

**BYLAW 20-033
OF
LAC LA BICHE COUNTY**

A BYLAW OF LAC LA BICHE COUNTY IN THE PROVINCE OF ALBERTA TO ADOPT THE LAC LA BICHE AIRPORT AREA STRUCTURE PLAN.

WHEREAS in accordance with the *Municipal Government Act*, R.S.A. 2000, Chapter M-26, as amended, allows a municipality to adopt an Area Structure Plan; and

WHEREAS the Council of Lac La Biche County has adopted Bylaw 17-009 being the Lac La Biche West Area Structure Plan; and

WHEREAS under the authority and pursuant to the *Municipal Government Act*, R.S.A. 2000, Chapter M-26, as amended, Council may adopt an Area Structure Plan; and

WHEREAS the Council of Lac La Biche County deems it proper to amend Bylaw 17-009 as set out in Section 692 of the *Municipal Government Act*, R.S.A. 2000, Chapter M-26, as amended; and

WHEREAS the Council of Lac La Biche County deems it proper to adopt the Lac La Biche Airport Area Structure Plan, as set out in Section 692 of the *Municipal Government Act*, R.S.A. 2000, Chapter M-26, as amended; and

NOW THEREFORE under the authority and subject to the provisions of the *Municipal Government Act*, and by virtue of all other powers enabling it, the Council of Lac La Biche County, duly assembled, enacts as follows:

Bylaw 20-033

- 1 a) Bylaw 17-009, being the Lac La Biche West Area Structure Plan, is hereby amended to remove from that Area Structure Plan the lands described as Block OT, Plan 3687RS; Block A, Plan 7520974; Lot 1PUL, Block 1, Plan 0722181; and part of SE-10-67-14-W4M as identified in Schedule 'A' hereto.
- b) The Lac La Biche Airport Area Structure Plan attached hereto as Schedule 'B', is hereby adopted.

Severability

- 2 Each provision of this Bylaw is independent of all other provisions. If any such provision is declared invalid by a court of competent jurisdiction, all other provisions of this Bylaw will remain valid and enforceable.

Effective Date

- 3 This bylaw shall come into effect upon passing of the third reading.

THAT BYLAW 20-033 BE GIVEN FIRST READING THIS 12th DAY OF JANUARY, 2021.

THAT BYLAW 20-033 BE GIVEN SECOND READING THIS 9th DAY OF FEBRUARY, 2021.

THAT BYLAW 20-033, AS AMENDED, BE GIVEN THIRD READING THIS 13TH DAY OF APRIL 2021.

“Original Signed”

Mayor

“Original Signed”

Chief Administrative Officer

SCHEDULE 'A'

LAC LA BICHE AIRPORT AREA STRUCTURE PLAN BYLAW 20-033



Map Produced: March 23, 2021

Projection: UTM12 NAD83

 Subject Site  Cadastre



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Lac La Biche Airport Area Structure Plan

November 26, 2020



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Acronyms

The following acronyms are referenced in this document.

ACT – Alberta Culture and Tourism

AEP – Alberta Environment and Parks

ALSA – Alberta Land Stewardship Act

AMP – Airport Master Plan

ASP – Area Structure Plan

AWOS - Automated Weather Observing
Station

AT – Alberta Transportation

ER – Environmental Reserve

IDP – Intermunicipal Development Plan

LARP – Lower Athabasca Regional Plan

LUB – Land Use Bylaw

LUF – Land Use Framework

MDP – Municipal Development Plan

MGA – Municipal Government Act

MR – Municipal Reserve

OLS – Obstacle Limitation Surface Area

SWMF – Storm Water Management Facility

TIA – Transportation Impact Assessment

1.0 INTRODUCTION

1.1 LOCATION AND CONTEXT

The Lac La Biche Airport is situated just west of the Hamlet of Lac La Biche within Lac La Biche County. The Lac La Biche Airport is accessible from Highway 55 via Mission Road and is bounded to the north by light, medium industrial and residential uses and to the south and west by light and medium industrial development.

1.2 THE LAC LA BICHE AIRPORT

The Lac La Biche Airport serves as the main regional airport servicing Lac La Biche County. The airport currently offers an all-weather 1,765 metre paved, lighted runway as well as fixed wing and helicopter charters. It is a registered aerodrome that provides non-scheduled commercial and recreational flying opportunities.

In addition to serving as a recreational and commercial air traffic hub for Lac La Biche County, the airport also serves as a base for critical services such as Alberta Forestry's airtankers and as an air ambulance base.

1.3 PURPOSE OF THE PLAN

The purpose of this Plan is to provide a planning policy framework for the future development of the Lac La Biche Airport over the next 20 years, that is consistent with the recommended direction outlined in the Airport's Business Plan and other County planning documents and priorities.

The ASP is intended to guide Lac La Biche County Council decisions regarding development applications within the Plan boundary that safeguard Airport operations and function, both current and future, from inappropriate development while allowing complimentary uses to be considered.

2.0 THE HIERARCHY OF PLANNING DOCUMENTS

2.1 PROVINCIAL LAND USE PLANNING DOCUMENTS

Land Use Framework – The Provincial Land Use Framework provides high level provincial land use policy through seven regional plans. All municipal planning must be consistent with the policies outlined in the corresponding regional plan. For the Lac La Biche County, this is the Lower Athabasca Regional Plan (LARP).

Municipal Government Act – All municipal planning documents must comply with the requirements and regulations detailed in the Municipal Government Act (MGA). The MGA also stipulates the requirements and authority of the hierarchy of planning documents that guide municipal planning and development in Alberta, refer to **Figure 1 – Hierarchy of Planning Documents**. Compliance with this hierarchy is required and provides the framework for land use and development decisions for all municipalities within the province.

2.2 MUNICIPAL PLANNING DOCUMENTS

Intermunicipal Development Plans – An Intermunicipal Development Plan (IDP), is a collaborative statutory document prepared by two participating municipalities to plan land of mutual interest along their shared boundary. With a few exceptions, all municipalities which share a common boundary must prepare an IDP. Lac La Biche County has an IDP with the M.D. of Bonnyville and the County of St. Paul. An exemption was granted so an IDP between Lac La Biche County and Smoky Lake County is not required.

Municipal Development Plans – A Municipal Development Plan (MDP) provides the policy framework for planning and development decisions at a County wide level. Lac La Biche County's MDP is Bylaw 13-020, as amended from time to time.

Area Structure Plans – Area Structure Plans (ASPs) are prepared for specific areas within a municipality and provide specific land use policy and development criteria that typically require the preparation of additional studies to determine the developability of the lands and assess the impacts of the proposed development. Details regarding servicing, location of infrastructure including roadway requirements and upgrades are determined at the ASP stage.

The above noted Plans are considered Statutory, requiring current and future Municipal Councils to follow the policies and direction detailed in them. An IDP, MDP, and ASP must be consistent with one another.

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Land Use Bylaw – The Land Use Bylaw (LUB) is the mechanism used to implement the policies outlined in the IDP, MDP, and ASPs through regulation (zoning). The LUB regulates and controls the use and development of land and buildings within Lac La Biche County. Every parcel of land within the County has a land use District applied to it (zoning) which regulates the uses that are permitted or are discretionary on each parcel of land.

The LUB will need to provide development regulation in accordance with ASP policy direction outlined in the Lac La Biche Airport ASP. Land Use Districts (zoning) under the LUB will need to align with the land use designations identified on the ASPs Development Concept.

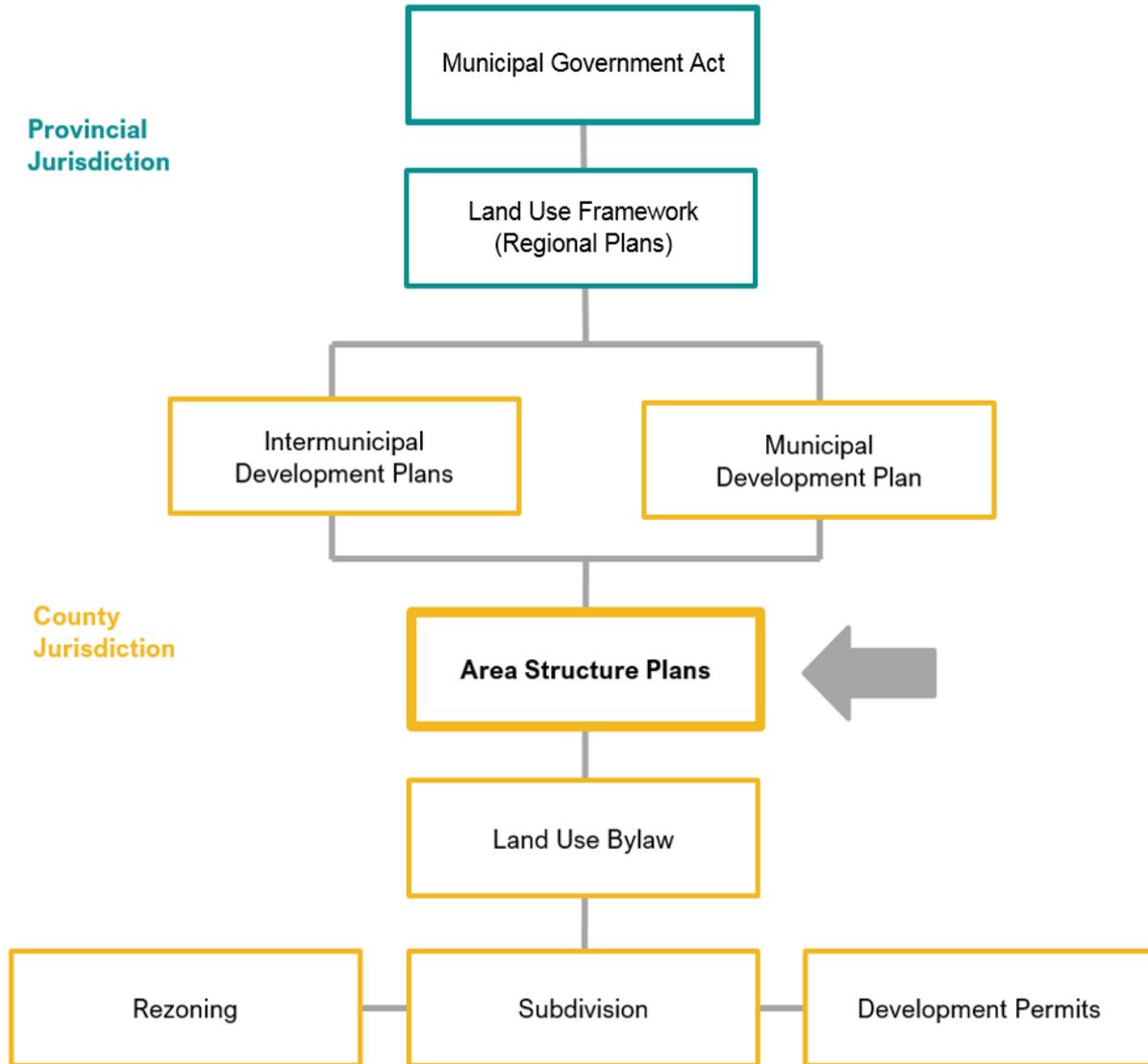
Municipal Planning and Development Documents – Airport Master Plan - An Airport Master Plan (AMP), is a long-term guide to development that support's the airport's business development strategy. The development of particular aspects of the recommended airport land use plan identified in the airport master plan are typically triggered by activity growth and real demand. The AMP plan protects for the long-term, strategic land use and ultimate capability of the airport.

The Lac La Biche Airport Master Plan is a document that has been developed for the Owner, Lac La Biche County to guide the airport's development and business strategy. The AMP takes into account the current land uses on / adjacent to the Lac La Biche Airport. The AMP reflects the perspectives of aircraft operators and airport stakeholders and reflects the current operation and mix of operating aircraft, while identifying future airport operational areas, environmental concerns, adjacent land use zoning and commercial aviation / non-aviation development opportunities.

The AMP also provides a preliminary assessment of financial and capital requirements, and market opportunities and challenges, that the Airport Owner / Operator must consider and possibly invest in order to maintain and develop the airport today and in future, in order to meet larger strategic goals.

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AREA STRUCTURE PLAN

Figure 1: Hierarchy of Plans



3.0 PLANNING PROCESS

3.1 DEVELOPMENT OF THE LAC LA BICHE AIRPORT ASP

The following questions were used to guide the development of the Lac La Biche Airport ASP.

Where are we now? Understanding the current reality (municipal policies, existing infrastructure, land use, and natural and man-made constraints), provides answers to this question and establishes the baseline and context to inform the development of the ASP.

Where are we going? Defining the principles and objectives for the continued growth and development of the Airport ASP provides the opportunity to identify the interrelationships between, airport operations, users, stakeholders, business, industry, and the environment, helping to determine the desired future development concept and outcomes of the Airport ASP.

How will we get there? By asking this question, key policy statements and guiding direction can be established that assist in implementing the long-term objectives and goals for the Airport. These policies, guided by public and stakeholder engagement, experience, and best practices are intended to fill the gaps between the current state and the desired future for the Lac La Biche Airport ASP lands.

3.2 PLAN OBJECTIVES

The Lac La Biche Airport ASP was established respecting the following objectives:

- Ensure the ongoing viability and function of the airport.
- Protect lands for future runway expansion.
- Support economic development of complimentary airport support services.

3.3 PUBLIC AND STAKEHOLDER INVOLVEMENT

The ASP planning process involved engagement and consultation with stakeholders and the community at large. Not only does the MGA require public consultation when developing statutory plans, input, and feedback from stakeholders, affected property owners and the public is essential to ensuring community support and the successful implementation of the Lac La Biche Airport ASP.

Stakeholder Workshops – June 23, 2020 – Lac La Biche County Offices

A stakeholder workshop was held on June 23, 2020 in Lac La Biche with representatives from Lac La Biche's Administration and Council. The project was introduced to the group, and an overview stemming from a morning visit to the airport grounds was provided. This overview centred on

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challenges, opportunity, and technical analysis with regards to rotary / fixed wing operations, air tanker base and runway length, and hangar development.

A round table discussion was then undertaken whereby the County provided feedback on what they envisioned for the airport. In this discussion, the County noted that they are open to attracting business / industry to Lac La Biche, and see potential given the good highway access. Other thoughts centred on becoming a potential hub for drone delivery to northern Alberta, and to continue attracting charter tourism, outfitters, and customers from Canadian provinces and the Northern US.

Finally, round table discussions on each of airside planning, groundside planning and commercial, and governance capped off the workshop session.

Public Open House – Presenting the Draft Plan. October 28th, 2020 – Bold Centre

Stakeholders, adjacent landowners and the general public were invited to attend a public open house at the Bold Centre in late October. Display boards outlining the proposed land uses for the airport were provided and a brief presentation was given summarizing the Draft Lac La Biche Airport ASP. Participants were invited to ask questions and comment on the draft Plan during the event.

Statutory Public Hearing

As required by the MGA, a statutory Public Hearing must be held prior to 3rd reading of the ASP bylaw by Lac La Biche County Council. The Public Hearing provides stakeholders and interested public the opportunity to comment on the ASP prior to Council's consideration and adoption of the ASP bylaw.

4.0 SITE ANALYSIS - DEVELOPMENT CONSIDERATIONS

4.1 LAC LA BICHE AIRPORT ASP BOUNDARY

The ASP area encompasses approximately 161.70 ha of land. The plan boundary includes the titled area of the airport and portions of SE10-67-14-W4 and NE3-67-14-W4 as identified on **Map 1 – Lac La Biche Airport ASP Boundary**. The total area of the titled airport boundary is 116.0 ha and the future expansion area is 45.7 ha.

4.2 EXISTING PLANNING POLICY

Lac La Biche County Municipal Development Plan

- 12.7.1 Airport Land Use: Encourage the development of appropriate commercial and industrial uses in proximity to the Lac La Biche airport with the intent of creating intermodal development nodes that combine rail, trucks, and other types of transportation modes.
- 12.7.2 Airport Expansion: Prepare an Airport Master Plan to address issues relating to future expansion of the airport.

Lac La Biche West ASP and Sentinel East Industrial Park ASP

The Lac la Biche West ASP and Sentinel East Industrial Park ASP do not specifically mention the Airport ASP lands in terms of policy direction, but should be noted as the Airport ASP lands are located within the Lac La Biche West ASP area and are directly adjacent to the Sentinel East Industrial Park ASP area.

Lac La Biche County Land Use Bylaw

At present, most of the airport is covered by the Airport District (A) of the Lac La Biche County Land Use Bylaw (LUB). It is the only place within the County where the Airport District applies. As a result of the development of this ASP, the Airport District will need to be refined to better match the intent of the Airport ASP.

4.3 ADJACENT LAND USES AND OTHER DEVELOPMENT CONSTRAINTS

The airport is oriented northwest/southeast. Highway 55 forms the southern most boundary of the ASP. Mission Road is the eastern boundary. There is an industrial subdivision directly north of the airport and beyond some residential subdivisions to the north and east. There is an abandoned

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landfill north of the airport with a 300 m development setback that encroaches into the ASP boundary. The industrial uses and the Sentinel East Industrial Park are located to the south of the runway. Also located on the south side boundary of the airport, Alberta Forestry operates the Air Tanker Base. Lands to the Northwest at the end of the runway are primarily undeveloped bush and farmland. The County operates a water fill station on a small parcel within eastern portion of the airport boundary adjacent to Mission Road. See **Map 2 – Land Use Bylaw Districts**.

4.4 ENVIRONMENTAL FEATURES

The following information has been derived from an Environmental Overview Report conducted by Stewart Weir in support for the 2013 Airport Expansion Study.

Site Topography

The plan area is relatively flat with site elevation descending from west to east with an elevation difference of approximately 124.64 ft (38.0m).

Surface & Groundwater

No water wells are located within a 200 m radius of the airport. A total of 8 wells are located within 800 m and 38 wells within 1600 m of the site. Lac La Biche Lake is located approximately 1 km east of the airport.

Wetlands

There is a wetland and tree stand in the lower portion of SE 2-67-14 W4 that limits development but due to its location it provides a natural buffer the plan area adjacent to highway 55. There is also a wetland in SE 10-67-14-W4, in what is proposed for future runway expansion. The wetland drains via a small creek into Lac La Biche Lake. The future development proposed for this area includes extension of navigational systems and lighting will have little impact on the wetland.

Wildlife

The species summary report has no record of stocked lakes. Wildlife inventory observed within the 3 km radius of the site included: Boreal Toad, Canadian Toad, Osprey, and Sora. The fish inventory included the following species: White Sucker, Tullibee (Cisco), Yellow Perch, Northern Pike, Spot tail Shiner, Lake Whitefish, Burbot, and Walleye.

4.5 TRANSPORTATION CORRIDORS

The southern boundary of the airport is adjacent to Highway 55, a major transportation corridor for distribution of goods services and people from the community of Lac la Biche north to Fort McMurray, south to Edmonton and connects east to Cold Lake. Highway 55 is under the jurisdiction of Alberta Transportation and any development adjacent to the highway requires referral to Alberta Transportation for comment and sign off prior to approval per the requirements of the MGA.

Access to the airport is via the County's Mission Road which also provides access to commercial industrial and residential subdivision to the east and north.

4.6 MUNICIPAL SERVICES (WATER, WASTEWATER)

The airport lands are serviced with municipal water and sanitary services. The County requires all development within 400 m of the main water and sewer service lines or lands within Water and Sewer Connection Policy Area to connect to the system (per bylaw 15-001). The developed portions of the airport where services would be required fall within the Water and Sewer Connection Policy Area and all future development should be connected to the system. Refer to **Map 3 – Existing Infrastructure**.

4.7 EXISTING UTILITIES

There are no known utilities that cross the NW portion of the plan area, but a low-pressure gas line that crosses the south end of the runway currently exists and gas lines servicing many of the existing buildings on site. Refer to **Map 3 – Existing Infrastructure**.

5.0 EXISTING AIRPORT FACILITIES AND USES

5.1 TERMINAL

Located adjacent to the public parking area and taxiway is a small terminal building that serves as a passenger muster point and airport operations facility. The terminal offers public washroom facilities with no food and beverage service.

5.2 HANGER BUILDINGS

There are currently nine aircraft hanger buildings that are constructed on leased sites within the airport area. Many of these hangars serve to house private aircrafts, while the remaining hangars serve as bases for larger commercial aircraft and helicopters.

5.3 WEATHER STATION

There is a weather station provided by Environment Canada, and an automated weather observing station (AWOS) that provide weather reporting information.

5.4 ALBERTA FORESTRY SERVICES

There is a large Ministry of Forests aerial tanker base at the Lac La Biche Airport; with a fleet of Air Tractor airtankers, and several fixed wing and rotary aircraft. The Ministry of Forests is located on its own property within the airport proper, and the base includes two, direct-to-runway taxiways, a large aircraft parking apron, fuel storage areas, and other related infrastructure and buildings.

5.5 AIR AMBULANCE

The Lac La Biche Airport serves as a base for the critical air ambulance services that are operated by Alberta Central Air Ambulance Ltd.

5.6 HELICOPTER PARKING (ROTARY WING)

Parking for several helicopters (Rotary wing) is provided within the airport area.

5.7 WATER PUMPING STATION

Located along Range Road 141 on the southeastern portion of the airport site at the eastern end of the runway is a water pumping station. This pumping station serves water trucks that are utilizing the airport but also for bulk water pickup of potable water by ratepayers in the surrounding region. It is one of three bulk water fill stations in the region, the others being the Summit Heights water fill station and the third located in Plamondon.

6.0 DEVELOPMENT CONCEPT

6.1 DESCRIPTION

Airport land use functions are divided into two categories or policy areas: **Airside** – the activities and uses that support the direct operation of the airport and aircraft, and **Landside** – services, activities and uses provided to travelers, visitors as well as the control and transportation of goods and people to and from the airport lands that may or may not directly support the airport. Refer to **Map 4 - Policy Areas**.

Within each policy area **Airside** or **Landside**, the Lac La Biche Airport lands are further divided into development nodes, that due to their location provide opportunities for development of different uses and activities. Refer to **Map 5 – Development Concept**.

6.2 DEVELOPMENT STAGING

The Development Concept contemplates the future extension of the runway which will require acquisition of additional land within in SE-10-67-14-W4 and NE-03-67-14-W4 at some future time identified as Future Airport Expansion Area. See **Map 4 - Policy Areas**.

Airside Development Node A should be substantially completed before additional development is contemplated in Airside Development Node B.

Staging of development will be determined by market demand and appropriate and logical extension of services and infrastructure to support development at the discretion of Lac La Biche County and Airport Administration.

7.0 POLICY FRAMEWORK

7.1 GENERAL POLICIES

- 7.1.1 All future development shall comply with the Development Concept shown in **Map 5 – Development Concept**.
- 7.1.2 All proposed land uses shall be in conformance with Lac La Biche County’s MDP, the Lac La Biche Land Use Bylaw, as well as the policies in this ASP.
- 7.1.3 The Airport District (A) shall be amended to more specifically reflect the permitted and discretionary uses anticipated/articulated for the Airside Policy Areas identified on **Map 5 - Development Concept**.
- 7.1.4 Where not explicitly indicated in the Lac La Biche Airport ASP, the policies and requirements detailed in the Lac La Biche County MDP shall take precedence.
- 7.1.5 Emergency response and firefighting requirements for development proposals shall be addressed in consultation with Lac La Biche County Emergency Services.
- 7.1.6 The Lac La Biche County may require additional studies at the time of development, if there is concern about any environmental contamination on a proposed development site. This may include environmental assessments and possibly remediation, prior to development.

7.2 AIRSIDE POLICY AREA

This policy area is intended for aviation related uses including industrial and business uses that require access to aprons and taxiways. Typical uses would include aviation support services, air fueling and provisioning services, aircraft maintenance, aircraft hangars, aviation related storage, navigation and meteorological equipment, firefighting and emergency services. As well as parking of aircrafts and helicopters.

Within the Airside Policy Area, the following development nodes have been identified for specific activities Refer to **Map 5 – Development Concept**.

Airside Development Node A – has existing airside related development of hanger and terminal buildings. Opportunities for development of additional airside uses exist in the area and vacant lands have been identified for additional hanger developments and supporting aprons and taxiways. Refer to **Map 6 –Development Concept – Detail**.

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- 7.2.1 Uses within Airside Development Node A shall be consistent with the (A) Airport District of the Land Use Bylaw, (as amended).

Airside Development Node B – lands that have been identified for potential airside uses in the future.

- 7.2.2 Development in Airside Development Node B shall only be considered after development of Development Node A is substantial complete.
- 7.2.3 Uses within Airside Development Node B shall be consistent with the (A) Airport District of the Land Use Bylaw, (as amended).
- 7.2.4 Notwithstanding 7.2.2, development and facilities required to support the ongoing airport operation, e.g. navigation equipment, lighting, meteorological equipment, or emergency response, may be considered in Airside Development Node B in advance of Airside Development Node A being substantially developed.

Airside Systems/Airport Reserve – lands to ensure that airport systems areas are developed in a manner that is compatible and supports airport operations. The Airside Systems/Airport Reserve provides for both present and future operation and movement of aircraft and related safety, navigational aids, air traffic control, and other operations facilities directly related to aircraft operations and movements.

- 7.2.5 No development shall be permitted within the Airside Systems/Airport Reserve that will interfere with the navigational and emergency response operations of the Lac La Biche Airport or the safe movement of aircraft.

Open Space – the small sliver of land west of the access to the airport has been identified as open space within the Airside Policy area. The intent of this area is to provide a buffer between the airport and the industrial uses to the north and provides an opportunity to afford some open space for users of the airport. Currently there is an existing residence on the site which is owned by the County that is leased out periodically. This open space area could be considered for the provision of additional short term accommodation for pilots and other airport support staff in future if required. Amendments to this ASP and to the (A) Airport District of the Land Use Bylaw would need to be undertaken in order to facilitate this type of use in the future

- 7.2.6 No development shall be permitted within the Open Space that will interfere with the navigational and emergency response operations of the Lac La Biche Airport or the safe movement of aircraft.
- 7.2.7 No development shall be permitted within the Open Space that will interfere with the development of future short-term pilot accommodations.

7.3 LANDSIDE POLICY AREA

The Landside Policy Area is intended for commercial and industrial uses and services that may or may not support airport activities but are not in conflict with the operation of the airport.

Landside Development Node A – this area has been identified for light industrial and service uses.

- 7.3.1 All development with Landside Development Node A – shall be consistent with the (LI) Light Industrial District of the Land Use Bylaw.
- 7.3.2 Notwithstanding 7.3.1, at the discretion of the development authority ,uses within Landside Development Node A must not produce or emit smoke or steam, or involve activities that will attract birds or wildlife to the development or other activities that have the potential to interfere with the safe operation of aircraft or the airport.
- 7.3.3 All development within landside Development Node A shall respect the requirements of the Obstacle Limitation Surface (OLS) area. **Map 7- Obstacle Limitation Surface Area**
- 7.3.4 Site-specific activities including road traffic, noise, vibration, dust, odour, fumes, and lighting shall be evaluated at the time of development permit application so that nuisance is mitigated to an appropriate level to the satisfaction of the County through implementing applicable industry standards, best practices, and regulatory requirements for developments in proximity to airports.
- 7.3.5 Outdoor storage shall be screened from roadways and adjacent properties through landscaping, berms, and/or fencing.
- 7.3.6 If the lands are to be subdivided, at the time of subdivision, Municipal and Environmental Reserves shall be dedicated in accordance with County Policy and the MGA.

Landside Development Node B – this area, has been identified as a location for businesses desiring highway exposure and access as they serve the travelling public or the regional market without conflicting with the safety of Provincial Highways or operation of the airport. Typical uses include service stations, convenience stores, eating establishments, hotels/motels equipment or vehicle sales and services, retail, home improvement centres, offices, and professional services.

- 7.3.7 All development with Landside Development Node B – shall be consistent with the (HC) Highway Commercial District in the Lac La Biche County Land Use Bylaw.
- 7.3.8 Notwithstanding 7.3.7, at the discretion of the development authority, uses within Landside Development Node B must not produce or emit smoke or steam, or involve activities that will attract birds or wildlife to the development or other activities that have the potential to interfere with the safe operation of aircraft or the airport.

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- 7.3.9 All development within landside Development Node B shall respect the Obstacle Limitation Surface (OLS) area. See **Map 7- Obstacle Limitation Surface Area**
- 7.3.10 Development permit applications in proximity to a provincial highway, (Highway 55) must be referred to Alberta Transportation per the requirements of the Highways Development and Protection Act. Alberta Transportation has the authority to require and impose more restrictive development regulations for developments adjacent to a provincial highway
- 7.3.11 Development proposed directly adjacent to Highway 55 may be required to implement additional landscaping and fencing at the discretion of Alberta Transportation and or Lac La Biche County.
- 7.3.12 At the time of subdivision or development, a Traffic Impact Assessment (TIA) may need to be prepared at the discretion of Alberta Transportation or the Lac La Biche County administration. The TIA would provide an understanding the cumulative impacts of development on the transportation network and would identify any required intersectional improvements and/or upgrades to the roadway network.
- 7.3.13 If the lands are to be subdivided, at the time of subdivision, Municipal and Environmental Reserves shall be dedicated in accordance with County Policy and the MGA.

7.4 FUTURE AIRPORT EXPANSION AREA

Lands have been identified to facilitate the extension of the runway and taxiways and future relocation of helicopter parking to support the long-term objectives detailed in the Lac La Biche Airport Business Plan (Stantec, 2020). Development on the lands identified for future airport expansion shall be consistent with **Map 5 – Development Concept**.

Future Airside Development Node A – lands identified for airport expansion for future airside uses and future relocation of helicopter parking.

- 7.4.1 Uses within Future Airside Development Node A shall be consistent with the (A) Airport District of the Land Use Bylaw, (as amended).
- 7.4.2 No development shall be permitted that will limit or preclude future development of the lands identified as Future Airside Development Node A as identified on **Map 5 – Development Concept**.

Future Airside Systems/Airport Reserve – a portion of SE10-67-14-W4 and NE3-67-14-W4 identified for future extension of the runway and supporting navigational systems.

- 7.4.3 No development shall be permitted within SE10-67-14-W4 or NE3-67-14-W4 that will limit or preclude the future extension of the runway and related infrastructure on lands

identified as Future Airside Systems/Airside Reserve as identified on **Map 5 – Development Concept**.

7.5 DEVELOPMENT AND SERVICING REQUIREMENTS

Water and Wastewater

- 7.5.1 All development within the Landside Development Nodes A and B must connect to municipal water and sewer system per the requirement of Water and Sewer Connection Bylaw 15-001.
- 7.5.2 Developments within the Airside Policy Area that may have need for potential future connection to municipal water and wastewater servicing shall be designed in such a way that they are able to tie into water and wastewater infrastructure when it becomes available.
- 7.5.3 New commercial and industrial developments shall prepare a fire protection plan to the satisfaction of the Lac La Biche County outlining how they will provide adequate fire protection services.
- 7.5.4 Each development shall address fire flow and process water supply requirements for their approved development to the satisfaction of the Lac La Biche County.

Stormwater Drainage

- 7.5.5 All grading and drainage shall provide for the adequate removal of water from around buildings, structures, walkways, and paths.
- 7.5.6 Surface drainage shall not be directed onto adjacent lots or properties.
- 7.5.7 If required onsite stormwater management will be the responsibility of the developer/leaseholder, to the satisfaction of the Lac La Biche County.
- 7.5.8 Any storm water management facilities (SWMF) required should be dry bottom facilities to discourage wildlife or waterfowl habitat.

Shallow Utilities

- 7.5.9 Developers shall be required to determine the requirements for the provision of utilities, such as gas, electricity, and telecommunications at the development permit stage, based upon capacities and rights-of-way required.
- 7.5.10 All shallow utilities shall be located in areas acceptable to the Lac La Biche County and utility companies. Right-of-way requirements shall be determined and dedicated at the time of subdivision.

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- 7.5.11 The developer may be required to provide access to or through their lands to accommodate the servicing of adjacent development.
- 7.5.12 The extension and cost of installation of all shallow utility services shall be borne by the developer.

7.6 NATURAL WETLAND AREA

There is an area at the south end of the plan area that contains a tree stand and a natural wetland. The development concept does not contemplate any development occurring in this area.

- 7.6.1 No development shall be permitted in the Natural Wetland area identified on **Map 5 – Development Concept**.

7.7 EXISTING USES

The adoption of the Lac La Biche Airport ASP does not change the current Land Use Bylaw designation (zoning) of the lands within or adjacent to the Lac La Biche Airport ASP boundary (refer to **Map 2 - Land Use Bylaw Districts**)

- 7.7.1 Plan area landowners shall continue to use their lands as currently designated by the Lac La Biche County Land Use Bylaw.

7.8 LANDFILL BUFFER

- 7.8.1 No residential uses or food establishments are permitted within 300 m of the abandoned landfill site located on SW11-67-14-W4.

7.9 OBSTACLE LIMITATION SURFACE AREA

- 7.9.1 Any development or tall infrastructure or facilities (wind turbines, cell towers) shall be prohibited if they protrude the Obstacle Limitation Surface (OLS) area. Refer to **Map 7 – Obstacle Limitation Surface Area**.

8.0 PLAN IMPLEMENTATION

8.1 INTERPRETATION

The ASP policies contain “shall”, “must”, “will”, “should” and “may” statements.

- **“Shall”, “must”, “will”** mean, within the context of policy, the action is mandatory and must be followed.
- **“Should”** means, within the context of policy, that the action is strongly encouraged but Lac La Biche County Council and Administration have some discretion based on the circumstances of the specific case being presented.
- **“May”** policies indicate that Lac La Biche County Council and Administration determines the level of compliance that is required.

8.1.1 Policy must be implemented as directed. Only an amendment to the ASP can change the interpretation of a policy from “shall” to “should” or “may”. The interpretive clauses within explanatory statements have the same intent as those stated in policies.

8.1.2 Maps within this ASP are conceptual and should not be used to determine precise locations or boundaries. Additional studies and surveys will be required to do so.

8.1.3 All map symbols, locations, and boundaries contained within the ASP shall be interpreted as approximate unless otherwise specified in the Plan or coincide with clearly recognizable physical features or legal boundaries.

8.2 PLAN IMPLEMENTATION

8.2.1 Lac La Biche County shall ensure that all development decisions are consistent with the policies outlined in this Lac La Biche Airport Area Structure Plan.

8.2.2 Approval of development shall not prejudice the further subdivision or any subsequent development consistent with the policies contained within this Lac La Biche Airport Area Structure Plan.

8.3 STATUTORY PLAN AMENDMENTS

The MGA requires that all Statutory Planning documents be consistent with each other. As a result of the adoption of this Lac La Biche Airport Area Structure Plan the following amendments to other Lac La Biche County land use planning documents are required.

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Land Use Bylaw

Amendments to the Airport District (A) will be required and will only relate to airside developments to align with the intent of the land use concept.

It is anticipated that the Highway Commercial (HC) and Light Industrial (LI) land use districts will be utilized in the eventual development for Landside Development. However, these land use districts are currently in alignment with the development concept contained within this document and do not require amendments.

8.4 AMENDING THE LAC LA BICHE AIRPORT ASP

Amendments to the Lac La Biche Airport Area Structure Plan shall be carried out in accordance with the Municipal Government Act, which requires the Lac La Biche County to invite comments from the community and affected stakeholders through a Statutory Public Hearing process before deciding whether to amend the Area Structure Plan.

- 8.4.1 Policies, text, and mapping information contained within Lac La Biche Airport Area Structure Plan may be amended from time to time in order to remain current in response to broader or more specific issues affecting the plan area.
- 8.4.2 Any change to policy, text, or mapping information contained within the Lac La Biche Airport Area Structure Plan shall be in accordance with the Municipal Government Act requirements and higher order statutory documents such as Lac La Biche County's MDP.

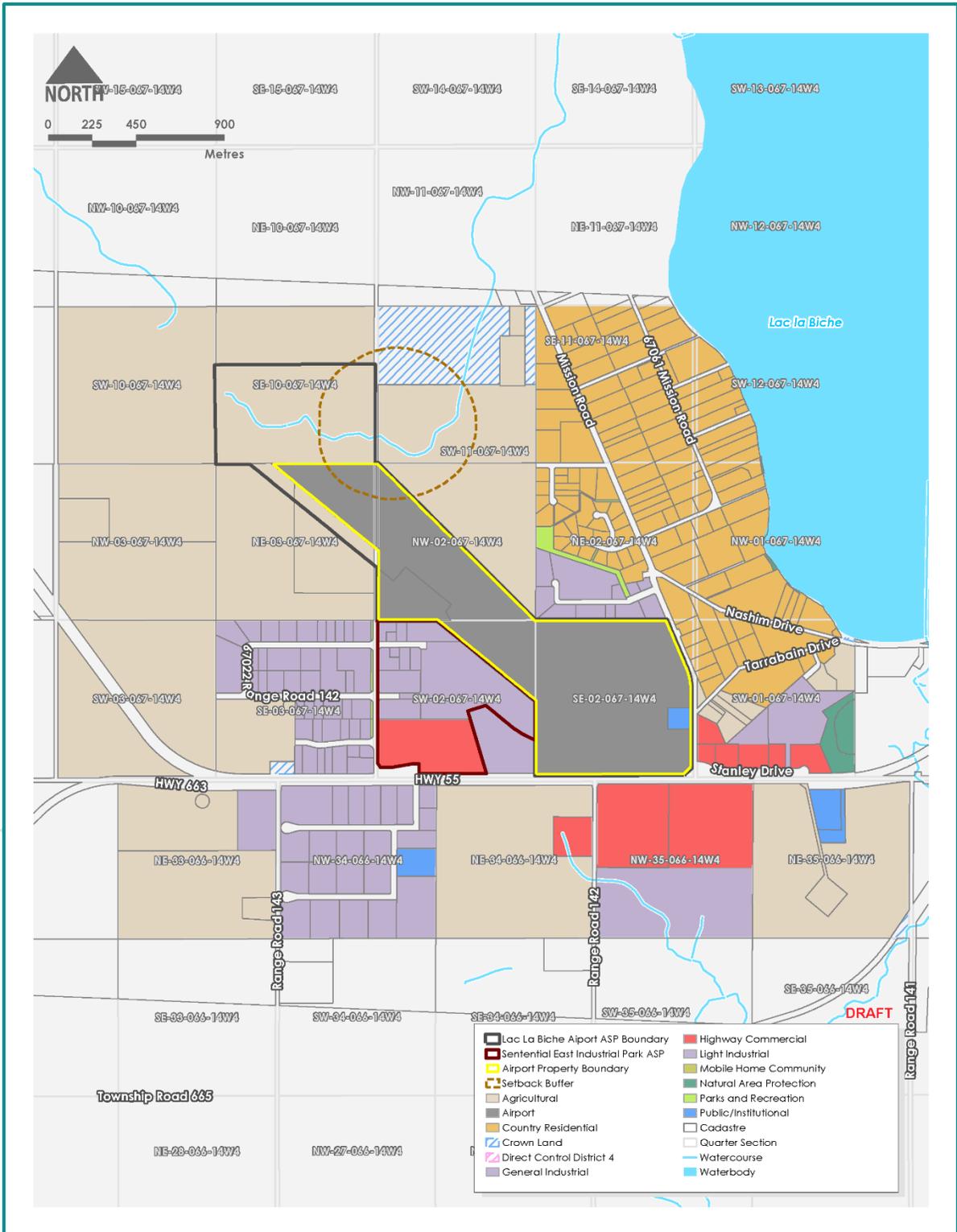
9.0 MAPS

Map 1 – Lac La Biche Airport ASP Boundary



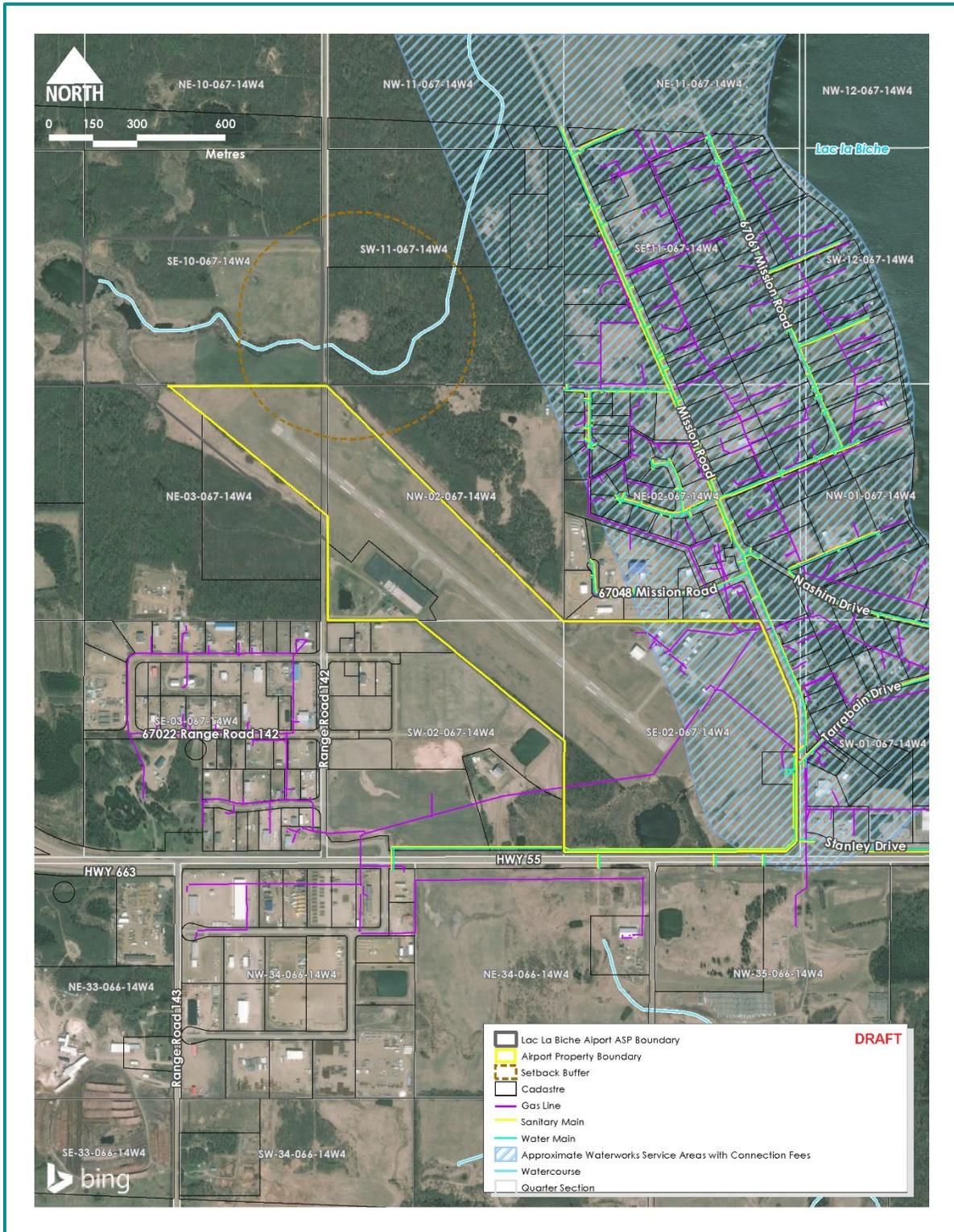
LAC LA BICHE AIRPORT AREA STRUCTURE PLAN

Map 2 – Land Use Bylaw Districts



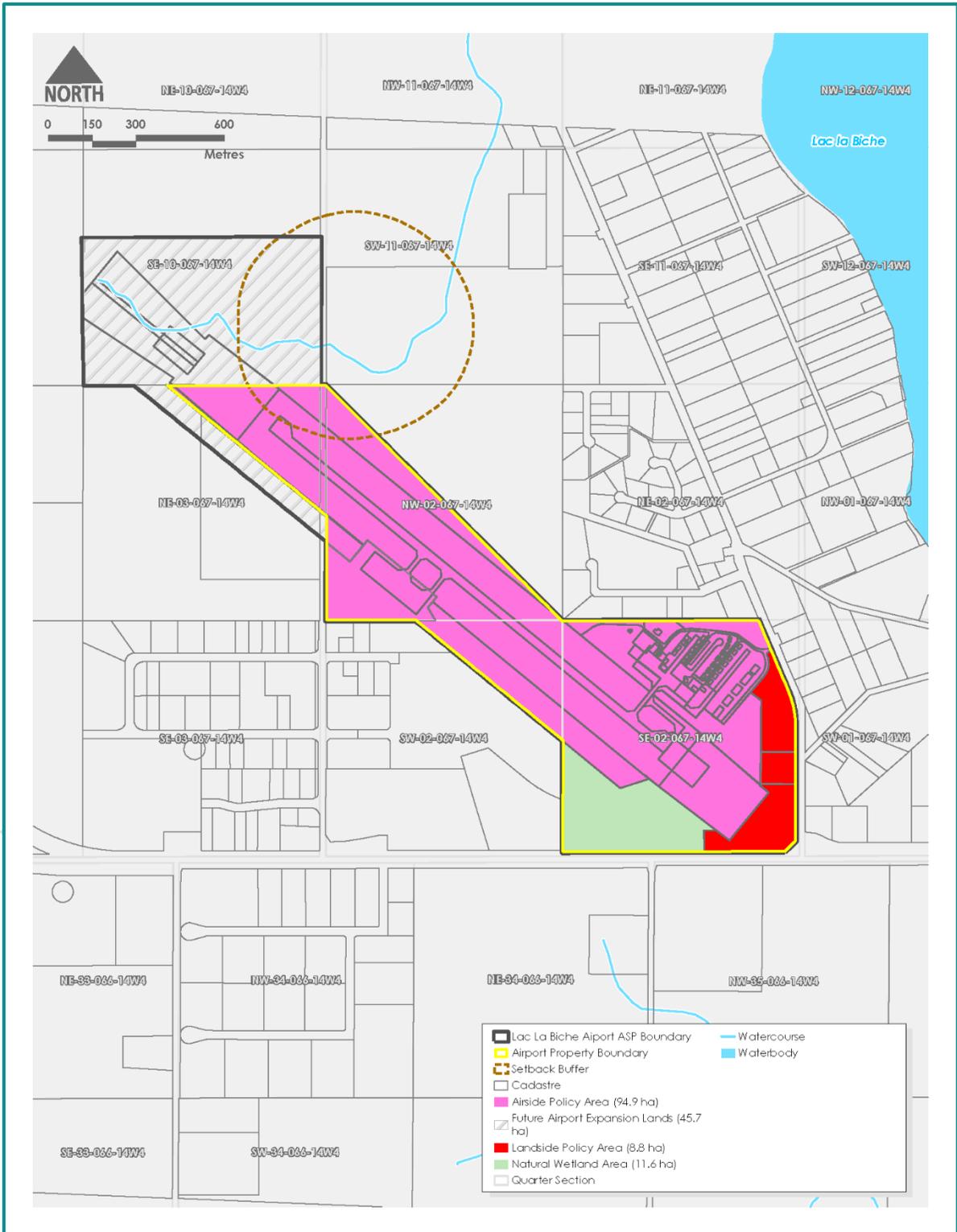
LAC LA BICHE AIRPORT
AREA STRUCTURE PLAN

Map 3 - Existing Infrastructure



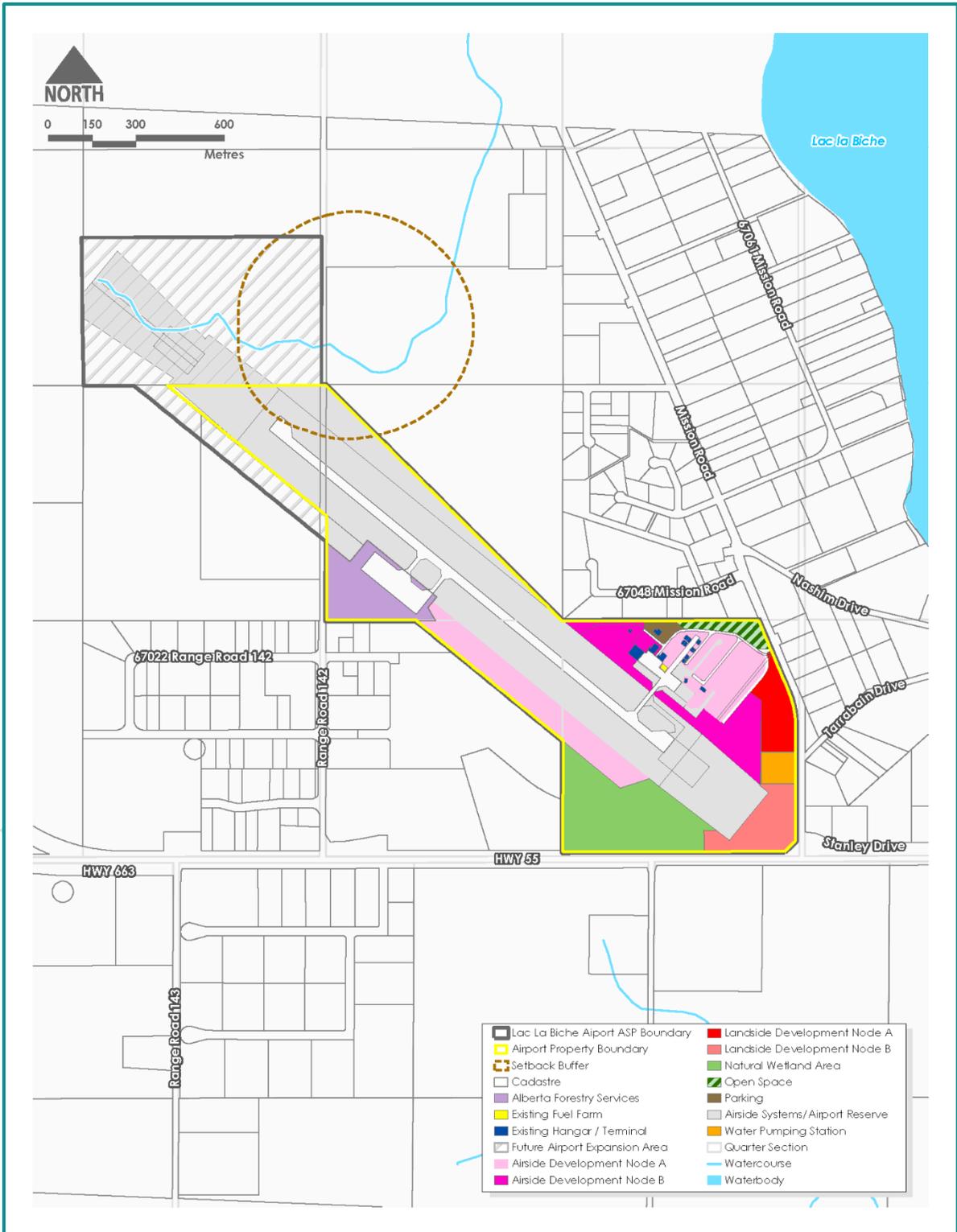
**LAC LA BICHE AIRPORT
AREA STRUCTURE PLAN**

Map 4 - ASP Policy Areas



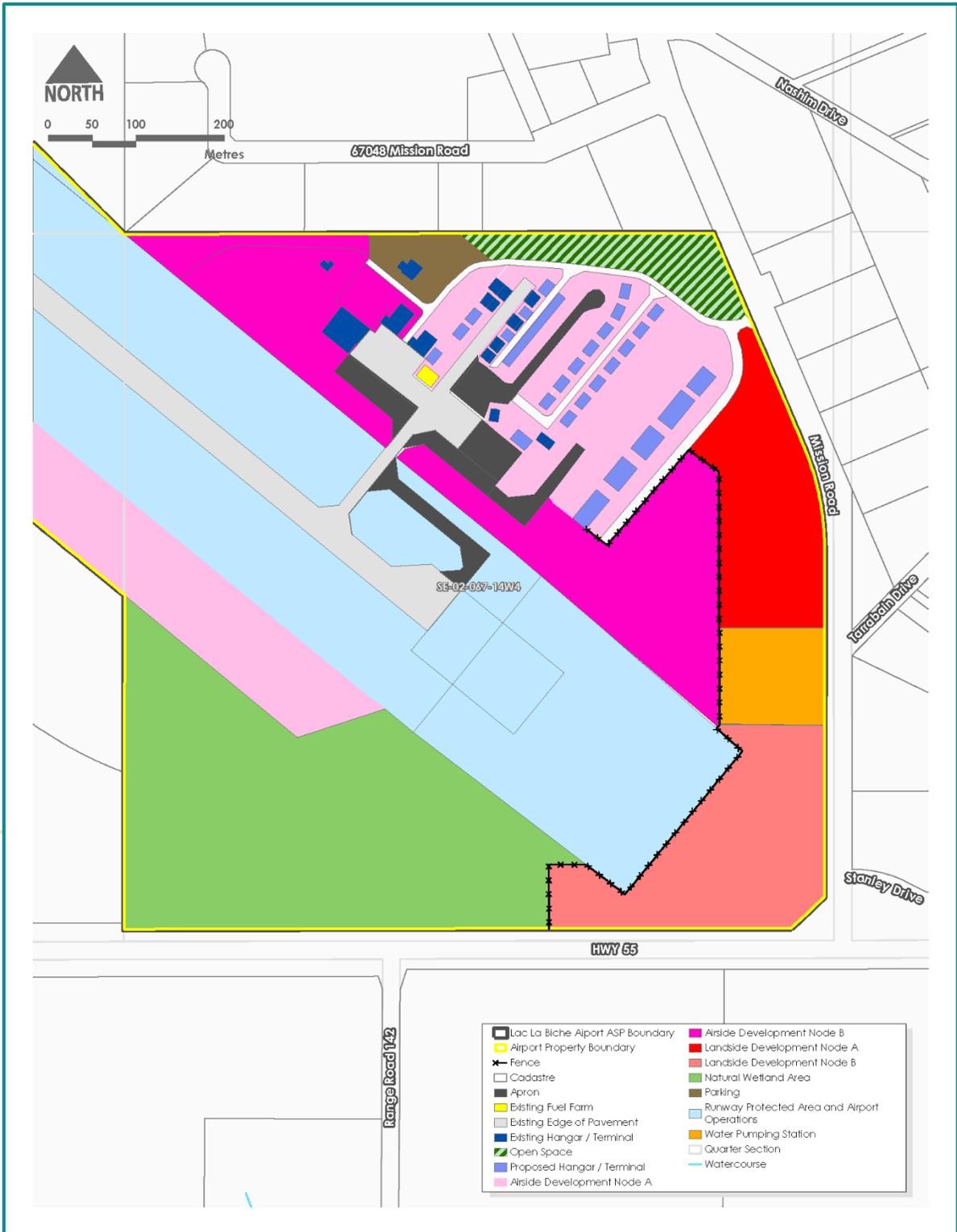
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Map 5 - Development Concept



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Map 6 - Development Concept – Detail



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Map 7 - Obstacle Limitation Surface Area

