may require a lift station or a trickle type low pressure sewage system.

Area 4. Hamlet General Area: Located south of the existing Hamlet boundary, east of 50th Street and north of Highway 16. The single parcel comprising this area can be serviced by gravity and a low pressure water system from 50th Street and 51st Avenue. The proposed Hamlet General District will provide development options including residential which is the current use, as well as agriculture. The parcel is visible from Highway 16 but is not very accessible. Access may be limited to an undeveloped road allowance along its east side and a lane along the north.

Area 5. Hamlet General Area: Located south of the existing Hamlet boundary, west of 50th Street and north of Highway 16. The area can be serviced by a gravity line connection and a low pressure water system from 50th Street and 51st Avenue. Similar to Area 4, the proposed Hamlet General District will provide development options. Two large country residential parcels are included in this area. Services can be extended from the east, and the Hamlet General District will allow for residential intensification or some other use. An undeveloped road right-of-way off the old highway allows for future access.

Area 6. Hamlet Industrial Area: Located south of the old highway and across from undeveloped Hamlet Industrial land. This area is proposed as future Hamlet Industrial to accommodate development that requires highway exposure and visibility. Access is available off the old highway.

Area 7. Hamlet Commercial Area: Located south of the old highway and the undeveloped service road, this parcel is already zoned Highway Commercial. Visibility to Highway 16 is excellent but access is limited to the old highway. However, combined with the Hamlet Commercial proposed at the east end of the old highway, this site anchors commercial development opportunities and may draw traffic through the Hamlet. Similar to expansion Area 6, the parcel can be serviced with water and sewer but, because it is further removed from the existing lines, on-site servicing may be appropriate depending on the type of commercial uses.

Access is available from the old highway via a service road. The service road could be consolidated with the adjacent parcel although, depending on the extent of development fronting onto the old highway, the service road may be required for future access management.

Area 8. Hamlet Industrial Area: Located north of the old highway and south of the CN right-of-way. This area extends from lands zoned Hamlet Industrial within the current Hamlet boundary, and is located adjacent the rail line. Good access is available off the old highway. A water line may be extended from 51st Avenue but a sewage connection would be via a low pressure line. Again, depending on the type of use, on site sewage disposal may be feasible since industrial uses typically do not generate large amounts of sanitary sewage.

Area 9. Hamlet General Area: This area comprises the balance of the parcel that contains Expansion Area 1. The lands can be economically serviced with water but a lift station may be required for Hamlet Residential type development. A low pressure type sanitary system may also be feasible. The land allows for a logical extension of the future residential subdivision to the west. However, the lands are also strategically located at the entrance to the Hamlet, just off Highway 16 so that other development opportunities should not be discouraged. As such, Hamlet General is proposed.

Area 10. Hamlet Public Institutional Area: This site is located adjacent to Wildwood School and contains a church. By including it within Wildwood, the boundary becomes more logical.

Area 11. Hamlet Public Institutional Area: This parcel is owned by the Agricultural Society and is functionally part of the Society's adjacent parcel already located within the Hamlet. The boundary should be logically extended to include both parcels.

Country Residential is proposed for all remaining lands within the Plan Area that are located outside the Low Lands Boundary. These lands may be serviced but would require a lift station and/or a low pressure system. As such, the lands may be better suited to traditional country residential development that can be serviced on site, but would support Hamlet commercial and community services. Near surface groundwater and soils conditions will need to be investigated to confirm suitability for installing private sewage disposal systems.

That portion of the Plan Area that is located along the Lobstick River and Chip Lake below the Low Lands Boundary contour interval may be suitable for country residential subdivision, but is more likely to exhibit near surface groundwater conditions that preclude development than the higher land. Continued agricultural and natural area use, therefore, provides the best future land use option.

If the lands are subdivided for country residential purposes, the County may be able to acquire Environmental Reserve and Municipal Reserve so that a trail system can be extended along the river, and a park and a boat launch facility may be developed on Chip Lake. Crown ownership of the ¼ section located along Chip Lake provides an opportunity for a joint municipal/provincial initiative for park development.

To:

4.1.1 Infill Development within Existing Hamlet Boundaries

Considerable vacant and underutilized land is available within the existing boundaries of the Hamlet for new development. Municipal services are either available or can be efficiently and economically extended to these lands. Also, large concentrations of vacant land within the Hamlet—are located close to community and recreation services, as well as main street.

Due to the Land Use Bylaw 09.21, Wildwood districting has been recently changed to encourage development of vacant or underutilized lands. Specifically, the intent of these districts is to provide for a variety of residential, commercial, and institutional uses and commensurate standards. Examples of permitted and discretionary uses are a mix of low and medium density residential uses, and hamlet and highway commercial type uses. Most commercial uses are proposed to be discretionary so that compatibility with existing land uses may be considered at the development permit application stage.

These Districts have been applied to the following four areas within the existing Hamlet boundary to encourage a change from commercial to residential, or institutional uses without making existing developments or uses non-conforming. The areas are identified on Figure 7 and include:

Area A: An Urban Service District that consists of an “L” shaped vacant parcel that will allow for residential uses so that development options are increased.

Area B: An Urban Service District that consists of 6 vacant lots will allow for a mix of uses, an increase in landowner flexibility and ensures commercial opportunities for development are maintained.

Area C: An Urban Neighbourhood District that consists of a large vacant parcel. These lands can be serviced to optimize servicing and land use opportunities given the parcel’s location to main street.

Area D: An Urban Service District that consists of several parcels that are either vacant or underutilized, and are located adjacent both sides of the old highway. Most of these parcels are or can be serviced. The parcels provide opportunities to attract a variety of uses that meet the objectives of attracting more population and economic growth. Two of these parcels are owned by Alberta Transportation and may be contaminated.

4.1.2 Expansion Areas

The Future Land Use Concept assumes that the Hamlet boundary is extended to include lands most appropriately regulated within the urban districts of the County’s Land Use Bylaw. Generally, these are the lands that can be economically serviced by tying into the Hamlet’s existing sewer and water infrastructure. Proposed boundary extensions follow legal lot lines and are described as follows:

- **To the north**, to include a small pocket of developable land north of the agricultural grounds, as well as the balance of the parcel up to the Lobstick River. The County may consider purchase of this agricultural parcel to allow for access to the river, and to facilitate development of a small area that can be readily serviced.
- **To the east**, to include the area south of the railway and north of Highway 16. This area includes three lots. The westerly portions can be economically serviced by gravity. The easterly portion may be serviced by a lift station or by a low pressure sewer system.

- **To the south**, to include the lands on the north side of Highway 16 right-of-way. For the purposes of this Area Structure Plan, the right-of-way recognizes the future interchange alignment. Two lots are included that are located on either side of 50th Street. These lots are currently used for agriculture/country residential purposes. However, the lots can be serviced by gravity and a low pressure water system, and are strategically located in regard to main street and downtown, and along Highway 16 allowing for high visibility. As is noted in Section 2.4, all access will be off the old highway.
- **To the west**, to include the area south of the railway and north of Highway 16. Excepting two large county residential lots, the lands are currently being used for agricultural purposes. However, the lands can be serviced with water and sewage using a low pressure type system. Visibility to Highway 16 is available and, as is noted above, access is available off the old highway.

Specific new development areas within the expanded boundaries are listed below in order of suitability for the extension of municipal services. These areas are identified on Figure 7. Generally, the areas with highest priority are most proximate to existing services and amenities.

Area 1. Urban Service District Area: Located adjacent the east boundary of the existing Hamlet between the rail line and the old highway. Municipal services are available adjacent the west side off 47th Street. This 14 acre (5.7 hectare) area can be readily serviced, and may accommodate about 60 single family lots.

Area 2. Urban Neighbourhood District/Country Residential District Area: Comprises the parcel fronting the Lobstick River located north of the Agricultural Society grounds. A small 4.0 acre (1.6 hectare) portion of this parcel next to the Agricultural Society grounds may be readily serviced from the south east for a residential subdivision. Road access will likely require upgrading. The small size and the configuration of this site may limit its development potential. The balance of this expansion area may be able to accommodate some country residential lots along the river, as well as a walking trail that extends from the existing built up portions of Wildwood. A park feature may be developed along the river.

Area 3. Urban Service District Area: Located south of the old highway and east of the previous Hamlet boundary. This area includes an existing Highway commercial lot. The lands provide high quality access and visibility off Highway 16, and a portion can be serviced by gravity. The most easterly portion may require a lift station or a trickle type low pressure sewage system.

Area 4. Urban Service District Area: Located south of the existing Hamlet boundary, east of 50th Street and north of Highway 16. The single parcel comprising this area can be serviced by gravity and a low pressure water system from 50th Street and 51st Avenue. This Urban Service District will provide development options including residential which is the current use, as well as agriculture. The parcel is visible from Highway 16 but is not very accessible. Access may be limited to an undeveloped road allowance along its east side and a lane along the north.

Area 5. Urban Service District Area: Located south of the existing Hamlet boundary, west of 50th Street and north of Highway 16. The area can be serviced by a gravity line connection and a low pressure water system from 50th Street and 51st Avenue. Similar to Area 4, this Urban Service District will provide development options. Two large country residential parcels are included in this area. Services can be extended from the east, and the Urban Service District will allow for commercial or residential intensification. An undeveloped road right-of-way off the old highway allows for future access.

Area 6. Commercial District Area: Located south of the old highway and across from undeveloped commercial land. This Commercial District is to accommodate development that requires highway exposure and visibility. Access is available off the old highway.

Area 7. Commercial District Area: Located south of the old highway and the undeveloped service road, this parcel is zoned commercial. Visibility to Highway 16 is excellent but access is limited to the old highway. However, combined with the Urban Service District proposed at the east end of the old highway, this site anchors commercial development opportunities and may draw traffic through the Hamlet. Similar to expansion Area 6, the parcel can be serviced with water and sewer but, because it is further removed from the existing lines, on-site servicing may be appropriate depending on the type of commercial uses.

Access is available from the old highway via a service road. The service road could be consolidated with the adjacent parcel although, depending on the extent of development fronting onto the old highway, the service road may be required for future access management.

Area 8. Commercial District Area: Located north of the old highway and south of the CN right-of-way. This Commercial District area extends within the current Hamlet boundary, and is located adjacent the rail line. Good access is available off the old highway. A water line may be extended from 51st Avenue but a sewage connection would be via a low pressure line. Again, depending on the type of use, on site sewage disposal may be feasible since industrial uses typically do not generate large amounts of sanitary sewage.

Area 9. Protection District Area: This area comprises the balance of the parcel that contains Expansion Area 1. The lands can be economically serviced with water but a lift station may be required for residential type development. A low pressure type sanitary system may also be feasible. The land allows for a logical extension of the future residential subdivision to the west. However, the lands are also strategically located at the entrance to the Hamlet, just off Highway 16 so that other development opportunities should not be discouraged.

Area 10. Urban Neighbourhood District Area: This site is located adjacent to Wildwood School and contains a church. By including it within Wildwood, the boundary becomes more logical.

Area 11. Urban Neighbourhood District Area: This parcel is owned by the Agricultural Society and is functionally part of the Society's adjacent parcel already located within the Hamlet. The boundary should be logically extended to include both parcels.



Rural Districting is proposed for nearly all remaining lands within the Plan Area that are located outside the Low Lands Boundary. These lands may be serviced but would require a lift station and/or a low pressure system. As such, the lands may be better suited to traditional rural residential development that can be serviced on site, but would support Hamlet commercial and community services. Near surface groundwater and soils conditions will need to be investigated to confirm suitability for installing private sewage disposal systems.

That portion of the Plan Area that is located along the Lobstick River and Chip Lake below the Low Lands Boundary contour interval may be suitable for country residential subdivision, but is more likely to exhibit near surface groundwater conditions that preclude development than the higher land. Continued agricultural and natural area use, therefore, provides the best future land use option.

If the lands are subdivided for country residential purposes, the County may be able to acquire Environmental Reserve and Municipal Reserve so that a trail system can be extended along the river, and a park and a boat launch facility may be developed on Chip Lake. Crown ownership of the 1/4 section located along Chip Lake provides an opportunity for a joint municipal/provincial initiative for park development.

8. Delete Appendix C: Hamlet General District

9. Amend Figure 4 and Figure 7 as per Schedule A and Schedule B of this Bylaw respectively.

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, Being Chapter M-26, R.S.A., 2000

READ a first time this 13 Day of September A.D., 2022

PUBLIC HEARING held this 11 Day of October A.D., 2022

READ a second time this 25 Day of October A.D., 2022

READ a third time this 25 Day of October A.D., 2022

SIGNED this 25 Day of October A.D., 2022

Wade Williams
Mayor, Wade Williams

Luc Mercier
Chief Administrative Officer, Luc Mercier



WILDWOOD

Area Structure Plan



April 2005



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1 INTRODUCTION

1.1 Purpose

This Area Structure Plan provides a framework for the long-term growth and development of the lands located within, and adjacent to, the Hamlet of Wildwood in Yellowhead County. The Plan Area extends north to the Lobstick River, west to Chip Lake, south to Highway 16 (Yellowhead), and ½ mile east of the current east Hamlet boundary (see Figure 1).

1.2 Plan Background

The Hamlet of Wildwood is located some 82 kilometres east of Edson, between the Lobstick River and Highway 16. Once a village, Wildwood reverted to Hamlet status in 1991. The Hamlet's former role as an agricultural and natural resource extraction service centre has been diminished by competition from Evansburg and Entwistle, located some 15 kilometres to the east, as well as considerable new service commercial development in Edson. The re-alignment of Highway 16 to the south of Wildwood has significantly impacted the community's highway service function.

The result has been a steady decline in population and economic activity. Lands designated as Hamlet and Highway Commercial no longer front a highway. Existing main street businesses appear viable but require access to a larger population base. Considerable vacant and underutilized land is evident. As well, Wildwood School is operating at 33% of its capacity and would benefit from an increased community population.

By proposing a land use policy framework that serves as a basis for a growth management strategy, this Area Structure Plan provides the necessary impetus for generating interest in local development and investment, such that new population growth may be attracted to the community, and exiting facilities may be maintained and potentially enhanced.

1.3 Regional Context

As is noted above, the Hamlet of Wildwood is located 82 kilometres east of Edson and 110 kilometres west of Edmonton, directly north of Highway 16, commonly referred to as the Yellowhead Highway (see Figure 1). The *Yellowhead* is one of Canada's two national highways. The CN main line, one of Canada's two national railways, generally parallels Highway 16 but extends through the centre of the community, thereby affecting its quality of life and, to some extent, its ability to function as a cohesive unit.

The Hamlet of Evansburg is located approximately 14 kilometres east of Wildwood with Nojack located about 22 kilometres to the west. Although the Town of Edson functions as the political focus for Wildwood, the Towns of Drayton Valley and Mayerthorpe are both located closer to Wildwood, and provide the Hamlet with some higher-level goods and service options. In particular, many in the community access medical services that are available in Drayton Valley.

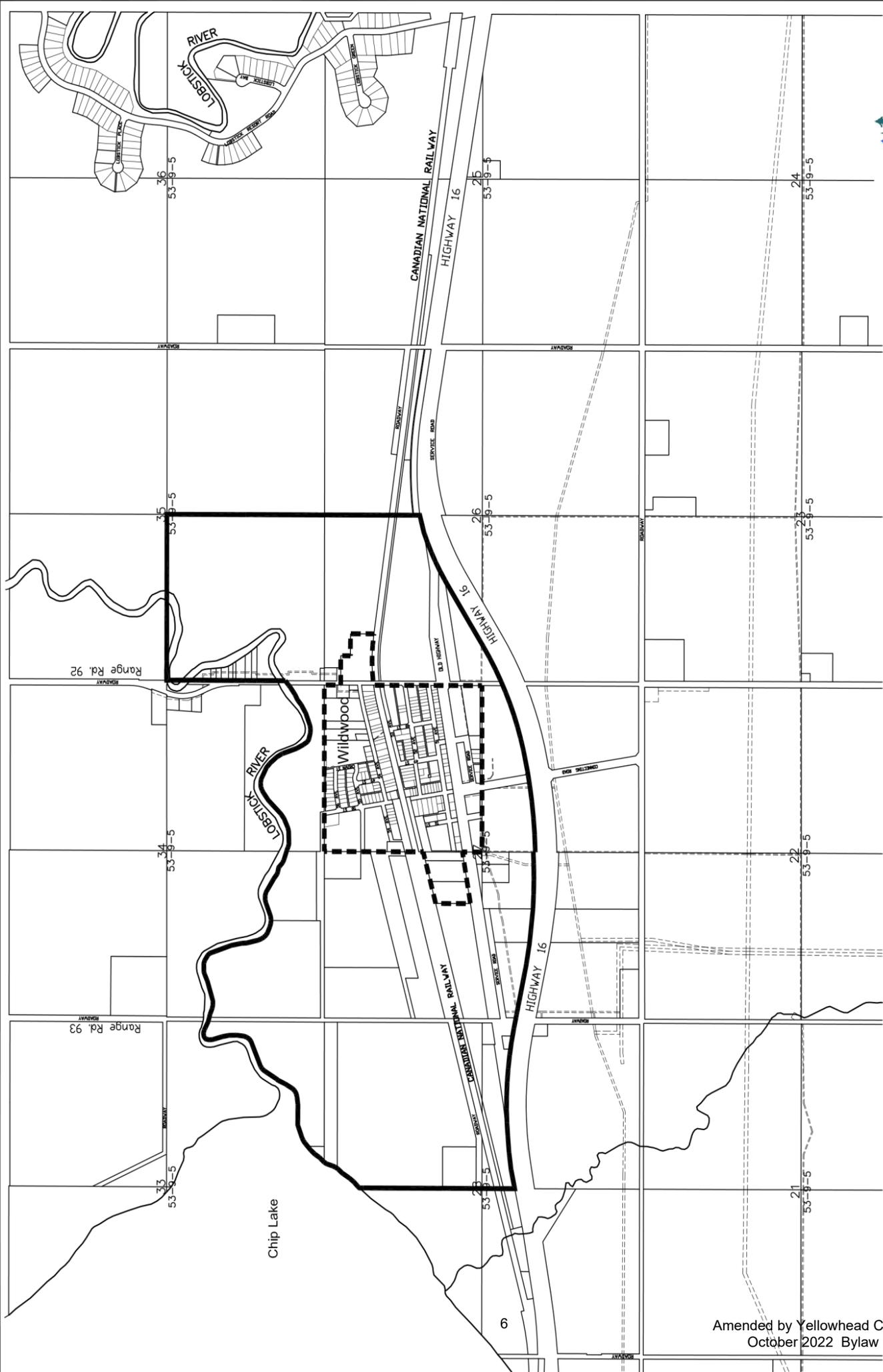


Figure 1
Regional Context
Wildwood Area Structure Plan

Plan Area

Existing Hamlet Boundary

Amended by Yellowhead County
 October 2022 Bylaw 11.22



April 2005 N.T.S.



The populated area surrounding Wildwood is located within a 10 to 30 kilometre wide strip of patented land which extends adjacent each side of the Yellowhead Highway/CN railway corridor. Undeveloped Crown owned lands extend to the north and south of this strip of arable land.

Soils in the corridor area are considered marginal for agricultural crop production, and productivity is exacerbated by the relatively short growing season. The pattern and intensity of human settlement is affected by these conditions that limit agricultural productivity. However, local population levels benefit from extensive oil, gas and forestry activities on nearby Crown lands, although the cyclical frequency and intensity of these natural resource activities do not, as is the case in the agricultural sector, provide continuing trade area support.

1.4 Historical Context

The history of the Wildwood area has been well documented by local families, some with pioneering roots extending back in to the early 1900's. The considerable effort required to research and to publish in 1980 ***Where the Lobstick River Flows***, a historic record of the Wildwood region, is indicative of the local pride and deep roots of the many individuals involved. This local pride and history is a major contributor to the desire of local residents to attract growth so that the Hamlet can be preserved for future generations.

Similar to many of the communities along the Lobstick River, Wildwood owes its existence to the railroad and to agricultural settlement. The first post office opened its doors in 1908, followed by the extension of the Grand Trunk Railway in 1910. Settlers began arriving in the area, and many of these early settlers were African Americans from the U.S. During this time, the Hamlet changed its original name from Jarrow to Junkins as a result of the railway's naming policy. Junkins was not considered appropriate by new families, likely because of its *junk like* connotations, so the name was officially changed to Wildwood in 1929 based on a naming contest.

A second influx of settlers arrived in the late 1920's and early 1930's to homestead in the area, and the community began to thrive with businesses, churches and a school. Many of the 1930 immigrants were from the Ukraine and Russia. St. Georges Greek Orthodox Church remains as a historic monument of this homesteading era. The church is located directly north of the Ladies Aid Cemetery, and is considered a community focal point by this Area Structure Plan.

The Village of Wildwood was formed in 1948 based on approval from the Department of Municipal Affairs. Previous to that date, it was a Hamlet under the jurisdiction of the Municipal District of Pembina #94. Interestingly, it was the desire for local autonomy and control of taxation that spurred residents and businesses to sign a petition requesting village status.

In 1991 when Wildwood reverted back to Hamlet status, its population had declined to 325 in population from 441 in 1981. Its 2001 population was 279. A significant proportion of the existing residents are seniors. To reverse the downward trending and aging of the population, young families are required. A school in itself is not sufficient to attract families. New affordable housing is also required. Recognizing this need and the desire of the community to retain its school and expand its population base, Yellowhead County Council approved the preparation of this Area Structure Plan.

1.5 Process

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

1. **Resident Questionnaire** - This questionnaire was mailed-out to 283 landowners within, or adjacent to, the Wildwood Plan Area. The purpose of the survey was to obtain input from persons most directly affected by the Area Structure Plan, and to generate interest and promote participation in the public consultation and plan preparation processes. The survey included an invitation to attend an Information Session.
2. **Business Survey** – The business survey was administered in person to 14 businesses in Wildwood. The purpose of the survey was to determine the current state of Wildwood business activity, and to link businesses directly to the Area Structure Plan process.
3. **First Public Information Session** – The purpose of this first Information Session was to inform the public about the Area Structure Plan and to obtain public input early in the plan preparation process on important Area Structure Plan issues. All affected landowners, as well as community stakeholder groups, were invited to attend. The session was advertised twice in two local newspapers.
4. **Second Public Information Session** - The second Public Information Session provided opportunities for public comment on the draft Goals and Objectives, and the future Land Use Concept. Although several land use issues were raised at the information session, the majority of attendees appeared to generally support the draft land use concept, and supporting goals and objectives.
5. **Revitalizing Downtown Workshop** - A downtown vitalization workshop was conducted. Using the information and direction provided by the Business Survey, the Plan Goals and Objectives and the Land Use Concept, area business operators, interested citizens and consulting team members worked to produce concrete ideas toward revitalizing the downtown. The workshop resulted in a list of improvement priorities with some direction regarding possible style or theme of main street enhancements.
6. **Third Public Information Session** - The final public information session presented the draft Area Structure Plan focussing on implementation policies, and the refined future Land Use Concept. Participants were encouraged to gauge the implications of the proposed Area Structure Plan as it applies to individual land holdings, and to the community as a whole. Once again, the Area Structure Plan was well received by the public.
7. **News Releases** – Articles in the form of news releases were provided to local newspapers at the initiation of the project and to report on the results of the information sessions. The releases are intended to promote key Plan events, keep the public informed on plan progress, and to maintain ongoing interest in the Area Structure Plan

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

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

1.6 Plan Organization

This Area Structure Plan document is divided into four sections:

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

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

Section 4 – Future Land Use Concept describes the future concept that reflects the goals and objectives listed in Section 3, and also describes the infrastructure implications associated with the concept.

Section 5 – Area Structure Plan Policies lists policies that will allow for implementation of the Area Structure Plan goals and objectives, as well as the Land Use Concept. The policies provide both County Council and prospective developers with clear direction for making decisions that affect Wildwood’s future.

2 EXISTING CONDITIONS

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

2.1 Natural Features

The natural features of the Plan Area are shown on Figure 2. The area comprises relatively flat to gently rolling terrain that slopes from Highway 16 to the Lobstick River (south to north). Topsoil and subsoil conditions appear to be generally suitable to support development, although significant concentrations of muskeg exist west of the Agricultural Society grounds and near the east Plan Area boundary. Smaller isolated pockets of low-lying muskeg soils also exist, and will be identified as part of the detailed soils investigation required at the time of subdivision and development.

The Lobstick River that defines the north boundary of the Plan Area flows east from Chip Lake into the Pembina River. This river flows in a well-defined channel within a broad shallow valley. The Lobstick River flows through Chip Lake which moderates the river's flow within the channel, thereby reducing peak flows and the potential for flooding. Alberta Environment has not studied the flood risk of this area, so specifics about the flood hazard is not known. Periodic flooding of the entire drainage system may occur, and it would be prudent to restrict development in low lying areas adjacent the river. Also, lands lying below the 794-metre contour interval may exhibit near surface groundwater conditions that restrict some forms of development. These conditions need to be investigated prior to development approval.

Small isolated bodies of water exist in association with the old highway ditches. However, these water bodies are considered man-made and do not qualify for Crown ownership pursuant to Section 3 of the Public Lands Act. With the exception of the bed and shore of Chip Lake and the Lobstick River, the Plan Area does not contain any natural features that consist of a swamp, ravine or natural drainage course, or that are subject to flooding or are unstable.

Naturally treed areas are located on the Crown owned $\frac{1}{4}$ section located west of the Hamlet near Chip Lake, and in association with lakeshore and muskeg areas on the west and east sides of the current Hamlet boundary. Smaller tree stands are scattered throughout the Plan Area and within the current Hamlet boundaries. Significant natural tree stands are located west of Wildwood School, south of the railway and west of main street. A significant stand of trees that may contain an old growth forest is located just south of the Agricultural Society grounds. Consideration should be given to preserving this tree stand at the time of subdivision.

2.2 Surrounding Land Use Pattern

The land use pattern surrounding the Plan Area is predominantly agriculture with associated residential developments. Agricultural activities include mixed farming with extensive pastureland, as well as hay and forage crop production. A small cluster of Country Residential uses are located adjacent the north side of the Lobstick River along Range Road 92. The Lobstick Resort, a multi lot residential subdivision extending along the west side of the river, is located about three kilometres east of Wildwood.

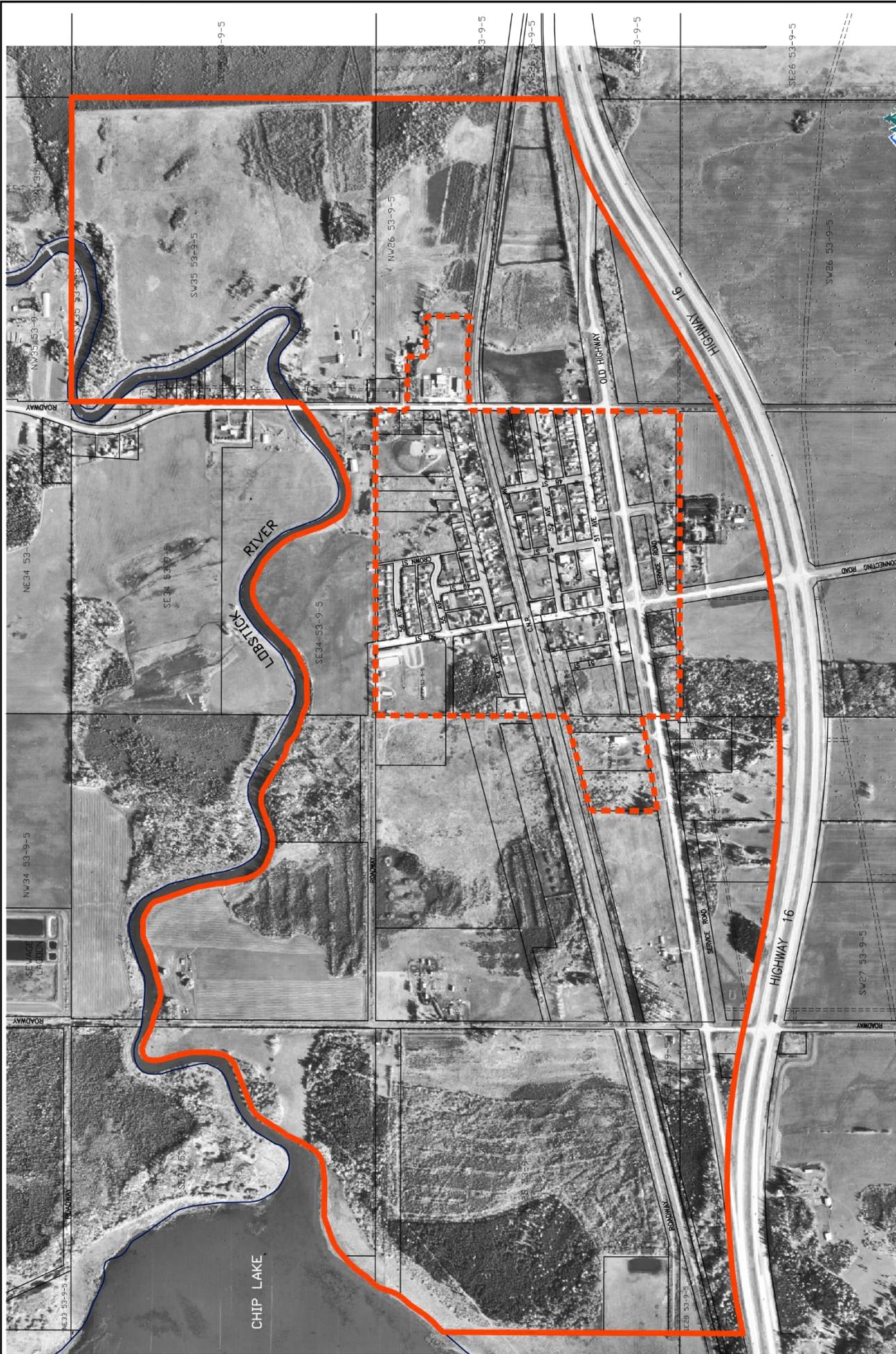


Figure 2
Aerial Photograph
Wildwood Area Structure Plan

 Plan Area
 Existing Hamlet Boundary

Photograph Taken in 1996

Wildwood's sewage lagoon is located on the north side of the Lobstick River, near Chip Lake. The Subdivision and Development Regulation of the Municipal Government Act requires that a 300 metre setback be maintained between the *working area* of a wastewater treatment facility and the building site of a school, hospital, food establishment or residential use. The intent of this section of the regulation is to minimize the impact on incompatible uses of any potential nuisances resulting from the treatment facility, such as odour. However, only a small portion of the Plan Area is affected by the 300 metre setback. The affected area includes lands adjacent the Lobstick River that will likely be designated as Environmental Reserve at the time of subdivision.

2.3 Existing Land Use and Zoning

Existing land uses in the Wildwood Plan Area can be divided into rural and Hamlet sub-areas, with the current Hamlet boundary providing the separating line between these two sub-areas. The land use pattern and related zoning pursuant to Land Use Bylaw No.7.98 are shown on Figures 3 and 4 respectively, and are described below. Lands owned by Yellowhead County and existing buildings and are shown schematically on Figure 5.

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

2.3.1 Rural Sub-Area

The rural sub-area surrounds the Hamlet. With the exception of the historic St. Georges Greek Orthodox Church and the Ladies Aid Cemetery that are located between the old highway and the railway on the west side of the Plan Area, and some country residential developments, the predominant use of the rural subarea is extensive agriculture. Unimproved lands are located adjacent Chip Lake and in association with muskeg areas located in the west central and east portions of the Plan Area.

Much of the NE ¼ of 28-53-9 W5M that is located adjacent the west side of the Plan Area along Chip Lake is owned by the Crown (Forestry Lands and Wildlife). Land use on Crown owned land is a shared responsibility between the provincial government and Yellowhead County. Although the County has the authority to apply the provisions of its Land Use Bylaw to Crown lands, Section 620 of the Municipal Government Act requires that the County comply with the requirements of any permit or license issued by the province for such lands. Regardless, public ownership of this ¼ section adjacent the lake may provide opportunities for the future development of recreation facilities.

Most of the rural sub-area is zoned Rural District (RD). The zone extends across the entire sub-area and includes the Orthodox Church and the Ladies Aid Cemetery. A cemetery also exists on the church site. The Land Use Bylaw defines churches and cemeteries as a Public Use, and although commonly included as a permitted use within agriculture districts, Public Use is not listed as either a permitted or discretionary use in the Rural District.

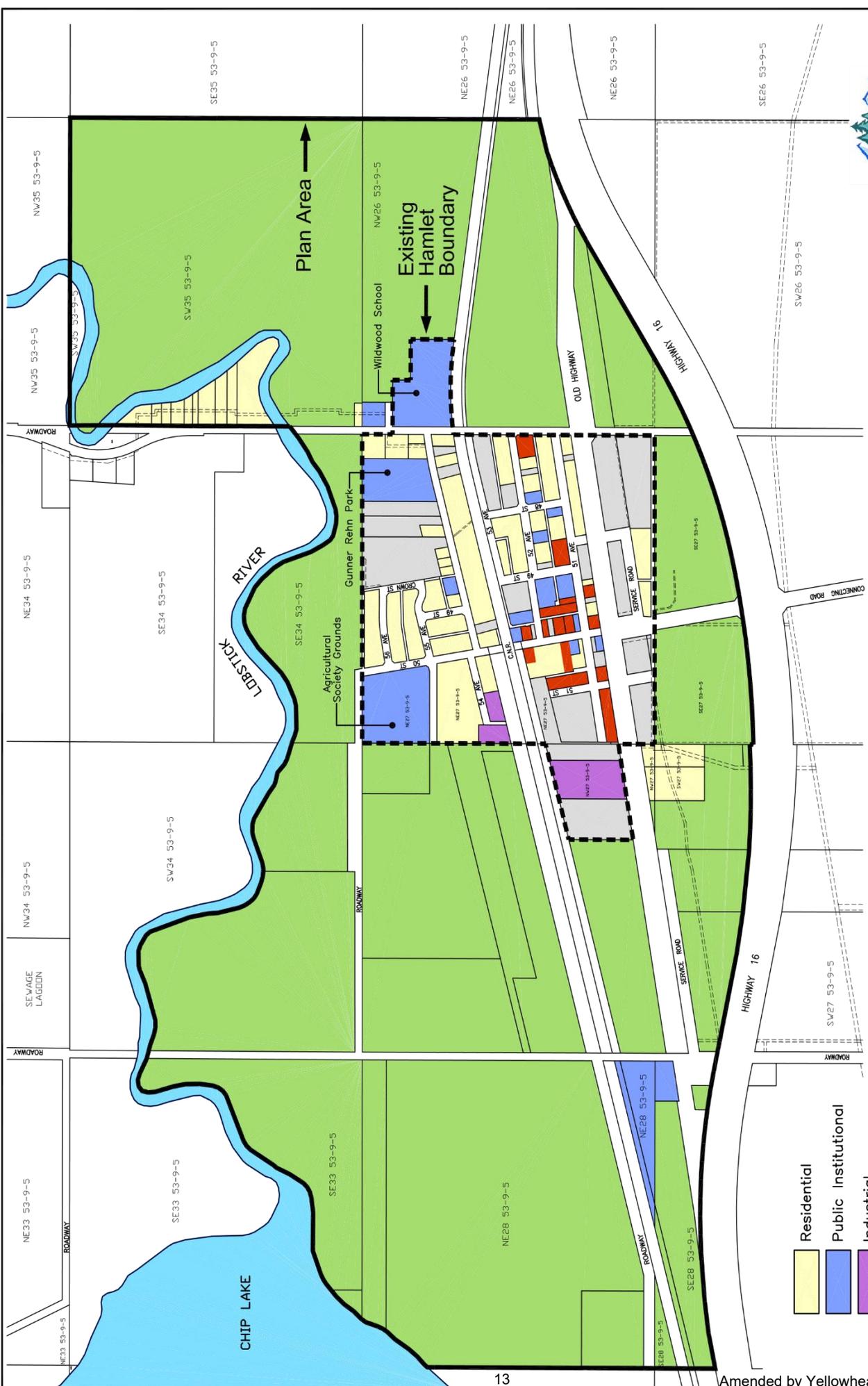
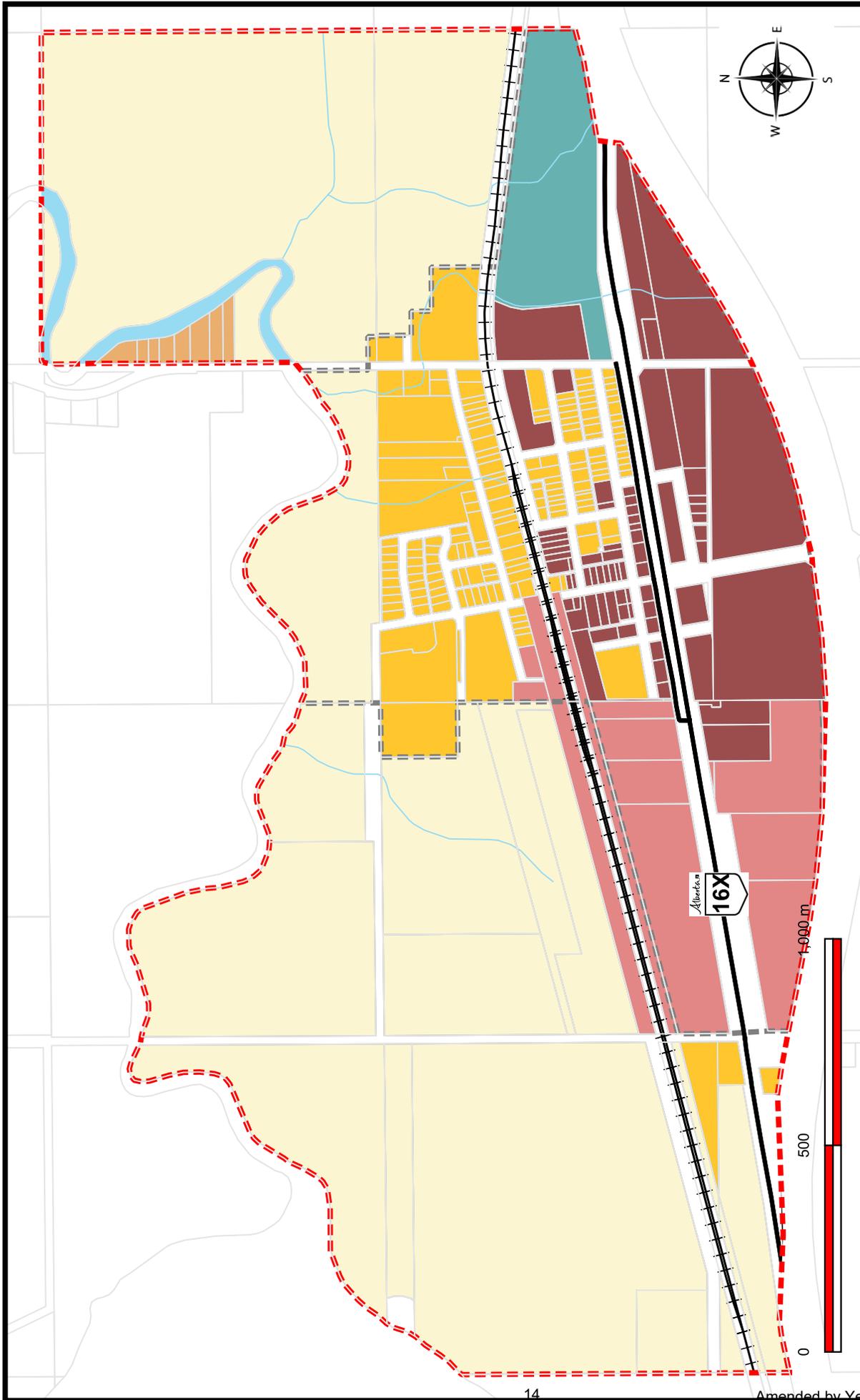


Figure 3
Existing Land Use
Wildwood Area Structure Plan

	Residential
	Public Institutional
	Industrial
	Commercial
	Agriculture/Natural Area
	Vacant



Area Structure Plan: Wildwood

Figure 4: Existing Land Use and Zoning

- Legend**
- Area Structure Plan
 - Community Boundaries
 - Land Parcels
 - Highways
 - Railway
 - Waterbody/Watercourse

- Yellowhead Zoning Districts**
- Commercial (CD)
 - Country Residential (CRD)
 - Industrial (ID)
 - Protection (PD)

- Rural (RD)
- Urban Neighbourhood (UND)
- Urban Service (USD)



Yellowhead County Land Use Bylaw as of
September 28, 2021 (Bylaw 09.21)

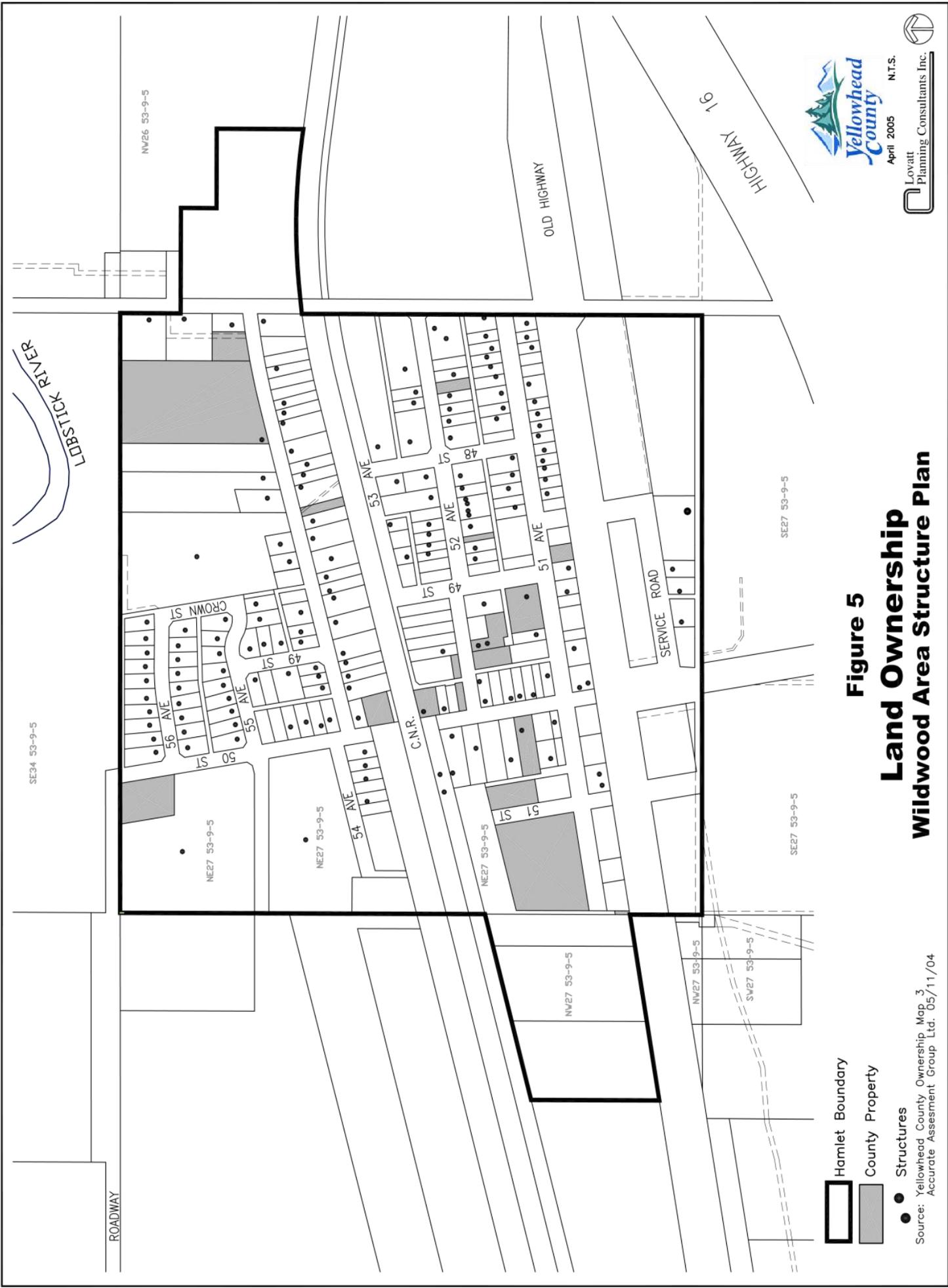
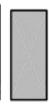


Figure 5
Land Ownership
Wildwood Area Structure Plan

-  Hamlet Boundary
-  County Property
-  Structures

Source: Yellowhead County Ownership Map 3
 Accurate Assessment Group Ltd. 05/11/04

2.3.1 Hamlet Sub-Area

The Hamlet sub-area includes residential, commercial, industrial, and public institutional type zoning. Specific Hamlet Land Use District standards assume urban density and servicing, and promote urban type development characteristics.

1. Residential

Most of the Hamlet's residential development is located north of the CN main line, along with complimentary Public Institutional uses, such as the Agricultural Society grounds, the ball diamonds, the school and churches. The feed mill is the only business located north of the CN line. Some residential development also exists south of the CN line. However, significant concentrations of commercial, industrial and institutional uses also exist.

Excepting some semi-detached units for seniors located along 52nd Avenue, all housing in Wildwood is detached single family type units. Some older manufactured homes are located in the older segments of the Hamlet, along the CN line in particular. The most recent residential subdivision is located across from the Agricultural Society grounds, between 50th and Crown Streets.

A relatively large 3.6-hectare (8.9 acre) block of land comprising three parcels is located adjacent the Hamlet's north boundary, between the playing fields and existing residential development. This land is zoned Urban Neighbourhood District but is vacant. Vacant land zoned Urban Neighbourhood also exists south of the old highway, adjacent the east Hamlet boundary. The Urban Neighbourhood parcel located south of the Agricultural Society grounds support a single residence. This parcel is underutilized and an opportunity for further subdivision exists. All Urban Neighbourhood lands have legal and physical access, and can be subdivided and serviced to accommodate up to 80 new single-family homes.

In addition to the large blocks of vacant or underutilized land, about seven undeveloped single family residential lots exist within developed residential areas. In most cases, these lots appear to be used to augment the size of adjacent lots. None of the vacant lots were for sale at the time of a June 2004 windshield survey

2. Commercial

The commercial core of the Hamlet is centered on 50th Street (main street) from south of the rail line to the old highway. The commercial core also extends along the north side of 51st Avenue. Excepting two vacant commercial lots, all sites within the commercial core are developed. However, some of the commercial lots adjacent the west side of Main Street are also used for residential purposes. These residences are placed near the rear of the properties.

At the time of the original authoring of the ASP the uses in the core included two grocery/convenience stores, a Sears catalogue outlet and electronics retail and repair shop, the Treasury Branch, the Legion, a hotel and restaurant, and fuel and auto services. The local County office, the post office and a branch of the County library are also located within the core on main street. A new self-storage commercial operation has recently located along the old highway, west of 50th Street. The Hamlet contains a good representation of shops and services to meet local resident needs.

All sites abutting 50th Street are zoned Urban Service District (USD). The north side of 51st Avenue is zoned a mix of Urban Service District (USD) and Urban Neighbourhood District (UND). Both sides of the old highway are either zoned Hamlet Commercial District (CD) or Urban Service District (USD). The UFA fuel operation located along 52nd Avenue on the east side of the Hamlet is zoned Urban Service District (USD).

The Commercial District (CD) and Urban Service Districts' (USD) provides for a wide variety of permitted and discretionary uses typical of the service and commercial needs of smaller urban communities, as well as public uses such as the post office.

Three significant concentrations of vacant Urban Service District (USD) land exists within the Hamlet:

First, a large "L" shaped area comprising two parcels located adjacent the south side of the CN rail line along 53rd Avenue at the east side of the Hamlet. This area is removed from the commercial core, and is not well located for attracting most forms of commercial development.

Second, a block of five long narrow lots located at the northwest corner of 52nd Avenue and 49th Street. The lots backs onto the CN right-of-way and are not as accessible or visible as other vacant Hamlet Commercial sites.

Third, the lands located adjacent the north side of the old highway, extending from east of 49th Street to west of 51st Street. The majority of these lands are vacant or are being use to accommodate residences that do not comply with the Land Use Bylaw.

The foregoing vacant areas may provide opportunities for a variety of uses as well as commercial development.

3. Industrial

No parcels in the hamlet are zoned Industrial District (ID). If there is a desire for industrial oriented uses to existing within the hamlet boundaries in the future a Land Use Bylaw amendment will be required to facilitate these sorts of developments.

4. Public Institutional

Lands under public institutional uses are integrated into the Urban Service District (USD) or Urban Neighbourhood District (UND) depending on location.

2.4 Transportation

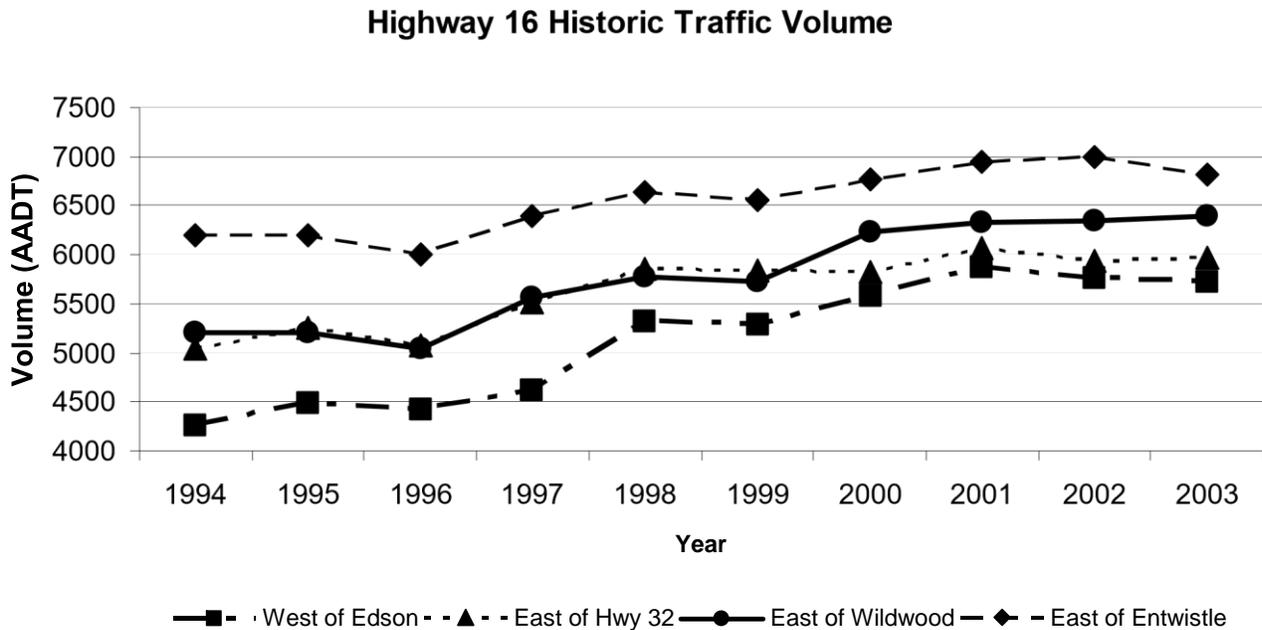
2.4.1 Road System

Highway 16 (the *Yellowhead*) is the major transportation feature affecting the Wildwood Plan Area. The *Yellowhead* is a four lane primary highway facility that is being developed to freeway standard. This means that eventually, access to the highway from Wildwood will be limited to an interchange at the extension of 50th Street. However, the right-in entrance east of the Hamlet along the old highway, and the right-out exit to the west, will be retained.

An Alberta Transportation directional sign and a community identification sign direct west bound traffic into Wildwood along the old highway. Local residents and business operators have indicated that the signs could be more visible and effective for attracting highway traffic into the community. However, the Alberta Transportation directional sign complies with highway sign standards.

Recent traffic counts shown on Chart 1 below indicate that Highway 16 accommodates about 6,500 vehicle trips (east and west bound) per day where it extends along the south boundary Plan Area.

Chart 1 – Historic (1994-2003) Traffic Volumes for Selected Locations



Analysis of historic traffic volumes for selected locations east and west of Wildwood indicates that the number of vehicles trips on Highway 16 has been increasing. Although not a steady trend, traffic volumes for the selected locations have increased by an average of 20% over the 10 year period from 1994 to 2003. As indicated by Chart 1, traffic volume trends east of Wildwood are similar to trends for other locations along the *Yellowhead* Highway.

The timing of construction of an interchange at the main entrance to Wildwood is dependent on the number of vehicles using the highway, and the number of vehicles turning at the intersection. Interchanges along the *Yellowhead* Highway are constructed to improve the safety and efficiency of traffic.

However, if the recent approval for an interchange at Highway 16 and Campsite Road near Spruce Grove is used as a indicator, interchange construction will not occur at Wildwood until Highway 16 traffic volumes exceed 20,000 vehicles trip a day.

Regardless of the timing of construction, the interchange location and footprint have been established. The interchange planned for the Wildwood intersection is a *diamond shape* with the north/south connector road passing over the Yellowhead Highway. Access and egress ramps, and controlled intersections are used to manage turning traffic.

Because the connector road is elevated to pass over Highway 16, and because it will intersect with high speed entrance and exist ramps, all future access to those lands located between Highway 16 and the old highway will be restricted to the old highway, such that no direct access to Highway 16 will be permitted. Interchange right-of-way requirements will be protected through the subdivision and development processes.

The old alignment of Highway 16 is the second major roadway facility in the community. This two lane highway with two metre wide shoulders is referred to locally to as the old highway, and functions as a link to the *Yellowhead* Highway, as well as providing access to adjacent lands and municipal roads within the Plan Area. Old service road rights-of-way also divert and direct access to adjacent properties, and to the local street system.

The traffic capacity of the old highway is much greater than its current traffic volume. Although the County, the current road authority, could allow more direct access to this roadway, the width of the roadside ditch located along the north side of the right-of-way increases the cost to construct an access, and each approach reduces the capacity of the ditch to handle storm water. The old highway plays an important role in managing storm water within the Hamlet.

50th Street is a paved roadway that extends north from the old highway to the rail line, and then across the rail line to the existing Hamlet boundary. A segment of 50th Street located directly north of the main line is constructed on a right-of-way owned by CN that parallels the right-of-way containing the rail line. Segments of the roadways leading to the commercial core and intersecting with 50th Street have a cold mix asphalt surface. The remaining roadways within the Hamlet are gravelled. Storm water drainage is accomplished by an over ground system composed of swales and roadway ditches.

Two north/south County range roads extend through the Plan area. Range Road 92 is located along the east side of the Hamlet and is oiled, while Range Road 93 extends through the west side of the Plan Area and is gravelled. Range Road 92 provides access to Chip Lake Park via Township Road 544. The park is owned by the province, and is located on the east shore of Chip Lake about 19 kilometres northwest of Wildwood. The Ravine Community Association has an agreement with the province to manage and operate the park.

2.4.2 CN Rail

The CN mainline extends through the centre of the Plan Area and the Hamlet of Wildwood. The line links west coast ports with major centres in western Canada, and carries 35 trains a day, each of which complies with Canadian Transport Commission (CTC) requirements to blow the train whistle. The railway right-ofway is elevated through much of its length within the community, which further exacerbates the disturbance caused by passing trains. The community recently submitted a petition to Transport Canada to remove the train whistling.

Two public crossings of the rail line currently exist in Wildwood, and a third is located in the west ½ of the Plan Area. As is noted above, the rail crossing at 50th Street occurs on CN owned land. As well, physical access to the properties north of the rail way and west of 50th Street is off a CN owned right-of-way that is surplus to its needs. Ditner Feed has a lease arrangement with CN Rail for access to its operation. CN is prepared to sell the surplus right-of-way to the County. However, the lands may be contaminated and the matter of responsibility for clean up of the contaminated lands needs to be resolved.

2.5 Municipal Services

The following assessment of the status of existing and future municipal services is based on three reports:

- Associated Engineering, **Hamlet of Wildwood Water Distribution and Sewage Collection System Rehabilitation Pre-Design Report**, 1995
- Associated Engineering, **Hamlet of Wildwood Water Distribution and Sewage Collection System Rehabilitation Design Report**, 1996
- Associated Engineering, **Hamlet of Wildwood Sanitary Sewer System Flooding**, 2001 A 2003 analysis of the life cycle of the existing lagoon is also considered. Engineering standards and practices that are typical for the Plan Area, and that recognize the contours and the available soils information, have been applied to the assessment.

2.5.1 Water System

The existing water system includes a water treatment plant and a network of distribution pipes. The existing water distribution system is reportedly capable of providing adequate peak flows, but there are areas of inadequate fire flows. Additional demands created by a significant increase in population will likely not affect the existing distribution system's ability to supply peak demands or fire flows. However, water mains in new developments would need to be sized based on the capacity of the existing system at the connection points.

The water treatment facility can accommodate a population of 500, although the water reservoir has a fire flow capacity for a population of 1,000. The cost of expanding the treatment facility to accommodate an additional 250 persons (in excess of 500) is estimated conceptually at \$220,000.

2.5.2 Wastewater System

The existing wastewater (sewage) system includes gravity sewers that flow to a lift station north of the end of 48 Street. The lift station pumps wastewater to the previously noted sewage treatment lagoon that is located approximately two kilometres northwest of Wildwood on the north side of the Lobstick River.

The flows generated by a modest increase in population should generally not cause existing system capacities to be exceeded. An exception is the section of trunk sewer upstream of the lift station to 54th Avenue. This section is reportedly very near capacity when all anticipated flows from within the existing limits of the Hamlet are realized. Also, the lift station capacity will need to be increased if flows from additional areas are routed through it.

Yellowhead County hired Associated Engineering to conduct a life cycle analysis on all the lagoons in 2003. The following assumptions were applied to the analysis:

- A 20 year population projection with a growth rate of 2% per year was assumed, which means that Wildwood's population would be almost 600 by the year 2039.

- Flows to the lagoons were projected over a 20 year period based on the theoretical and observed flow rates, along with any added *trucked in* volumes.

Based on the projections and calculations, Associated Engineering did not recommend any required expansions for the Wildwood lagoon, other than the installation of monitoring wells. The analysis determined that:

1. The projected number of years to upgrade the two anaerobic cells is greater than 20 years.
2. The projected number of years to upgrade the facultative cell is not applicable even though the 60 days storage limit is nearing capacity. If the capacity is exceeded, the wastewater can be put into the storage cell.
3. The projected number of years to upgrade the storage cell is in the next 20 years.

The County subsequently determined that there is still 9,000m³ or 1,980,000 gallons of capacity remaining in the lagoon, even after the significant rain fall in 2004 plus the added surface infiltration runoff from the entire Hamlet. The County also determined that if the 60 day facultative storage cell capacity is to be maintained, the cell may need to be cleaned out, as there may be a significant amount of sediment at the bottom of the cell which will diminish the capacity. The County anticipates that wastewater flow volume to the lagoon is likely to decrease significantly when water usage metering is implemented. The installation of water meters is potentially scheduled for 2005. This means that the existing lagoon and storage cell can accommodate growth in Wildwood for the foreseeable future.

2.5.3 Storm Drainage

Storm water within the Plan Area is managed using over ground and ditch drainage discharging to the Lobstick River/Chip Lake drainage system. Road and railway ditches accommodate the majority of storm water flow. Increased flows to the CN right-of-way is considered an issue as is the periodic overflow of storm water into sewer manholes. The County has plugged select manholes and constructed a ditch for a 1:100 year storm event to reduce the amount of storm water infiltration into the sewage system.

2.5.4 Servicing Extensions

Three suitable connection locations exist within the current Hamlet boundary to the water and sewer systems. These locations represent key nodes for the extension of existing services to five potential expansion areas. Although the expansion areas can be serviced by gravity to main sewer connections, water pressure for areas north of the old highway may be a concern because of elevations. Proposals to extend services to growth areas will require a detailed assessment of the impact on the existing systems.

2.6 Relevant Municipal Development Plan Policies

Yellowhead County’s recently adopted Municipal Development Plan (MDP) contains policies that direct future growth and development in the County as a whole, and specifically for Wildwood. The relevant policies and their implications for the Area Structure Plan are listed below. Generally, MDP policies encourage new residential growth in Wildwood, and assume a potential for 81 new serviced lots within the existing Hamlet boundaries.

MDP Policy: *Ensure that adequate housing opportunities are available for all income levels and household types.*

To comply with this MDP policy, the Area Structure Plan should provide opportunities for a variety of housing types.

MDP Policy: *Encourage growth in and around Hamlets where existing schools are located.*

This policy supports the residential infill and expansion of the Hamlet to provide additional support for Wildwood School. Country Residential development within the Plan Area should also be encouraged to encourage local population growth.

MDP Policy: *Multi-lot subdivision application may be considered where agricultural land has already been fragmented and land is proximate to Hamlet.*

Existing infrastructure and topography, as well as previous subdivision have fragmented much of the surrounding land. This policy also implies that all lands located close to Wildwood may be considered for multi-lot subdivision. Lands located close to Wildwood are those contained within the Plan Area.

MDP Policy: *Encourage industrial development to locate in industrial parks or within the Hamlets of Peers, Niton Junction and Wildwood, provided that adequate infrastructure servicing is available.*

Some serviced or serviceable industrial land is available to support new or expanded industrial development in Wildwood. New industrial development will support residential growth.

MDP Policy: *Encourage future commercial development within the County's Hamlets as a means to take advantage of existing infrastructure and services.*

Land, infrastructure and services are available to support new commercial development within Wildwood.

MDP Policy: *Complete a new Area Structure Plan to guide land use, infrastructure, County investment, and service delivery decisions in Wildwood.*

The policy is a Council directive to prepare this Area Structure Plan.

MDP Policy: *Encourage the location of a medical clinic and additional senior citizen housing within Wildwood.*

Infill opportunities exist to provide centrally located multiple family type duplex dwellings for seniors in Wildwood. The land use concept should recognize and formalize specific development opportunities. A significant population is required to support a medical clinic, and the required population levels are not likely to be achieved in Wildwood.

MDP Policy: *Encourage owners of abandoned or dilapidated buildings to demolish or renovate their buildings so as to accommodate infill housing opportunities or appropriate commercial uses.*

The rehabilitation of some residential properties is currently occurring, and since the type of housing (manufactured versus built on site) is not an issue, landowners may choose the most appropriate housing for their needs. Although commercial properties fronting the old highway represent the most significant opportunities for rehabilitation, the demand for commercial property at that location is limited and a mixed use approach may be desirable.

MDP Policy: *Ensure infilling within the Hamlet boundaries is completed before allowing residential development beyond those boundaries.*

Opportunities exist for a new Hamlet Residential subdivision comprising about 60 to 70 lots adjacent the ball diamonds. Some additional subdivision is also feasible on large underutilized parcels.

MDP Policy: *Direct highway commercial uses along the old highway.*

The only new commercial development to locate along the old highway in recent years is the self storage business. This business is not a typical highway commercial type use. Several such uses went out of business after the new Highway 16 was constructed, and the sites are vacant and abandoned. As such, other types of commercial or compatible uses should be considered along the old highway rather than just highway commercial.

MDP Policy: *Encourage the location of commercial facilities that service the local population in the commercial core.*

The local population should be defined to extend beyond Wildwood to include a larger market area to support business. This policy encourages the vitalization of main street and directing new commercial development to the commercial core. However, although a strong main street is important, any new commercial development that serves the local and surrounding population should be encouraged. The core may need to be more broadly defined geographically.

MDP Policy: *Develop a local trail system, which would potentially link to a regional trail system, for transportation and recreation.*

Opportunities for a regional integrated trail system that links community and natural focal points need to be explored.

MDP Policy: *Develop small, treed rest areas for seniors in the commercial core.*

This policy requirement needs to be considered in the context of a main street vitalization strategy.

2.7 Opportunities and Constraints

The opportunities and constraints to future growth beyond the existing Hamlet boundaries are illustrated on Figure 6. Figure 6 is based on an assessment of existing conditions, and shows that land below the 794 metre contour interval is considered *low land* for development purposes. This means that all the lands adjacent the Lobstick River and Chip Lake may not be suitable for urban density development.

However, some of the low lands may be suitable for country residential development depending on near surface ground water and soils conditions for accommodating on site sewage disposal systems. Subdivision for multi lot country residential development along the Lobstick River creates an opportunity for the municipality to require dedication of Municipal Reserve and/or Environmental Reserve along the river to protect this feature and for trails. The Crown ownership of the ¼ section abutting Chip Lake provides an opportunity to extend a trail to the lake, and to create a day use trail *staging area*.

Large concentrations of muskeg also constrain development but are removed from the existing Hamlet boundaries. Much of the land to the south between the old and the new highways, and to the east and west of the Hamlet, appear to be suitable for development based on topography and soils conditions.

No new access onto Highway 16 will be permitted, and the lands required for the future interchange need to be protected from future development. Existing approaches may be closed at the discretion of Alberta Transportation.

Figure 6 also identifies five directions for future growth based on ease of extending existing services. Assuming current infrastructure system capacities, development areas outside the existing Hamlet boundaries would add at least 100 new single family residential lots, or between 250 and 300 people to the community.

The existing infrastructure system is also capable of accommodating some new non-residential business development within the Hamlet. Typically, water demand and sewage generated by businesses is substantially lower than for residential. Considerable vacant and underutilized land exists within Wildwood that is well located for attracting commercial development, particularly along 50th Street and on both sides of the old highway.

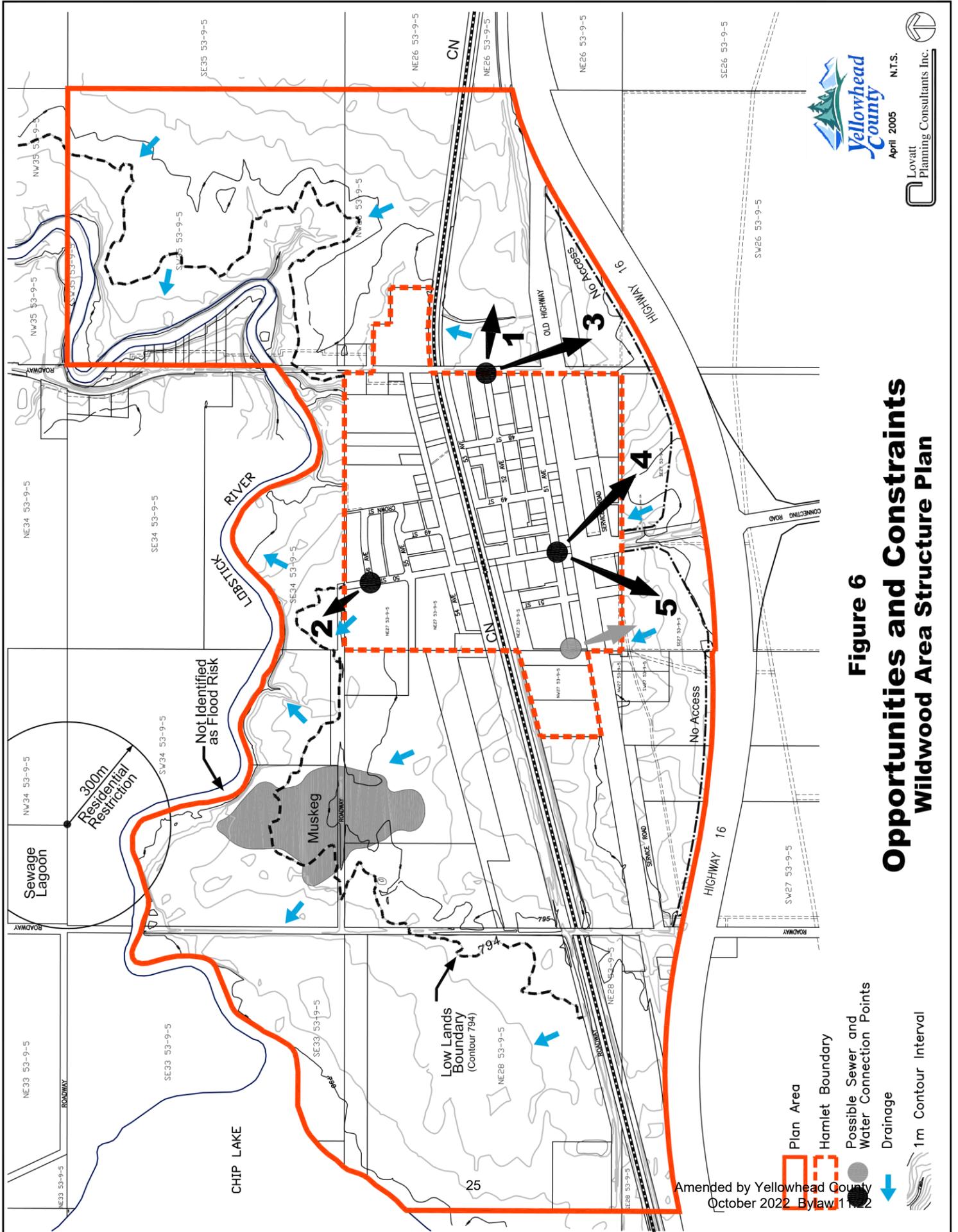


Figure 6 Opportunities and Constraints Wildwood Area Structure Plan

- Plan Area
- Hamlet Boundary
- Possible Sewer and Water Connection Points
- Drainage
- 1m Contour Interval

Amended by Yellowhead County
 October 2022 Bylaw 1102

Vacant Hamlet Commercial lands that are located on the periphery or beyond the core may not be appropriately zoned and provide opportunities for other forms of development, such as low and medium density housing.

Also, some greater flexibility for developing vacant Hamlet Industrial lands should be considered since some of these lands are centrally located and can be efficiently serviced. Greater zoning flexibility may assist in advancing the local desire to attract residential and population growth, in particular, and any other uses that will benefit Wildwood. The public expressed a strong desire for “*just about any kind of development*” as long as it is environmentally sound and not noxious. The input provided by the public is summarized below.

2.8 Public Input

As is noted in Section 1.5, a Resident Questionnaire and a Business Survey, as well as three public information sessions and a Downtown (Main Street) Vitalization Workshop, were used to consult Wildwood and area residents and businesses on the future of Wildwood. The Resident Questionnaire and the Business Survey, as well as the results, are contained in the appendices.

The responses to the Residents Questionnaire mirror the input provided at the public sessions. The Business Survey administered to 14 *store front* operations in June 2004 resulted in interesting information. In particular, most businesses reported that “*business is good*”. The survey also determined that:

- Most businesses rely on the repeat business from Wildwood and area residents.
- The hotel and County offices are the largest employers.
- Most businesses have two or three full time staff.
- The trade area extends as far as Hinton, Drayton Valley and Whitecourt for some businesses.

Between 20 and 40 participants attended each of the three public information sessions, while 10 persons attended the Vitalization Workshop. The most significant and relevant comments in regard to the future of Wildwood resulting from the public sessions are listed below.

- Most participants agreed that Wildwood provides an affordable small town type lifestyle with great people. For some, it’s considered *my home town* and for others, it’s seen as the best of the available options in the Lobstick River and Edson area.
- It is important to many that the small town quality of life be preserved.
- Participants generally agreed that more growth and more younger families are needed to increase local population.
- The school is very important to the community, so that “*anything*” that may encourage growth should be considered.
- Development initiatives should be encouraged to the extent possible without compromising the rights of adjacent property owners and the Hamlet’s quality of life. To this end, the Land Use Bylaw should be amended to encourage permitted, rather than discretionary uses.
- This Area Structure Plan and the Future Land Use Concept demonstrates that land for industry and commercial businesses is available in Wildwood if someone is interested in investing in the community.

- Facilities and uses needed to improve quality of life in Wildwood include basic services such as a car wash, a family restaurant, a service station, and most importantly, a youth recreation center where young people can gather in a safe environment “*with things to do*”. Paved roads would also be desirable.
- Apartment type rental units are needed for younger people, or people who work in the area, as well as some duplex housing for seniors.
- Good quality manufactured homes are just as desirable as conventional *site built* homes. As long as such homes are CSA approved, are well maintained, and are compatible with the neighbourhood, the age of a manufactured home is not a concern. Insurance was considered an issue for older manufactured homes, and the need to demonstrate that the dwelling is insured may be a criterion for consideration at the time of development permit application
- Support was evident for more country residential development surrounding the Hamlet.
- The boundaries of the Hamlet should be extended south to be coincidental with Highway 16.
- Trains whistles are an issue for residents. A petition has been sent to CN requesting that the frequency and duration of the whistles be considered since it poses a significant noise problem. Some participants indicated that the whistle is not an issue.
- Participants strongly supported naming the old highway.
- Strong support was also evident for design standards along Highway 16 that give a good first impression of the community, and encourage *pride of ownership*.
- Participants concluded that landscaping the right-of-way of the old highway, up main street to the Agricultural Society grounds, is a “*terrific idea*”. Improved maintenance, including cutting the grass in the ditches along the old and new highways, is needed.
- Maintenance is an issue and will continue to be so with additional landscaping unless the County and the community do something about it
- Considerable discussion took place about the type of landscaping options and the need to consider lighting and signage. Lighting was considered important because “*no one knows this town exists after dark*”.
- Local initiatives for promoting tourism is needed, starting with better signage on Highway 16 along with some basic services like public washrooms and a tourist information booth. The *agri-plex* was suggested as an option for a tourist facility since it contains public washrooms and would draw people down main street.
- Signage is related to highway enhancement. More directional and information signage is needed. The community must work with Yellowhead County and Alberta Transportation to develop and implement a signage program.
- Participants agreed that Main Street is important to the community. Business owners need support from the community. If people would shop more locally, owners would beautify their stores. New residential development would also help support business. The County can support business by “*making things nicer*” so that more people will shop locally. Good roads would assist in “*making things nicer*”.

- A clean-up campaign along Main Street and in the surrounding area is required, and landowners need to clean up their lots.
- Wildwood's streets were once named rather than numbered. Returning the original street names rather than numbers would add interest. It was suggested that renaming the streets would fit with the theme of a "1910" era downtown. Features could include clapboard sided facades, period type awnings and matching street furniture. Places to sit were mentioned as a way to encourage people to stay longer in the downtown area.
- All participants want to see new growth and development of any type as long it benefits and sustains the community.
- Community involvement is critical for organizing and implementing initiatives that would enhance Wildwood, and attract new growth and development.

The input provided by the public has been recognized in the Area Structure Plan goals and objectives, and by the future Land Use Concept.

3 GOALS AND OBJECTIVES

3.1 A Vision for Wildwood

A place where people with strong community values can live, work and play with pride.

This vision is publicly supported. The sense of community and pride in the community are strong values espoused in the resident survey and at the Information Sessions. The small town feel is a very important quality of life element. This is why people choose to live and do business in Wildwood.

Residents and business operators want to be able to continue to live and work in Wildwood and area, and to be able to access community and business services at the local level. A strong desire is evident to preserve and enhance the Hamlet way of life by attracting new development, and by improving the look of the Hamlet as a means of sustaining pride. More population, particularly young families, is required.

Emphasis on attracting residents to locate in Wildwood is considered by the public as a positive approach to attracting more businesses by expanding the local market. The public has also expressed a strong need to attract any type of growth that will sustain and secure Wildwood's future as a strong vibrant community.

The Area Structure Plan goals and objectives reflect the Hamlet's vision by recognizing and supporting existing development, and by promoting an environment that may attract residential and business development, as well as any development that may be attracted as a result of access and visibility from Highway 16.

3.2 Goals Objectives and Policies

The Area Structure Plan Goals and Objectives listed below reflect the considerable public input provided by the community. These goals and objectives, in turn, are reflected in the Future Land Use Concept described in Section 4. Related policies that support and encourage achieving the goals and objectives, and implementing the Future Land Use Concept and a potential trail system, are listed in Section 5.

3.3 Overall

Goal To provide lifestyle options and development opportunities for Wildwood and area residents.

Objectives

- To protect the integrity of existing developments by building upon what exists.
- To create a Hamlet General District that allows for a mix of potentially compatible uses as a means of encouraging development of vacant or underutilized lands through out the Hamlet and adjacent the old highway.
- To optimize the use of existing infrastructure and facilities.
- To vitalize and rename the old highway.

- To expand the Hamlet boundary to be coincident with Highway 16 and to include areas that can be economically serviced.
- To expand the Hamlet boundary north to the Lobstick River to allow for future trail and other recreational opportunities.

3.4 Residential

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

Objectives

- To encourage infill subdivision and development of vacant Hamlet Residential sites prior to extending services to new areas outside the existing Hamlet boundary.
- To integrate new infill residential development with existing neighbourhoods through sensitive subdivision design.
- To encourage redevelopment of underutilized Hamlet Commercial sites to single and multifamily residential development by applying the Hamlet General District.
- To support Country Residential subdivision and development that can be serviced on site in the surrounding area to increase the local population.
- To expand the Hamlet boundary to include residential areas that can be economically serviced.

3.5 Commercial and Industrial

Goal *To vitalize existing commercial lands in Wildwood and attract new economic growth.*

Objectives

- To continue to support and encourage commercial activity in the downtown.
- To promote a main street vitalization program.
- To promote a pedestrian friendly downtown core.
- To encourage new commercial development relative to the realigned Yellowhead Highway by applying the Hamlet General District.
- To encourage highway commercial type development at strategic (accessible) locations along the old highway by amending and applying the Hamlet Commercial District to allow for a variety of appropriate permitted and discretionary uses.
- To provide for industrial expansion opportunities at strategic locations where services may be economically extended or may be provided on-site

3.6 Environmental

Goal *To protect environmentally sensitive areas and hazard lands from development.*

Objectives

- To define environmentally sensitive and low areas where a geotechnical investigation is required for development.

- To specify the disposition and use of Environmental Reserve lands.
- To protect the bed and shore of the Lobstick River and Chip Lake.

3.7 Recreation

Goal To improve existing recreation infrastructure.

Objective

• **To evaluate existing recreation facilities and develop a list of improvement priorities. Goal To provide opportunities for a community trail system.**

Objectives

- To define an integrated system of trails and walkways through the community that link new and existing residential areas to community focal points.
- To use existing rights-of-way and easements for extending the trail system.
- To consider opportunities to extend the trail system to the Lobstick River.
- To require Municipal Reserve as land for park and linear trail development.

3.8 Municipal Services

Goal To make good use of existing investments in existing infrastructure.

Objective

- To identify infill and expansion areas based on economic extension of municipal services.

3.9 Transportation

Goal To protect the integrity of the existing transportation system and optimize development opportunities along the old highway.

Objectives

- To comply with Alberta Transportation requirements, and recognize the proposed interchange.
- To consider development standards for commercial/industrial uses adjacent the highways.
- To name the old highway.
- To apply a landscaping plan to the north side of the old highway within the County owned right-of-way to increase the aesthetic appeal of the highway and the community.

4 FUTURE LAND USE CONCEPT

4.1 Land Use

The Future Land use Concept is shown on Figure 7. As is previously noted, this concept recognizes the Area Structure Plan goals and objectives, and the opportunities and constraints resulting from the assessment of existing conditions. The concept is described below.

4.1.1 Infill Development within Existing Hamlet Boundaries

Considerable vacant and underutilized land is available within the existing boundaries of the Hamlet for new development. Municipal services are either available or can be efficiently and economically extended to these lands. Also, large concentrations of vacant land within the Hamlet are located close to community and recreation services, as well as main street.

Due to the Land Use Bylaw 09.21, Wildwood districting has been recently changed to encourage development of vacant or underutilized lands. Specifically, the intent of these districts is to provide for a variety of residential, commercial, and institutional uses and commensurate standards. Examples of permitted and discretionary uses are a mix of low and medium density residential uses, and hamlet and highway commercial type uses. Most commercial uses are proposed to be discretionary so that compatibility with existing land uses may be considered at the development permit application stage.

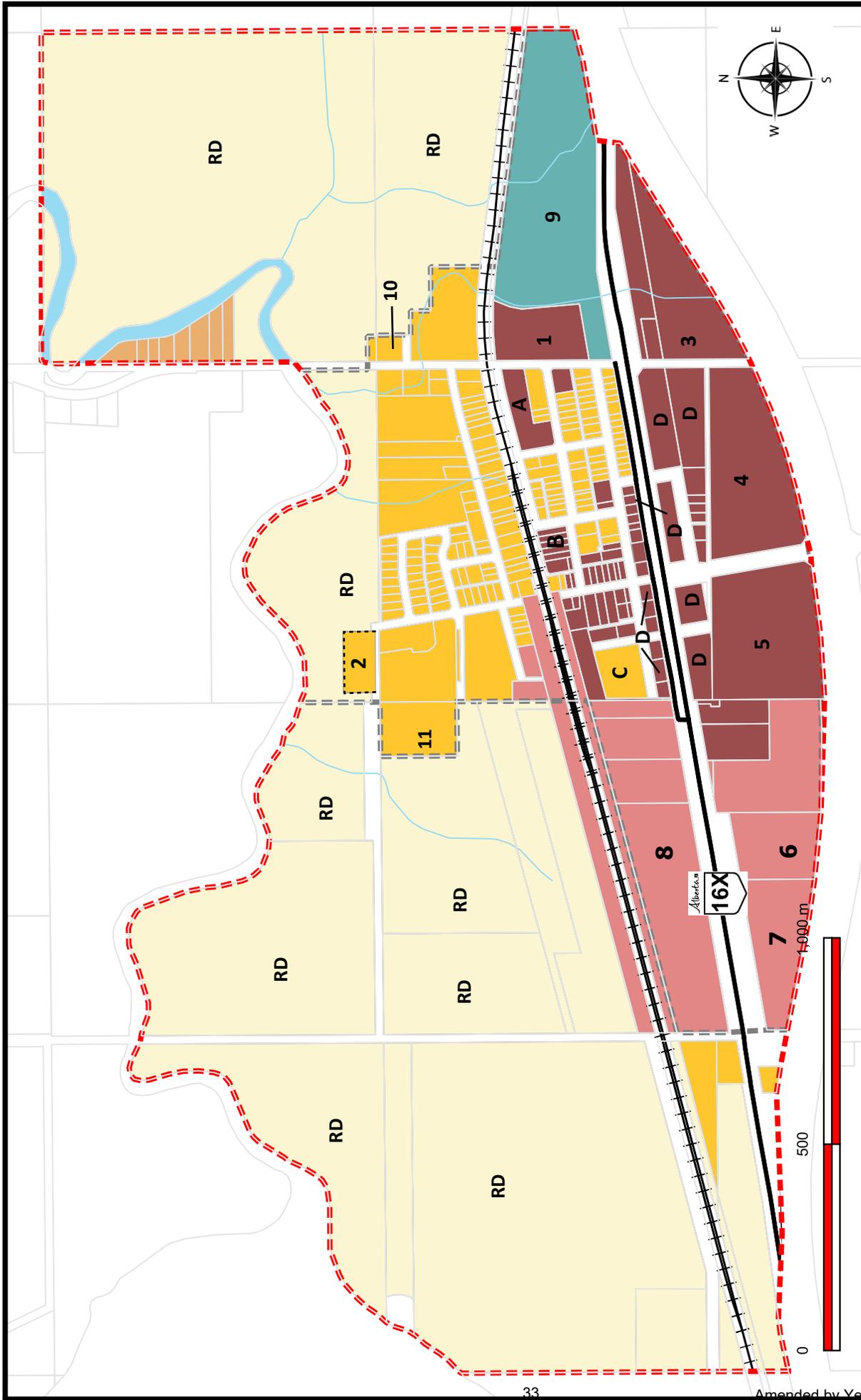
These Districts have been applied to the following four areas within the existing Hamlet boundary to encourage a change from commercial to residential, or institutional uses without making existing developments or uses non-conforming. The areas are identified on Figure 7 and include:

Area A: An Urban Service District that consists of an “L” shaped vacant parcel that will allow for residential uses so that development options are increased.

Area B: An Urban Service District that consists of 6 vacant lots will allow for a mix of uses, an increase in landowner flexibility and ensures commercial opportunities for development are maintained.

Area C: An Urban Neighbourhood District that consists of a large vacant parcel. These lands can be serviced to optimize servicing and land use opportunities given the parcel’s location to main street.

Area D: An Urban Service District that consists of several parcels that are either vacant or underutilized, and are located adjacent both sides of the old highway. Most of these parcels are or can be serviced. The parcels provide opportunities to attract a variety of uses that meet the objectives of attracting more population and economic growth. Two of these parcels are owned by Alberta Transportation and may be contaminated.



- Yellowhead Zoning Districts**
- Rural (RD)
 - Urban Neighbourhood (UND)
 - Urban Service (USD)

- Yellowhead Zoning Districts**
- Commercial (CD)
 - Country Residential (CRD)
 - Industrial (ID)
 - Protection (PD)

- Legend**
- Area Structure Plan
 - Community Boundaries
 - Land Parcels
 - Highways
 - Railway
 - Waterbody/Watercourse

Area Structure Plan: Wildwood

Future Land Use Concept

Figure 7



Yellowhead County Land Use Bylaw as of
September 28, 2021 (Bylaw 09.21)

4.1.2 Expansion Areas

The Future Land Use Concept assumes that the Hamlet boundary is extended to include lands most appropriately regulated within the urban districts of the County's Land Use Bylaw. Generally, these are the lands that can be economically serviced by tying into the Hamlet's existing sewer and water infrastructure. Proposed boundary extensions follow legal lot lines and are described as follows:

- **To the north**, to include a small pocket of developable land north of the agricultural grounds, as well as the balance of the parcel up to the Lobstick River. The County may consider purchase of this agricultural parcel to allow for access to the river, and to facilitate development of a small area that can be readily serviced.
- **To the east**, to include the area south of the railway and north of Highway 16. This area includes three lots. The westerly portions can be economically serviced by gravity. The easterly portion may be serviced by a lift station or by a low pressure sewer system.
- **To the south**, to include the lands on the north side of Highway 16 right-of-way. For the purposes of this Area Structure Plan, the right-of-way recognizes the future interchange alignment. Two lots are included that are located on either side of 50th Street. These lots are currently used for agriculture/country residential purposes. However, the lots can be serviced by gravity and a low pressure water system, and are strategically located in regard to main street and downtown, and along Highway 16 allowing for high visibility. As is noted in Section 2.4, all access will be off the old highway.
- **To the west**, to include the area south of the railway and north of Highway 16. Excepting two large county residential lots, the lands are currently being used for agricultural purposes. However, the lands can be serviced with water and sewage using a low pressure type system. Visibility to Highway 16 is available and, as is noted above, access is available off the old highway.

Specific new development areas within the expanded boundaries are listed below in order of suitability for the extension of municipal services. These areas are identified on Figure 7. Generally, the areas with highest priority are most proximate to existing services and amenities.

Area 1. Urban Service District Area: Located adjacent the east boundary of the existing Hamlet between the rail line and the old highway. Municipal services are available adjacent the west side off 47th Street. This 14 acre (5.7 hectare) area can be readily serviced, and may accommodate about 60 single family lots.

Area 2. Urban Neighbourhood District/Country Residential District Area: Comprises the parcel fronting the Lobstick River located north of the Agricultural Society grounds. A small 4.0 acre (1.6 hectare) portion of this parcel next to the Agricultural Society grounds may be readily serviced from the south east for a residential subdivision. Road access will likely require upgrading. The small size and the configuration of this site may limit its development potential. The balance of this expansion area may be able to accommodate some country residential lots along the river, as well as a walking trail that extends from the existing built up portions of Wildwood. A park feature may be developed along the river.

Area 3. Urban Service District Area: Located south of the old highway and east of the previous Hamlet boundary. This area includes an existing Highway commercial lot. The lands provide high quality access and visibility off Highway 16, and a portion can be serviced by gravity. The most easterly portion may require a lift station or a trickle type low pressure sewage system.

Area 4. Urban Service District Area: Located south of the existing Hamlet boundary, east of 50th Street and north of Highway 16. The single parcel comprising this area can be serviced by gravity and a low pressure water system from 50th Street and 51st Avenue. This Urban Service District will provide development options including residential which is the current use, as well as agriculture. The parcel is visible from Highway 16 but is not very accessible. Access may be limited to an undeveloped road allowance along its east side and a lane along the north.

Area 5. Urban Service District Area: Located south of the existing Hamlet boundary, west of 50th Street and north of Highway 16. The area can be serviced by a gravity line connection and a low pressure water system from 50th Street and 51st Avenue. Similar to Area 4, this Urban Service District will provide development options. Two large country residential parcels are included in this area. Services can be extended from the east, and the Urban Service District will allow for commercial or residential intensification. An undeveloped road right-of-way off the old highway allows for future access.

Area 6. Commercial District Area: Located south of the old highway and across from undeveloped commercial land. This Commercial District is to accommodate development that requires highway exposure and visibility. Access is available off the old highway.

Area 7. Commercial District Area: Located south of the old highway and the undeveloped service road, this parcel is zoned commercial. Visibility to Highway 16 is excellent but access is limited to the old highway. However, combined with the Urban Service District proposed at the east end of the old highway, this site anchors commercial development opportunities and may draw traffic through the Hamlet. Similar to expansion Area 6, the parcel can be serviced with water and sewer but, because it is further removed from the existing lines, on-site servicing may be appropriate depending on the type of commercial uses.

Access is available from the old highway via a service road. The service road could be consolidated with the adjacent parcel although, depending on the extent of development fronting onto the old highway, the service road may be required for future access management.

Area 8. Commercial District Area: Located north of the old highway and south of the CN right-of-way. This Commercial District area extends within the current Hamlet boundary, and is located adjacent the rail line. Good access is available off the old highway. A water line may be extended from 51st Avenue but a sewage connection would be via a low pressure line. Again, depending on the type of use, on site sewage disposal may be feasible since industrial uses typically do not generate large amounts of sanitary sewage.

Area 9. Protection District Area: This area comprises the balance of the parcel that contains Expansion Area 1. The lands can be economically serviced with water but a lift station may be required for residential type development. A low pressure type sanitary system may also be feasible. The land allows for a logical extension of the future residential subdivision to the west. However, the lands are also strategically located at the entrance to the Hamlet, just off Highway 16 so that other development opportunities should not be discouraged.

Area 10. Urban Neighbourhood District Area: This site is located adjacent to Wildwood School and contains a church. By including it within Wildwood, the boundary becomes more logical.

Area 11. Urban Neighbourhood District Area: This parcel is owned by the Agricultural Society and is functionally part of the Society's adjacent parcel already located within the Hamlet. The boundary should be logically extended to include both parcels.

Rural Districting is proposed for nearly all remaining lands within the Plan Area that are located outside the Low Lands Boundary. These lands may be serviced but would require a lift station and/or a low pressure system. As such, the lands may be better suited to traditional rural residential development that can be serviced on site, but would support Hamlet commercial and community services. Near surface groundwater and soils conditions will need to be investigated to confirm suitability for installing private sewage disposal systems.

That portion of the Plan Area that is located along the Lobstick River and Chip Lake below the Low Lands Boundary contour interval may be suitable for country residential subdivision, but is more likely to exhibit near surface groundwater conditions that preclude development than the higher land. Continued agricultural and natural area use, therefore, provides the best future land use option.

If the lands are subdivided for country residential purposes, the County may be able to acquire Environmental Reserve and Municipal Reserve so that a trail system can be extended along the river, and a park and a boat launch facility may be developed on Chip Lake. Crown ownership of the $\frac{1}{4}$ section located along Chip Lake provides an opportunity for a joint municipal/provincial initiative for park development.

4.2 The Main Street and Old Highway Streetscape Concept

Two of the most significant goals of this Area Structure Plan involve improving the streetscape of the old highway and of main street up to the Agricultural Society Grounds. The community consultation program, and in particular the Main Street Vitalization Workshop, involved the public in identifying landscaping and other aesthetic elements that may be applied to improve the LOOK of the old highway and main street. It was agreed that a common LOOK would be most effective, and that an ongoing enforced maintenance program is critical to the successful long term impact of any improvements.

It was also determined at the Vitalization Workshop, that a historic 1910 type theme could be applied to main street since this theme stems from the early history of the community. In the early 1900's, streets in Wildwood were named rather than numbered. For example, 50th Street was named Queen Street, 49th Street was named Main Street and 48th Street was named King Street. Features depicting the 1910 theme are illustrated by Figure 8, and could include clapboard sided facades, period type awnings and matching street furniture.

Figure 8 Rendering of Historic Streetscape



Specific elements that have been successfully applied in other communities that may be applied to Wildwood are shown on Figure 9 and include:

- Banners hanging from light standards, providing an effective but relatively inexpensive way to add colour to an area.
- Store front awnings that also add colour and interest, as well as identifying the business.
- Street furniture clustered to provide sitting spaces.
- Flower barrels, hanging flower pots and landscaped areas to add interest.
- Building facades modified to evoke an historic theme.

Workshop Participants also wanted to maintain natural vegetation and add strategically located trees to provide colour and shade for sitting spaces.

Figure 9 Heritage Streetscape Elements



Heritage Elements - Banners, Signs, Architectural Finishes

A successful streetscape reinforces the image of the town. It should compliment the character, history, and life of the residents. A detailed theme should not be used, rather a look that can be applied across many themes or events is better.

The streetscape may take many years to develop and will only be effective if the adjacent businesses and community support the concept.

Artists' Concept, Drawing is Subject To Change.



Seating

Paving Material and Patterns



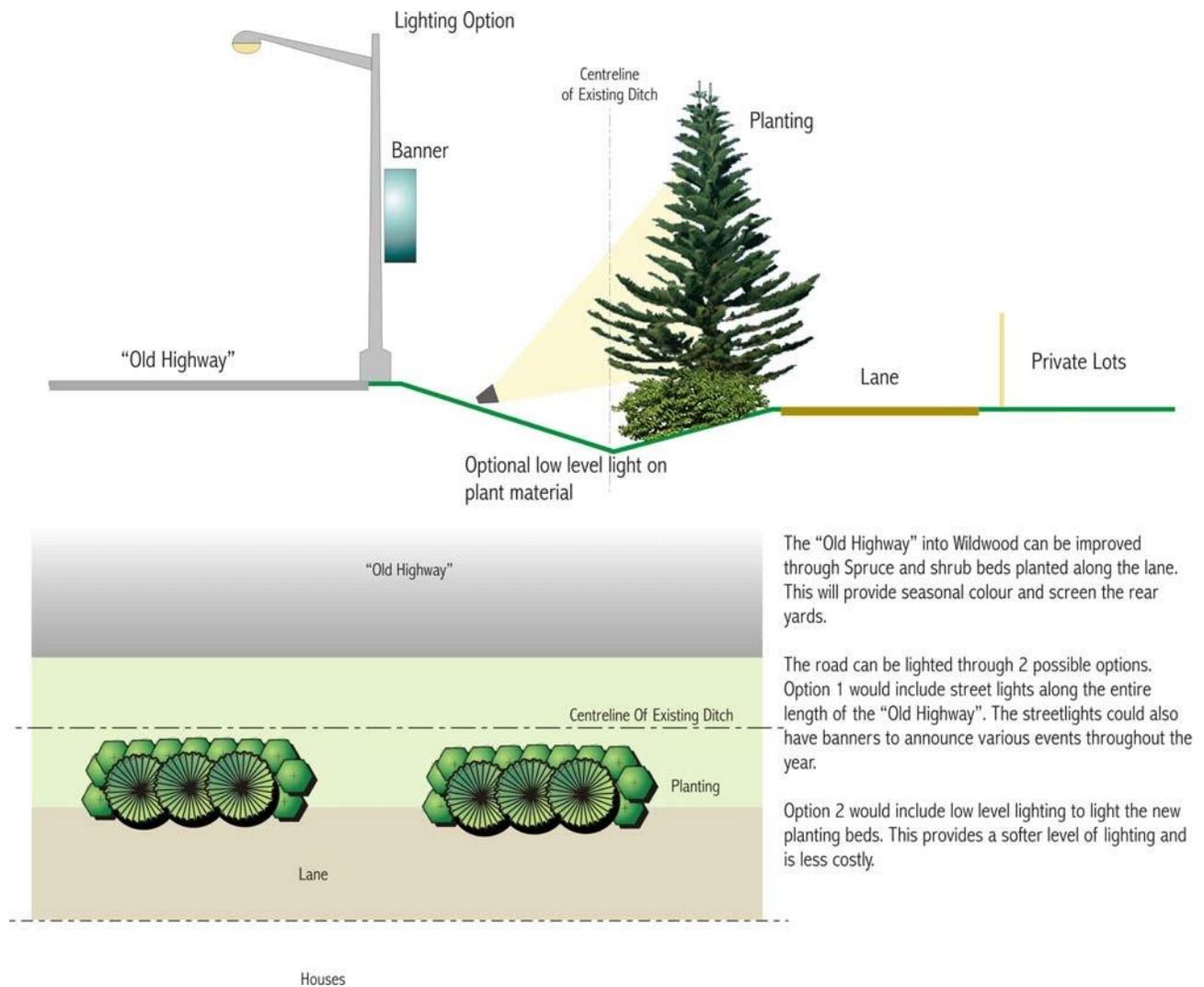
Lighting and Banners



The use of trees to screen/enhance views of the community is particularly applicable to the wide right-of-way of the old highway. Figure 10 illustrates potential screening and other opportunities adjacent the north side of the right-of-way. The illustrations reflect the input and suggestions of the community.

Yellowhead County has initiated a Streetscape Master Plan project for Wildwood that will result in a detailed concept for the old highway and main street that will involve the community and local businesses. An implementation strategy, along with costs, will be included. As part of this project, Wildwood and area residents will name the old highway.

Figure 10 Old Highway Streetscape Elements



4.3 Future Trail System

Figure 11 shows a Potential Trail System for Wildwood that includes segments of existing sidewalks, and new trails proposed to be constructed within road and rail rights-of-way. New trails constructed within rights-of-way will be *soft* gravel trails that require minimal maintenance.

Sections of the proposed short term trail system already functionally exist as an informal trail that extends along the old highway, up Range Road 93, across to the Agricultural Society Grounds and through the Hamlet to Wildwood School. The informal walking trail then extends along Range Road 92 to link with the old highway. This trail has the greatest opportunity to be formalized in the shorter term, and is proposed to be extended along main street to bring people into the downtown. Community trail nodes that provide points of interest and opportunities for rest stops include:

- The tourist and community information board at the south end of main street;
- The privately owned park located south of the Legion;

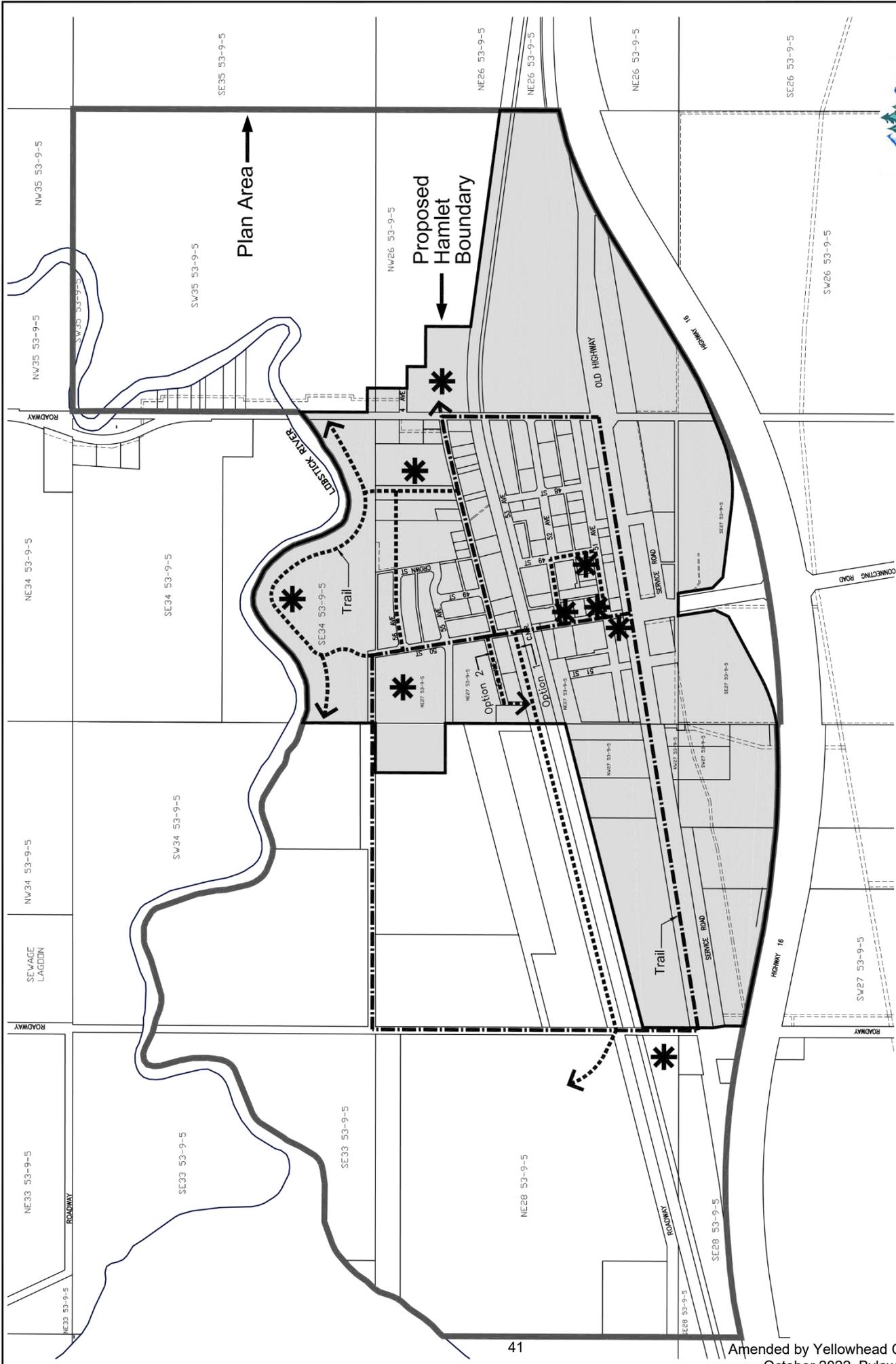


Figure 11
Potential Trail System
Wildwood Area Structure Plan

- * Community Trail Nodes/
Points of Interest
- - - Short Term Trail System
- Long Term Trail System

- A proposed rest area along main street that would be identified and developed as part of the Main Street Master Plan;
- The Agricultural Society Grounds;
- The baseball diamonds and park facility;
- Wildwood School; and
- St. Georges Greek Orthodox Church.

The long term trail system proposes to add a linkage through the downtown area that would include the Wildwood Senior Centre, a trail along the Lobstick River to access a potential park picnic site, and a trail along the surplus CN rail right-of-way that the County is considering purchasing. Two alignment options are shown on Figure 11 for that segment of the future trail located directly west of 50th Street. Option 1 assumes the trail will be developed within the CN right-of-way. Option 2 assumes the trail will be developed within the 54th Avenue right-of-way. The preferred option will be determined at the time of purchase.

The CN/54th Avenue trail may be extended further west through the ¼ section owned by Sustainable Resources to provide access to Chip Lake. No other public access opportunities to the lake exist within the Plan area.

The timing of development of the short and longer term trail systems is dependent upon many factors, including availability of Environmental Reserve or Municipal Reserve land, feasibility to construct within rights-of-way, funding, and the ability of the community to create and sustain a trail society charged with promoting and maintaining the trails. The society would also work with Yellowhead County in identifying appropriate locations for benches, garbage receptacles, fencing and landscaping elements along the trails.

5 PLAN POLICIES

The policies listed below provide specific implementation strategies that support the plan goals and objectives, and the Future Land Use Concept. It is important to note that the policies are in keeping with the intent of an Area Structure Plan Bylaw pursuant to the Municipal Government Act, and should be considered in that context.

5.1 Plan Implementation Policies

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

5.1.2 The Land Use Bylaw shall be amended to recognize the expanded Hamlet boundary as shown on the Land Use Concept and as described by this Area Structure Plan.

5.1.3 The Land Use Bylaw shall be amended to allow for a Hamlet General District specific to the Hamlet of Wildwood. The district shall allow for a mix of residential, institutional and commercial uses. The use definitions will be specific to the district and will allow for multiple family dwellings such as apartment buildings and compatibility between use types. Regulations will be applied that mitigate potential conflicts such as on-site parking provisions, screening, fencing, location of waste receptacle areas and landscaping.

5.2 Residential Policies

5.2.1 No new residential subdivisions shall be permitted outside the existing Hamlet boundary until infill residential subdivision has commenced as per the Future Land Use Concept.

5.2.2 All future subdivision shall be contiguous to the built-up areas of the Hamlet.

5.2.3 New residential subdivisions shall be integrated with existing subdivisions through the use of design elements such as road and walkway extensions, and architectural controls through restrictive covenants that encourage similar sized dwellings at the interface.

5.2.4 The Land Use Bylaw shall be amended to regulate relocated residential dwellings, which may include pre-owned manufactured homes such that, at the time of issuing a development permit, the Development authority shall confirm compatibility with surrounding development by requiring that an application include:

- (a) Recent photographs showing all sides of the dwelling;
- (b) A statement on the age and size of the dwelling;
- (c) A description of any proposed additions or changes to the dwelling.

5.2.5 A relocated (pre-owned) manufactured home proposed for use as a residence in any Hamlet land use district shall be CSA approved.

5.2.6 Factors to be considered in the potential approval of any site for multiple family housing, including any possible redevelopment of existing housing areas are:

- (a) Vehicle access commensurate with the scale of the proposed multi-family development;
- (b) Convenient access to institutional, recreational and community facilities and open space;
- (c) Existing housing area suitable for increased residential density;
- (d) Compatibility (e.g. height, volume, appearance) with existing housing;
- (e) Proximity to commercial services and facilities;
- (f) Potential impact of additional traffic on adjacent development;
- (g) Availability of space on site to meet parking requirements;
- (h) The development does not isolate a single lot such that it could not be subsequently redeveloped; and.
- (i) The presence of other medium and high-density buildings on the block face.

5.2.7 In recognizing the need for special housing for seniors and the disadvantaged, the County should:

- (a) Continue to monitor the demand for and supply of special housing; and,
- (b) Encourage senior government and agencies to provide housing in response to needs.

5.2.8 The Hamlet will provide opportunities for housing special needs populations and establishing other care facilities within:

- (a) The central commercial area; and,
- (b) In other locations within the community within proximity to commercial, cultural, recreation facilities and the open space network.

5.2.9 Applications for multi-lot Country Residential subdivision in those areas identified as country residential by the Future Land Use Concept shall be encouraged. Applicants will be required to comply with the County's subdivision requirements and in particular will need to provide information on:

- (a) Near surface ground water conditions;
- (b) Availability of potable water supply;
- (c) Proposed method of sewage disposal that complies with County policies and the Private Sewage Disposal Standard of Practice Regulation.

5.2.10 The County shall take a proactive approach to facilitating new subdivision and development in Wildwood, to address a lack of land for housing opportunities in the hamlet. This may include the development or subdivision of any County owned land, or assisting private individuals to subdivide land, while requiring private developers to address servicing requirements as noted in 5.6.3 of this plan.

5.3 Commercial and Industrial Policies

5.3.1 Yellowhead County shall prepare, in cooperation with local businesses, a comprehensive Main Street Vitalization Design Strategy.

5.3.2 For purposes of the Design Strategy, Main Street shall be defined as that segment of 50th Street that extends from the old highway to the entrance into the Agricultural Society Grounds.

5.3.3 The Design Strategy shall include elements that are identified by this Area Structure Plan that can be implemented by either the County or by property owners. Elements that may be implemented by the County are:

- (a) Renaming 50th Street to Queen Street with appropriate signage.
- (b) Renaming of avenues intersecting with Queen Street with complimentary historic names.
- (c) Installation of theme banners hanging from light standards
- (d) Installation of benches and garbage receptacles clustered strategically to provide sitting and rest areas.
- (e) Provision of landscaping to shade sitting areas where feasible and flower barrels.
- (f) The development of a small landscaped park to serve a rest area and main street nodal function.

Elements that may be implemented by the property owners are:

- (g) Store front awnings that add colour and interest as well as identify the business
- (h) Hanging flower pots;
- (i) Street oriented building façade improvements that apply common architectural treatment guidelines.

5.3.4 Upon adoption, the County shall enforce the Unsightly Premises Bylaw along Main Street, in particular.

5.3.5 The County shall develop and implement an ongoing maintenance program in cooperation with property owners to be applied to Main Street and the right-of-way of the old highway in particular, as well as all public lands.

5.3.6 Commercial and related uses shall continue to be encouraged as the primary land use along Main Street between 51st Avenue and the CN right-of-way as per the Future Land Use Concept.

5.3.7 At the time of subdivision and development, those parcels currently zoned Highway Commercial shall be rezoned Hamlet Commercial to allow for a greater variety of use types and increased flexibility to capture development opportunities.

5.3.8 The Hamlet Commercial District of the Land Use Bylaw shall be amended to include those discretionary uses currently listed in the Highway Commercial District.

5.3.9 The County shall investigate options to establishing a permanent tourist booth with rest area, including the review of existing facilities and locations (Wildwood Recreation Complex, Gunner Rehn Park, etc.). This may also include reviewing the existing tourist booth located at the south end of main street. Until such time as a completely new facility is required, the existing tourist booth at the library should be used and augmented to meet current demand.

5.4 Environmental Policies

5.4.1 Applicants for multi-lot subdivisions for those lands located north of the Low Lands Boundary shall be required to submit a Soils and Shallow Water Table Evaluation prepared by a qualified professional engineer.

- 5.4.2 Applicants for subdivision and/or development permit on lands where contamination is suspected shall be required to submit a Phase 1 Environmental Site Assessment prepared by a qualified professional engineer that will contain recommendations regarding the need for a Phase 2 and/or Phase 3 Environmental Site Assessments.
- 5.4.3 Significant natural features including tree stands may be preserved at the time of subdivision by applying a combination of Environmental Reserve, Municipal Reserve and Conservation Easement.
- 5.4.4 At the time of subdivision, those lands located below the flood line and/or the top-of-the-bank of the Lobstick River and Chip Lake, and any adjacent lands that are required to protect the environmental integrity of the top-of-the-bank, shall be dedicated to Yellowhead County as Environmental Reserve to protect these features from development and to allow for public access.
- 5.4.5 The top-of-the-bank shall be identified by an Alberta Land Surveyor (ALS).
- 5.4.6 The County may develop a low impact trail within the Environmental Reserve lands.

5.5 Recreation Policies

- 5.5.1 Yellowhead County may initiate discussions with the owner of the parcel located north of 56th Avenue and south of the Lobstick River (being the South ½ of the SE ¼ of 34-53-9-5) to develop a trail through the parcel and a picnic facility to be constructed on the former lagoon site located adjacent the River.
- 5.5.2 At the time of subdivision, the County may require that a 30 metre wide Municipal Reserve strip be dedicated to the County pursuant to the provisions of the Municipal Government Act along the top of-the-bank of the Lobstick River and Chip Lake to allow for a future regional trail system.
- 5.5.3 At the time of subdivision, the County may require Municipal Reserve be dedicated as land to allow for trail extensions or for strategically located staging picnic/viewing areas adjacent the Lobstick River and Chip Lake. The balance of Municipal Reserve owing shall be provided as cash in lieu as per current County policy.
- 5.5.4 The County shall approach Alberta Sustainable Resource Development to determine the feasibility of extending a trail through the ¼ section owned by that Department, being the NE ¼ 28-53-9-5, and of constructing a day use viewing and picnic facility on Chip Lake.
- 5.5.5 The County shall continue to negotiate with CN Rail to purchase the surplus CN right-of-way that extends along the north side of the railway from the east side of 50th Street to Range Road 93 to allow for the future extension of the trail system and to secure a right-of-way for a segment of 50th Street.
- 5.5.6 The County shall assist the community in establishing a Wildwood Trail Society that will assume responsibility, with County assistance, for implementing the trail system as proposed by this Area Structure Plan.
- 5.5.7 The County shall undertake comprehensive design review and upgrade programs for all public spaces including Gunner Rehn Park and other County owned lands to enhance usability and community image.

5.6 Municipal Servicing Policies

- 5.6.1 At the time that new infill subdivision within the existing Hamlet boundary is considered, the developer shall prepare and submit to the County an Engineering Design Report that identifies the impact of the development on the existing infrastructure systems, and provides a design concept demonstrating how the infill development will be serviced.
- 5.6.2 Yellowhead County will consider cost sharing and off-site levies to finance infrastructure (water and sewer) facility upgrades required to accommodate future development within the new Hamlet expansion areas as identified by the Future Land Use Concept.
- 5.6.3 Prior to subdivision approval, developers shall be required to enter into a development agreement with Yellowhead County that include provisions for off-site levies, amongst other items required at the discretion of the County.
- 5.6.4 The County shall undertake a study to address ongoing drainage issues, and pursue the resolution of drainage issues in Wildwood.

5.7 Transportation Policies

- 5.7.1 The old highway shall be named and appropriately signed and the County will consider additional street lighting to the old highway to make it safer and more convenient to exit from Highway 16.
- 5.7.2 A landscape design shall be developed and implemented along the north side of right-of-way of the old highway. Elements that will be considered in the landscape design shall include:
- (a) Ornamental clustered tree and shrub planting;
 - (b) Grassed ditches;
 - (c) Ground lights for plantings.
 - (d) A strategically located Wildwood seasonal flower planting that is visible to Highway 16.
- 5.7.3 At the time of issuing a development permit for commercial and industrial uses visible from Highway 16, the County shall require, as a condition of development permit approval, that a landscape plan be submitted for the portion of the site adjacent the highway that reflects the landscaping design for the old highway, and that storage areas be screened from the highway to the satisfaction of the Development Authority.
- 5.7.4 The County shall protect the land required to accommodate the Highway 16/50th Street intersection design proposed by Alberta Transportation as shown on the Future Land Use Concept.
- 5.7.5 The County shall initiate a comprehensive signage upgrade strategy for Highway 16 in consultation with Alberta Transportation that properly identifies Hamlet attractions and facilities.
- 5.7.6 The County has upgraded and constructed new sidewalks throughout the hamlet in recent years. The County shall continue with sidewalk upgrading and also with road paving in the hamlet as part of the County's overall infrastructure programs as resources allow.

5.8 Implementation Priorities

The community's priorities have been outlined throughout the plan, but are summarized here in order to provide comprehensive direction. The community has stated the following priorities to be undertaken as time and resources permit:

- 5.8.1 Complete a detailed Main Street and Hamlet Beautification Plan. (5.3.1)
- 5.8.2 Implement first Phase of Beautification Plan being the upgrade of landscaping adjacent the old highway, the upgrade of lighting along the old highway and possible renaming to Wildwood Way. (5.3.3, 5.7.1 and 5.7.2)
- 5.8.3 Determine which County owned lands are surplus to County needs and dispose of any unnecessary lands to encourage infill and redevelopment.
- 5.8.4 Complete drainage study and implement Drainage improvements. (5.6.4)
- 5.8.5 Initiate signage upgrade strategy along Highway 16. (5.7.5)
- 5.8.6 Continue with road paving and sidewalk construction as resources permit. (5.7.6)
- 5.8.7 Enforce Unsightly Premises Bylaw (when adopted) or use existing legislation and bylaws to address unsightly properties. (5.3.4)
- 5.8.8 Invest in upgrades to existing County Parks and facilities, such as Gunner Rehn Park or other County owned lands. (5.5.7)
- 5.8.9 The County shall take a proactive approach to facilitating new subdivision and development in Wildwood, to address a lack of land for housing opportunities in the hamlet. (5.2.10)
- 5.8.10 Investigate options for permanent Tourist Booth facilities which incorporates parking and a rest area. (5.3.9)
- 5.8.11 Land Use Bylaw amendments will be adopted to address relocated dwellings and buildings and manufactured homes (5.2.4 and 5.1.3) and to adopt a new Hamlet General District.
- 5.8.12 Monitor the need for and consider facilitating the development of seniors and special needs housing (5.2.7 and 5.2.8).

In order to monitor the progress on these items and issues, the County will meet quarterly with a Community Association (or other groups) at a public meeting in Wildwood.

Appendix A

WILDWOOD Area Structure Plan Questionnaire

We're preparing a plan. It may affect you.

Yellowhead County has initiated a planning process to prepare an Area Structure Plan for Wildwood and area (see map attached). The purpose of the Plan is to establish a policy framework, and land use concept, through consultation with area residents and business operators. This will then be used to guide future growth and development within the Plan Area.

We are interested in your ideas about how the Plan Area should develop in future. You can participate in three ways:

- Complete this survey and return it by **June 1, 2004**, in the postage paid return envelope. **We will be at the Wildwood Senior's Centre from 1:00 to 3:00 p.m. May 25, 2004 to assist residents in filling out the questionnaire.**
- Attend a Public Information Session from 7:00 p.m. to 9:00 p.m. on **June 24, 2004, at the Wildwood Senior's Centre** to provide your input on issues of concern.
- Contact the project representative, Jim Lovatt of Lovatt Planning Consultants Inc., by phone at (780) 4528326, fax (780) 452-3820 or e-mail lovattplanning@shaw.ca to provide your ideas and comments.
- If you do not want to receive more information on the Area Structure Plan project please contact Jim Lovatt and have your name removed from the mailing list.

This survey is divided into three parts with questions designed to **first**, gather your opinions on issues regarding future growth in Wildwood; **second**, gather your ideas about what development you want or do not want to see in a future land use concept, and why, and **third**, gather some general information about you. **All information collected will be kept confidential and used only in aggregated form.**

PART ONE: Your Ideas About Land Use and Future Growth in WILDWOOD

Please circle the number on the scale to indicate your level of agreement using the rating scale of 1 to 4:

1. Existing Land Use (see map attached)	Don't know/ doesn't affect me	1	2	3	4 <u>Disagree</u> but . . .
a. Land designated as industrial is sufficient to serve the hamlet's needs for the foreseeable future.	1	2	3	4	
b. Land designated as commercial is sufficient to serve the hamlet's needs for the foreseeable future.	1	2	3	4	
c. Land designated as highway commercial is sufficient to serve the hamlet's needs for the foreseeable future.	1	2	3	4	
d. Land designated as residential is sufficient to serve the hamlet's needs for the foreseeable future.	1	2	3	4	

2. New Residential Development	Don't know/ doesn't affect me	1	2	3	4	Agree, but . . .	Disagree
a. Should accommodate all forms of housing (dwellings built on site, modular dwellings and manufactured homes).							
b. Should include some multi-family dwellings (duplexes, town houses and apartments).							
c. Should allow for 0.4–1.2 ha (1-3 acre) country residential lots.		1	2	3	4		
d. Should only be located between the Lobstick River and the old Highway.		1	2	3	4		

3. Infill Residential Development	Don't know/ doesn't affect me	1	2	3	4	Agree, but . . .	Disagree
a. Should accommodate all forms of housing (i.e. dwellings built on site, modular dwellings and manufactured homes).		1	2	3	4		
b. Should be compatible with adjacent uses.		1	2	3	4		
c. Should include multi-family dwellings (duplexes, town houses or apartments).		1	2	3	4		

4. Existing Services	Don't know/ doesn't affect me	1	2	3	4	Agree, but . . .	Disagree
a. Existing roads can support new development.		1	2	3	4		
b. The existing parks and open spaces can support new development.		1	2	3	4		
c. Existing recreational facilities can support new development.		1	2	3	4		

Comments: _____

PART TWO: Your Ideas About Development in WILDWOOD

The WILDWOOD Area Structure Plan will direct future subdivision and development within the hamlet. In the spaces provided below please indicate your views.

5. What do you like most about your community? _____

6. What would make it better? _____

7. What types of land use and development do you want to see? _____

8. What types of land use and development do you not want to see? _____

9. Is main street important to you? _____

10. What goods and services do you regularly buy in Wildwood? _____

11. What types of land use and development do you think are suitable for the land between the old highway and Highway 16 (see attached map). _____

12. Do you have any overall comments about the land use planning project or suggestions on ways to address land use issues in Wildwood? _____

-
-

PART THREE: Something About You

These questions help us to better understand the survey responses.

- 13. Do you live in Wildwood? Yes within ½ mi within 1 mi more than 1 mi
- 14. How long have you lived in Wildwood? 0-2 years 3-5 years 5-10 years <10 years
- 15. Do you also work in Wildwood? Yes No Retired
- 16. Do you have children that go to school in Wildwood? Yes No Home school
- 17. Are you a landowner or tenant? Landowner Tenant

Name (Optional, please print): _____

Your Property Address or Legal Description: _____

Personal information is protected under the Freedom of Information and Protection of Privacy Act. The personal information collected on this questionnaire relates directly to programs being undertaken by Yellowhead County. No other use will be made of this information.

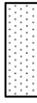
Please complete and **return this survey by June 1, 2004** in the postage paid return envelope provided. If you have any questions about the survey please call collect to: **Jim Lovatt, Lovatt Planning Consultants, at (780) 452-8326**

Thank you for your input.

Hamlet of Wildwood

Yellowhead County

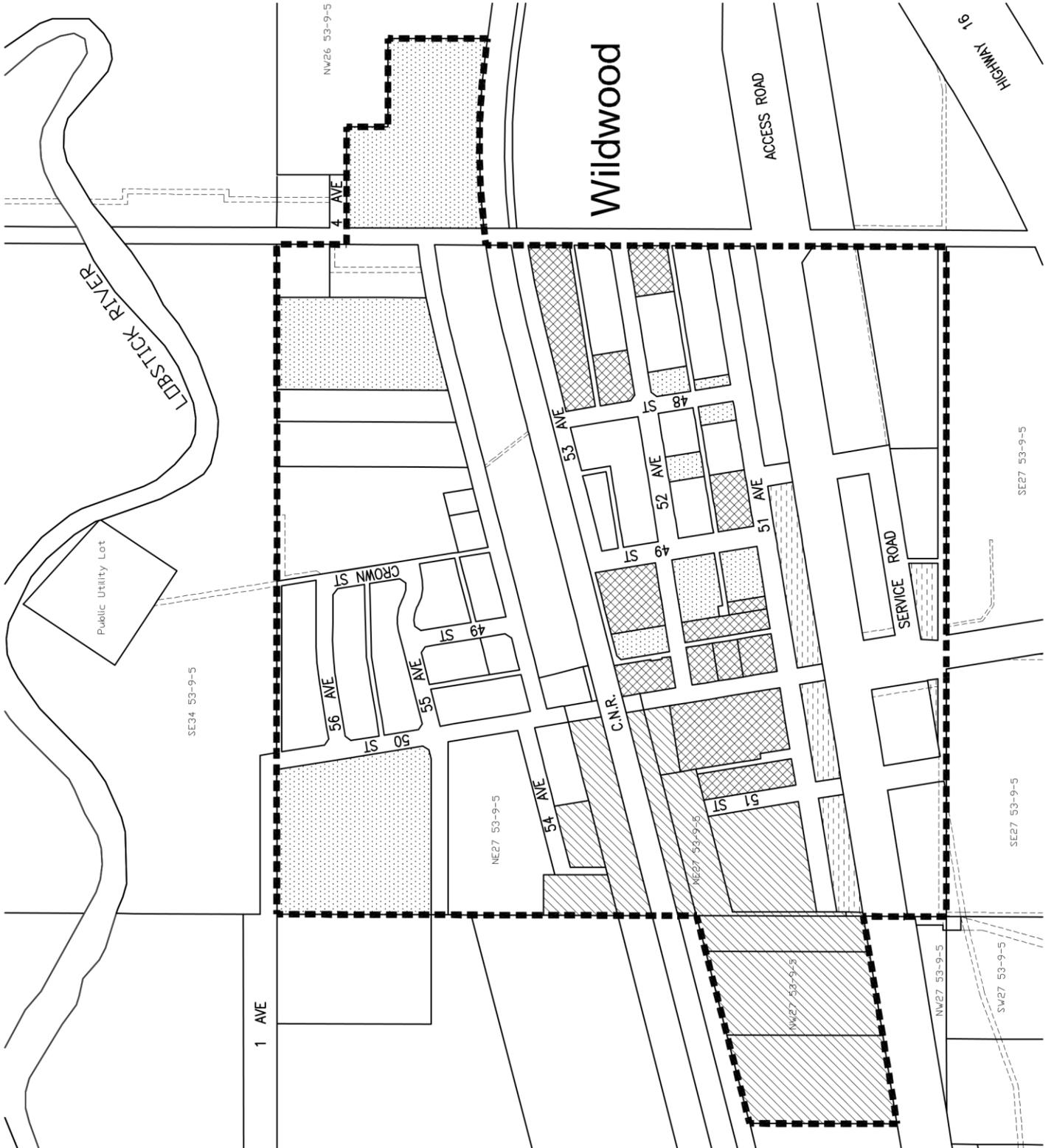
Existing Land Use

	Hamlet Residential
	Public/Institutional
	Hamlet Industrial
	Hamlet Commercial
	Highway Commercial



N.T.S.
May 2004

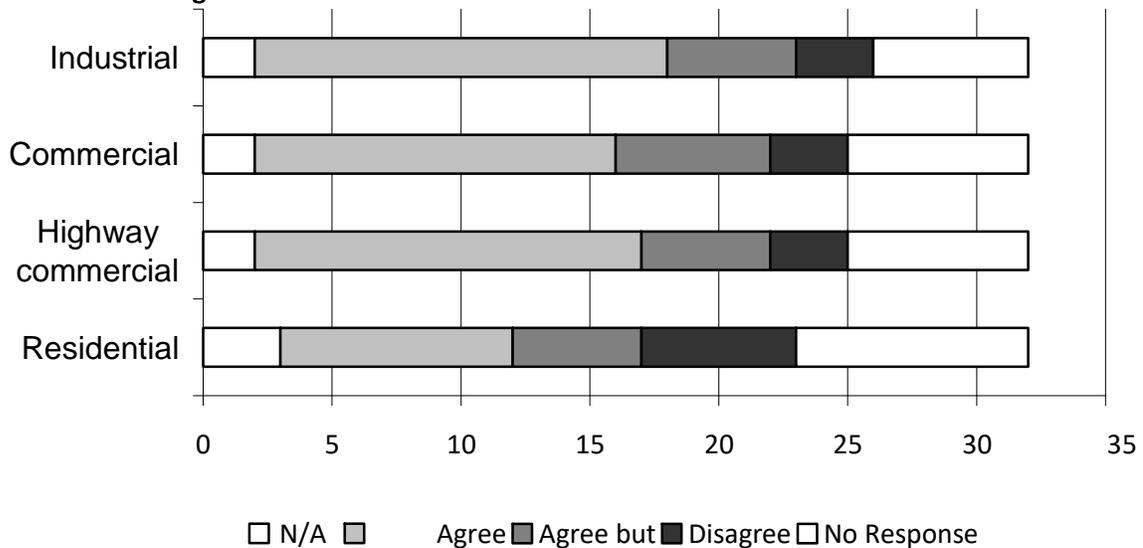
Lovatt
Planning Consultants Inc.



WILDWOOD Area Structure Plan Resident Questionnaire

- 202 questionnaires sent to Wildwood residences, 81 questionnaires sent to area residences for a total of 283 (5 where return unopened) therefore 278 questionnaires where circulated.
- 32 questionnaires returned. (Response rate 11.5%)

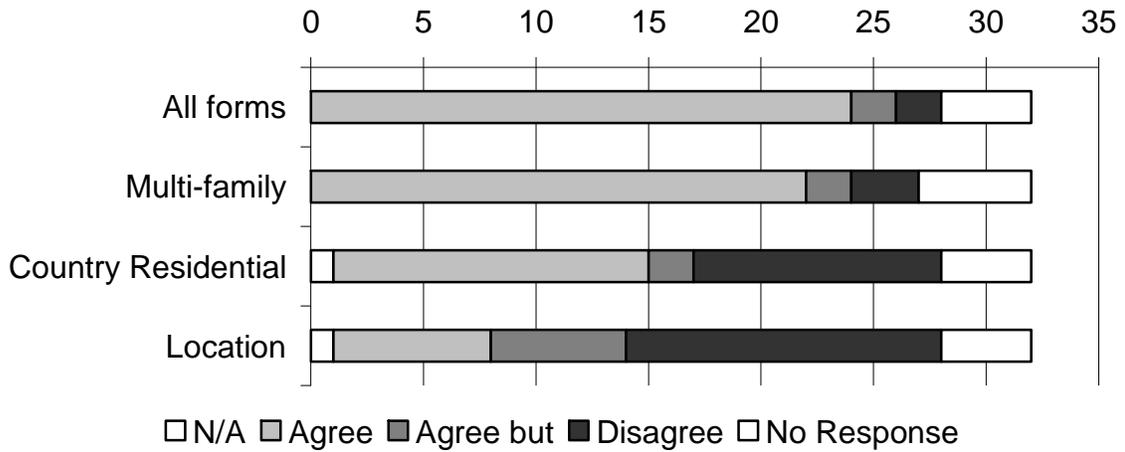
PART ONE: Existing Land Use



1. Existing Land Use

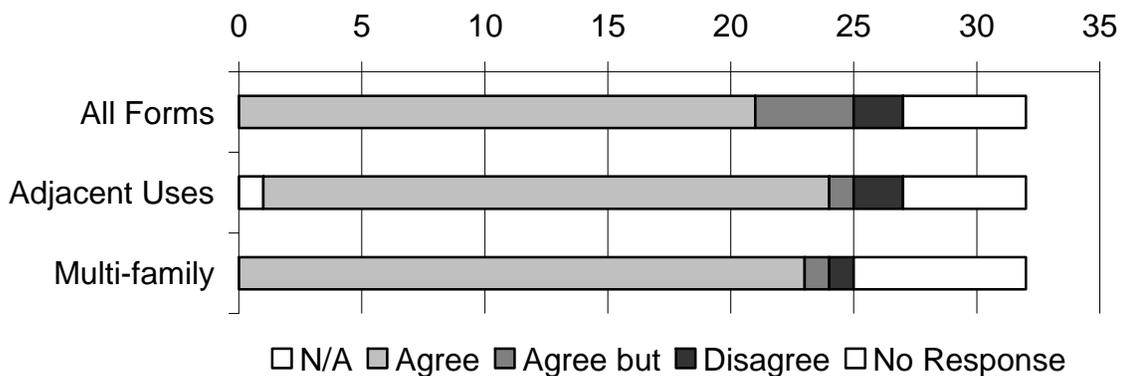
- a Land designated for **industrial** is sufficient to serve the hamlet’s needs for the foreseeable future.
 - strongest agreement.
- b Land designated for **commercial** is sufficient to serve the hamlet’s needs for the foreseeable future.
 - strong agreement
- c Land designated as **highway commercial** is sufficient to serve the hamlet’s needs for the foreseeable future.
 - strong agreement
- d Land designated as **residential** is sufficient to serve the hamlet’s needs for the foreseeable future.
 - no clear direction
 - highest levels of no response and don’t know

2. New Residential Development



- a Should accommodate all forms of housing (dwellings built on site, modular dwellings and manufactured homes).
 - very strong support.
- b Should include some multi-family dwellings (duplexes, town houses and apartments).
 - strong support
- c Should allow for 0.4–1.2 ha (1-3 acre) country residential lots.
 - although the majority of responses support CR development, many disagree
- d Should only be located between the Lobstick River and the old Highway.
 - majority disagree

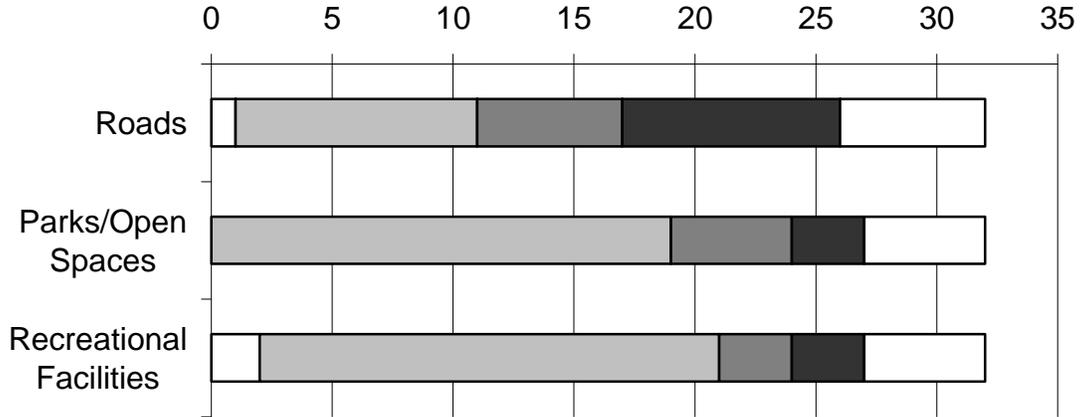
3. Infill Residential Development



- a Should accommodate all forms of housing (i.e. dwellings built on site, modular dwellings and manufactured homes).
 - strong support, however, not as strong as for new residential areas.

- b Should be compatible with adjacent uses.
 - strong agreement
- c Should include multi-family dwellings (duplexes, town houses or apartments).
 - very strong support

4. Existing Services



□ N/A □ Agree ■ Agree but ■ Disagree □ No Response

- a Existing roads can support new development.
 - mixed results, no clear agreement
- b The existing parks and open spaces can support new development.
 - strong agreement
- c Existing recreational facilities can support new development.
 - majority agree

Comments

PART TWO: Your Ideas About Development in WILDWOOD

5. What do you like most about your community?

- It's home. I've been born and raised here. People are friendly. Crime rate is low/moderate.
- Its people are very friendly.
- It is peaceful.

- The pleasant people.
- Location – 1 hour from Edmonton but very much “country.” Proximity to farms and wildlife. Small-town neighbourly attitude of residents.
- It sure is better than city living. I hate cities.
- Location – scenery – people – space. Chip Lake.
- My street is quiet at night and relatively safe.
- The friendliness of the residents. They say hello and make you feel welcome.
- The people.
- I feel an area structure plan is vital to this community.
- Chinese food at hotel. The people.
- Small community atmosphere, ease of parking.
- Small community atmosphere, ease of parking.
- Cooperation of people to make things happen.
- The good service provided by existing business, the friendly atmosphere is a good place to raise a family.
- Low taxes, life style.
- Quiet country living.
- Don’t know.
- It’s a small community where everyone knows everyone. It’s very friendly.
- It is a safe place to live.
- Peace and quiet – small town charm.
- It is friendly, nice to live in.
- Quiet place to live. Affordable housing.
- Quiet, mature.
- Friendly people, lots of activities.

6. What would make it better?

- Bigger is better. Stop closing (schools) and start developing. Bring in business which will bring in residents which will bring more business...
- Release of Yellowhead County’s overbearing control over commercial growth. A less restrictive approach would certainly help.

- I don't know.
- Rental housing and more jobs i.e. some light industry to provide employment.
- Better streets.
- A new outlook for the future. Small towns are dying and if the effort isn't put forward now, it could be all for not.
- Less control by Yellowhead County – they don't look at the value of this hamlet but look at the whole area. No growth because of their views which don't appreciate our little community.
- More government facilities and businesses. Better senior citizen accommodation, more entertainment for youth.
- Access from Highway 16, businesses along Highway to attract travellers. Tim Horton's, Walmart, Canadian Tire, something people recognize as a big name. Where's the closest Canadian Tire? Can you imagine the people it would employ?
- More conveniences, services. Taken more seriously by Yellowhead County. Hamlet continue to be cleaned, enhanced.
- More conveniences, services. Taken more seriously by Yellowhead County. Hamlet continue to be cleaned, enhanced.
- More people to lighten the work load.
- A few more businesses – clothing store perhaps.
- Took better care of their properties.
- More commercial activity.
- Quieter trains and better policing and more noise bylaws.
- Development.
- Some light industry; employment prospects.
- A motel.
- Paved roads in the hamlet.
- Disallow older mobile homes. Enact and enforce cleanup of messy yards, urban and rural.
- More stores. More people. *Train doesn't blow whistle at night. High speed internet.

7. What types of land use and development do you want to see?

- Create jobs. Stop making us commute to other areas for work.
- Some planning for our youth. Coffee house, pool tables, arcade and have it located in the main street area.
- Lots. This town is hurting. There should be more to do to keep the kids occupied, to entertain homebodies. New basketball courts, tennis, badminton, etc.
- Something to make work in the area so the town could grow.
- We need to balance the housing and business development very carefully. Business needs employees who have adequate housing, but housing projects needs residents

which will not arrive until work is available. If the housing and work opportunities don't match someone will lose money and the hamlet will be left with vacant buildings.

- A residential housing area, apartment, nursing home, cabins, motel.
- Some type of industry, a garage and licensed auto technician and a gas outlet and fully stocked hardware store and clothing store – the variety type.
- Wildwood desperately needs a coffee shop and a youth center. Would like to see the Rec center available for youth to use (supervised activities.) A senior's housing complex.
- More housing. Lots opened up.
- More government facilities and businesses. Better senior citizen accommodation, more entertainment for youth.
- Big windowed coffee shop with truck access and parking along Highway 16 and 50 Street. Better access out of Wildwood to the east.

Development to go south and west so access is better from the Highway.

- Tourism dev. Industry needed – employment. Demand for small country acreages.
- Tourism dev. Industry needed – employment. Demand for small country acreages.
- Industrial and commercial as well as residential.
- More houses.
- Highway commercial.
- All kinds.
- Larger commercial and recreation developments.
- More recreational and child oriented facilities. More industry – therefore more jobs.
- Parking for vehicles.
- Light industries, family housing – tourism destination point. Increase of seniors housing and appropriate infrastructures; military training grounds.
- Seniors housing. Youth center.
- Controlled development of all types.
- Fill in some of the vacant lots downtown.

8. What types of land use and development do you not want to see?

- N/A. We need anything to start the ball rolling.
- Old folks complex to service local needs. Coffee shop.
- Anything that would ruin the land.
- Heavy industry or other uses which create environmental stress and pollution.
- I don't want to see a repeat of what happened this year and last year.
- Don't know!
- A gambling casino and it's inherent problems.
- Any development would be better than what we have!!

- More limited access to and from. The new highway killed Wildwood. It's unfortunate the province was so STUPID!
- Business, housing, tourism, residential – population increases to support new business.
- Business, housing, tourism, residential – population increases to support new business.
- Hazardous waste disposal that would harm the air.
- No comment.
- Tourist structures.
- Unsure.
- All type that will make us be proud of Wildwood.
- Prison, landfill sites, sulphur extraction plant.
- Smelly or loud industrial. Industrial should be "light."

9. Is main street important to you?

- Yes. Both our paved streets need resurfacing. They are an embarrassment as is.
- Yes. We need to free up the restrictions of the commercial lots.
- Yes, having the "main street" goes way back to the old days.
- Yes, although it does not need to be 50th Street – perhaps the old highway is a viable main street?
- Yes, because that is where the stores and bank are.
- Very important, it still remains the backbone of Wildwood.
- Yes.
- Yes, very important. Gives the hamlet it's identity – you see everyone on main street! Keeping the road in good pavement would be great. Use the commercial lots along here for use.
- Yes.
- Definitely yes.
- Yes. Park in one place and do everything without driving.
- Yes. "First impression." Not all businesses have signs. Bylaws need to be enforced, CLEAN, PAINTED, SIGNED, ETC. GARBAGE!!
- Yes. "First impression." Not all businesses have signs. Bylaws need to be enforced, CLEAN, PAINTED, SIGNED, ETC. GARBAGE!!
- Yes, it gives an important impression to people wanting to come to the area.
- Yes. • Yes. • Yes.
- Yes.
- Yes, because it's the heart of the town.
- Yes.
- Extremely – a sense of community congregation of business – the heart of a community.
- Yes.

- Gives the hamlet identity.
- Yes.
- Yes.
- Yes, to be able to attract new business and keep it subsist.

10. What goods and services do you regularly buy in Wildwood?

- We buy locally as much as possible. Options are continually diminishing.
- Meat and produce, fuel and tire service.
- Everything essential for living.
- I do the majority of my shopping in Wildwood to support my town.
- Groceries, banking, library and postal services.
- Staples for living.
- 90% of all the goods and services I require!
- Groceries – library services – post office.
- Groceries, gas.
- Everything Wildwood has to offer. I believe in buying local.
- All that is available. Our stores are comparable to any place.
- Food, dining, gas.
- ATB, grocery, gas, Canada Post, feed mill, gifts, Sears, restaurant.
- ATB, grocery, gas, Canada Post, feed mill, gifts, Sears, restaurant.
- Fuel, groceries, parts, food.
- Groceries – fuel – feed-animals – postal (stamp etc.)
- As needed.
- Some groceries.
- Groceries.
- Postal services, some groceries, library services.
- Food, gas and post office. The Yellowhead County office is very useful.
- Groceries, newspapers, snow shovelling – buy meals – plumbing; lottery, car servicing.
- Yes, groceries.
- Groceries.
- Almost all groceries, feed for my horses, post office, banking, gas for vehicles.
- Groceries – mail.

11. What types of land use and development do you think are suitable for the land between the old highway and Highway 16.

- Service station, car wash, restaurant, truck stop, motel, tire stop, mechanic shop, small engine repair, convenience store.
- Travel center – commercial and tourism. Rest stop with washrooms and picnic tables.

- Big parking lots, to accommodate many truck stops. Truckers from all over would park there and see the town, and signs about our nice tourist spots.
- I don't know at this time.
- Tourism related (someone said a Tim Horton's coffee shop,) food, gas, gifts and souvenirs.
- Why not develop it? It could bring more people to Wildwood. The dips on the streets wouldn't have to be so deep.
- Restaurant – motel – gas bar.
- Restaurant – truck stop – gas station – garage – car wash.
- A travel center – tourism and commercial (i.e. coffee, gas.) “Rest area” – washrooms, picnic tables, grass area.
- This area is desirable for any type of development, residential or commercial.
- Something that can occupy the younger generation, under 18, so they stay out of trouble and are interested in staying in the community. Pool, tennis, etc. whatever it is they like to do, that isn't killed by rules, rules, rules!!
- Gas, restaurant, parking, tourist info, campground, golf, fish pond.
- Gas, restaurant, parking, tourist info, campground, golf, fish pond.
- Service station, restaurant, motel.
- Gas station and truck stop – with showers.
- Highway commercial.
- And hardware.
- None.
- Residential development.
- Bus depot and a car wash.
- Tourist services; market garden.
- A good restaurant. Garden plots.
- Tourist center.
- Commercial provided it is organized and clean.
- Farming or acreages. I live in that area. The noise from Highway 16 is loud! Homes need to be set way back from the big highway. Land is swampy along the old highway.
- Commercial.

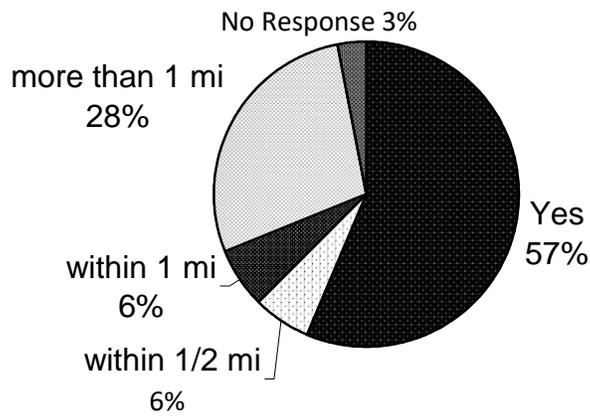
12. Do you have any overall comments about the land use planning project or suggestions on ways to address land use issues in Wildwood?

- For the foreseeable future, do not restrict development to designated areas. Treat each application uniquely (and consult affected landowners) but strive to encourage all developers to build in Wildwood.
- We need better response to land enquiries. Yellowhead County does not respond to enquiries about land in an adequate fashion. Too long to respond.

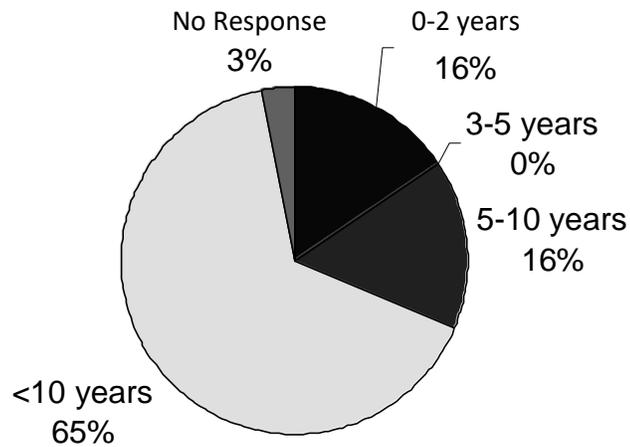
- Not at this time.
- I hope that development won't cut off my view across the farmland north of the hamlet, so I think we will need to be very sensitive to the existing property owners. Change is needed but not always easy to accept.
- We sure could use asphalt topping on all the streets. That way there would not be so much dust.
- Progress is needed for the survival of Wildwood and area.
- Anything to create employment for local people – and a development plan for promotion of tourism in this region.
- We would hope that our views would be considered and not thrown away by councillors from other hamlets and towns.
- Chip Lake should be advertised for its bird population and lovely islands to the west end.
- We need to attract people off the highway because Wildwood will disappear if it has to support itself.
- Designated trailer park condemned, housing removed, order in development i.e. housing area, trailer. As is housing, trailers – junk trailers sitting beside nice places. AGE LIMIT ON TRAILERS BROUGHT IN!
- Designated trailer park condemned, housing removed, order in development i.e. housing area, trailer. As is housing, trailers – junk trailers sitting beside nice places. AGE LIMIT ON TRAILERS BROUGHT IN!
- Plan far enough into the future, don't be short-sighted, improve roads.
- Don't see anything new.
- No ideas.
- Block 1, Lot 1-7 at Lobstick River Resort shouldn't get approval for commercial development.
- With the highway by-passing, don't waste your money!
- Unsure.
- Do not reside in area. Have no input.
- Yes there should be development. All the streets (there are not many) should be paved. Do one street a year and all would be done nicely.
- This is a good start – a well thought out survey.
- The train greatly lowers the quality of life. I can't believe how some of the train drivers blow right past seniors' complexes sounding their horns like fiends in the middle of the night. It seems spiteful!

PART THREE: Something About You

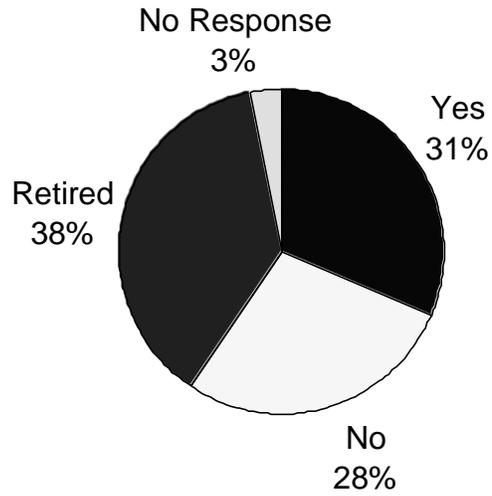
13. Do you live in Wildwood?



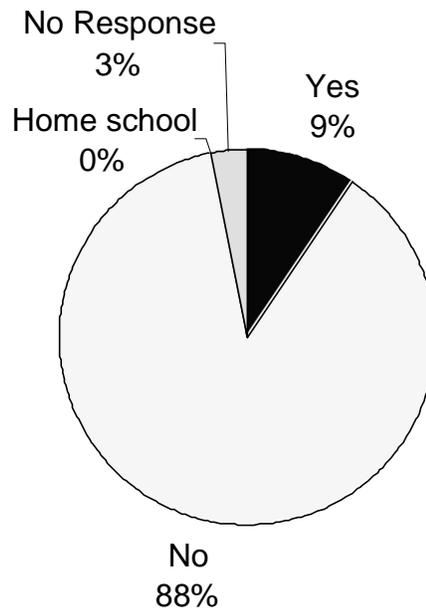
14. How long have you lived in Wildwood?



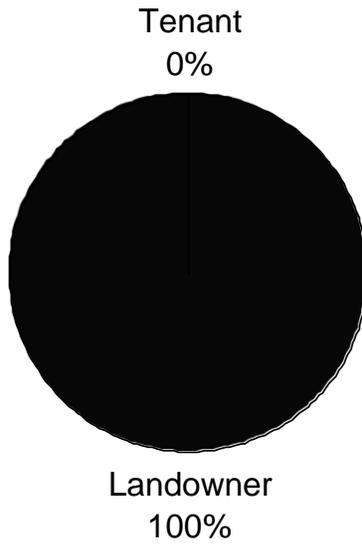
15. Do you also work in Wildwood?



16. Do you have children that go to school in Wildwood?



17. Are you a landowner or tenant?



Appendix B
Wildwood Business Survey

1) Business Name and Description _____

2) Gross Leasable Area: _____m²

3) Premises: ___ Owned ___ Rented

4) Would you buy/rent more space if it was available? ___ Yes ___ No

5) Number of Employees: ___ Full-time ___ Part-time

6) Customer location: ___ Mostly hamlet residents ___ Mostly non-hamlet residents
 ___ split between hamlet and non-hamlet residents

7) Customer Frequency

Daily	Weekly	Monthly	Other
Comments			

8) Overall, how would you rate the exterior appearance of the commercial and industrial buildings in the Hamlet?

Poor	Fair	Good	Excellent
Comments			

9) Please rate the exterior appearance of the building or part of the building containing your business.

Poor	Fair	Good	Excellent
Comments			

10) Are there buildings in the Hamlet which are of historical or architectural interest and should be retained ___ Yes ___ No

If yes please Specify _____

11) Are there areas in the Hamlet you feel are in need of renewal?

___ Yes ___ No
 If yes please Specify _____

12) Please rate the quality of municipal signage.

Poor	Fair	Good	Excellent
Comments			

13) Please rate the quality of business signage.

Poor	Fair	Good	Excellent
Comments			

14) Are you satisfied with the roadways leading to/from your business?

___ Yes ___ No

Comments: _____

15) Are you satisfied with the amount and location of customer and staff parking? ___ Yes ___ No

Comments: _____

16) Should housing be encouraged on main street? ___ Yes ___ No

If yes please specify what housing type. _____

17) Do you belong to a business organization? ___ Yes ___ No

If yes please specify _____

18) Please rate the following as they relate to business in Wildwood:

	Good	Fair	Poor
Selection of Goods			
Selection of Services			
Competitive Pricing			
Length of Business Hours			
Advertising			
Recreational Opportunities			
Variety of Places to Eat			

19) What activities should Wildwood businesses undertake to enhance community commerce?

20) What activities should the County undertake to support Wildwood businesses?

21) Please rank the five most important activities, which must be improved to enhance commerce in Wildwood.

	Rank
General Appearance	
Appearance of Buildings	
Signs	
Roadways	
Roadway Maintenance	
Parking	
Promotion of Hamlet	
Open/recreation Space	

Other _____

22) Is business *good* in Wildwood? ___ Yes ___ No

Comment _____

23) What would make business better?

Comment _____

Notes: _____

Business Survey

- The business survey was conducted on May 25 and 26, 2004.

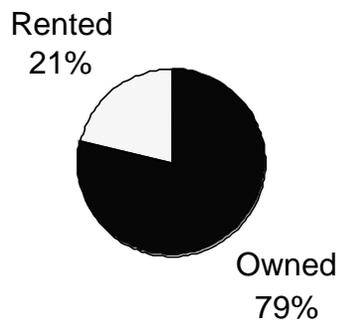
1. Business name and description.

- Fourteen business surveys were concluded including all main street businesses and services.

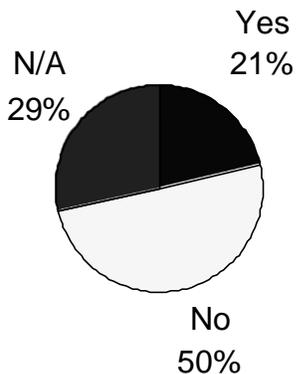
2. Gross leasable Area:

- majority of businesses less than 2000 sq. ft

3. Premises?



4. Buy or Rent Space?



5. Number of employees.

- Hotel and County offices largest employers. Most businesses have 2 or 3 full time staff.

6. Customer location.

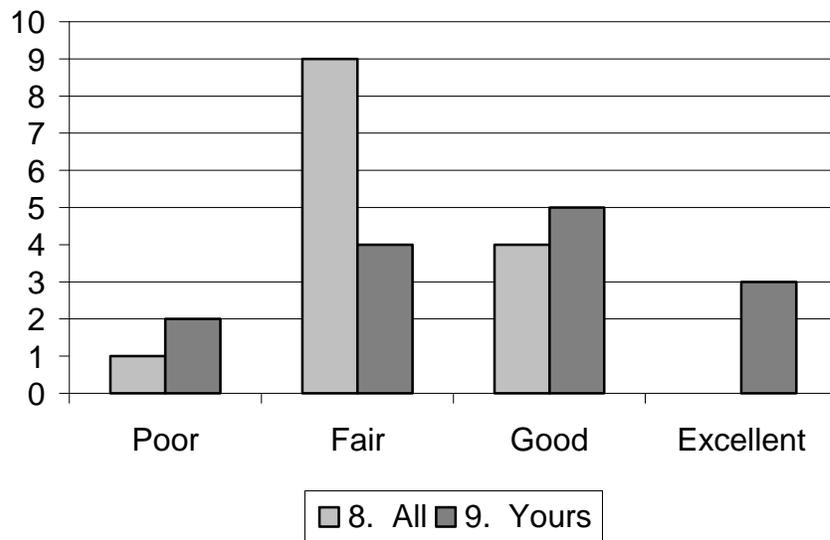
- the majority of customers are local, with the trade area extending from Evansburg to Edson, however, some businesses such as the feed mill and bank draw customers from a much larger area including Hinton, Drayton Valley and Whitecourt.

7. Customer frequency

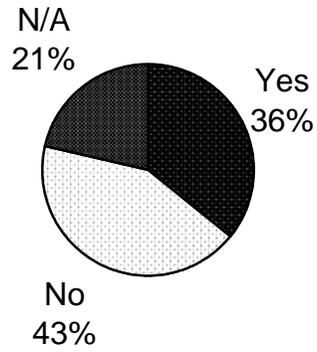
- frequency varies by business, most businesses rely on the repeat business from Wildwood and area residents.

8. and 9. Appearance of buildings

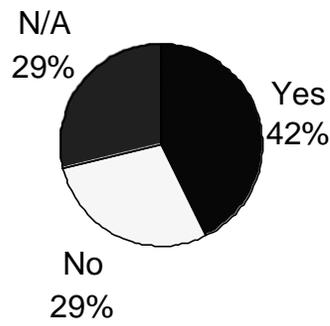
Exterior Appearance



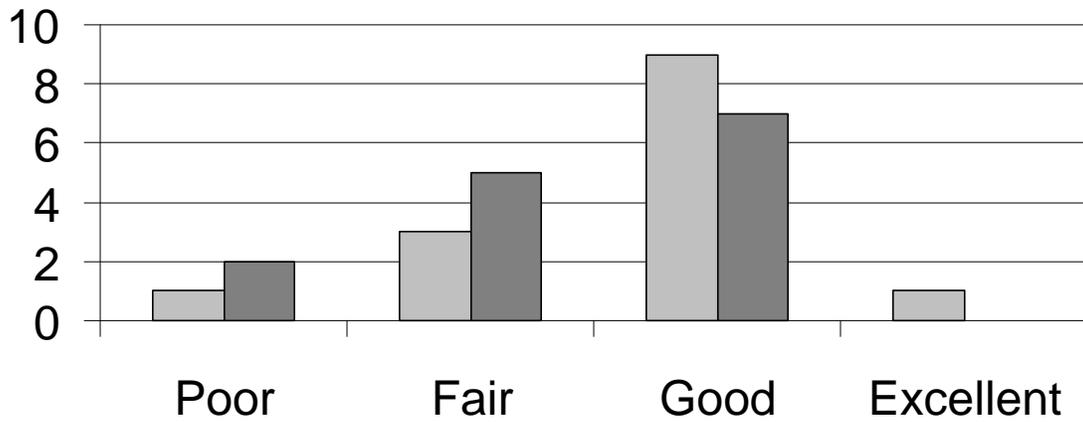
10. Historic Buildings



11. Renewal Areas

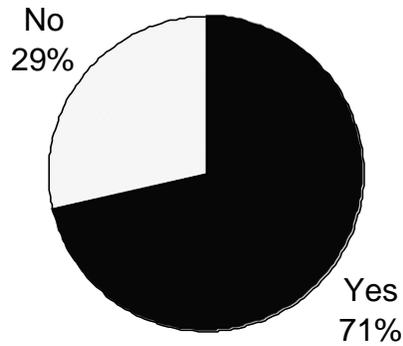


Signs

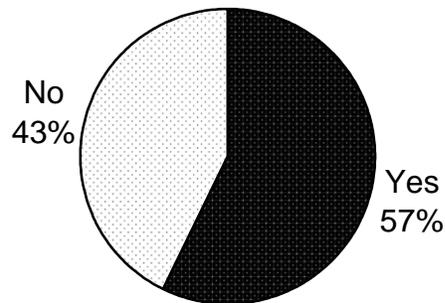


■ 12. Municipal ■ 13. Business

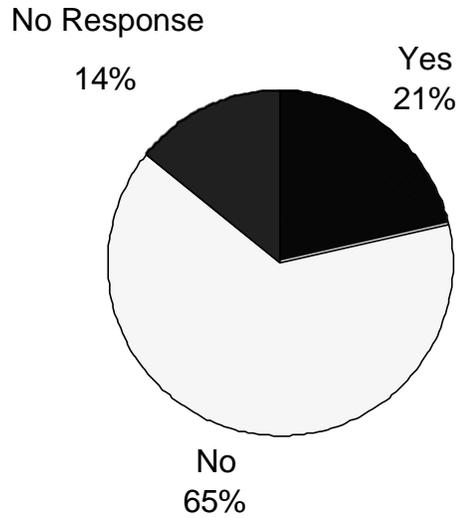
14. Satisfied with roads?



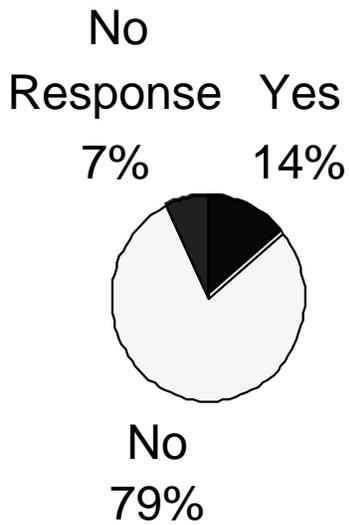
15. Satisfied with parking?



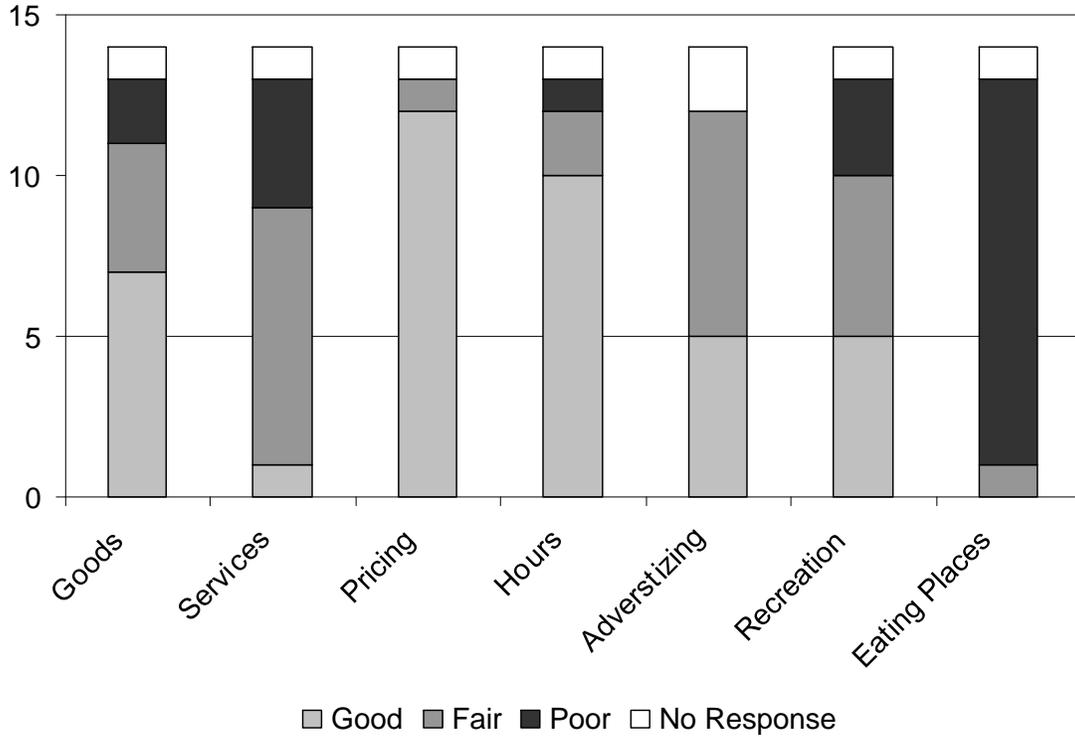
16. Housing on main street?



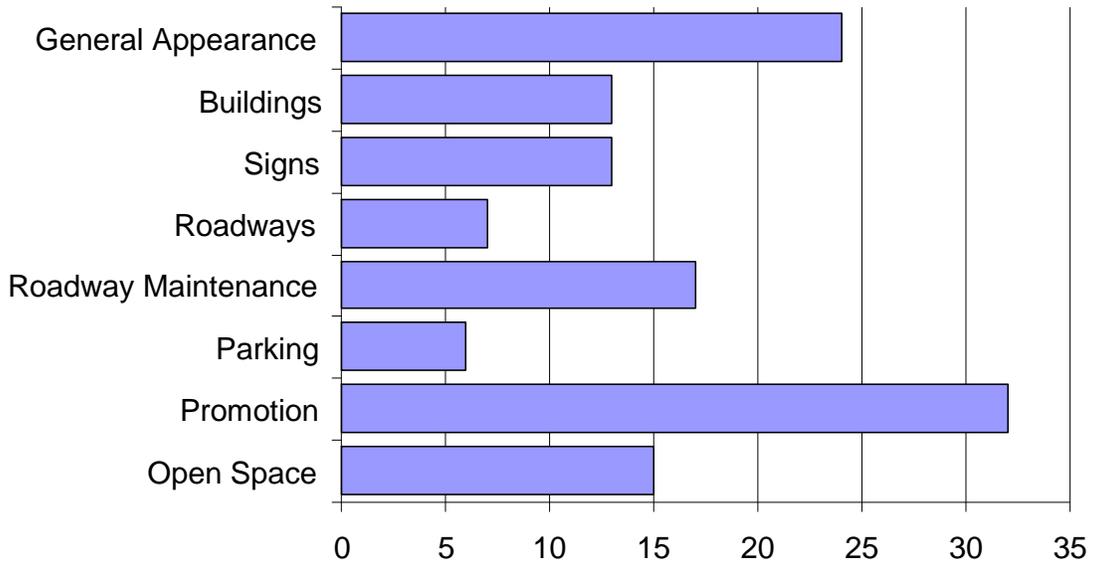
17. Business Organization?



18. Business in Wildwood



21. Five most important activities.



22. **Business good?**

