

Agenda
 For Summer Village of Rochon Sands
 Regular Meeting of Council
February 13, 2024 @ 6:00 PM
 Municipal Office and Via Zoom for Public

	Page #
1. Call to Order	
2. Approval of Agenda/Additions	
3. Public Hearing	
3.1. None Scheduled	
4. Delegations/Guests	
4.1. None Scheduled	
5. Approval of Previous Minutes	
5.1. January 9, 2024, SVRS Regular Council Meeting Minutes	2-4
6. Business Arising from Previous Minutes	
6.1. Snak Shak - Update	
6.2. Summer Village of Rochon Sands Cloud Server Option - Update	
7. Financial Reports	
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7.3. Financials - January Cheque Listing to January 31, 2024	7
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8.1. KAYAKOMAT Kayak/SUP Rental Kiosk	8-28
8.2. Appointment of Regional Assessment Review Board Officials (ARB)	29, 30
9. Council/Committee Reports	
9.1. Mayor's Report	
9.2. Councillor Reports	
10. CAO and Staff Reports	
10.1. CAO Report	31
11. Correspondence/Information/Reports	
11.1. Stettler RCMP Detachment - 3rd Quarter Report	32-40
11.2. ATCO - Advanced Metering Infrastructure	41-44
11.3. Land & Property Rights Tribunal - Vertz v County of Stettler No. 6 Development Authority, 2024 ABLPRT 57	45-78
11.4. Application for Consolidation of Road Allowance - Court Application to Vary Surveys	79-85
12. In Camera (Closed Session)	
13. Next Regular Meeting Date – March 12, 2024	
14. Adjournment	

MINUTES

Regular Meeting of the Council of the Summer Village of Rochon Sands
Held on January 09, 2024, at 6:00 PM
At the Municipal Office, #1 Hall Street, Rochon Sands
and Via Zoom on Electronic Devices

Present: Mayor D. Hiller
Councillor J. Byer
Councillor B. Brinson
Administrator J. Jacobson

Public (0):

1. Call to Order

Meeting Called to Order @ 6:01pm

2. Approval of Agenda/Additions

8.2 Stettler Waste Management Authority Strategic Planning Questionnaire

RES 24-01-01

Motion by Councillor Byer to accept the agenda as amended.

Carried

3. Public Hearing

3.1. None Scheduled

4. Delegations/Guests

4.1. Craig Suchy (on Zoom) – Manager, Land Development and Municipal Engineering, WSP Canada Inc.

- Craig Suchy provided an update on the SVRS East Beach Street Shoreline Stabilization project.
- Discussion took place regarding SVRS expectations of the project.
- A project workplan will be submitted to Council in February.

5. Approval of Previous Minutes

5.1. December 12, 2023, SVRS Regular Council Meeting Minutes

RES 24-01-02

Motion by Councillor Brinson to accept the Summer Village of Rochon Sands December 12, 2023 Regular Council Meeting Minutes as presented.

Carried

6. Business Arising from Previous Minutes

6.1. Snak Shak Update

- The CAO provided an overview of the process for subdividing Municipal Reserve (MR) Land to commercial.
- Discussion took place regarding SVRS ratepayer feedback on the Snak Shak option report.
 - Ratepayers are concerned regarding costs and potential tax increases.
 - There is discussion in the community to form a committee and fundraise towards a less costly Snak Shak option.

- Explore organizing a ratepayer meeting on the May long weekend to gather input from the community regarding Snak Shak options.

7. Financial Reports

- 7.1.** Financials - Operating Revenue & Expenditures to December 31, 2023
- 7.2.** Financials - Capital Revenue & Expenditures to December 31, 2023
- 7.3.** Financials - December Cheque Listing to December 31, 2023
- 7.4.** Financials – December Bank Reconciliation to December 31, 2023

RES 24-01-03 Motion by Mayor Hiller to accept the financial reports and statements as presented.

Carried

8. New Business

- 8.1.** Summer Village of Rochon Sands Cloud Server Option

RES 24-01-04 Motion by Mayor Hiller to direct Administration to provide a Cloud Server Option RFD at the next Council meeting.

Carried

- 8.2.** Stettler Waste Management Authority Strategic Planning Questionnaire
 - Council provided input for the strategic planning questionnaire.

RES 24-01-05 Motion by Mayor Hiller to direct Administration to submit the completed Stettler Waste Management Authority Strategic Planning Questionnaire to the County of Stettler.

Carried

9. Council/Committee Reports

- 9.1.** Mayor's Report
 - The Bucket Fill Station is completed – waiting for the credit card reader to be installed.
 - Discussion regarding the fire agreement with the County of Stettler.

9.2. Councillor Reports

Councillor Brinson

- Attended the Stettler Regional Emergency Management Agency Tabletop session with the other municipal partners on December 13, 2023.

Councillor Byer

- Reported on the County of Stettler Housing Authority meeting.
- Enquired if the County of Stettler or Summer Village of White Sands have taken any action regarding Airbnb concerns. Neither municipality has taken any formal action to date.

10. CAO and Staff Reports

- 10.1.** CAO Report (written)

RES 24-01-06 Motion by Councillor Byer to accept Council/Committee and CAO reports as presented.

Carried

11. Correspondence/Information/Reports

11.1. Local Government Fiscal Framework Program

11.1.1. Letter from Honourable Ric McIver, Minister of Municipal Affairs

11.1.2. Association of Summer Villages of Alberta – Letter to Summer Villages

11.1.3. Association of Summer Villages of Alberta – Letter to Honourable Ric McIver

11.2. Intermunicipal Collaboration Letter for Septic Tank Disposal – Mayor Hiller to Reeve Clarke & Mayor Thurston

RES 24-01-07

Motion by Mayor Hiller to accept the reports and correspondence as information.

Carried

12. In Camera (Closed Session)

- No in camera session

13. Next Regular Meeting Date – February 13, 2024

14. Adjournment

RES 24-01-08

Motion by Councillor Byer to adjourn the Regular Council meeting at 7:30 pm.

Mayor

Administrator



SUMMER VILLAGE OF ROCHON SANDS

STATEMENT OF OPERATING REVENUE & EXPENDITURES

For the month of January 2024

General Ledger	Description	January 2023 Actual	January 2024 Budget	January 2024 Actual
*	General Administration	(107.96)	(1,836.83)	(591.60)
*	Protective Services	0.00	(40.00)	0.00
*	Transporation	0.00	(333.33)	0.00
*	Planning & Development	0.00	(583.33)	0.00
*	Recreation & Parks	0.00	0.00	0.00
*	Provincial Parks	0.00	(18,350.00)	0.00
*	TOTAL Culture	0.00	(516.67)	0.00
*	Taxes	0.00	(38,812.67)	0.00
*	Other Revenue	(835.69)	(2,083.33)	(42.95)
**	TOTAL REVENUE	(943.65)	(62,556.16)	(634.55)
*	Council & Legislative	0.00	833.33	0.00
*	General Administration	8,813.21	11,675.00	7,713.49
*	Common Office	797.74	1,091.67	893.56
*	Assessor	0.00	908.33	0.00
*	Municipal Election	0.00	16.67	0.00
*	Policing	0.00	450.00	0.00
*	Fire Fighting & Preventive	0.00	1,458.33	0.00
*	Disaster Services	0.00	591.67	0.00
*	Ambulance	0.00	0.00	0.00
*	Bylaw Enforcement	0.00	83.33	0.00
*	Transportation	6,098.71	6,704.17	787.50
*	Water Department	0.00	500.00	0.00
*	Landfill & Recycling	170.00	1,308.33	0.00
*	Planning & Development	0.00	1,233.33	0.00
*	Parks & Recreation	1,301.72	3,703.33	714.29
*	Provincial Parks	4,771.33	12,912.58	417.87
*	Culture	0.00	566.67	0.00
*	Contingency	0.00	2,500.00	0.00
*	Requisitions	0.00	16,016.67	0.00
**	TOTAL EXPENSES	21,952.71	62,553.41	10,526.71
***	(SURPLUS)/DEFICIT-Before Amort	21,009.06	(2.75)	9,892.16

*** End of Report ***



SUMMER VILLAGE OF ROCHON SANDS
STATEMENT OF CAPITAL REVENUE AND EXPENDITURES
 For the Period Ending January 31, 2024

General Ledger	Description	2024 YTD Actual	2024 YTD Budget
CAPITAL REVENUE			
5-32-00-00-00-840	Trans - Provincial Grant	0.00	(11,666.67)
5-72-00-00-00-830	Parks & Rec - Federal Grant	0.00	(2,833.33)
5-72-00-00-00-840	Parks & Rec - Provincial Grant	0.00	(1,666.67)
*	TOTAL CAPITAL REVENUE	0.00	(16,166.67)
CAPITAL EXPENDITURE			
6-31-00-00-00-620	Common Services - Shop Reno	0.00	833.33
6-31-00-00-02-630	Common Services - Dump Trailer	0.00	833.33
6-32-00-00-02-610	Trans - Hall Street Paving	0.00	8,333.33
6-32-00-00-03-610	Trans - Parking Lot	0.00	1,666.67
6-72-00-00-00-620	Parks & Rec - Snack Shack	0.00	1,666.67
6-72-30-00-00-660	Parks & Rec - Village Square	0.00	2,833.33
*	TOTAL CAPITAL EXPENDITURE	0.00	16,166.67
**	SURPLUS/(DEFICIT)	0.00	0.00

*** End of Report ***



SUMMER VILLAGE OF ROCHON SANDS

January 2024 Cheque Listing For Council

Cheque		Vendor Name	Invoice #	Invoice Description	Invoice Amount	Cheque Amount
Cheque #	Date					
202470001	2024-01-05	EDGSON, GAYLENE	886471	PAYMENT DECEMBER CLEANING	90.00	90.00
202470002	2024-01-05	LONGHURST CONSULTING	7590	PAYMENT JANUARY	140.81	140.81
202470003	2024-01-05	MUNIWARE (A DIV OF CATALIST)	inv308309347	PAYMENT TRAINING ON MUNIWARE	630.00	630.00
202470004	2024-01-05	REID, DONOVON	4	PAYMENT DECEMBER	512.50	512.50
202470005	2024-01-05	TUSTIAN, MARK	1	PAYMENT DECEMBER	325.00	325.00
202470006	2024-01-05	WEALTHSIMPLE INVESTMENTS INC.	21	PAYMENT #HQ4538J42CAD M202309	1,476.56	1,476.56
202470007	2024-01-05	APEX	63 64	PAYMENT DEC DEC	254.51 105.16	359.67
202470008	2024-01-05	PITNEY WORKS	6 7	PAYMENT POSTAGE JAN-MARCH LEASE	217.50 145.75	363.25
202470009	2024-01-05	SYBAN SYSTEMS	5440-26122023	PAYMENT JAN	103.95	103.95
202470010	2024-01-31	JACOBSON, JOHN C				

Total 8,671.47

*** End of Report ***

The Summer Village of Rochon Sands
Request for Decision/Recommended Action
KAYAKOMAT Kayak/SUP Rental Kiosk

Meeting: Regular Council
Meeting Date: February 13, 2024
Originated by: John Jacobson - Chief Administrative Officer
Title: **KAYAKOMAT Kayak/SUP Rental Kiosk**
Agenda Item Number: 8.1

Background/Proposal/Issue:

Great Escape Kayaks Inc. operated several automated kayak and stand-up paddleboard (SUP) rentals stations in park locations last year and will be operating in even more locations this year. They are requesting to have a station at the Rochon Sands Provincial Park Campground (RSPPC) and have a local community member who is very interested in operating it. Alberta Parks referred Great Escape Kayaks Inc. to the Summer Village of Rochon Sands (SVRS) Administration.

KAYAKOMAT is a self-service rental kiosk, open for bookings 24 hours a day. Clients can rent kayaks and stand-up paddleboards easily, smoothly, anytime, from anywhere.

How does it work?

The client goes on to the KAYAKOMAT.COM website, books and pays online, reviews usage and safety instructions, then receives a code to unlock the unit of their choice of equipment (incidentally, insurance companies favor online safety instructions and waivers as users have more opportunity to read them over carefully). SUPs as well as solo and tandem sit-in and sit-on-top kayaks are available. All necessary equipment, including life jacket(s), paddle(s), spray skirt(s), etc. is provided.

What does the operator do?

The operator needs to be available (by phone) to help clients with the occasional question about bookings, equipment etc. Aside from that, they need to check on their station periodically (according to usage) to be sure the equipment is as it should be, clean and in place. This normally takes only a few hours a week even in the busy season. Great Escape Kayaks Inc. has a local community member very interested in operating the station at RSPPC.

The system has been running successfully for some time in Sweden with over 200 successful stations and is now being offered in 12 countries!

Discussion/Options/Benefits/Disadvantages:

Great Escape Kayaks Inc. proposes the following as advantages of operating a KAYAKOMAT?

- *The online visibility of the Kayakomat network would draw additional visitors to RSPPC.*
- *Proven, trusted, convenient online rental system.*
- *Allows prepaid and pre-booked rentals, guaranteeing the paddler his/her reservation.*
- *A variety of available activities makes the campground more attractive and enjoyable for the public.*
- *Dedicated equipment eliminates the possibility of transferring invasive species.*
- *Makes a pleasant paddling experience easily and affordably available to many who have no equipment.*
- *Your site will be put on the map **world-wide** through the KAYAKOMAT international kayak rental website.*
- *KAYAKOMAT's safety record with over 100,000 bookings to date has had **zero incidents** and is **superior** to the industry average!*
- *Alerts tourists planning visits in your area to YOUR location and rental availability.*
- *Extends rental availability for users to early morning and later evening rentals beyond the hours of a manned rental station.*

- Leveraged internet visibility through KAYAKOMAT's international advertising and social media optimization programs.
- Easy kiosk set up, no electricity or WIFI needed. Just a flat patch of ground is all that's needed!
- 24/7 booking availability to clients with no staff required.
- Bad weather? – no problem! Instant availability for rentals the moment the weather improves -- without staffing issues!

"The best thing about running a KAYAKOMAT? It makes the campsite more attractive! "New clients find out about the campground location via the digital marketing efforts of KAYAKOMAT. Bookings are fast and easy thanks to the user-friendly online booking system. Customers prefer the convenience of the booking app and the 24H self-service to paddle when they want.

Liability is a major issue.

- The Operator would have insurance; however, Great Escape Kayaks Inc. recommends that the Summer Village of Rochon Sands take out \$2 million to \$5 million in liability insurance.
- Storms come up quickly on Buffalo Lake. If there is a situation where someone renting a kayak or SUP is in distress and emergency services are called to rescue the individuals - who covers the costs of emergency services? Administration contacted the County of Stettler to inquire as to potential emergency costs if Emergency Services were required from the County. The County advised Administration that a new Fire Service Agreement has been approved between the County of Stettler and the Town of Stettler. The Summer Village of Rochon Sands will be invited to the table in the next few weeks to discuss a new Fire Service Agreement. At this point in time, it is unknown if there would be costs to SVRS if County of Stettler Emergency Services were required to address a Kayak or SUP rescue.
- Administration contacted SVRS legal counsel regarding liability issues. SVRS legal counsel recommended that there be a box for customers to check-off on the KAYAKOMAT waiver form that relieves the SVRS of any liabilities. However, SVRS legal counsel advised that a checked-off waiver box does not fully protect the SVRS in the event of a catastrophic situation involving one of the rentals. In 2023, there was a tragedy on Buffalo Lake involving the drowning of a male who was on an inflatable device when the wind shifted, pushing him away from shore.

Costs/Source of Funding (if applicable):

- There are additional costs for liability insurance - TBD.
 - These additional costs could be passed on to the KAYAKOMAT Operator.
- Potential costs for Emergency Services.
 - A contract between the KAYAKOMAT Operator and the SVRS could stipulate that any Emergency Service costs would be borne by the KAYAKOMAT Operator. The County of Stettler would invoice the SVRS for emergency services and the SVRS would need to collect from the KAYAKOMAT Operator. It would be preferable to have an Emergency Service cost agreement between the KAYAKOMAT Operator and the County of Stettler.
- Great Escape Kayaks Inc. stated that Provincial Campgrounds operated by the Alberta Government **do not** charge the KAYAKOMAT Operators a fee to operate kiosks in the campgrounds.
 - The SVRS could negotiate a fee based upon revenues generated by the KAYAKOMAT kiosk.

Recommended Action/Options:

- Administration is requesting input and direction from Council regarding the KAYAKOMAT concept and the liability challenges.
 - This type of rental kiosk could be beneficial for the campground and community.
 - Great Escape Kayaks Inc. is requesting to have a station at the Rochon Sands Provincial Park Campground (RSPPC). They require as much notice as possible to plan a kiosk at RSPPC.
 - Administration is obtaining costs for additional liability insurance.
 - Possible Emergency Service costs are unknown and will not be known until a new Fire Service Agreement is negotiated between the SVRS and the County of Stettler.

KAYAKOMAT

INFORMATION

OVERVIEW

- What is a KAYAKOMAT?
- Why is it good for your community?
- What location would work?

THE KAYAKOMAT



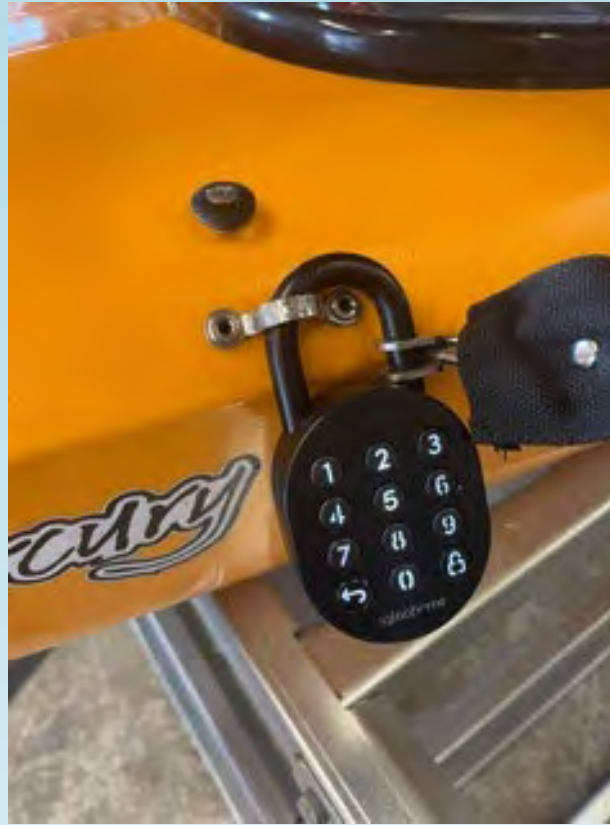
How does it work?

- Customers book easily online.
- Customer receives a code.
- Customer retrieves and returns the equipment.
- Proven modern concept – ebikes/bicycles
- Hours of operation – flexible relative to location
- Local operator **immediately available** by phone, SMS or email.



Security

- Operator responsible to maintain and check site regularly
- Operator responsible for any damages
- All equipment is locked in place
- Operator carries required liability insurance



Why is a KAYAKOMAT good for your community?

- The KAYAKOMAT's unmanned, automated rental system makes it easy for nature lovers to access and share high quality equipment.
- Affordable rate available at flexible hours through an online booking system.
- Contactless self-serve option that meets today's changing society needs.
- Provides an option for families and groups to enjoy together.
- Great option for people who may not be able to afford, transport, or store equipment of their own.
- Can be used by community groups and is accessible for all residents, promos and discounts can be arranged



Why is a KAYAKOMAT good for the environment?

- The KAYAKOMAT itself is self-sufficient and does not require electricity, internet service, Bluetooth, or running water. It is a free-standing, relatively lightweight metal structure, not requiring any special foundations or ground preparation – any relatively flat piece of ground will do.
- Size: very small footprint (8' by 12').
- Environmental impact - no chemicals used or interference with water.
- Sustainable sharing concept.
- Coastal protection. No damage as it is not a building and can be easily removed/demolished
- Equipment is not transferred from one body of water to another which can curb the spread of invasive species.



KAYAKOMAT Sets the Standard for Safety

- An online safety and waiver is considered by insurance companies **to be superior to those used by manned rental stations.** Users are **more likely** to heed instructions.
- Users can rebook in case of bad weather, removing temptation to ignore bad conditions.
- Local operators check stations frequently to inspect all equipment.
- If safety equipment is missing, local operator is available by phone, SMS or email to **immediately provide** an alternative booking.
- **KAYAKOMAT's Safety Record**
- **Over 45,000** bookings to date
- **ZERO** accidents, injuries or fatalities
- US injury (.007%) and fatality (.003%) statistics* indicate we should have had 3 injuries and 1 death.
- Proof of concept that KAYAKOMAT'S safety record is **superior to the industry.**
- *the 2019 Special Report on Paddlesports & safety by the US Outdoor Foundation

Kayakomat location details

- Kayakomat Point 65 office on the contract
- A permit or contract for the location may be required. Seasonal or yearly. Permit is in the name of KAYAKOMAT
- Building permit is not required. Not a building, it is a kayak rack. (Why not a building? Not possible to be inside it. Not permanent.)
- The operator pays the permit or location fee.
- Operator carries insurance, municipality can be listed as co-insured – renters acknowledge online waiver.

Booking

<https://point65.se/pages/kayakomat-demo>

ALPHA FIND KAYAKOMAT SAFETY FAQ


CANADA Search

Closest: 3 km

KAYAKOMAT ALBERTA BUCK LAKE CAMPGROUND
406 Lakeshore Dr, T0C 0T0 Buck Lake **SELECT**

KAYAKOMAT ALBERTA TWIN LAKES
Hwy 13, Winfield, T0C 2X0 Winfield 29 km **SELECT**

KAYAKOMAT ALBERTA COTTAGE CLUB GHOST LAKE
8 CottageClub Drive, T4C 1B1 Cottage Club 193 km **SELECT**



How does it work?

- Customers book easily online.
- Customer receives a code.
- Customer retrieves and returns the equipment.
- Proven modern concept – ebikes/bicycles
- Hours of operation – flexible relative to location

FIND KAYAKOMAT SAFETY FAQ



PADDLE ANYTIME!
CONVENIENT. FLEXIBLE. SUSTAINABLE.

Paddle, life jacket & spray skirt included!



BOOK



UNLOCK



PADDLE!

Kayak and SUP rental at på KAYAKOMAT Alberta Twin Lakes

Rent SUP and kayaks in the hidden gem of central Alberta, Twin Lakes. For many years urban legend had it that it was bottomless. This unusual depth for an Alberta lake contributes to its clean pristine water and it is a popular destination for recreational



Kayak Solo
MINIMUM 2 HOURS



From
29 CAD

BOOK NOW



Stand Up Paddle Board
MINIMUM 1 HOUR



From
19 CAD

BOOK NOW



Kayak Tandem
MINIMUM 2 HOURS



From
39 CAD

BOOK NOW



Kayak Solo Sit-on-Top
MINIMUM 2 HOURS



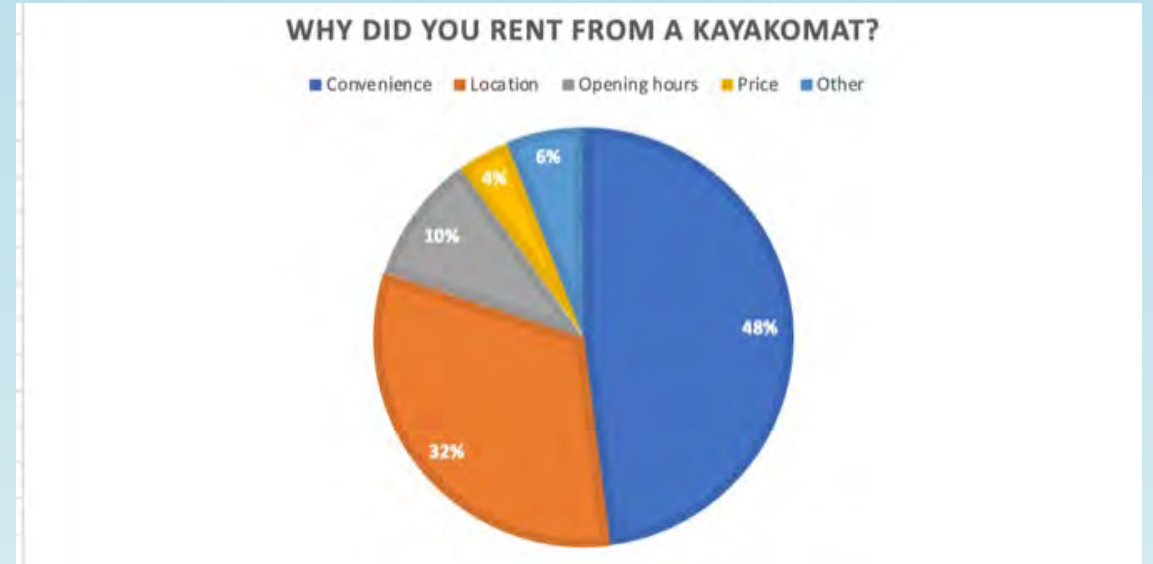
From
29 CAD

BOOK NOW

Location

What makes a good location?

- Close to the water
- Close to amenities
- High volume of foot traffic
- Convenient for operator



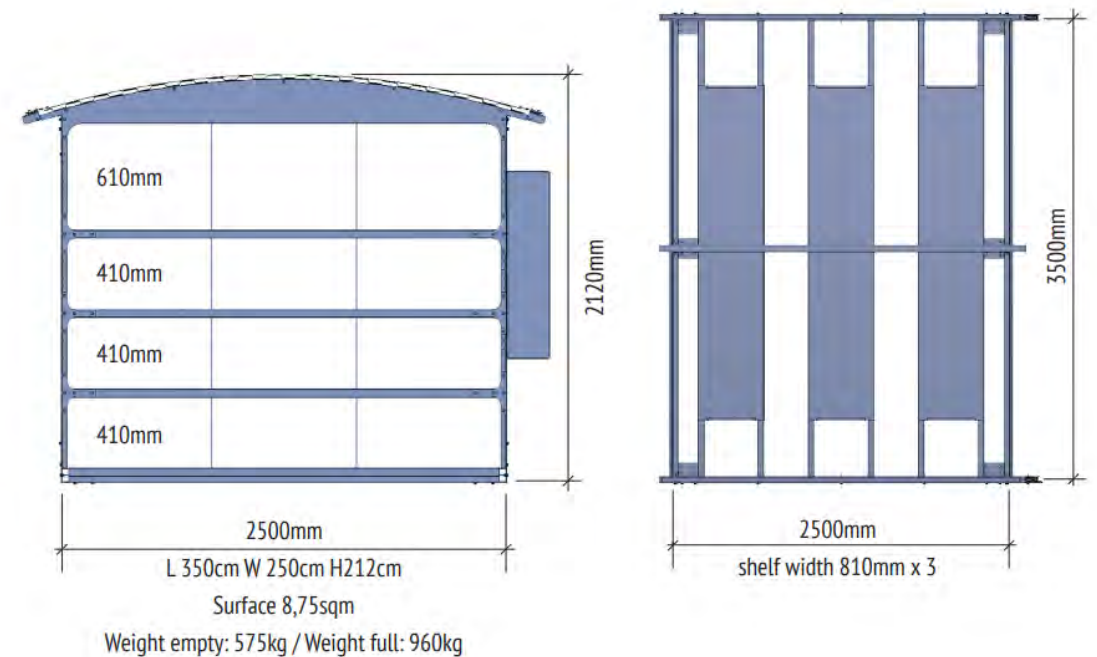
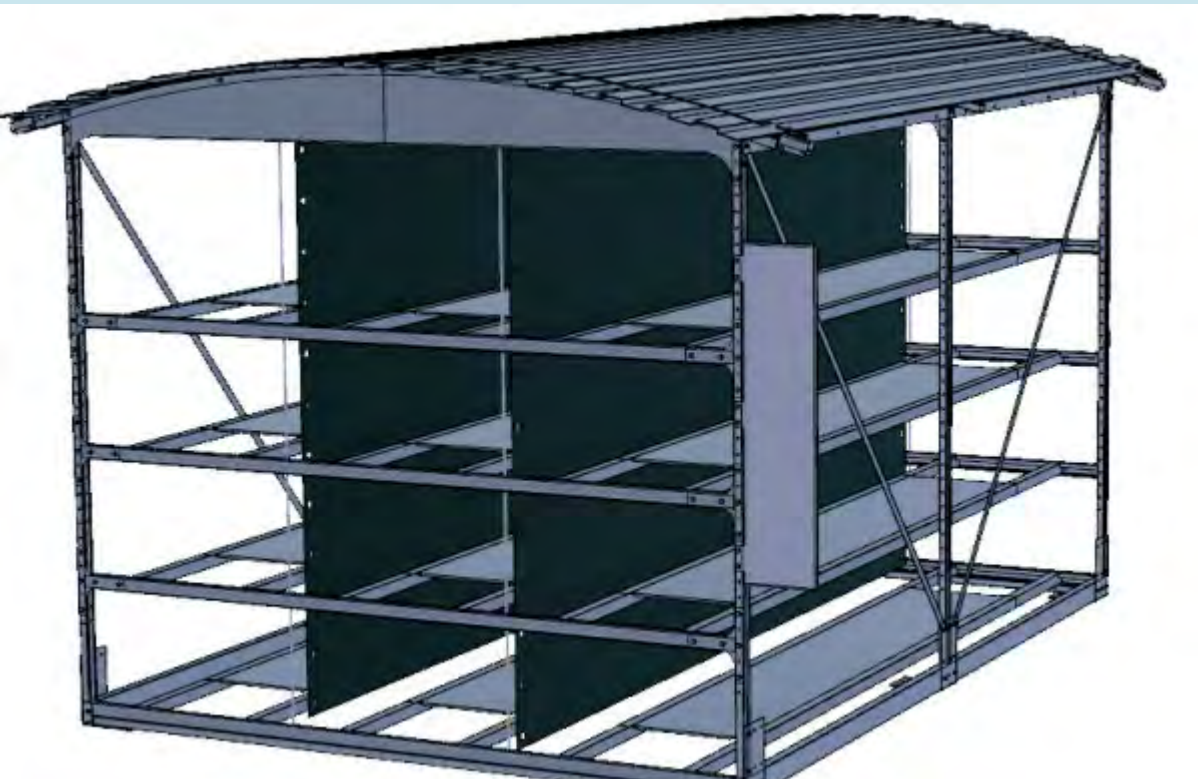
THE KAYAKOMAT

- Semi-transparent rack with a roof and rigid sides.
- Footprint (9m²)
- Easy and fast to assemble and stow for off season
- No electricity or water required



THE KAYAKOMAT

- The kayak rack is manufactured in Sweden.
- The main material, such as poles and cover, consists of galvanized steel, corrosion class 2.
- The cover is constructed for snow fall of 1.5kN/m² and wind speed of 25m/s.
- The longer sides are each covered with an informative banner made of perforated PVC



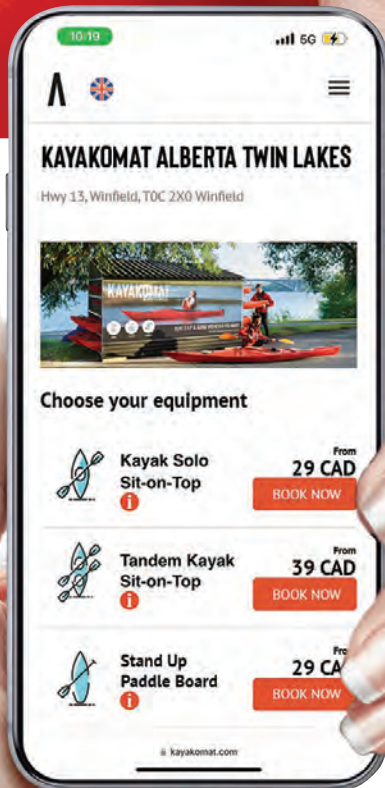
START A KAYAKOMAT STATION



START YOUR OWN
AUTOMATED
SELF-SERVICE
RENTAL STATION
INVESTMENT
\$10000

- **Global Leader:** KAYAKOMAT is the world's leading SUP and kayak rental provider.
- **Extensive Reach:** Present in 200+ locations across 8 countries and expanding.
- **Satisfaction:** Over 100 000 satisfied customers from 52 countries.
- **Exceptional Reputation:** 5 000+ reviews with an average rating of 4.4 out of 5.
- **Convenience:** Over 70% of customers prefer self-service convenience.
- **Sustainable:** Sharing is eco-friendly

HOW DOES IT WORK?



BOOK

Reservations are made through our web-app kayakomat.com



UNLOCK

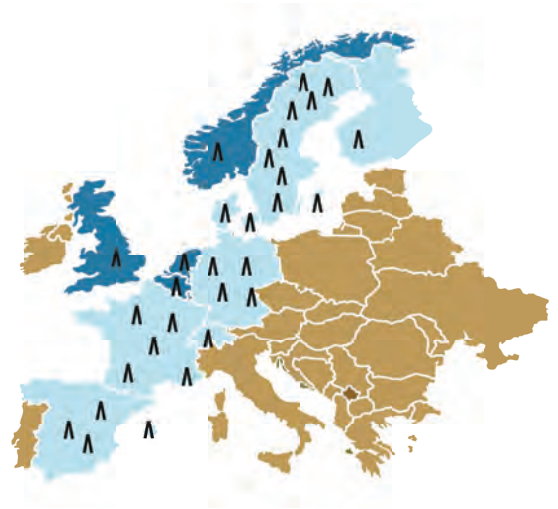
After completing a booking, the customer receives a code via SMS and email to unlock the equipment.



PADDLE

The equipment, which includes a lifejacket and a paddle, is returned to its original location.

OUR STORY



1996: Point 65 Sweden, the parent company of KAYAKOMAT, is founded by brothers Richard and Tomas Öhman and opens its first rental station.

2000: Point 65 Sweden becomes a global player and Scandinavia's leading paddle sports brand.

2001: Point 65 is the first to offer online booking services for kayak rentals in Sweden.

2006: Point 65 starts a chain of 15 manned rental stations in Sweden.

2020: Point 65 Sweden launches the first automated self service SUP and kayak rental station. The KAYAKOMAT team consists of 5 employees.

2023: KAYAKOMAT becomes the world's leading SUP and kayak rental company, operating 200+ stations with 100,000+ paddlers and a team of 30 employees.

2024: Expansion into the UK, Benelux, and Norway, a total of 600 stations planned across 12 countries and a workforce of 50 employees.

SAFETY FIRST!



A SAFE ACTIVITY

KAYAKOMAT delivers a comprehensive safety experience from the get-go. Every booking seamlessly integrates essential gear, including life jackets and paddles.

Our clear safety guidelines and paddling tips are prominently displayed, requiring clients to review and accept them on www.kayakomat.com before finalizing their reservation.

Safety isn't just our priority; it's integrated into our process.

SECURE AND EASY PAYMENT

Customers today expect an online payment experience that is secure but also user-friendly and seamless.

Our booking platform not only meets but exceeds these expectations, providing a professional, reliable, and intuitive payment process.

With options to transact via credit card or PayPal, we've ensured that safety and convenience go hand in hand.

THE EQUIPMENT - ALL INCLUSIVE



POINT 65°N

We offer top-tier recyclable rental equipment, sourced exclusively from the globally renowned brand, Point 65 Sweden.

For warmer regions, we provide 'Sit on Top' kayaks, which are perfect for sun-soaked explorations.

In the north, our fleet consists of 'Sit Inside' kayaks, complete with all the necessary gear to ensure a comfortable and safe paddling experience.

Regardless of the territory, our SUPs remain consistent in design.

Every rental includes both a paddle and a personal flotation device, ensuring our customers have everything they need for a memorable day on the water.



CUSTOMERS LOVE US



Jon Larborn

Local Guide · 69 reviews · 80 photos

★★★★★ 2 years ago

Smooth and affordable



Eric Gustafsson

8 reviews · 4 photos

★★★★★ a month ago

Great experience, smooth and easy as it should be!



Ireneusz Tosnowiec

4 reviews · 2 photos

★★★★★ 2 months ago

Friendly and very helpful customer service, kayak was great, comfortable seats, long and perfect for lake. It was great Sunday.



Ole Storm

1 review

★★★★★ a month ago

Det var en fin oplevelse, desværre manglede der spredækkener, men ellers var alt ok.



Alexander Vidal

9 reviews · 4 photos

★★★★★ 3 months ago

Incredibly convenient way to get out and paddle the beautiful Sävelången. The kayaks are incredibly stable in the water but heavy on land. Luckily it's a short way to the water. Good cape and life jacket with a surprisingly good fit. The paddle looked ok. However, I had brought my own. This was the first time I tried the Kayakomat and the concept works very well I must say. The kayaks in this rack were from Point65. Personally, I like their models so nothing to complain about in this regard. I will probably take advantage of this opportunity on more occasions.



Robin B

Local Guide · 39 reviews · 24 photos

★★★★★ a month ago

Very nice place to rent a kayak, supp or canoe. These are all unmanned stations in Sweden and the hole scandinavia. You go to a site, make a reservation for minimum 2 hours and then you get a code. With this code you can unlock them and make a great trip on the lake.

The Summer Village of Rochon Sands
Request for Decision

Meeting: Regular Council
Meeting Date: February 13, 2024
Originated by: John Jacobson - Chief Administrative Officer
Title: Appointment of Regional Assessment Review Board Officials (ARB)
Agenda Item Number: 8.2

Background/Proposal/Issue:

As a participant in CRASC's ARB program, Council is required to appoint the ARB Officials for 2024. (As per MGA section 454)

All participating municipalities are required to appoint by resolution the following as their ARB officials for 2024.

ARB Chairman -	Raymond Ralph
Certified ARB Clerk -	Gerryl Amarin
Certified Panelists -	Darlene Chartrand
	Sheryl Exley
	Tina Groszko
	Stewart Hennig
	Richard Knowles
	Denis Meier
	Raymond Ralph

Recommended Action/Options:

Council to appoint the ARB officials as per the February 6, 2024, email request by the Capital Region Assessment Services Commission (CRASC)

Motion by Council:

To appoint the following as the Summer Village of Rochon Sands ARB (Assessment Review Board) officials for 2024: ARB Chairman - Raymond Ralph; Certified ARB Clerk - Gerryl Amarin; and Certified Panelists - Darlene Chartrand, Sheryl Exley, Tina Groszko, Stewart Hennig, Richard Knowles, Denis Meier and Raymond Ralph.

From: Gerryl Amarin <gerryl@amarinaccounting.com>
Sent: Tuesday, February 6, 2024 10:25 AM
Subject: Appointment of ARB Officials 2024
Importance: High

Hello All,

As a participant in CRASC's ARB program, please be advised that your council is required to appoint the ARB Officials for 2024.
(As per MGA section 454)

All municipalities are required to appoint by resolution the following as your ARB officials for 2024.

ARB Chairman -	Raymond Ralph
Certified ARB Clerk -	Gerryl Amarin
Certified Panelists -	Darlene Chartrand Sheryl Exley Tina Groszko Stewart Hennig Richard Knowles Denis Meier Raymond Ralph

If you have any questions concerning this request, please do not hesitate to contact me.
780 297 8185

Gerryl Amarin, CPA | Manager, Finance Officer

Capital Region Assessment Services Commission (CRASC)
11810 Kingsway Avenue
Edm AB T5G 0X5
Direct: 780 297 8185



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CAO Report
February 2024

Tim Rosadiuk of Great Escape Kayaks Inc. - Kakomat. Great Escape Kayaks Inc. operated several automated kayak and SUP rentals stations in Alberta Provincial Park locations last year and will be operating in even more locations this year. They are requesting to have a station at the Rochon Sands Provincial Park Campground (RSPPC) and have a local community member who is very interested in operating it. KAYAKOMAT is a self-service rental kiosk, open for bookings 24 hours a day. Clients can rent kayaks and stand-up paddleboards easily, smoothly, anytime, from anywhere. The CAO is researching potential liability issues.

Jerry Bond IJD spoke with the CAO regarding the holding tank at 47 Bayview St. that corrections to move the holding tank have not been completed. Jerry copied the CAU in an email to the owners of 47 Bayview St. asking of their action plan to move the holding tank.

The water in Hall was not working Jan 15 - Action Plumbing contacted to repair. The Hall water lines froze. There was no damage, and the water lines were operational following the repair.

The Government of Alberta is working to understand the different agreements and contracts in place between Alberta's municipalities and the federal government during 2022. As per the Municipal Government Act, s.577 (2), requiring municipalities to provide information or statistics respecting their municipality within the timeframe specified. The CAO provided a response to Municipal Affairs with an overview of the 2 agreements the Summer Village of Rochon Sands had with the federal government between January 1, 2022, and December 31, 2022.

The candidate search for an Office/Park Coordinator is underway. The Summer Village of Rochon Sands is seeking a highly organized and detail-oriented Office/Park Coordinator to join our team. The ideal candidate will play a crucial role in supporting daily administrative tasks and coordinating activities for the Rochon Sands Municipal Office and the Rochon Sands Provincial Park and Narrows Provincial Recreation Area Campgrounds. The goal is to have the individual in place by the end of February. Job ads are on the Summer Village of Rochon Sands website and Facebook, Indeed, Kijiji, and Stettler Local – Jobs.

The CAO has been overhauling the **Summer Village of Rochon Sands website**. The full process will take a couple of months. The Summer Village of Rochon Sands **Facebook** has been updated for the past 3 months.

Sands Street from the bottom of the hill to Rochon Sands Provincial Park was not plowed by Emron following the heavy snowfall on February 4th. Administration contacted Emron and they were very helpful. Emron had a new driver who missed plowing that portion of the highway, so Emron sent out a truck right away to plow the missed road section.



January 26, 2024

S/Sgt. Cam Russell
Detachment Commander
Stettler, Alberta

Dear Mayor's, Reeve, Councillors and CAO's,

Please find the quarterly Community Policing Report attached that covers the October 1st to December 31st, 2023 reporting period. The attached report serves to provide a quarterly snapshot of the human resources, financial data and crime statistics for the Stettler Detachment.

I would also like to update you on one of our current technological endeavours. Over the last decade, the RCMP has utilized Remotely Piloted Aircraft Systems (RPAS) to support our specialized units, i.e. our Emergency Response Teams – which has been incredibly effective for enhancing police and public safety. Although the advancement of technology benefits industry and recreation, it facilitates greater accessibility for criminals, which requires a strategic response. To remain current in our ever-changing environment, and to be responsive to public reviews that call for better access to air support such as the Nova Scotia Mass Casualty Commission of Inquiry, we are actively researching and testing new technologies in a policing environment to enhance public safety. One such technology is how we might use RPAS for potential new police applications. This includes how we might use RPAS to assist with select calls for service, crime photography, search and rescue, and unfolding critical incidents, i.e. an active shooter. With its potential and capability for wider applications, we are further considering program options for our municipal, rural, and Indigenous communities; scalable depending on community need and interest. While we will always need a helicopter and fixed-wing aircraft for the movement of resources, these larger assets are not always immediately available. RPAS technology is providing an opportunity for our communities to effectively have their own police air support, at a significantly lower cost. As I learn more about further opportunities and challenges, I will be sure to keep you updated and informed.

Your ongoing engagement and the feedback you provide guides our Detachment team, and supports the reinforcement of your policing priorities. I always remain available to discuss your community-identified policing priorities and/or any ideas you may have that will enhance our service delivery to address the priorities that are important to you. As the Chief of Police for your community, I invite you to contact me should you have any questions or concerns.

S/Sgt. Cam Russell
Detachment Commander
Stettler RCMP



RCMP Provincial Policing Report

Detachment	Stettler
Detachment Commander	S/Sgt. Cam Russell
Quarter	Q3
FTE Utilization Plan	2023/24
Date of Report	

Community Consultations

Date	2023-11-02
Meeting Type	Community Connection
Topics Discussed	Crime reduction initiatives
Notes/Comments	Members participated in the Rural Crime Watch Annual general meeting. They took questions, provided detachment updates and discussed property crime prevention.



Community Priorities

<p>Priority 1</p>	<p>Crime Reduction</p>
<p>Current Status & Results</p>	<p>During Q3 stats did not change in fact they are on a downward trend, members have been working pro actively to seek out offenders on warrant, conduct conditions checks and conducting targeted patrols at known locations where criminal activity is known to take place.</p>
<p>Priority 2</p>	<p>Enhanced Public Confidence and Community Engagement</p>
<p>Current Status & Results</p>	<p>NCO has attended and addressed all local governments and their councils, rural crime watch meetings, school resource steering committee meetings as well as a large scale table top disaster to name a few. Detachment members have attended County community engagement events on NCO's behalf as well as local hockey games, concerts and festive events such as the lighting of the tree. The community appears very happy with the RCMP in their community, it is apparent when while talking with residents that they know many of the members on a personal level which indicates members are out in the community off duty as well. An official town hall meeting has not yet been held by Stettler detachment, this will be a priority for Q4.</p>



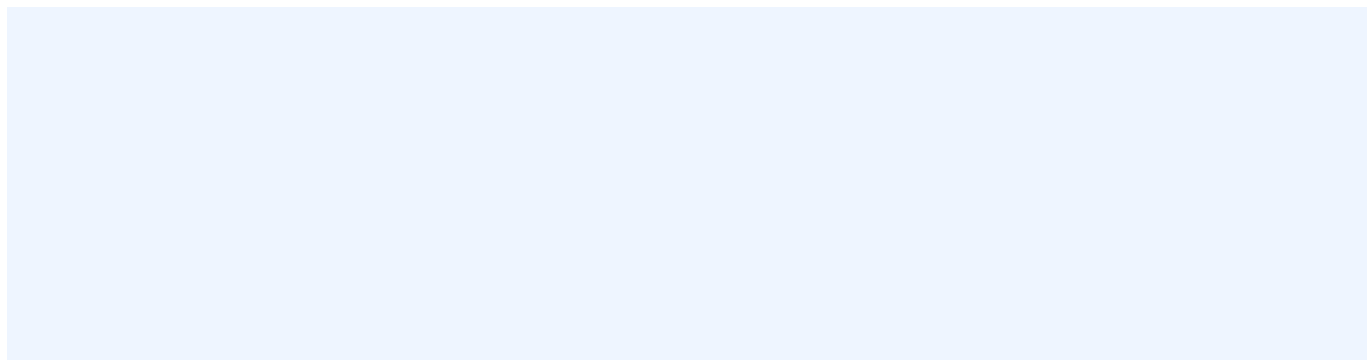
Crime Statistics¹

The following table provides policing statistics on actual offences within the periods listed. Please see Appendix for additional information and a five-year comparison.

Category	October - December			January - December		
	2022	2023	% Change Year-over-Year	2022	2023	% Change Year-over-Year
Total Criminal Code	45	55	22%	232	240	3%
<i>Persons Crime</i>	12	9	-25%	66	49	-26%
<i>Property Crime</i>	25	33	32%	136	131	-4%
<i>Other Criminal Code</i>	8	13	63%	30	60	100%
Traffic Offences						
<i>Criminal Code Traffic</i>	8	5	-38%	28	24	-14%
<i>Provincial Code Traffic</i>	94	189	101%	311	722	132%
<i>Other Traffic</i>	0	0	N/A	1	1	0
CDSA Offences	0	2	N/A	3	9	200%
Other Federal Acts	0	2	N/A	5	14	180%
Other Provincial Acts	17	26	53%	65	62	-5%
Municipal By-Laws	1	1	0%	2	5	150%
Motor Vehicle Collisions	94	94	0%	264	259	-2%

1. Data extracted from a live database (PROS) and is subject to change over time.

Trends/Points of Interest





Provincial Police Service Composition Table²

Staffing Category	Established Positions	Working	Soft Vacancies ³	Hard Vacancies ⁴
Police Officers	4	4	0	0
Detachment Support	1	1	0	0

2. Data extracted on December 31, 2023 and is subject to change.

3. Soft Vacancies are positions that are filled but vacant due to maternity/paternity leave, medical leave, etc. and are still included in the overall FTE count.

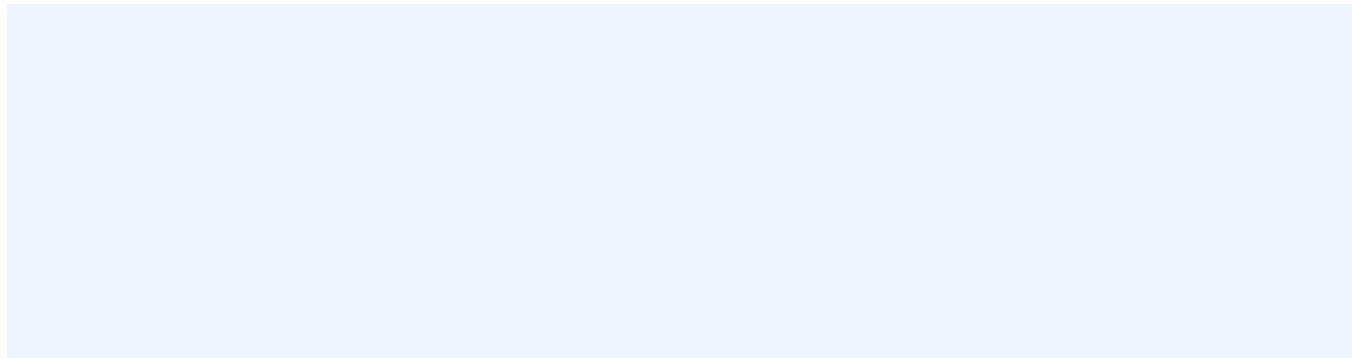
4. Hard Vacancies reflect positions that do not have an employee attached and need to be filled.

Comments

Police Officers: Of the four established positions, four officers are currently working. There are no hard vacancies at this time.

Detachment Support: Of the one established position, one resource is currently working. There are no hard vacancies.

Quarterly Financial Drivers





Stettler Provincial Detachment Crime Statistics (Actual) Q4: 2019 - 2023

All categories contain "Attempted" and/or "Completed"

January 5, 2024

CATEGORY	Trend	2019	2020	2021	2022	2023	% Change 2019 - 2023	% Change 2022 - 2023	Avg File +/- per Year
Offences Related to Death		0	0	0	0	0	N/A	N/A	0.0
Robbery		0	0	0	0	0	N/A	N/A	0.0
Sexual Assaults		0	0	0	0	0	N/A	N/A	0.0
Other Sexual Offences		0	0	2	1	0	N/A	-100%	0.1
Assault		5	7	4	6	6	20%	0%	0.1
Kidnapping/Hostage/Abduction		0	0	0	0	0	N/A	N/A	0.0
Extortion		0	0	0	0	0	N/A	N/A	0.0
Criminal Harassment		2	1	1	2	1	-50%	-50%	-0.1
Uttering Threats		2	0	1	3	2	0%	-33%	0.3
TOTAL PERSONS		9	8	8	12	9	0%	-25%	0.4
Break & Enter		7	7	8	5	6	-14%	20%	-0.4
Theft of Motor Vehicle		3	3	10	1	5	67%	400%	0.2
Theft Over \$5,000		0	5	3	0	2	N/A	N/A	-0.1
Theft Under \$5,000		11	15	10	7	5	-55%	-29%	-2.0
Possn Stn Goods		6	2	5	1	5	-17%	400%	-0.3
Fraud		6	0	2	5	2	-67%	-60%	-0.3
Arson		0	0	0	0	0	N/A	N/A	0.0
Mischief - Damage To Property		4	4	5	3	2	-50%	-33%	-0.5
Mischief - Other		0	1	2	3	6	N/A	100%	1.4
TOTAL PROPERTY		37	37	45	25	33	-11%	32%	-2.0
Offensive Weapons		3	2	3	0	0	-100%	N/A	-0.8
Disturbing the peace		1	4	3	2	0	-100%	-100%	-0.4
Fail to Comply & Breaches		3	7	1	4	5	67%	25%	0.1
OTHER CRIMINAL CODE		1	3	1	2	8	700%	300%	1.3
TOTAL OTHER CRIMINAL CODE		8	16	8	8	13	63%	63%	0.2
TOTAL CRIMINAL CODE		54	61	61	45	55	2%	22%	-1.4



Stettler Provincial Detachment

Crime Statistics (Actual)

Q4: 2019 - 2023

All categories contain "Attempted" and/or "Completed"

January 5, 2024

CATEGORY	Trend	2019	2020	2021	2022	2023	% Change 2019 - 2023	% Change 2022 - 2023	Avg File +/- per Year
Drug Enforcement - Production		0	0	0	0	0	N/A	N/A	0.0
Drug Enforcement - Possession		0	2	0	0	1	N/A	N/A	0.0
Drug Enforcement - Trafficking		1	0	0	0	1	0%	N/A	0.0
Drug Enforcement - Other		0	0	0	0	0	N/A	N/A	0.0
Total Drugs		1	2	0	0	2	100%	N/A	0.0
Cannabis Enforcement		1	0	0	0	0	-100%	N/A	-0.2
Federal - General		1	0	0	0	0	-100%	N/A	-0.2
TOTAL FEDERAL		3	2	0	0	2	-33%	N/A	-0.4
Liquor Act		0	1	0	1	3	N/A	200%	0.6
Cannabis Act		0	1	0	1	1	N/A	0%	0.2
Mental Health Act		4	1	2	6	7	75%	17%	1.1
Other Provincial Stats		7	10	11	9	15	114%	67%	1.5
Total Provincial Stats		11	13	13	17	26	136%	53%	3.4
Municipal By-laws Traffic		0	0	0	1	1	N/A	0%	0.3
Municipal By-laws		0	0	0	0	0	N/A	N/A	0.0
Total Municipal		0	0	0	1	1	N/A	0%	0.3
Fatals		0	0	0	0	0	N/A	N/A	0.0
Injury MVC		18	4	4	6	6	-67%	0%	-2.2
Property Damage MVC (Reportable)		100	74	100	85	81	-19%	-5%	-2.7
Property Damage MVC (Non Reportable)		1	5	4	3	7	600%	133%	1.0
TOTAL MVC		119	83	108	94	94	-21%	0%	-3.9
Roadside Suspension - Alcohol (Prov)		N/A	N/A	N/A	N/A	3	N/A	N/A	N/A
Roadside Suspension - Drugs (Prov)		N/A	N/A	N/A	N/A	0	N/A	N/A	N/A
Total Provincial Traffic		255	164	115	94	189	-26%	101%	-20.2
Other Traffic		2	2	1	0	0	-100%	N/A	-0.6
Criminal Code Traffic		6	13	7	8	5	-17%	-38%	-0.7
Common Police Activities									
False Alarms		4	5	8	2	3	-25%	50%	-0.5
False/Abandoned 911 Call and 911 Act		1	2	2	3	1	0%	-67%	0.1
Suspicious Person/Vehicle/Property		24	32	27	14	23	-4%	64%	-2.0
Persons Reported Missing		2	3	1	1	1	-50%	0%	-0.4
Search Warrants		0	0	0	0	0	N/A	N/A	0.0
Spousal Abuse - Survey Code (Reported)		10	8	2	0	3	-70%	N/A	-2.2
Form 10 (MHA) (Reported)		0	0	0	1	2	N/A	100%	0.5



Stettler Municipal Detachment Crime Statistics (Actual) Q4: 2019 - 2023

All categories contain "Attempted" and/or "Completed"

January 5, 2024

CATEGORY	Trend	2019	2020	2021	2022	2023	% Change 2019 - 2023	% Change 2022 - 2023	Avg File +/- per Year
Offences Related to Death		0	0	1	0	0	N/A	N/A	0.0
Robbery		1	0	3	1	0	-100%	-100%	-0.1
Sexual Assaults		2	2	4	0	2	0%	N/A	-0.2
Other Sexual Offences		4	1	1	0	1	-75%	N/A	-0.7
Assault		26	18	23	7	11	-58%	57%	-4.1
Kidnapping/Hostage/Abduction		0	0	0	1	0	N/A	-100%	0.1
Extortion		0	0	0	0	0	N/A	N/A	0.0
Criminal Harassment		6	7	7	6	6	0%	0%	-0.1
Uttering Threats		8	15	6	7	5	-38%	-29%	-1.4
TOTAL PERSONS		47	43	45	22	25	-47%	14%	-6.5
Break & Enter		25	14	18	7	6	-76%	-14%	-4.5
Theft of Motor Vehicle		16	11	9	8	7	-56%	-13%	-2.1
Theft Over \$5,000		1	1	2	2	1	0%	-50%	0.1
Theft Under \$5,000		37	34	30	28	15	-59%	-46%	-5.0
Possn Stn Goods		5	10	4	4	3	-40%	-25%	-1.0
Fraud		12	14	7	15	8	-33%	-47%	-0.7
Arson		0	2	0	0	0	N/A	N/A	-0.2
Mischief - Damage To Property		18	19	16	16	9	-50%	-44%	-2.1
Mischief - Other		11	5	6	13	10	-9%	-23%	0.6
TOTAL PROPERTY		125	110	92	93	59	-53%	-37%	-14.9
Offensive Weapons		2	9	1	4	3	50%	-25%	-0.3
Disturbing the peace		9	13	11	15	12	33%	-20%	0.8
Fail to Comply & Breaches		39	28	14	6	7	-82%	17%	-8.6
OTHER CRIMINAL CODE		7	15	10	5	10	43%	100%	-0.4
TOTAL OTHER CRIMINAL CODE		57	65	36	30	32	-44%	7%	-8.5
TOTAL CRIMINAL CODE		229	218	173	145	116	-49%	-20%	-29.9



Stettler Municipal Detachment

Crime Statistics (Actual)

Q4: 2019 - 2023

All categories contain "Attempted" and/or "Completed"

January 5, 2024

CATEGORY	Trend	2019	2020	2021	2022	2023	% Change 2019 - 2023	% Change 2022 - 2023	Avg File +/- per Year
Drug Enforcement - Production		0	0	0	0	1	N/A	N/A	0.2
Drug Enforcement - Possession		4	1	1	5	6	50%	20%	0.8
Drug Enforcement - Trafficking		2	2	0	2	4	100%	100%	0.4
Drug Enforcement - Other		0	0	0	1	0	N/A	-100%	0.1
Total Drugs		6	3	1	8	11	83%	38%	1.5
Cannabis Enforcement		0	0	0	0	0	N/A	N/A	0.0
Federal - General		1	1	0	2	1	0%	-50%	0.1
TOTAL FEDERAL		7	4	1	10	12	71%	20%	1.6
Liquor Act		2	1	2	2	7	250%	250%	1.1
Cannabis Act		1	0	0	1	1	0%	0%	0.1
Mental Health Act		12	19	21	22	10	-17%	-55%	-0.1
Other Provincial Stats		25	35	22	25	31	24%	24%	0.2
Total Provincial Stats		40	55	45	50	49	23%	-2%	1.3
Municipal By-laws Traffic		0	1	0	2	0	N/A	-100%	0.1
Municipal By-laws		2	8	2	2	0	-100%	-100%	-1.0
Total Municipal		2	9	2	4	0	-100%	-100%	-0.9
Fatals		0	0	0	0	0	N/A	N/A	0.0
Injury MVC		1	5	3	3	2	100%	-33%	0.0
Property Damage MVC (Reportable)		50	26	51	36	37	-26%	3%	-1.6
Property Damage MVC (Non Reportable)		4	2	8	5	4	0%	-20%	0.3
TOTAL MVC		55	33	62	44	43	-22%	-2%	-1.3
Roadside Suspension - Alcohol (Prov)		N/A	N/A	N/A	N/A	4	N/A	N/A	N/A
Roadside Suspension - Drugs (Prov)		N/A	N/A	N/A	N/A	1	N/A	N/A	N/A
Total Provincial Traffic		164	122	158	177	240	46%	36%	20.7
Other Traffic		5	4	3	1	1	-80%	0%	-1.1
Criminal Code Traffic		13	22	11	9	13	0%	44%	-1.3
Common Police Activities									
False Alarms		16	9	10	12	14	-13%	17%	-0.1
False/Abandoned 911 Call and 911 Act		0	2	2	3	3	N/A	0%	0.7
Suspicious Person/Vehicle/Property		55	77	53	42	17	-69%	-60%	-11.1
Persons Reported Missing		3	7	2	0	3	0%	N/A	-0.7
Search Warrants		0	0	0	0	0	N/A	N/A	0.0
Spousal Abuse - Survey Code (Reported)		32	30	12	13	16	-50%	23%	-4.9
Form 10 (MHA) (Reported)		0	2	0	0	0	N/A	N/A	-0.2



Dear CAO, Summer Village of Rochon Sands

We are excited to share important news regarding an upcoming project in the Drumheller and Stettler regions, including the Summer Village of Rochon Sands, necessary to enhance the electricity infrastructure in your community.

In the coming months, ATCO employees in your community will start installing Advanced Metering Infrastructure (AMI) Radio Gateways and Meters. These upgrades are taking place across Alberta and will allow ATCO to continue providing customers with safe and reliable electricity service along with some enhanced features.

What is Advanced Metering Infrastructure (AMI)?

AMI is an integrated system comprising smart meters, radio gateways that collect the meter read data, communication networks, and data management systems. It facilitates two-way communication between utilities and customers, offering a range of benefits:

- Remote power outage detection for quick response and restoration
- Additional energy management options for customers
- Digital meter reads, reducing operating costs for customers
- More accurate readings and fewer site visits
- Promotion of energy literacy and customer knowledge through increased data access via ATCO's [My Electricity App](#) and compatibility with Home Energy Monitors

To inform residents of your community we will be taking the following proactive communications approach to ensure a smooth transition and address any potential inquiries:

- In person information sessions with our team to inform residents about the new meter system have been scheduled.
- Stettler January 31, 2024 from 5.30pm to 6.30pm at the Stettler Recreation Centre 6202 44 Avenue in the Studio Room
- Providing door knockers with information to customers when the meter has been changed
- Doing some proactive advertising in the newspaper

We kindly request your assistance as well in notifying community members about the upcoming upgrades. We've attached some additional information to this email that could be shared on local community social and web pages to help inform residents about the upgrades. For more details about the project, please visit Electric.ATCO.com/AMI.

Should you wish to have additional community engagement from ATCO or have any questions or concerns, please feel free to reach out to me directly at tracy.volker@atco.com.

Thank you for your cooperation in making this project a success. We appreciate your ongoing support and look forward to enhancing the electricity infrastructure in Drumheller and Stettler.

ADVANCED METERING INFRASTRUCTURE (AMI) IS COMING TO YOUR COMMUNITY!

ATCO is upgrading the meters in neighbourhoods across Alberta so we can continue to provide customers with safe and reliable electricity service.

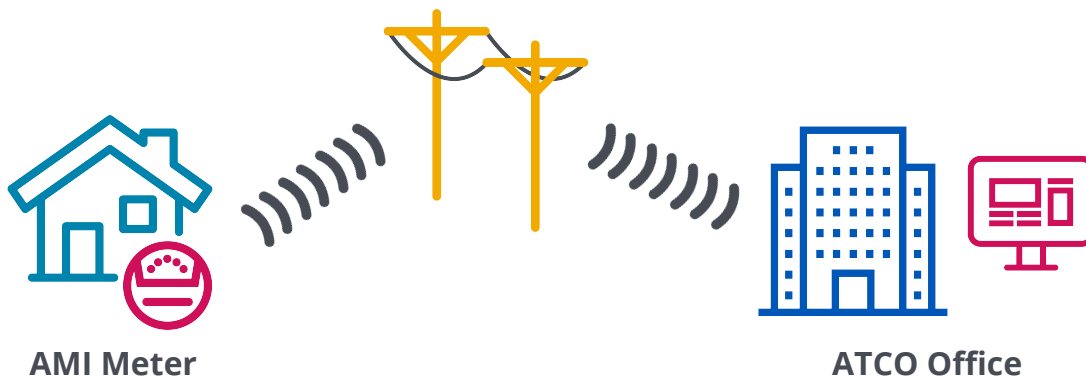
Advanced Metering Infrastructure (AMI) is an integrated system of smart meters, communications networks and radios, and data management systems that enables two-way communication between utilities and customers. These meters digitally record and report your consumption back to ATCO.

AMI meters are the next generation of electricity meters and just like upgrading your cell phone, we're upgrading meters for our customers.



Benefits for Your Community

- Remote power outage detection allowing quick response and restoration
- Additional energy management options for customers
- Digital meter reads thus reducing operating costs for the customers
- More accurate reads and reduced site visits for customers with remote ability to connect and disconnect
- Promotes energy literacy and customer knowledge with increased access to data through ATCO's My Electricity App and compatibility with Home Energy Monitors
- Aligned with Health Canada Standards and no health risk associated with AMI meters



To learn more about ATCO's AMI initiative, visit:
Electric.ATCO.com/AMI

ATCO always there.
anywhere.

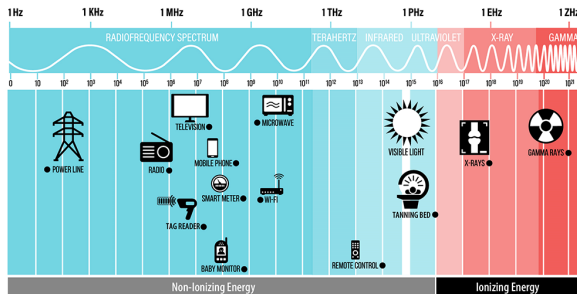
AMI METERS – HOW DO THEY WORK?



Our meters use a radio frequency (RF) to receive and transmit information, but the RF emissions from our meters are minimal and aligned with Health Canada Standards. According to several studies, there are no health risks from our meters, due to low power signals, proximity to you and your family, and there are only short bursts of activity rather than continuous.

Your exposure to radio frequency EMF from smart meters is very low. This is because:

- smart meters emit relatively low power signals
- there is distance between your body and smart meters
- smart meters transmit data in short bursts, not continuously
- when smart meters are not transmitting a signal, they do not emit radiofrequency EMF



You do not need to take any precautionary measures to reduce your radiofrequency EMF exposure from smart meters because the exposure levels are far below Canadian safety limits.

Need more information?
Please contact us at
1-800-668-2248.



Image Source: Government of Canada (<https://ISED-ISDE.canada.ca/site/spectrum-management-telecommunications/en/safety-and-compliance/facts-about-towers/radiofrequency-energy-and-safety>)

Source: Government of Canada (<https://www.canada.ca/en/health-canada/services/health-risks-safety/radiation/everyday-things-emit-radiation/smart-meters.html>)

What are AMI Meters?

Advanced Metering Infrastructure (AMI) meters, or smart meters as they are commonly called, are digital electricity meters that measure how much electricity is used and when it is used. Using two-way communication, these meters digitally record and report consumption in real-time back to ATCO. AMI meters eliminate the use of physical meter reads, resulting in lower operating costs for customers. AMI meters have been implemented all over North America including in Canada from the prairies to the territories.

What are the benefits?

- AMI meters can detect outages faster, allowing us to restore power more efficiently. This means less time in the dark, should your power go off.
- AMI meters produce timelier reads, which ensures usage calculations on electricity bills are more consistent than estimated readings.
- We can meet your needs as a customer, as home and business technologies continue to evolve with advancements and additions such as solar panels.





LAND AND PROPERTY RIGHTS TRIBUNAL

Citation: Vertz v County of Stettler No. 6 Development Authority, 2024 ABLPRT 57

Date: 2024-01-29

File Nos. D23/STET/CO-46 & 47

Decision No. LPRT2024/MG0057

Municipality: County of Stettler No. 6

In the matter of an appeal from a decision of the County of Stettler No. 6 Development Authority (DA) respecting the proposed development of NE 20-40-20-W4M (subject lands) under Part 17 of the *Municipal Government Act*, Chapter M-26 RSA 2000 (*Act*).

BETWEEN:

K. Vertz (Appellant 1)
and
Rochon Sands Heights Community Association (Appellant 2)

Appellants

- and -

County of Stettler No. 6 Development Authority

Respondent Authority

BEFORE: D. Thomas, Presiding Officer
P. Yackulic, Member
D. Greenfield, KC, Member
(Panel)

K. Lau, Case Manager

DECISION

APPEARANCES

See Appendix A

This is an appeal to the Land and Property Rights Tribunal (LPRT or Tribunal) from a decision of the County of Stettler No. 6 (County) Development Authority (DA). The hearing was held by videoconference, on October 26, 2023, after notifying interested parties.

OVERVIEW

[1] This appeal concerns the issuance of Development Permit No. DP 23077 (DP) for an RV park and rural convenience store. The subject property is districted Recreational Facility District (RF) in the County of Stettler No. 6's (County) Land Use Bylaw (LUB), where Recreational Vehicle Park and Rural Convenience Store are discretionary uses.

[2] The DP is subject to several conditions, but two Appellants filed notices of appeal with concerns related to the height restriction for RVs, minimum setbacks from the escarpments overlooking Buffalo Lake, traffic along and access to Bayview Street, and requirements relating to the funding of infrastructure improvements. The Appellants further argued the development does not meet the applicable statutory plan policies with respect to sufficient access to Buffalo Lake and Bayview Street.

[3] The LPRT found that some of the Appellants' concerns regarding traffic were valid, and varied the approval to include two additional conditions to address those concerns. However, the LPRT finds the emergency access points onto Bayview Street do not conflict with the policies of the statutory plans. With respect to the other concerns raised by the Appellants the LPRT finds the existing conditions are adequate to mitigate potential negative impacts.

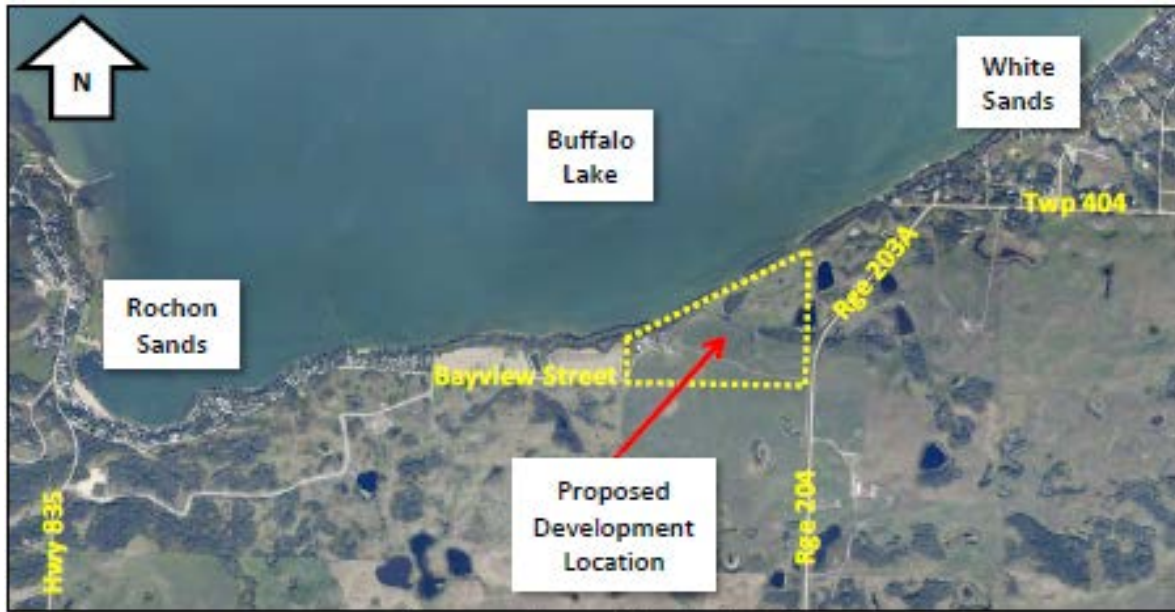
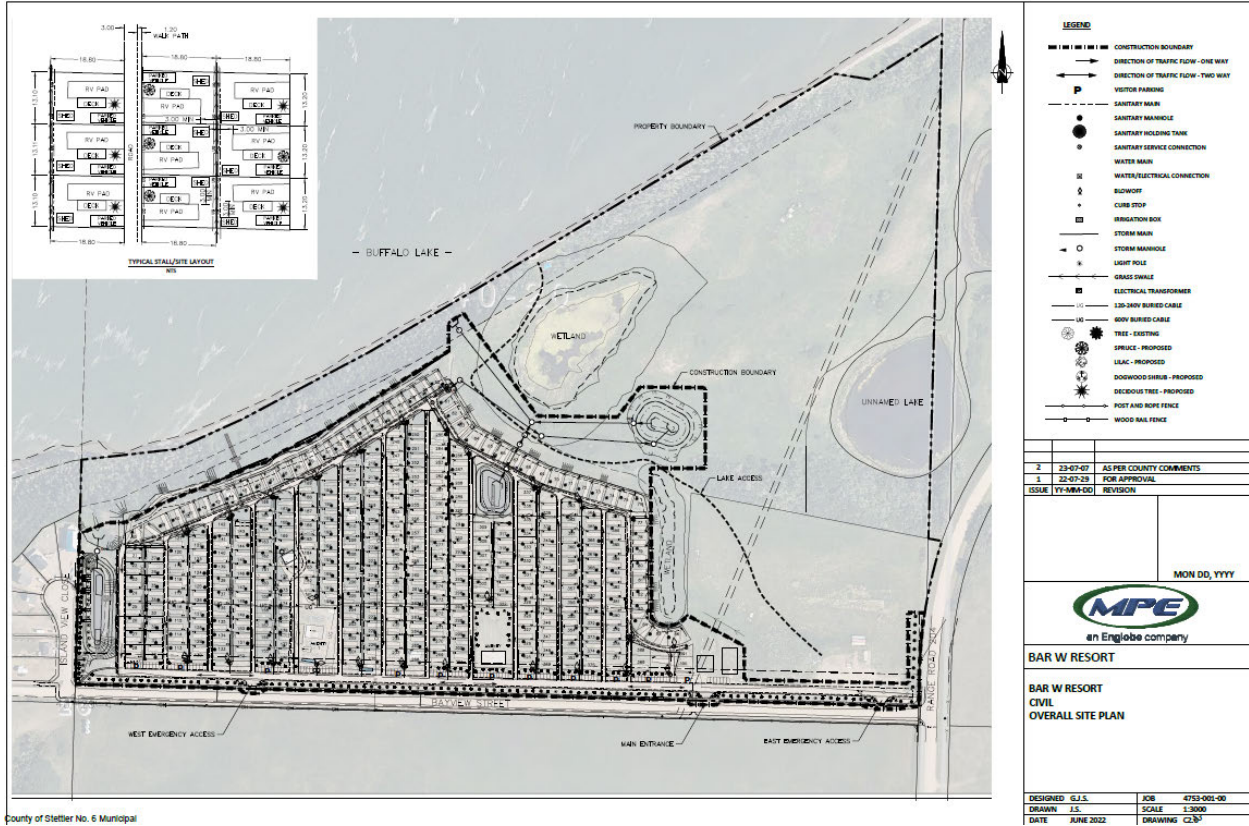
REASON APPEAL HEARD BY LPRT

[4] The appeal is before the LPRT instead of the County's subdivision and development appeal board (SDAB) because s. 685(2.1)(a)(i)(D) of the *Act* and s. 27(3) of the *Matters Related to Subdivision and Development Regulation* AR 84/2022 (*Regulation*) direct development appeals to the LPRT when the land that is the subject of the application is the subject of a licence, permit, approval or other authorization granted by the Natural Resources Conservation Board, Energy Resources Conservation Board, Alberta Energy Regulator, Alberta Energy and Utilities Board, Alberta Utilities Commission or the Minister of Environment and Protected Areas (AEP) and the Minister of Forestry and Parks.

[5] In this case, the subject property is the subject of a registration and approvals granted by AEP or required under the *Environmental Protection and Enhancement Act* for a wastewater collection system and a stormwater management system.

PROPOSAL

[6] To develop a Recreational Vehicle (RV) Park with 318 individual RV sites with associated recreational amenities and support buildings, including Rural Convenience Store on the subject property - a 79.29 ha parcel.



(Image courtesy of Google Earth)

PRELIMINARY MATTER – CONSOLIDATION OF APPEALS

[7] This hearing involves two appeals regarding one DP. The LPRT's usual practice in such circumstances is to hear both appeals together and issue a single decision concerning the DP. No objections were raised in this case with respect to this process, and this written decision deals with both appeals.

BACKGROUND

[8] The subject property is within the LUB's Recreational Facility (RF) District. It is also within the South Shore Growth Node of the Buffalo Lake Intermunicipal Development Plan (IDP) and the area covered by the Stettler South Shore Area Structure Plan (ASP). RV Park and Rural Convenience Store are Discretionary Uses listed in the "Recreational Vehicle Park and/or Campground" and "Rural Convenience Store" categories in the RF District, according to s. 108.3 of the LUB.

[9] The RV Park is proposed to have 318 individual RV sites with associated recreational amenities and support buildings. The RV Park will be for the exclusive use of leaseholders of the sites and their guests. The Rural Convenience Store and its associated parking area will be accessible to the general public.

[10] The subject property is on the south shore of Buffalo Lake between the Summer Village of Rochon Sands and the Summer Village of White Sands. The developed portion of Range Road 20-4 runs along the southeast boundary of the subject property, and Bayview Road runs along its south boundary. The subject property also abuts residential development to the west on Island View Road, which is the Provincial Right-of-Way around Buffalo Lake. The lands to the east and south are agricultural.

[11] The property has a level upper plateau in its south and central portion, and lower undulating terrain in its north and northeast. The upper plateau is defined by three escarpments: one along the shoreline of the lake; one facing towards to the northeast; and one facing east. The escarpments range in height from 57 feet (17.5 m) to 24.5 feet (7.5 m). The lower area incorporates hillier terrain, several wetlands and a draw through the escarpment, which opens onto the lakeshore. Historically, the upper plateau area was used for crop land and related farm buildings and the lower area was used as pasture.

[12] About half of the subject property was developed as an RV Park under a previous development permit application approved in 2018. The 2018 approval was appealed to the SDAB, which reduced the number of RV sites allowed. After the Applicant failed to satisfy some of the conditions required by the SDAB, the County issued a Stop Order in 2019. At that point, all RVs were removed and the development and use of the subject property as an RV Park ceased in compliance with the Stop Order. The Stop Order remains in place until all conditions are achieved or a new DP is issued.

[13] The DA conditionally approved the Applicant's August 2023 DP application (Application) with the following variances and conditions.

The following variances have been granted as part of this approval:

1. A variance to allow landscaping to be within 75ft (22.9m) of the property line abutting Bayview Street and the property line abutting Range Road 20-4.
2. A variance to allow the east emergency access to be located in the sight triangle at the intersection of Bayview Street and Range Road 20-4.
3. A variance to allow gravel parking stalls.
4. A variance to allow the water slide to have a height up to 22ft (6.7m).

5. A variance to allow a 16.4ft (5m) setback from the top of slope along the north facing escarpment and an 8.2ft (2.5m) setback from the top of slope along the northeast and east facing slopes using a Factor of Safety of 1.3.

This approval is subject to compliance with the following conditions:

Area Approved for Development

1. Unless otherwise specifically identified in a condition of this approval, the development of the property shall be limited to the portion of the property that is shown within the “construction boundary” on the “Site Plans.”
2. Unless expressly needed to satisfy a condition of this approval, and authorized by the Development Officer, the portion of the property that is shown outside the “construction boundary” on the “Site Plans” shall remain in its natural or current state with only the following activities and improvements being allowed:
 - a. Informal pathways and trails that do not have a gravel base or paved base for use by leaseholders and their guests.
 - b. Use of the beach area by leaseholders and their guests provided no structures are installed and the existing building at the beach location is used for storage purposes only.
 - c. A 20ft (6m) wide gravel lake access road leading to the beach area that is able to be used by emergency response vehicles, has a suitable gravel turnaround at the or near the beach area that is satisfactory to the Development Officer, and is physically barricaded to restrict use to maintenance and emergency response purposes.

Modifications to “Site Plans”

3. The “Site Plans” shall be modified to address each of the points listed below and the development shall be carried out in accordance with the modified “Site Plans” that are approved by the Development Officer:
 - a. All plantings shown within the 350ft (106m) sight triangle at the intersection of Bayview Street and Range Road 20-4 must be removed and moved to a location that is satisfactory to the Development Officer.
 - b. One or more areas must be identified and constructed as common storage for boat and other recreational vehicle trailers that may not be able to be stored on the individual recreational vehicle sites. The size, location and design of each area may be approved by the Development Officer and may be located in the area east of the proposed maintenance building beyond the “construction boundary.”
 - c. The main entrance into the property must be widened to a width of 33ft (10m).
 - d. The location and design of the onsite control gate must be submitted to, reviewed and approved by the Development Officer. The location must ensure adequate stacking space for a vehicle with trailer to stop in front of the gate without interfering with vehicle movements in the main entrance off Bayview Street. If necessary, the Development Officer may approve changes to the “Site Plans” near the proposed gate location to ensure efficient onsite vehicle movement.
 - e. The outer perimeter road following the northwest, northeast and east facing slopes must be increased in width to provide a 20ft (6m) wide all-weather travel surface to allow emergency response and evacuation/clearance of the area.
 - f. A Security/Operator Dwelling Unit may be added in the area east of the Maintenance Building. The dwelling unit must meet the requirements of Section 83 of the Land Use Bylaw and the location must be acceptable to the Development Officer.
 - g. Any further changes that may be needed to satisfy any other condition that is attached to this approval.

4. The modified “Site Plans” must be submitted to, reviewed and approved by the Development Officer before any construction begins or the approved uses of the property commence.

Development and Use of Individual Recreational Vehicle Sites

5. Each approved individual recreational vehicle site may be further developed over the life of the recreational vehicle park without requiring further development permit approval provided the following parameters are followed:
 - a. Only one recreational vehicle may be placed on the site and its height must not exceed 18ft (5.5m);
 - b. In addition to the gravel pad for the recreational vehicle and tow vehicle, one additional gravel vehicle parking stall at least 9ft (2.7m) wide and 18ft (5.5m) deep must be provided on site;
 - c. Only one small storage shed with a height less than 10ft (3m) and floor area less than 100ft² (9.3m²) may be placed on the site;
 - d. A fire pit with a maximum diameter of 3ft (0.9m) and a 10ft (3m) buffer between the fire pit and any combustible building, structure or vehicle;
 - e. The planting and maintenance of at least one tree or shrub as shown on the approved “Site Plans”;
 - f. One deck or gazebo with the height of any gazebo limited to 16ft (4.88m);
 - g. No use of permanent foundations, pilings or basements; and
 - h. The portion of the site covered by the recreational vehicle pad, parking stall, deck, storage shed and any other accessory building must not exceed 40% of the site area.
6. In addition to the requirements of Condition 5, the size of recreational vehicle that may be placed on recreational vehicle sites 173 to and including 178 shown on the “Site Plans” shall be limited to a length of 30ft (9.1m) due to these sites not having the recommended stall size and depth of the Land Use Bylaw.
7. No recreational vehicle site may be used for overnight accommodation between October 16 and April 30 of any calendar year. The Development Officer may allow up to five (5) recreational vehicle sites to be used between October 16 and April 30 for resort staff involved in the start-up and shut down of each operating season.
8. No occupancy or use of a recreation vehicle site shall be allowed prior to May 1, 2024. The Development Officer may approve use of up to five (5) of the sites prior to May 1, 2024 for construction staff.

Development Near Slopes

9. With the exception of a gravel pathway/trail, no development shall take place within 16.4ft (5m) of the top of slope along the northwest-facing slope or within 8.4ft (2.5m) of the top of slope along the northeast-facing and east-facing slopes identified in the Updated Geotechnical (Slope Stability) Assessment prepared, signed and sealed by professional engineers from Geo-Slope Stability Services.
10. To facilitate identification of each top of slope, the existing fence shown on the “Site Plans” and following the top of slope shall be repaired as needed and shall be maintained in a good state of repair throughout the life of the recreational vehicle park.
11. The resort operator shall conduct regular inspections along the top of each slope, especially following periods of heavy rainfall and, should any signs of instability be identified, the resort operator must notify the Development Officer and contact a qualified geotechnical engineer to assess the situation and provide recommendations.

12. No unauthorized fill shall be placed on any of the slopes and no cuts shall be made on, or at the toe of any of the slopes, without the prior review and approval of a qualified geotechnical engineer.
13. No surface runoff shall be discharged down any of the slopes except where purposefully designed as part of the approved storm water management plan with appropriate erosion control measures in place.

Staircase Removal

14. The Applicant shall apply for a demolition permit for the removal of the staircase on the north facing slope by January 31, 2024. The demolition and removal of debris must be complete by April 30, 2024. Until such time as the staircase has been removed, the Applicant shall barricade the top and bottom of the staircase to prevent their use and put up warning signs that are satisfactory to the Development Officer.

Existing Retaining Walls

15. The existing retaining walls along the north facing slope must be reviewed by an individual or corporate entity licensed to practice engineering in Alberta to determine if the existing walls are sufficiently stable and/or if any modifications are needed to make them stable. The written assessment, signed and sealed by the author/reviewer, must be provided to the Development Officer by November 30, 2023. In the event that the assessment requires modifications to be made to any of the retaining walls a separate development approval shall be made.
16. A copy of the approval issued by the Safety Codes Council or other accredited agency for the retaining walls, which must address the need for any safety railings at the top of each retaining wall, shall be provided to the Development Officer prior to use and occupancy of any recreational vehicle site.

Development of Amenity Sites and Facilities

17. Prior to the use and occupancy of any recreational vehicle site or building, a copy of the Building Permit issued by the Safety Codes Council or other accredited agency for the store/office building, maintenance building, security/operator dwelling unit and buildings at each of the amenity sites shall be submitted to the Development Officer.
18. Building 3 shown on the "Site Plans" shall not be used for any purpose or activity involving indoor public assembly unless suitable emergency response access has been provided and approved by the Regional Fire Chief.
19. The maintenance materials, supplies, sea cans, miscellaneous items and stockpiles in the part of the property east of the proposed location of the maintenance building shall be relocated to an area that is less visible from Bayview Street and Range Road 20-4 and suitable visual screening shall be provided. The location and screening provisions must be reviewed and approved by the Development Officer. The location may include some of the area outside the "construction boundary" marked on the "Site Plans." This condition must be satisfied no later than October 15, 2024.
20. Solid waste collection bins shall be located and screened from view to the satisfaction of the Development Officer. The Development Officer may defer this condition until the second season of operation to allow the resort owner opportunity to determine the most suitable number of bins and locations.
21. Any signage remaining from previous activity that is no relevant to the approved use shall be removed.

Emergency Response

22. The gates installed at the two emergency accesses and the main entrance must not open outwards or towards the vehicle trying to gain access to the site through the gate. Arrangements for key access for each gate for the use of emergency responders must be made that are satisfactory to the Regional Fire Chief.
23. Direction of travel signage shall be installed along all roads intended for one-way travel to the satisfaction of the Development Officer prior to occupancy of any recreational vehicle site.
24. Signage communicating parking restrictions on internal roads shall be installed to the satisfaction of the Development Officer prior to occupancy of any recreational vehicle site.
25. Each occupied recreational vehicle site shall have the recreational vehicle site number posted on the recreational vehicle so that it is highly visible from the access road when a recreational vehicle is onsite.
26. A directory map shall be installed and maintained at the entrance to the recreational vehicle site area that displays the individual site identification number for information for visitors and emergency responders and provides key emergency contact numbers. The size, content and location of the directory map must be reviewed and approved by the Development Officer. The directory map must be in place prior to occupancy of any recreational vehicle site.
27. Prior to occupancy of any recreational vehicle site, an emergency response plan that is acceptable to the Regional Fire Chief must be filed with the Stettler Regional Fire Department and available to resort staff onsite. The emergency response plan must be updated from time to time to remain current.

Water, Wastewater and Storm Water Management

28. Prior to occupancy of any recreational vehicle site, a copy of the permit issued by the Safety Codes Council or other accredited agency for the onsite communal water system shall be submitted to the Development Officer.
29. Prior to occupancy of any recreational vehicle site, the Applicant shall enter into and fully implement a development agreement that is satisfactory to the County of Stettler in relation to the connection to municipal water services and infrastructure to service the development.
30. Prior to occupancy of any recreational vehicle site, a copy of the Alberta Environment and Protected Areas approval of the onsite communal wastewater system shall be submitted to the Development Officer.
31. All hauling of wastewater effluent from the development area shall require a Road Use Agreement to be in place with the County of Stettler prior to the haul commencing. The resort operator shall enter into, and comply with the terms and conditions of a Road Use Agreement satisfactory to the County.
32. Prior to occupancy of any recreational vehicle site, a copy of the Alberta Environment and Protected Areas approval of the storm water management plan shall be submitted to the Development Officer and the required storm water management facilities must be substantially constructed to the point of managing water inflow, storage and outflow. Final landscaping of each storm pond may be deferred but must be complete by October 15, 2024.

Landscaping

33. Prior to occupancy of any recreational vehicle site, a revised landscape design shall be provided for the area along the west side of the property. The revised design must account for the elevation differences between the street in Island View Close and the recreational vehicle sites being screened. The base of the screening materials or the ground elevation at the base of the plantings used must be at least 4 ft higher than the street in Island View Close. A screen fence must be included and must remain in place until such time as the landscaping has matured as determined by the Development Officer. The revised design must be reviewed and approved by the Development Officer. The design approved by the Development Officer must be implemented by October 15, 2024.
34. The revised design approved under Condition 33 shall be implemented and extended into the area north of the west pond up to the top of slope of the north facing slope.
35. Fencing along west property boundary shall be installed from the southwest corner of the property up to the top of the slope to the satisfaction of the Development Officer.
36. Once all conditions involving revisions to landscaping have reached the point of having an approved, revised design, the Applicant shall provide the Development Officer with an estimate for the supply and installation of the required landscaping that is to be located along the west, south and east perimeters of the property. This estimate shall be used to determine the amount of security that the Applicant must provide to the County before occupancy of any recreational vehicle site. The security shall take the form of an irrevocable letter of credit in an amount equal to 100% of the estimated cost to supply and install the required landscaping.

Access and Traffic Impacts

37. Prior to construction of the new approaches onto Bayview Street, one or more approach applications must be submitted to and approved by the County. Each approach shall be constructed in accordance with County standards.
38. Prior to the opening of the recreational vehicle park, the Applicant shall enter into, and comply with the terms and conditions of a Road Use Agreement satisfactory to the County. The Road Use Agreement shall address dust, increased wear and tear, and any other matter related to managing the impacts on the road infrastructure and properties along the route, on those roads used by traffic to and from the development. The Road Use Agreement may be updated and revised from time to time but a Road Use Agreement must be in place prior to the start of every operating season of the recreational vehicle park.
39. Prior to occupancy of any recreational vehicle site, the Applicant shall enter into a deferred services agreement that is satisfactory to the County of Stettler in relation to:
 - a. Contribution to the costs of future road network improvements that will benefit the development once the South Shore Traffic Study is complete and road improvements have been identified by the County; and
 - b. Contribution to the costs and connection to a regional wastewater collection system when such as system becomes available to serve the development.
40. Subject to Alberta Transportation and Economic Corridors' approval, the Applicant shall install directional signage along Highways leading to and from the development to direct traffic to use Township Road 40-2 as the access to and from the development. Directional signage shall be installed along Township Road 40-2 west of Highway 835, and at any other location identified by the County, to direct traffic to use Township Road 40-2.
41. The resort operator shall create and maintain an information tool that is satisfactory to the Development Officer to direct traffic to and from the resort to use the preferred route of Township Road 40-2 and Range Road 20-4.

Vehicular Public Access/Boat Launch

42. Prior to occupancy of any recreational vehicle site, the Applicant shall enter into an agreement that is satisfactory to the County of Stettler in relation to:
- a. contribution to the intended improvements at the White Sands boat launch; or
 - b. construction of a publicly accessible boat launch on the NE 20-40-20-4.

Off-Site Impacts

43. The operation shall not create a public nuisance beyond the property boundary by way of dust or noise that exceeds a threshold that could be reasonably expected, at the County's discretion, from this type of operation.
44. Dust control on the roads internal to the development shall be implemented as deemed necessary by the County. This shall include, but is not limited to, watering or application of dust control products within the development area, at no cost to the County.

Notices of Appeal

[14] Two appeals were filed – one by K. Vertz and another by Rochon Sands Heights Community Association (RSHCA).

[15] The reasons for appeal stated in K. Vertz's Notice of Appeal are that the proposed development does not comply:

1. with sections 3.3 and 4.6 of the IDP and section 4.4 of the ASP, which relate to public boat launch access to Buffalo Lake; nor
2. with section 3.2.10(c) of the IDP and section 4.1.4 of the ASP, which relate to the visual impact of the proposed development.

[16] The reasons stated in RSHCA's Notice of Appeal are:

1. the presence of additional access points to the proposed development from Bayview Street;
2. the need for traffic control on Bayview Street if the proposed development proceeds; and
3. the need for upgrades to area road infrastructure if the proposed development proceeds.

ISSUES

[17] The LPRT must consider applicable requirements under the *Act, Regulation*, Provincial Land Use Policies (LUP), the LUB, and any statutory plans (see ss. 680(2) and 618.4(1) of the *Act*). The parties focused on the following issues during the hearing:

1. Is a condition requiring that the White Sands boat launch be upgraded before occupation of the RV Park appropriate?
2. Does the visual impact of the front row of RVs, i.e., those closest to the north-facing escarpment, comply with the requirements of the IDP and the ASP?
3. Does the number of access points to the subject property from Bayview Street as contemplated in the DP exceed the number contemplated in section 4.5.14(i) of the ASP?
4. Are additional traffic controls on Bayview Street and area road infrastructure upgrades having regard to the expected increase in traffic once the RV Park is operating required?

ISSUE 1 – BOAT LAUNCH UPGRADE

Summary of DA's Position

[18] Since the Application does not contemplate a public boat launch within the RV Park, the best way to create the new public access required under the IDP and the ASP is to expand an existing location. Given that the County intends to restrict traffic along Bayview Street, the most appropriate location for expansion is the White Sands boat launch. Collaboration between the County and the Summer Village of White Sands (which owns the boat launch and has jurisdiction over the site) will be needed and several details remain to be worked out.

[19] Additional land to the south is needed to construct the expanded parking and a process will need to be established to work with the abutting landowner to acquire property. The Applicant - Bar W Resort's contribution would be toward the costs of making the improvement, and the DP contains a condition (no. 42) requiring that the Applicant enter into an agreement with the County in this regard.

Summary of the Applicant's position

[20] The Applicant's representative, D. Wilson, stated the Applicant has conducted a survey showing only 20% of their sample of potential RV Park lessors plan to use motorboats on Buffalo Lake; he stated this percentage is lower than the percentage of other residents in the area who are boaters.

Summary of Appellant 1 (Vertz) Position

[21] IDP Policies 3.3.3(f) and 4.6.1 require proposed developments to provide adequate and sufficient public access to Buffalo Lake, commensurate with the size of the development; further, the ASP requires construction of the necessary improvements before or at the same time as construction of the development. The ASP assumes that one of the three existing launches would be improved; building a new one is not contemplated. The IDP states that if the proposed development does not include land for a new public launch, the proposal must provide details as to how it will make use of existing access points.

[22] The Application fails to address these requirements except through a very general statement that the Applicant "will work with other boat launch facilities in the area for access". The DP conditions also fail to address the issue properly, because they require only that the Applicant contract with County to either contribute to funding for the improvements at the White Sands boat launch or to construct a public boat launch on the subject property.

[23] The proposed development will double the number of dwellings and thereby potentially double the number of boaters in the area served by the White Sands launch. To avoid hazards to public safety (e.g., the need to get boats off the lake quickly in the event of a storm) the DP should require expanded access to Buffalo Lake be operational before occupancy of the RV Park.

Issue 1 - Finding

1. The condition in the Development Permit relating to an agreement to contribute to the intended improvements at the White Sands boat launch is sufficient to address concerns relating to the capacity of the White Sands boat launch.

Issue 1 - Reasons

[24] Appellant Vertz argued that the DP fails to address the requirements of the IDP and ASP and that the occupancy of the RV Park would dramatically increase the use of the White Sands boat launch, thereby creating safety issues. Condition 42 states

Prior to occupancy of any recreational vehicle site, the Applicant shall enter into an agreement that is satisfactory to the County of Stettler in relation to:

1. contribution to the intended improvements at the White Sands boat launch; or
2. construction of a publicly accessible boat launch on the NE 20-40-20-4.

[25] The Panel finds this condition is sufficient to address concerns relating to the capacity of the boat launch and is consistent with the policy statements in the IDP and the ASP. Having regard to the Panel's decision below regarding traffic control, and given that the Application does not contemplate a public boat launch within the RV Park, residents of the RV Park who wish to gain Vehicular Public Access to Buffalo Lake will very likely seek it at the White Sands boat launch.

[26] In these circumstances, the Panel agrees that expanding the existing location at White Sands is the best way to create the required new Vehicular Public Access. Doing so is also not inconsistent with the Lake Access Plan Concept in s. 3.4 of the ASP. Although this provision mentions the three boat launches within the County's jurisdiction, it also refers to existing facilities at White Sands, the Summer Village of Rochon Sands and the Rochon Sands Provincial Park as potential avenues to add capacity. The Condition also leaves available the option to add a boat launch to the subject lands should plans to expand the White Sands launch not prove viable.

[27] Section 3.3.3(f) of the IDP applies in the case of a site-specific structure plan or outline plan and thus not to the proposed development. The Panel finds that condition 42 of the DP - which as noted above requires that the Applicant enter into an agreement with the County to contribute to intended improvements at the White Sands boat launch or construction of a publicly accessible boat launch on the subject land - addresses the requirements of s. 4.6 of the IDP, which contemplate that improvements can be made to an existing public access.

[28] The LPRT finds construction of the boat launch prior to occupancy is likely not practical until the County establishes what financial contribution is required to improve the boat access as contemplated in the development agreement. While construction of the boat launch improvements prior to occupancy of the development may be preferable, the control of the construction rests with the municipality, not the Applicant. As such, the community's interest is protected by the County. The required agreement will be sufficient to ensure the Applicant's commitments are met.

ISSUE 2 – VISUAL IMPACT**Summary of DA's Position**

[29] Section 77.3(w) of the LUB limits RV height in the RV District to 5.5 m when a Recreational Vehicle Park or Campground is intended to be under condominium ownership. Condition 5 of the DP imposes the same height limit on the RV Park, although the sites in the RV Park will be leased annually to occupants. Condition 9 of the DP requires there be no development within 5 m of the top of the north-facing escarpment nor within 2.5 m of the top of the northeast and east facing escarpments.

Summary of Appellant (Vertz) Position

[30] The IDP, in section 2.2.1 and in Policy 3.2.10, requires the DA to preserve the existing rural and lake “character” as much as possible and establishes minimum development standards including several references to visual impact. RVs of the height permitted in the DP will be exposed to view from the lake and would not comply with the IDP requirements relating to visual appeal and impact.

Summary of Applicant’s Position

[31] The Applicant noted the distance from the lake to the development is greater than for existing developments, and that the height of the bank would limit the view of RVs from lake users.

Issue 2 - Finding

2. The provisions and conditions of the DP in relation to setback from the top of the slope along the escarpments and the height restriction applicable to RVs (5(a)) address applicable legal requirements and the question of visual appeal and impact sufficiently.

Issue 2 - Reasons

[32] Reference to visual impact occurs in s. 2.2.1(e) and 3.2.10 of the IDP:

2.2.1(e) preserve the rural and lake ‘character’ as much as possible through development design that is both appropriately scaled to be consistent with surrounding developments as well as maintaining a low visual impact and confining development to select areas;

3.2.10 Development Standards

The objectives of this section are to establish minimum development standards and requirements applicable to development in the plan area which provides for:

...

- Attractive visual appeal of development and a reduction of the visual impact of development in the vicinity of the lake through screening, minimal lot clearing, regulated building heights, landscaping requirements, etc.

[33] To address visual impact, the DP has a condition with a height restriction that would apply if the RV Park were under bareland strata ownership, even though that standard does not apply to the proposed development. The height restriction also is similar to the 4.88 m restriction that applies in the abutting Resort Residential Communally Serviced District. The LPRT finds the development design is appropriately scaled so as to be consistent with surrounding development and will maintain a low visual impact and be confined to a select area.

[34] The standards (including the somewhat higher maximum height standards) in s. 77.3 of the LUB do not apply to a Recreational Vehicle Park where sites are intended to be sold as bare land condominium units. There are no set standards for an RV park for which the form of site ownership is long-term lease.

[35] The Panel finds that condition 9, which limits development within 5 m of the top of the northwest-facing slope and 2.5 m of the top of the northeast-facing slope of the subject property, combined with the condition imposing a height restriction on RVs, addresses the provisions of the IDP referred to by Mr. Vertz and are appropriate in this case.

ISSUE 3 – ACCESS POINTS

Summary of DA's Position

[36] The DA accepts the Applicant's proposal to build three access roads into the proposed development. All of them are from Bayview Street. Two are gated and locked and for emergency access only. The third is the main driveway entrance, 200 m west of Range Road 20-4.

Summary of Appellant (RSHCA) Position

[37] RSHCA submitted that having three access points off Bayview violates Policy 4.5.14(i) of the ASP, which contemplates, in effect, that there shall be only one access to the subject property.

Summary of Applicant's Position

[38] The applicant pointed out that the emergency access points are not for general use, and the site functionally has only a single access point.

Issue 3 - Finding

3. The two additional locked and gated emergency accesses off Bayview Street should be permitted notwithstanding Policy 4.5.14 of the ASP

Issue 3 - Reasons

[39] The proposed three access points from Bayview Street are described in the Applicant's Emergency Response Plan. One of these points is the main entrance, which will be approximately 200 m off the intersection of Bayview Street and RR 20-4. The other two will also be located on Bayview Street, on either side of the main entrance, and will be emergency access points. All three access points will be gated and locked.

[40] While the ASP states there shall be no new driveways or accesses to individual parcels, the Panel finds the two additional emergency access points to this development respects and does not violate the intent of Policy 4.5.14 (i) of the ASP to develop Bayview Street as a unique roadway. The two emergency access points are only intended to be available for use in an emergency, and will normally be locked; as such, they should not be regarded as new driveways or accesses.

ISSUE 4 – TRAFFIC CONTROL

Summary of DA's Position

[41] County planning staff recommended in their report to the DA that a physical traffic control mechanism be installed on Bayview Street immediately west of the main access into the RV Park to prevent access to or egress from the proposed development from or to the west. The report also stated Bayview Street's relatively light asphalt requires protection. The draft development permit presented to the DA by County staff contained a condition requiring construction of such a control mechanism, but that condition was not included in the approved DP.

[42] The ASP identifies the subject property as recreational use and open space use and the Future Land Use and Transportation Concept in the ASP identifies two local road/access points into the subject

property from Bayview Street. It was submitted the proposed development is generally consistent with the ASP.

Road infrastructure upgrades

[43] The Bar W Recreational Vehicle Resort Traffic Impact Assessment dated January 23, 2023, (TIA) states 99% of trips to and from the RV Park will be along the Highway 2 corridor, ultimately using Highway 12 or 601 to access Highway 835 (Hwy 835), then travelling north to Township Road 40-2 (TR 40-2), east to Range Road 20-4 (RR 20-4), and north to Bayview Street to gain access to the RV Park.

[44] The County planning staff recommended the intersection of the Highway 835 (Hwy 835) and Township Road 40-2 (TR 40-2) east of Hwy 835 be upgraded. They expect the peak number of daily trips eastbound along TR 40-2 to increase from 326 to 2,416 and the traffic volume along Range Road 20-4 north from the TR 40-2 to increase from 88 to 2,178 once the RV Park is operational.

[45] Stantec Consulting Ltd. (Stantec) prepared a Rural Road Study Update for the County in December 2014. The County is expecting an updated road study to be submitted in January 2024.

Summary of the Appellant's (RSHCA) position

[46] RSHCA submitted that without additional traffic control, traffic on Bayview Street will increase beyond its capacity when the RV Park becomes operational. Bayview Street is classified as a local road designed to serve only 100 properties, and it currently serves 106 properties. Therefore, it does not have the capacity to serve the additional traffic to be generated by the 318 sites in the proposed RV Park.

[47] In the absence of an alternative fully paved higher speed access route, County administration recommended installation of a physical control mechanism on Bayview Street to ensure the access route identified in the TIA would be used to gain access to the RV Park. The draft Development Permit that County staff submitted to the DA contained a condition to that effect; however, the DA removed it from the approved DP.

[48] RSHCA submitted that the Applicant's representative had stated at the DA's August 31, 2023, meeting that it would support installation of the gate.

Road infrastructure upgrades

[49] RSHCA submitted that Alberta Transportation and Economic Corridors (ATEC) has stated - in connection with a 2005 subdivision proposal related to land approximately 5 km to the west as well as with the 2018 Application - that improvements to the Hwy 835/TR 40-2 intersection are required before further development in the area; the DP requires only that the Applicant enter into an agreement with the County to contribute to the cost of future road improvements once they have been identified. RSHCA submitted that this condition is not sufficiently precise.

[50] In support of this submission, RSHCA included correspondence from ATEC dated April 5, 2005 and February 13, 2018 concerning an ASP that was adopted and later repealed in relation to the proposed Paradise Shores development. The 2018 letter reminds the County of its 2005 correspondence and recommends a TIA be undertaken before development approvals for Paradise Shores. The letter also states that if the traffic generated by the development necessitates improvements to the intersection, the Municipality may be responsible for all costs.

Summary of the Applicant's Position

Traffic control

[51] In response to the RSHCA's reference to his appearance at the DA meeting on August 31, 2023, Mr. Wilson stated he had not agreed to fund the cost of the traffic control gate but did acknowledge that the Applicant was amenable to providing the land required for a turnaround. He also acknowledged the Applicant would recommend that users of the RV Park not use Bayview Street.

Finding – Issue 4

1. A condition is required for the construction of a traffic control point on Bayview Street immediately west of the main entrance to the RV Park, prior to occupancy of any RV site.

Reasons – Issue 4

[52] RSHCA submitted that traffic on Bayview Street will increase beyond its capacity unless there is additional traffic control and that there is insufficient precision in the DP with regard to improvements to the Hwy 835/TR 40-2 intersection are required. The Panel agrees with RSHCA that there will be significant increases in traffic volume once the RV Park is occupied, particularly on weekends. The vast majority of trips will be from major population centres to the area using the Highway 2 corridor - and ultimately travel through the intersection of Hwy 835 and TR 40-2. The TIA estimates that the proposed development will generate 2,110 vehicles per day during the PM peak. The Panel finds that the capacity of Bayview Street is insufficient to support use by users of the 318 sites in the RV Park; its design capacity is for access to 100 residences, whereas currently it serves 176 residences and is not built to a standard that would withstand the additional use.

[53] The Panel notes that County Administration recommended the DP include a condition that a traffic control gate be installed directly west of the main access gate to the RV Park for these reasons. However, this condition was not included in the DP as approved by the DA. Although the Applicant's proposal for its staff to request users of the RV Park not use Bayview Street is salutary, the Panel finds it may not have the desired effect of eliminating RV Park traffic from Bayview Street to address concerns about that road's capacity.

[54] The Panel finds the concerns raised by the RSHCA in regard to infrastructure are valid, however they can be adequately addressed by additional conditions. Conditions requiring the improvement of the intersection of Highway 835 and Township Road 40-2 and traffic control on Bayview Street through a Development Agreement, also taking into account that the County expects to have an updated traffic study available to it for consideration in January 2024, will address the infrastructure concerns of the Appellants.

DECISION

[55] The LPRT allows the appeal in part. The Development Permit is approved subject to the following conditions, including new conditions 41 and 42 (resulting in the renumbering of the subsequent conditions) as follows:

The following variances have been granted as part of this approval:

6. A variance to allow landscaping to be within 75ft (22.9m) of the property line abutting Bayview Street and the property line abutting Range Road 20-4.
7. A variance to allow the east emergency access to be located in the sight triangle at the intersection of Bayview Street and Range Road 20-4.

8. A variance to allow gravel parking stalls.
9. A variance to allow the water slide to have a height up to 22ft (6.7m).
10. A variance to allow a 16.4ft (5m) setback from the top of slope along the north facing escarpment and an 8.2ft (2.5m) setback from the top of slope along the northeast and east facing slopes using a Factor of Safety of 1.3.

Area Approved for Development

1. Unless otherwise specifically identified in a condition of this approval, the development of the property shall be limited to the portion of the property that is shown within the “construction boundary” on the “Site Plans.”
2. Unless expressly needed to satisfy a condition of this approval, and authorized by the Development Officer, the portion of the property that is shown outside the “construction boundary” on the “Site Plans” shall remain in its natural or current state with only the following activities and improvements being allowed:
 - a. Informal pathways and trails that do not have a gravel base or paved base for use by leaseholders and their guests.
 - b. Use of the beach area by leaseholders and their guests provided no structures are installed and the existing building at the beach location is used for storage purposes only.
 - c. A 20ft (6m) wide gravel lake access road leading to the beach area that is able to be used by emergency response vehicles, has a suitable gravel turnaround at the or near the beach area that is satisfactory to the Development Officer, and is physically barricaded to restrict use to maintenance and emergency response purposes.

Modifications to “Site Plans”

3. The “Site Plans” shall be modified to address each of the points listed below and the development shall be carried out in accordance with the modified “Site Plans” that are approved by the Development Officer:
 - a. All plantings shown within the 350ft (106m) sight triangle at the intersection of Bayview Street and Range Road 20-4 must be removed and moved to a location that is satisfactory to the Development Officer.
 - b. One or more areas must be identified and constructed as common storage for boat and other recreational vehicle trailers that may not be able to be stored on the individual recreational vehicle sites. The size, location and design of each area may be approved by the Development Officer and may be located in the area east of the proposed maintenance building beyond the “construction boundary.”
 - c. The main entrance into the property must be widened to a width of 33ft (10m).
 - d. The location and design of the onsite control gate must be submitted to, reviewed and approved by the Development Officer. The location must ensure adequate stacking space for a vehicle with trailer to stop in front of the gate without interfering with vehicle movements in the main entrance off Bayview Street. If necessary, the Development Officer may approve changes to the “Site Plans” near the proposed gate location to ensure efficient onsite vehicle movement.
 - e. The outer perimeter road following the northwest, northeast and east facing slopes must be increased in width to provide a 20ft (6m) wide all-weather travel surface to allow emergency response and evacuation/clearance of the area.
 - f. A Security/Operator Dwelling Unit may be added in the area east of the Maintenance Building. The dwelling unit must meet the requirements of Section 83 of the Land Use Bylaw and the location must be acceptable to the Development Officer.
 - g. Any further changes that may be needed to satisfy any other condition that is attached to this approval.

4. The modified "Site Plans" must be submitted to, reviewed and approved by the Development Officer before any construction begins or the approved uses of the property commence.

Development and Use of Individual Recreational Vehicle Sites

5. Each approved individual recreational vehicle site may be further developed over the life of the recreational vehicle park without requiring further development permit approval provided the following parameters are followed:
 - a. Only one recreational vehicle may be placed on the site and its height must not exceed 18ft (5.5m);
 - b. In addition to the gravel pad for the recreational vehicle and tow vehicle, one additional gravel vehicle parking stall at least 9ft (2.7m) wide and 18ft (5.5m) deep must be provided on site;
 - c. Only one small storage shed with a height less than 10ft (3m) and floor area less than 100ft² (9.3m²) may be placed on the site;
 - d. A fire pit with a maximum diameter of 3ft (0.9m) and a 10ft (3m) buffer between the fire pit and any combustible building, structure or vehicle;
 - e. The planting and maintenance of at least one tree or shrub as shown on the approved "Site Plans";
 - f. One deck or gazebo with the height of any gazebo limited to 16ft (4.88m);
 - g. No use of permanent foundations, pilings or basements; and
 - h. The portion of the site covered by the recreational vehicle pad, parking stall, deck, storage shed and any other accessory building must not exceed 40% of the site area.
6. In addition to the requirements of Condition 5, the size of recreational vehicle that may be placed on recreational vehicle sites 173 to and including 178 shown on the "Site Plans" shall be limited to a length of 30ft (9.1m) due to these sites not having the recommended stall size and depth of the Land Use Bylaw.
7. No recreational vehicle site may be used for overnight accommodation between October 16 and April 30 of any calendar year. The Development Officer may allow up to five (5) recreational vehicle sites to be used between October 16 and April 30 for resort staff involved in the start-up and shut down of each operating season.
8. No occupancy or use of a recreation vehicle site shall be allowed prior to May 1, 2024. The Development Officer may approve use of up to five (5) of the sites prior to May 1, 2024 for construction staff.

Development Near Slopes

9. With the exception of a gravel pathway/trail, no development shall take place within 16.4ft (5m) of the top of slope along the northwest-facing slope or within 8.4ft (2.5m) of the top of slope along the northeast-facing and east-facing slopes identified in the Updated Geotechnical (Slope Stability) Assessment prepared, signed and sealed by professional engineers from Geo-Slope Stability Services.
10. To facilitate identification of each top of slope, the existing fence shown on the "Site Plans" and following the top of slope shall be repaired as needed and shall be maintained in a good state of repair throughout the life of the recreational vehicle park.
11. The resort operator shall conduct regular inspections along the top of each slope, especially following periods of heavy rainfall and, should any signs of instability be identified, the resort operator must notify the Development Officer and contact a qualified geotechnical engineer to assess the situation and provide recommendations.

12. No unauthorized fill shall be placed on any of the slopes and no cuts shall be made on, or at the toe of any of the slopes, without the prior review and approval of a qualified geotechnical engineer.
13. No surface runoff shall be discharged down any of the slopes except where purposefully designed as part of the approved storm water management plan with appropriate erosion control measures in place.

Staircase Removal

14. The Applicant shall apply for a demolition permit for the removal of the staircase on the north facing slope by January 31, 2024. The demolition and removal of debris must be complete by April 30, 2024. Until such time as the staircase has been removed, the Applicant shall barricade the top and bottom of the staircase to prevent their use and put up warning signs that are satisfactory to the Development Officer.

Existing Retaining Walls

15. The existing retaining walls along the north facing slope must be reviewed by an individual or corporate entity licensed to practice engineering in Alberta to determine if the existing walls are sufficiently stable and/or if any modifications are needed to make them stable. The written assessment, signed and sealed by the author/reviewer, must be provided to the Development Officer by November 30, 2023. In the event that the assessment requires modifications to be made to any of the retaining walls a separate development approval shall be made.
16. A copy of the approval issued by the Safety Codes Council or other accredited agency for the retaining walls, which must address the need for any safety railings at the top of each retaining wall, shall be provided to the Development Officer prior to use and occupancy of any recreational vehicle site.

Development of Amenity Sites and Facilities

17. Prior to the use and occupancy of any recreational vehicle site or building, a copy of the Building Permit issued by the Safety Codes Council or other accredited agency for the store/office building, maintenance building, security/operator dwelling unit and buildings at each of the amenity sites shall be submitted to the Development Officer.
18. Building 3 shown on the "Site Plans" shall not be used for any purpose or activity involving indoor public assembly unless suitable emergency response access has been provided and approved by the Regional Fire Chief.
19. The maintenance materials, supplies, sea cans, miscellaneous items and stockpiles in the part of the property east of the proposed location of the maintenance building shall be relocated to an area that is less visible from Bayview Street and Range Road 20-4 and suitable visual screening shall be provided. The location and screening provisions must be reviewed and approved by the Development Officer. The location may include some of the area outside the "construction boundary" marked on the "Site Plans." This condition must be satisfied no later than October 15, 2024.
20. Solid waste collection bins shall be located and screened from view to the satisfaction of the Development Officer. The Development Officer may defer this condition until the second season of operation to allow the resort owner opportunity to determine the most suitable number of bins and locations.
21. Any signage remaining from previous activity that is no relevant to the approved use shall be removed.

Emergency Response

22. The gates installed at the two emergency accesses and the main entrance must not open outwards or towards the vehicle trying to gain access to the site through the gate. Arrangements for key access for each gate for the use of emergency responders must be made that are satisfactory to the Regional Fire Chief.
23. Direction of travel signage shall be installed along all roads intended for one-way travel to the satisfaction of the Development Officer prior to occupancy of any recreational vehicle site.
24. Signage communicating parking restrictions on internal roads shall be installed to the satisfaction of the Development Officer prior to occupancy of any recreational vehicle site.
25. Each occupied recreational vehicle site shall have the recreational vehicle site number posted on the recreational vehicle so that it is highly visible from the access road when a recreational vehicle is onsite.
26. A directory map shall be installed and maintained at the entrance to the recreational vehicle site area that displays the individual site identification number for information for visitors and emergency responders and provides key emergency contact numbers. The size, content and location of the directory map must be reviewed and approved by the Development Officer. The directory map must be in place prior to occupancy of any recreational vehicle site.
27. Prior to occupancy of any recreational vehicle site, an emergency response plan that is acceptable to the Regional Fire Chief must be filed with the Stettler Regional Fire Department and available to resort staff onsite. The emergency response plan must be updated from time to time to remain current.

Water, Wastewater and Storm Water Management

28. Prior to occupancy of any recreational vehicle site, a copy of the permit issued by the Safety Codes Council or other accredited agency for the onsite communal water system shall be submitted to the Development Officer.
29. Prior to occupancy of any recreational vehicle site, the Applicant shall enter into and fully implement a development agreement that is satisfactory to the County of Stettler in relation to the connection to municipal water services and infrastructure to service the development.
30. Prior to occupancy of any recreational vehicle site, a copy of the Alberta Environment and Protected Areas approval of the onsite communal wastewater system shall be submitted to the Development Officer.
31. All hauling of wastewater effluent from the development area shall require a Road Use Agreement to be in place with the County of Stettler prior to the haul commencing. The resort operator shall enter into, and comply with the terms and conditions of a Road Use Agreement satisfactory to the County.
32. Prior to occupancy of any recreational vehicle site, a copy of the Alberta Environment and Protected Areas approval of the storm water management plan shall be submitted to the Development Officer and the required storm water management facilities must be substantially constructed to the point of managing water inflow, storage and outflow. Final landscaping of each storm pond may be deferred but must be complete by October 15, 2024.

Landscaping

33. Prior to occupancy of any recreational vehicle site, a revised landscape design shall be provided for the area along the west side of the property. The revised design must account for the elevation differences between the street in Island View Close and the

recreational vehicle sites being screened. The base of the screening materials or the ground elevation at the base of the plantings used must be at least 4 ft higher than the street in Island View Close. A screen fence must be included and must remain in place until such time as the landscaping has matured as determined by the Development Officer. The revised design must be reviewed and approved by the Development Officer. The design approved by the Development Officer must be implemented by October 15, 2024.

34. The revised design approved under Condition 33 shall be implemented and extended into the area north of the west pond up to the top of slope of the north facing slope.
35. Fencing along west property boundary shall be installed from the southwest corner of the property up to the top of the slope to the satisfaction of the Development Officer.
36. Once all conditions involving revisions to landscaping have reached the point of having an approved, revised design, the Applicant shall provide the Development Officer with an estimate for the supply and installation of the required landscaping that is to be located along the west, south and east perimeters of the property. This estimate shall be used to determine the amount of security that the Applicant must provide to the County before occupancy of any recreational vehicle site. The security shall take the form of an irrevocable letter of credit in an amount equal to 100% of the estimated cost to supply and install the required landscaping.

Access and Traffic Impacts

37. Prior to construction of the new approaches onto Bayview Street, one or more approach applications must be submitted to and approved by the County. Each approach shall be constructed in accordance with County standards.
38. Prior to the opening of the recreational vehicle park, the Applicant shall enter into, and comply with the terms and conditions of a Road Use Agreement satisfactory to the County. The Road Use Agreement shall address dust, increased wear and tear, and any other matter related to managing the impacts on the road infrastructure and properties along the route, on those roads used by traffic to and from the development. The Road Use Agreement may be updated and revised from time to time but a Road Use Agreement must be in place prior to the start of every operating season of the recreational vehicle park.
39. Prior to occupancy of any recreational vehicle site, the Applicant shall enter into a deferred services agreement that is satisfactory to the County of Stettler in relation to:
 - a. Contribution to the costs of future road network improvements that will benefit the development once the South Shore Traffic Study is complete and road improvements have been identified by the County; and
 - b. Contribution to the costs and connection to a regional wastewater collection system when such as system becomes available to serve the development.
40. Subject to Alberta Transportation and Economic Corridors' approval, the Applicant shall install directional signage along Highways leading to and from the development to direct traffic to use Township Road 40-2 as the access to and from the development. Directional signage shall be installed along Township Road 40-2 west of Highway 835, and at any other location identified by the County, to direct traffic to use Township Road 40-2.
41. Prior to occupancy of any recreational vehicle site, the Applicant shall enter into and fully implement a development agreement that is satisfactory to the County of Stettler in relation to roadway improvements at the intersection of Highway 835 and Township Road 40-2 as identified in Conclusions section of the "Transportation Impact Assessment - Bar W RV Resort Development Stettler County Alberta" by JCB Engineering Ltd. dated January 23, 2023.
42. Prior to occupancy of any recreational vehicle site, the Applicant shall enter into and fully implement a development agreement that is satisfactory to the County of Stettler in relation to the

design and installation of a temporary control gate structure on Bayview Street to restrict traffic from the development from using Bayview Street to access or leave the development during peak travel times during of the proposed development's operating season until the completion of an alternate paved access road between Provincial Highway 835 and the development.

43. The resort operator shall create and maintain an information tool that is satisfactory to the Development Officer to direct traffic to and from the resort to use the preferred route of Township Road 40-2 and Range Road 20-4.

Vehicular Public Access/Boat Launch

44. Prior to occupancy of any recreational vehicle site, the Applicant shall enter into an agreement that is satisfactory to the County of Stettler in relation to:
- a. contribution to the intended improvements at the White Sands boat launch; or
 - b. construction of a publicly accessible boat launch on the NE 20-40-20-4.

Off-Site Impacts

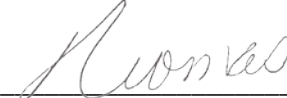
45. The operation shall not create a public nuisance beyond the property boundary by way of dust or noise that exceeds a threshold that could be reasonably expected, at the County's discretion, from this type of operation.
46. Dust control on the roads internal to the development shall be implemented as deemed necessary by the County. This shall include, but is not limited to, watering or application of dust control products within the development area, at no cost to the County.

Other Approvals

[56] The landowner/developer is responsible for all other applicable permits or approvals required by other enactments. The LPRT is neither granting nor implying any approvals other than that of the development permit. Any other approvals are beyond the scope of a development appeal to the LPRT. Satisfaction of such requirements are the responsibility of the landowner/developer.

Dated at the City of Edmonton in the Province of Alberta this 29th day of January 2024.

LAND AND PROPERTY RIGHTS TRIBUNAL



D. Thomas, Member

APPENDIX A

PARTIES WHO ATTENDED, MADE SUBMISSIONS OR GAVE EVIDENCE AT THE HEARING

NAME	CAPACITY
K. Vertz	Appellant 1
K. Bruggencate	Appellant 2 (representing Rochon Sands Heights Community Association)
J Delwo	Appellant 2 (representing Rochon Sands Heights Community Association)
C. Teal	Development Authority (Presenter)
A Brysiuk	Development Authority (Observer)
Y. Cassidy	Development Authority (Observer)
D. Wilson	Applicant (Presenter)
K. Wilson	Applicant (Observer)
L. Thurston	Mayor, White Sands Summer Village (Observer)
G. Sentis	MPE Engineering (Observer)
N. Wright	Observer

APPENDIX B

DOCUMENTS RECEIVED PRIOR TO THE HEARING

NO.	ITEM
1A1	Notice of Appeal (Vertz)
2A2	Notice of Appeal (RHSCA)
3R	Information Package
4R	Development Permit Application
5R	Comments from Alberta Environmental Protection
6R	County of Stettler No. 6 Land Use Bylaw
7A1	Bar W DP Application Rendering
8A1	Bar W DP Application Narrative
9A1	Bar W DP Application Site Plan
10A1	Appeal Submission
11A1	Lake Photo
12A2	Appeal Presentation
13A2	MPC Agenda Package (excerpts)
14A2	2015 Rural Road Study
15A2	Certificate of Title for the subject property
16A2	Aerial Photo of Bayview Street
17A2	Minutes of September 8, 2023, Meeting of DA
18A2	County of Stettler Traffic Counts
19A2	Excerpts from County Council Policy Manual
20A2	Response from County dated October 17, 2023, to FIPPA Request
21A2	Summary of Locations of Primary Residences of Leaseholders
22A2	Red Deer County Design Guidelines January 2010
23A2	South Shore Area Structure Plan

APPENDIX C

LEGISLATION

The following are key excerpts from the *Act* and regulations made thereunder containing criteria that apply to appeals of planning decisions. These excerpts are not exhaustive.

Municipal Government Act

Purpose of this Part

617 The purpose of this Part and the regulations and bylaws under this Part is to provide means whereby plans and related matters may be prepared and adopted

(a) to achieve the orderly, economical and beneficial development, use of land and patterns of human settlement, and

(b) to maintain and improve the quality of the physical environment within which patterns of human settlement are situated in Alberta,

without infringing on the rights of individuals for any public interest except to the extent that is necessary for the overall greater public interest.

Permitted and discretionary uses

642(1) When a person applies for a development permit in respect of a development provided for by a land use bylaw pursuant to [section 640\(2\)\(b\)\(i\)](#), the development authority must, if the application otherwise conforms to the land use bylaw and is complete in accordance with [section 683.1](#), issue a development permit with or without conditions as provided for in the land use bylaw.

(2) When a person applies for a development permit in respect of a development that may, in the discretion of a development authority, be permitted pursuant to [section 640\(2\)\(b\)\(ii\)](#), the development authority may, if the application is complete in accordance with [section 683.1](#), issue a development permit with or without conditions as provided for in the land use bylaw.

(3) A decision of a development authority on an application for a development permit must be in writing, and a copy of the decision, together with a written notice specifying the date on which the written decision was given and containing any other information required by the regulations, must be given or sent to the applicant on the same day the written decision is given.

(4) If a development authority refuses an application for a development permit, the development authority must issue to the applicant a notice, in the form and manner provided for in the land use bylaw, that the application has been refused and provide the reasons for the refusal.

(5) Despite subsections (1) and (2), a development authority must not issue a development permit if the proposed development does not comply with the applicable requirements of regulations under the *Gaming, Liquor and Cannabis Act* respecting the location of premises described in a cannabis licence and distances between those premises and other premises.

Hearing and decision

680(1) The board hearing an appeal under [section 678](#) is not required to hear from any person or entity other than

(a) a person or entity that was notified pursuant to [section 679\(1\)](#), and

(b) each owner of adjacent land to the land that is the subject of the appeal, or a person acting on any of those persons' behalf.

(1.1) For the purposes of subsection (1), “owner” has the same meaning as in [section 653](#).

(2) In determining an appeal, the board hearing the appeal

(a) repealed [2020 c39 s10\(48\)](#);

(a.1) must have regard to any statutory plan;

(b) must conform with the uses of land referred to in a land use bylaw;

(c) must be consistent with the land use policies;

(d) must have regard to but is not bound by the subdivision and development regulations;

(e) may confirm, revoke or vary the approval or decision or any condition imposed by the subdivision authority or make or substitute an approval, decision or condition of its own;

(f) may, in addition to the other powers it has, exercise the same power as a subdivision authority is permitted to exercise pursuant to this Part or the regulations or bylaws under this Part.

(2.1) In the case of an appeal of the deemed refusal of an application under [section 653.1\(8\)](#), the board must determine whether the documents and information that the applicant provided met the requirements of [section 653.1\(2\)](#).

(2.2) Subsection (1)(b) does not apply to an appeal of the deemed refusal of an application under [section 653.1\(8\)](#).

(3) A subdivision and development appeal board hearing an appeal under [section 678](#) must hold the hearing within 30 days after receiving a notice of appeal and give a written decision together with the reasons for the decision within 15 days after concluding the hearing.

(4) The Land and Property Rights Tribunal hearing an appeal under [section 678](#) must hold the hearing within 60 days after receiving a notice of appeal and give a written decision together with the reasons for the decision within 15 days after concluding the hearing.

Development applications

683.1(1) A development authority must, within 20 days after the receipt of an application for a development permit, determine whether the application is complete.

(2) An application is complete if, in the opinion of the development authority, the application contains the documents and other information necessary to review the application.

(3) The time period referred to in subsection (1) may be extended by an agreement in writing between the applicant and the development authority or, if applicable, in accordance with a land use bylaw made pursuant to [section 640.1\(a\)](#).

(4) If the development authority does not make a determination referred to in subsection (1) within the time required under subsection (1) or (3), the application is deemed to be complete.

- (5) If a development authority determines that the application is complete, the development authority must issue to the applicant an acknowledgment in the form and manner provided for in the land use bylaw that the application is complete.
- (6) If the development authority determines that the application is incomplete, the development authority must issue to the applicant a notice in the form and manner provided for in the land use bylaw that the application is incomplete and that any outstanding documents and information referred to in the notice must be submitted by a date set out in the notice or a later date agreed on between the applicant and the development authority in order for the application to be considered complete.
- (7) If the development authority determines that the information and documents submitted under subsection (6) are complete, the development authority must issue to the applicant an acknowledgment in the form and manner provided for in the land use bylaw that the application is complete.
- (8) If the applicant fails to submit all the outstanding information and documents on or before the date referred to in subsection (6), the application is deemed to be refused.
- (9) If an application is deemed to be refused under subsection (8), the development authority must issue to the applicant a notice in the form and manner provided for in the land use bylaw that the application has been refused and the reason for the refusal.
- (10) Despite that the development authority has issued an acknowledgment under subsection (5) or (7), in the course of reviewing the application, the development authority may request additional information or documentation from the applicant that the development authority considers necessary to review the application.

Grounds for appeal

685(1) If a development authority

- (a) fails or refuses to issue a development permit to a person,
- (b) issues a development permit subject to conditions, or
- (c) issues an order under [section 645](#),

the person applying for the permit or affected by the order under [section 645](#) may appeal the decision in accordance with subsection (2.1).

(1.1) A decision of a development authority must state whether an appeal lies to a subdivision and development appeal board or to the Land and Property Rights Tribunal.

(2) In addition to an applicant under subsection (1), any person affected by an order, decision or development permit made or issued by a development authority may appeal the decision in accordance with subsection (2.1).

(2.1) An appeal referred to in subsection (1) or (2) may be made

- (a) to the Land and Property Rights Tribunal
 - (i) unless otherwise provided in the regulations under [section 694\(1\)\(h.2\)\(i\)](#), where the land that is the subject of the application
 - (A) is within the Green Area as classified by the [Minister](#) responsible for the [Public Lands Act](#),

(B) contains, is adjacent to or is within the prescribed distance of a highway, a body of water, a sewage treatment or waste management facility or a historical site,

(C) is the subject of a licence, permit, approval or other authorization granted by the Natural Resources Conservation Board, Energy Resources Conservation Board, Alberta Energy Regulator, Alberta Energy and Utilities Board or Alberta Utilities Commission, or

(D) is the subject of a licence, permit, approval or other authorization granted by the Minister of Environment and Protected Areas or the Minister of Forestry, Parks and Tourism,

or

(ii) in any other circumstances described in the regulations under [section 694\(1\)\(h.2\)\(ii\)](#),

or

(b) in all other cases, to the subdivision and development appeal board.

(3) Despite subsections (1) and (2), no appeal lies in respect of the issuance of a development permit for a permitted use unless the provisions of the land use bylaw were relaxed, varied or misinterpreted or the application for the development permit was deemed to be refused under [section 683.1\(8\)](#).

(4) Despite subsections (1), (2), (2.1) and (3), if a decision with respect to a development permit application in respect of a direct control district

(a) is made by a council, there is no appeal to the subdivision and development appeal board, or

(b) is made by a development authority, the appeal may only be made to the subdivision and development appeal board and is limited to whether the development authority followed the directions of council, and if the subdivision and development appeal board finds that the development authority did not follow the directions it may, in accordance with the directions, substitute its decision for the development authority's decision.

Appeals

686(1) A development appeal is commenced by filing a notice of the appeal, containing reasons, with the board hearing the appeal

(a) in the case of an appeal made by a person referred to in [section 685\(1\)](#)

(i) with respect to an application for a development permit,

(A) within 21 days after the date on which the written decision is given under [section 642](#), or

(B) if no decision is made with respect to the application within the 40-day period, or within any extension of that period under [section 684](#), within 21 days after the date the period or extension expires,

or

(ii) with respect to an order under [section 645](#), within 21 days after the date on which the order is made,

or

(b) in the case of an appeal made by a person referred to in [section 685\(2\)](#), within 21 days after the date on which the notice of the issuance of the permit was given in accordance with the land use bylaw.

(1.1) Where a person files a notice of appeal with the wrong board, that board must refer the appeal to the appropriate board and the appropriate board must hear the appeal as if the notice of appeal had been filed with it and it is deemed to have received the notice of appeal from the applicant on the date it receives the notice of appeal from the first board, if

(a) in the case of a person referred to in subsection (1), the person files the notice with the wrong board within 21 days after receipt of the written decision or the deemed refusal, or

(b) in the case of a person referred to in subsection (2), the person files the notice with the wrong board within 21 days after the date on which the notice of the issuance of the permit was given in accordance with the land use bylaw.

(2) The board hearing an appeal referred to in subsection (1) must hold an appeal hearing within 30 days after receipt of a notice of appeal.

(3) The board hearing an appeal referred to in subsection (1) must give at least 5 days' notice in writing of the hearing

(a) to the appellant,

(b) to the development authority whose order, decision or development permit is the subject of the appeal, and

(c) to those owners required to be notified under the land use bylaw and any other person that the subdivision and development appeal board considers to be affected by the appeal and should be notified.

(4) The board hearing an appeal referred to in subsection (1) must make available for public inspection before the commencement of the hearing all relevant documents and materials respecting the appeal, including

(a) the application for the development permit, the decision and the notice of appeal, or

(b) the order under [section 645](#).

(4.1) Subsections (1)(b) and (3)(c) do not apply to an appeal of a deemed refusal under [section 683.1\(8\)](#).

(5) In subsection (3), "owner" means the person shown as the owner of land on the assessment roll prepared under Part 9.

Hearing and decision

687(1) At a hearing under [section 686](#), the board hearing the appeal must hear

(a) the appellant or any person acting on behalf of the appellant,

(b) the development authority from whose order, decision or development permit the appeal is made, or a person acting on behalf of the development authority,

(c) any other person who was given notice of the hearing and who wishes to be heard, or a person acting on behalf of that person, and

(d) any other person who claims to be affected by the order, decision or permit and that the subdivision and development appeal board agrees to hear, or a person acting on behalf of that person.

(2) The board hearing the appeal referred to in subsection (1) must give its decision in writing together with reasons for the decision within 15 days after concluding the hearing.

(3) In determining an appeal, the board hearing the appeal referred to in subsection (1)

(a) repealed [2020 c39 s10\(52\)](#);

(a.1) must comply with any applicable land use policies;

(a.2) subject to [section 638](#), must comply with any applicable statutory plans;

(a.3) subject to clauses (a.4) and (d), must comply with any land use bylaw in effect;

(a.4) must comply with the applicable requirements of the regulations under the [Gaming, Liquor and Cannabis Act](#) respecting the location of premises described in a cannabis licence and distances between those premises and other premises;

(b) must have regard to but is not bound by the subdivision and development regulations;

(c) may confirm, revoke or vary the order, decision or development permit or any condition attached to any of them or make or substitute an order, decision or permit of its own;

(d) may make an order or decision or issue or confirm the issue of a development permit even though the proposed development does not comply with the land use bylaw if, in its opinion,

(i) the proposed development would not

(A) unduly interfere with the amenities of the neighbourhood, or

(B) materially interfere with or affect the use, enjoyment or value of neighbouring parcels of land,

and

(ii) the proposed development conforms with the use prescribed for that land or building in the land use bylaw.

(4) In the case of an appeal of the deemed refusal of an application under [section 683.1\(8\)](#), the board must determine whether the documents and information that the applicant provided met the requirements of [section 683.1\(2\)](#).

Matters Related to Subdivision and Development Regulation - Alberta Regulation 84/2022

Appeals removed from list

27(1) The following are removed from the list of circumstances where a notice of appeal of a decision of a development authority may be filed with the Land and Property Rights Tribunal:

(a) an appeal where the land that is the subject of the application is within the Green Area as classified by the Minister responsible for the [Public Lands Act](#), as referred to in section 685(2.1)(a)(i)(A) of the Act;

(b) an appeal where the land that is the subject of the application contains, is adjacent to or is within the prescribed distance of a highway, a body of water, a sewage treatment or waste management facility or a historical site, as referred to in section 685(2.1)(a)(i)(B) of the Act.

(2) Subject to subsections (3) and (4), the appeals referred to in subsection (1) may be commenced by filing a notice of appeal with the subdivision and development appeal board.

(3) If the land that is the subject of an appeal referred to in subsection (1) is subject to a licence, permit, approval or other authorization referred to in section 685(2.1)(a)(i)(C) or (D) of the Act, then, despite subsection (1), the appeal may be commenced by filing a notice of appeal with the Land and Property Rights Tribunal.

(4) Subsection (1) does not apply to an appeal if the notice of appeal was filed with the Land and Property Rights Tribunal before May 12, 2021.

MUNICIPAL BYLAWS AND STATUTORY PLANS

Buffalo Lake Intermunicipal Development Plan

3.2.10 Development Standards

The objectives of this section are to establish minimum development standards and requirements applicable to development in the plan area which provides for:

- Promotion of more compact, conservation-minded, environmentally sound, and sustainable residential and non-residential developments;
- Convenient public access to parks and recreation areas and improved public access to the lake;
- Protection of riparian lands and other environmentally significant or sensitive areas;
- Protection of lake water quality; and
- Attractive visual appeal of development and a reduction of the visual impact of development in the vicinity of the lake through screening, minimal lot clearing, regulated building heights, landscaping requirements, etc.

3.2.10.(a) The layout and design of subdivisions and development sites must:

- i) Adapt to the natural topography of the site and minimize, to the greatest extent practical, the disturbance and re-grading of lands so that natural drainage patterns are maintained.
- ii) Retain existing vegetation, to the greatest extent practical, in order to maintain the continuity of tree cover, lessen the visual impact of a proposed development and provide natural amenity areas.

....

3.2.10.(b) Development should be oriented away from the shoreline. This is done in an effort to protect plant and wildlife habitat areas, reduce the visual impact of developments adjacent to the lake, eliminate encroachment of private uses on public lands and allow the development of lakeside trail systems.

3.2.10.(c) Any single lot, multiple development unit development application must provide a level of information sufficient for the governing municipality to determine the expected visual impacts of a development and the extent to which they may be mitigated by planning and project design. In order to lower the visual impact of development in close proximity to the lake building design may use the following techniques:

- i) Locating prominent developments in areas where such developments are less visible from the lake, across the shores and other viewpoints in the plan area.
- ii) Screening developments, preferably through the use of existing vegetation and natural landforms.

3.2.10.(d) Low impact development strategies and technologies should be used to minimize and mitigate any spill-over impacts of subdivision and development within the limited development area onto lands within the provincially owned lake ROW, Environmental Reserves, the lake itself, and other environmentally sensitive areas.

3.2.10.(e) Should land use change adjacent to the provincially owned lake ROW, the governing municipality must require the dedication of any applicable reserves to be located on a parcel of land as outlined below:

i) First priority will be the dedication of a strip of land offset a minimum of 5 meters adjacent and parallel to the provincially owned lake ROW along the entire length of lake frontage. This land must be reserved for municipal use at the discretion of the governing municipality.

ii) Second priority must be the protection of land immediately adjacent to the 5 meter reserve strip identified in policy 3.2.10.(e) i). The size and orientation of this reserve parcel must be at the discretion of the governing municipality and must support policy 3.2.10.(b).

3.2.10.(f) Commercial development must conform to the following standards wherever it is adjacent to existing residential development or land identified for future residential use:

i) Appropriate site design and screening in the form of landscaping and/or berming must be provided to afford privacy for adjacent residential uses. Buffalo Lake Intermunicipal Development Plan 2020

ii) Adequate parking must be provided on-site to prevent commercial traffic from utilizing adjacent residential streets for parking.

iii) There must be a reasonable transition in building height and scale between proposed commercial development and existing or proposed residential areas.

South Shore Area Structure Plan

Bayview Street – Policy 4.5.14

Notwithstanding County policy to the contrary, and subject to available funding, the 2.4 kilometer (1.5 mile) segment of Bayview Street between the Summer Village of Rochon Sands boundary and Range Road 20-4 shall be designed and constructed in the future as a unique roadway. The County shall employ standards specific to the environment for Bayview Street which shall include:

i) no new driveways or accesses to individual parcels;

ii) no on-street or road allowance parking except in areas

specifically designated for off road surface parking;

iii) limiting traffic speed to 30 kilometers per hour;

iv) a separate pathway to the south of the vehicle travel lanes either in the road allowance or in a public open space adjoining the road allowance;

v) travel lanes wide enough for the movement of emergency and maintenance vehicles and larger recreational vehicles and vehicles pulling large trailers;

vi) paved road surface;

vii) a design capacity comparable to that of a collector road intended to move traffic from existing and future development along Bayview Street to the nearest arterial roads;

viii) ditches or swales for roadside drainage; and

ix) use of traffic control devices and traffic calming features to moderate traffic speed and deter through or non-local traffic.

Upgrading the existing portions of Bayview Street to the unique standard shall occur as further development of the unsubdivided lands on either side of Bayview Street are subdivided and/or developed or as provided for in the County's capital plan.

The County shall encourage the Summer Village of Rochon Sands to apply a similar standard to the portion of Bayview Street within their boundaries.

Except where specifically identified in this plan, all arterial, local/collector and local roads shall be designed and constructed in accordance with the County's Design Standards and Guidelines,

Construction Specifications and applicable Public Works policies.

County of Stettler No.6 Land Use Bylaw

77.3 When a Recreational Vehicle Park or Campground is intended to be under condominium ownership, the Development Authority shall use the following regulations as minimum standards in evaluating the permit application and the design of the Recreational Vehicle Park or Campground site plan:

- (a) in a Recreational Vehicle Park or Campground only a Recreational Vehicle, Recreational Vehicle – Park Model Recreational Unit, tents and cabins are allowed as temporary overnight accommodation;
- (b) a condominium Recreational Vehicle Park or a condominium Campground pursuant to the Condominium Property Act shall require subdivision approval, and shall be subject to any related County policies regarding water supply and sewage disposal servicing and road construction or road improvements;
- (c) for a rental park or campground a minimum of 10% and for a condominium project a minimum of 20% of the gross development area shall be set aside in a location suitable to the Development Authority as a common open space recreation area;
- (d) each stall shall be accessed by an internal road;
- (e) the road system shall be sensitively designed to the topography and environmental characteristics of the site;
- (f) roads shall be hard surfaced or surfaced to the satisfaction of the Development Authority and shall be:
 - (i) 3.0 m (10 ft) in width for one-way traffic and
 - (ii) 6.0 m (20 ft) in width for two-way traffic;
- (g) the road system shall be properly signed for users and for emergency vehicles;
- (h) walkways with a minimum width of 1.2 m (4 ft) surfaced to the satisfaction of the Development Authority shall be provided from all stalls to all service buildings and facilities, refuse areas and recreation areas;
- (i) fires will be permitted only in designated fire pits or other such facilities;
- (j) all utility services and all utility wires and conduits shall be provided as required by the Development Authority and the franchise utility companies;
- (k) potable water and sewage disposal facilities are required to the satisfaction of the Development Authority;
- (l) fences shall be allowed within the Recreational Vehicle Park only if they are erected and maintained by the park operator to a uniform standard throughout the park;

- (m) all stall boundaries shall be clearly defined on the ground by permanent flush stakes, or markers, with a stall number or other identification system;
- (n) minimum Recreational Vehicle or Campground stall size shall be:
 - (i) 6.0 m (20 ft) in width;
 - (ii) 18 m (59 ft) in depth; and
 - (iii) 108 m² (1,200 ft²) in area for rental stalls, with a minimum unit size of 200 m² (2,153 ft²) for condominium units;
- (o) minimum distance between Recreational Vehicle or Campground stalls shall be 3.0 m (10 ft), except if suitable buffers are provided to the satisfaction of the Development Authority;
- (p) minimum Recreational Vehicle Park or Campground front, side and rear yards shall be 3.0 m (10 ft) from all site boundaries and no stalls or other development are permitted within any yard;
- (q) a maximum of one Recreational Vehicle or Recreational Vehicle - Park Model Recreational Unit and one tent shall be allowed per stall;
- (r) each stall shall accommodate at least one vehicle parking space other than a Recreational Vehicle;
- (s) visitor parking shall be provided in a common area to the satisfaction of the Development Authority; and
- (t) a landscaping plan that retains natural vegetation shall be provided to the satisfaction of the Development Authority.
- (u) only one Recreational Vehicle, Recreational Vehicle - Park Model Recreational Unit or cabin plus one Ancillary Building are allowed per condominium unit;
- (v) the maximum coverage per unit or stall is 40%;
- (w) the maximum height of a Recreational Vehicle, Recreational Vehicle - Park Model Recreational Unit or cabin is 18 ft (5.50 m);
- (x) a common area for the storage of ATV's, and boats or other recreational crafts shall be provided at a minimum rate of 10 m² ;
- (y) no permanent foundation, pilings, basement or base extending below the frost level is allowed to be developed on a condominium unit that is intended for a Recreational Vehicle or Recreational Vehicle - Park Model Recreational Unit;
- (z) each condominium unit shall be designed to accommodate a minimum of two vehicle parking spaces;
- (aa) a common area for the parking of additional vehicles or visitor vehicles shall be provided at a rate of one vehicle per every five condominium units;
- (bb) no Ancillary Building shall be used for sleeping accommodation; and
- (cc) an Ancillary Building shall be similar to, and complement, the Recreational Vehicle in exterior materials, colour and appearance.

...

108 RECREATIONAL FACILITY DISTRICT (RF)

PURPOSE

108.1 To provide for a range of recreational activities and developments which are compatible with the natural environment and surrounding land use.

LAND USES

...

108.3 Discretionary Uses

...

Recreational Vehicle Park and/or Campground, subject to Section 108.10

...

Rural Convenience Store

...

Campground and Recreational Vehicle Park

108.10 The design of any Campground or Recreational Vehicle Park is subject to the provisions of Section 77.

COURT FILE NUMBER:

COURT: COURT OF KING'S BENCH OF ALBERTA

JUDICIAL CENTRE: RED DEER

IN THE MATTER OF THE *LAND TITLES ACT*, R.S.A. 2000, c. L-4,
SECTION 91

AND IN THE MATTER OF CORRECTIONS
TO PLANS OF SURVEY NO. 5556 RS,
932 1547 & 992 0392

APPLICANT: SUMMER VILLAGE OF ROCHON SANDS

RESPONDENT(S): 1508503 ALBERTA LTD.;
F. MICHAEL LAYTON;
CAROL LAYTON;
BETTY LAYTON;
DONALD GILLESPIE;
ROBERT W. SHEARER;
NOEL D. NIXON;
MARTYNE NIXON;
THOMAS MARTIN GRAVELY; and
LOUISE SHERREN

CLERK'S STAMP

DOCUMENT: **ORDER**

ADDRESS FOR AND
CONTACT
INFORMATION OF
PARTY FILING THIS
DOCUMENT:

WILSON CRUICKSHANK LAW OFFICE
4902-51 STREET, PO BOX 1240
STETTLER, AB T0C 2L0
PH: 403-742-4436 FAX: 403-742-0345
FILE: 153724/DJW
ATTN: DANIEL J. WILSON

DATE ON WHICH ORDER WAS PRONOUNCED:

NAME OF JUDGE WHO MADE THIS ORDER:

LOCATION OF HEARING: RED DEER

BASIS FOR THIS ORDER

1. The basis for this order is outlined in **Schedule "A"** of this order.

IT IS HEREBY ORDERED THAT:

2. Plan of Survey 5556 RS shall be corrected as follows:

- a. **Land Titles** shall merge a copy of **Detail A** with Plan 5556 RS.
- b. The post shown as Fd. no m'k shown to be 239.70 feet south of the northwest corner of Lot 42, Block 1, Plan 1900 CL shall be removed and replaced by Kevin Vennard, ALS at a distance of 239.70 feet south of the northwest corner of Lot 42, Block 1, Plan 1900 CL on a bearing of S 0 degrees 09minutes 45 seconds W.

- c. Authority to **remove** the post shown as Fd. no m'k shown to be 239.70 feet south of the northwest corner of Lot 42, Block 1, Plan 1900 CL and replaced at a distance of 239.70 feet south of the northwest corner of Lot 42, Block 1, Plan 1900 CL on a bearing of S 0 degrees 09 minutes 45 seconds W is granted to Kevin Vennard, ALS.
- d. **Land Titles** shall add a notation to Plan 5556 RS adjacent to the post shown as Fd. no m'k shown to be 239.70 feet south of the northwest corner of Lot 42, Block 1, Plan 1900 CL indicating that the post has been removed and replaced by KEVIN VENNARD, ALS.
- e. The new southwesterly boundary for the Walkway and Lot 37A, Block 1, Plan 5556 RS shall be a line between the replaced post 239.70 feet south of the northwest corner of Lot 42, Block 1, Plan 1900 CL and the post 29.36 feet southeasterly of the northwesterly corner of Lot 35, Block 1, Plan 1900 CL and the lot corners for the Walkway and Lot 37A, Block 1, Plan 5556 RS shall be removed and replaced by Kevin Vennard, ALS on the new line at their proportionate distances.
- f. Authority to remove and replace the lot corners for the Walkway and Lot 37A, Block 1, Plan 5556 RS is granted to Kevin Vennard, ALS
- g. **Land Titles** shall add a notation to Plan 5556 RS adjacent to the post shown at the lot corners for the Walkway and Lot 37A, Block 1, Plan 5556 RS indicating that the post has been removed and replaced by Kevin Vennard, ALS.
- h. **Land Titles** shall correct the bearings on Plan 5556 RS as follows:
 - the bearings shown as S 0 degrees 24 minutes E shall be corrected to S 0 degrees 09 minutes 45 seconds W.
 - the bearing shown as S 66 degrees 19 minutes W shall be corrected to S 66 degrees 45 minutes 15 seconds W.
 - the bearing shown as N 67 degrees 24 minutes E shall be corrected to N 67 degrees 37 minutes 45 seconds E.
 - the bearing shown as N 25 degrees 46 minutes W shall be corrected to N 27 degrees 00 minutes W.
 - a bearing of N 67 degrees 41 minutes 10 seconds E shall be added to the northerly limit of the Walkway on Plan 5556 RS.
- i. **Land Titles** shall correct the distances on Plan 5556 RS as follows:
 - the distance shown as 0.77 feet shall be corrected to 0.78 feet.
 - the distance shown as 47.5 feet shall be corrected to 47.87 feet.
 - the distance shown as 20.03 shall be corrected to 20.18 feet.
 - the distance shown as 29.36 feet shall be corrected to 29.59 feet
 - the distance shown as 119.98 feet shall be corrected to 122.13 feet.
 - the distance shown as 117.76 feet shall be corrected to 118.87 feet.
 - the distance shown as 116.84 shall be corrected to 117.51 feet.
- j. **Land Titles** shall add those lands lying between the Road Allowance boundary and the westerly limit of Shady Drive and Lot 10, Block 1, Plan 5556 RS to Roadway on Plan 5556 RS. These lands are shown on **Detail B** and **Land Titles** shall merge a copy of **Detail B** with Plan 5556 RS.
- k. **Land Titles** shall correct the area shown on Plan 5556 RS as 0.94 acres to 0.97 acres.
- l. **Land Titles** shall correct the area on the Certificate of Title for the SW ¹/₄ Sec. 19-40-20-4 for the exception shown as exception F. The area shall be corrected from 0.380 hectares (0.94 acres) to

0.393 hectares (0.97 acres). There are no adverse consequences to the owner of the SW $\frac{1}{4}$ Sec 19-40-20-4 and the owner's consent have been obtained.

A copy of Plan 5556 RS with corrections shown in red is attached as **Schedule "B"**.

For clarity and to assist the Land Titles Office with these corrections, a copy of a tiff containing the correction details will be submitted to the FTP site by Kevin Vennard, ALS.

3. Plan of survey **932 1547** shall be corrected as follows:

- a. **Land Titles** shall merge a copy of **Detail A** with Plan 932 1547.
- b. The westerly boundary of Lots 44 to 47 shall be a line between the found Iron Post at the northwest corner of Lot 47 and the found Iron Post placed 239.70 feet (73.06 metres) south of the northwest corner of Lot 47 on the Road Allowance boundary.
- c. The Iron Posts placed by Plan 932 1547 within Lot 47 and at the northwesterly corners of Lots 44 to 46 shall be moved to be on this line by Kevin Vennard, ALS.
- d. Authority to move these Iron Posts is granted to Kevin Vennard, ALS.
- e. **Land Titles** shall add a notation is to be added to Plan 932 1547 adjacent to the Iron Posts to be moved indicating that the Iron posts have been moved by Kevin Vennard, ALS.
- f. **Land Titles** shall correct the distances along this line as follows:
 - the distance shown as 9.79 metres shall be corrected to 9.81 metres
 - the distances shown as 11.57 metres shall be corrected to 11.58 metres
 - the distance shown as 22.96 metres shall be corrected to 22.98 metres
- g. **Land Titles** shall correct the assumed bearing along this line shown as 359 degrees 36 minutes 00 seconds to 0 degrees 09 minutes 45 seconds.
- h. The southwesterly boundary of Lot 43, Block 1, Plan 9321547, the Walkway in Block 1, Plan 5556 RS and Lot 35, Block 1, Plan 1900 CL shall be a line between the found Iron Post placed 239.70 feet (73.06 metres) south of the northwest corner of Lot 47 on the Road Allowance boundary and the found Iron Post within Lot 35. Block 1, Plan 1900 CL. The Iron Post placed by Plan 932 1547 at the northwesterly corner of the Walkway and Lot 43 shall be moved to be on this line by Kevin Vennard, ALS.
- i. Authority to move this Iron Post is granted to Kevin Vennard, ALS.
- j. **Land Titles** shall add a notation to Plan 932 1547 adjacent to this Iron Post indicating that the Iron Post has been moved by Kevin Vennard, ALS.
- k. **Land Titles** shall correct the distances along this line as follows:
 - the distance shown as 14.48 metres shall be corrected to 14.63 metres
 - the distance shown as 15.04 metres shall be corrected to 15.21 metres
- l. **Land Titles** shall correct the bearing along this line shown as 154 degrees 16 minutes 57 seconds to 152 degrees 59 minutes 05 seconds
- m. **Land Titles** shall correct Detail A on Plan 932 1547 as follows:
 - the bearing shown as 156 degrees 53 minutes 23 seconds shall be corrected to 156 degrees 53 minutes 26 seconds
 - the distance shown as 9.03 metres shall be corrected to 9.12 metres
 - the line to the north of the number 47 shall be removed and the number 48 will be removed.

- n. **Land Titles** shall correct Detail B on Plan 932 1547 as follows:
- the distance shown as 14.48 metres shall be corrected to 14.63 metres
 - the distance shown as 22.96 metres shall be corrected to 22.98 metres
 - the distance shown as 36.45 metres shall be corrected to 37.13 metres
 - the bearing shown as 359 degrees 36 minutes 00 seconds shall be corrected to 0 degrees 09 minutes 45 seconds
 - the bearing shown as 154 degrees 16 minutes 57 seconds shall be corrected to 152 degrees 59 minutes 05 seconds
 - the bearing shown as 66 degrees 24 minutes 55 seconds shall be corrected to 66 degrees 44 minutes 40 seconds
- o. The Iron Posts placed along the northeasterly boundary of Lots 43 to 47 shall be moved along this boundary to the following corrected distance by Kevin Vennard, ALS:
- the distance shown as 9.03 metres shall be corrected to 9.12 metres
 - the distance shown as 10.56 metres shall be corrected to 10.58 metres
 - the distance shown as 10.58 metres shall be corrected to 10.59 metres
 - the distance shown as 15.51 metres shall be corrected to 15.43 metres
- p. **Land Titles** shall correct the distances on Plan 932 1547 as follows:
- the distance shown as 9.03 metres shall be corrected to 9.12 metres
 - the distance shown as 10.56 metres shall be corrected to 10.58 metres
 - the distance shown as 10.58 metres shall be corrected to 10.59 metres
 - the distance shown as 15.51 metres shall be corrected to 15.43 metres
- q. Authority to move these Iron Posts is granted to Kevin Vennard, ALS.
- r. **Land Titles** shall add a notation to Plan 932 1547 adjacent to the Iron Posts to be moved indicating that the Iron Posts have been moved by Kevin Vennard, ALS.
- s. **Land Titles** shall correct the bearings and distances along the southeasterly limit of Lot 43 to 47 as follows:
- the bearing shown as 67 degrees 28 minutes 45 seconds shall be corrected to 67 degrees 35 minutes 25 seconds and the distance shown as 35.79 metres shall be corrected to 36.14 metres
 - the bearing shown as 66 degrees 24 minutes 55 seconds shall be corrected to 66 degrees 44 minutes 40 seconds and the distance shown as 36.45 metres shall be corrected to 37.13 metres
 - the bearing shown as 66 degrees 38 minutes 48 seconds shall be corrected to 66 degrees 57 minutes 35 seconds and the distance shown as 27.60 metres shall be corrected to 28.08 metres
 - the bearing shown as 66 degrees 44 minutes 45 seconds shall be corrected to 67 degrees 01 minutes 50 seconds and the distance shown as 23.13 metres shall be corrected to 23.49 metres
 - the bearing shown as 66 degrees 53 minutes 33 seconds shall be corrected to 67 degrees 08 minutes 10 seconds and the distance shown as 18.66 metres shall be corrected to 18.92 metres
- t. A copy of Plan 932 1547 with corrections shown in red is attached as **Schedule "C"**.

For clarity and to assist the Land Titles Office with these corrections, a copy of a tiff containing the correction details will be submitted to the FTP site by Kevin Vennard, ALS.

4. Plan of survey **992 0392** shall be corrected as follows:
 - a. **Land Titles** shall merge a copy of **Detail A** with Plan 992 0392.
 - b. **Land Titles** shall correct the distance along the northeasterly boundary of Lots 43 to 47 shown as 70.31 metres to 70.35 metres.
 - c. **Land Titles** shall correct the bearing shown as 148 degrees 07 minutes 15 seconds to 148 degrees 05 minutes 45 seconds and the distance shown as 14.73 metres shall be corrected to 14.69 metres.
 - d. **Land Titles** shall correct the bearing shown as 67degrees 11 minutes 50 seconds to 67 degrees 19 minutes 50 seconds and the distance shown as 55.95 metres shall be corrected to 56.31 metres.
 - e. The southwesterly boundary of Lot 43, Block 1, Plan 932 1547 and Lots 34A and 48 MR Block 1, Plan 992 0392 shall be a line between the found Iron Post placed 239.70 feet (73.06 metres) south of the northwest corner of Lot 47 on the Road Allowance boundary and the found Iron Post within Lot 35, Block 1, Plan 1900 CL. The Iron Post shown found at the southwesterly corner of the Lot 48 MR shall be moved to be on this line by Kevin Vennard, ALS.
 - f. Authority to move the found Iron Post shown at the southwesterly corner of Lot 48 MR is granted to Kevin Vennard, ALS.
 - g. **Land Titles** shall add a notation to Plan 992 0392 adjacent to the found Iron Post indicating that the post has been moved by Kevin Vennard, ALS.
 - h. **Land Titles** shall remove the detail on Plan 992 0392 showing the found Iron Post at the southwesterly corner of Lot 48 MR.
 - i. **Land Titles** shall correct the bearing along the southwesterly limit of Lot 43, Block 1, Plan 932 1547 and Lot 34A and Lot 48, Block 1, Plan 992 0392 from 153 degrees 56 minutes 10 seconds to 152 degrees 36 minutes 20 seconds and the distances shown as 14.72 metres, 6.11 metres and 8.95 metres shall be corrected to 14.82 metres, 6.16 metres and 9.01 metres.
 - j. **Land Titles** shall correct the bearing along the southeasterly limit of Lot 48 MR shown as 67 degrees 11 minutes 50 seconds to 67 degrees 16 minutes 15 seconds and the distances shown as 35.50 metres and 13.84 metres shall be corrected to 35.71 metres and 13.85 metres.
 - k. **Land Titles** shall correct the distance along the northeasterly limit of Lot 34A shown as 10.61 metres to 10.59 metres.
 - l. A copy of Plan **992 0392** with corrections shown in red is attached as **Schedule "D"**.

For clarity and to assist the Land Titles Office with these corrections, a copy of a tiff containing the correction details will be submitted to the FTP site by Kevin Vennard, ALS.

5. Pursuant to s. 191(3) of the *Land Titles Act*, this Order shall be registered by the Registrar of the Land Titles for the Alberta Land Registration District notwithstanding the requirement of s. 191(1).
6. The requirements of Part 17 of the Municipal Government Act, R.S.A. 2000 Chapter M-26 are waived.
7. This Order does not need to be served on any person.

8. Rule 6.13 is waived.

9. This Order may be consented to electronically or by fax and in counterpart.

JUDGE

APPROVED AS TO FORM AND CONTENT BY:

WILSON CRUICKSHANK LAW OFFICE

1508503 ALBERTA LTD.

Daniel J. Wilson, solicitor for Applicant

Per: _____
Pat Bolin, President
Owner 4;20;40;19;SW

Noel D. Nixon – owner 9920392;1;34A

Donald A. Gillespie – owner 9321547;1;44

Martyne Nixon – owner 9920392;1;34A

Betty A. Layton – owner 9321547;1;45

Thomas Martin Gravely – owner 9621547;1;43

F. Michael Layton – owner 9321547;1;46

Louise Sherren – owner 9621547;1;43

Carol M. Layton – owner 9321547;1;46

SUMMER VILLAGE OF ROCHON SANDS

Per: _____
John Jacobson, CAO
Owner of 9920392;1;48MR

Robert W. Shearer – owner 9321547;1;47

SCHEDULE A

BASIS FOR THIS ORDER

1. In 2014 Bemoco Land Surveying Ltd. was retained by the Summer Village of Rochon Sands to survey and prepare a subdivision plan that would consolidate a portion of closed Road Allowance with adjoining Lots 1A & 2A, Block 1, Plan 992 6418 and Lots 44 to 47, Block 1, Plan 932 1547.
2. In the course of preparing the survey we were required to establish the west boundary of the Road Allowance bounding the S.E. $\frac{1}{4}$ Sec. 24-40-21-4 which controls the location of the east boundary of the Road Allowance. The east boundary of the Road Allowance and the westerly boundary of Lots 38 to 42, Block 1, Plan 1900 CL which were re divided into Lots 44 to 47, Block 1, Plan 932 1547 are to be coincidental. This reestablishment is shown as **Detail A**.
3. In 1971 J.J. Hagen ALS registered Plan 5556 RS on which he reestablished the Iron Post near the south westerly corner of Lot 38, Block 1, Plan 1900 CL which is located 239.70 feet south of Lot 42, Block 1, Plan 1900 CL. In the course of J.J. Hagen's re-establishment of this Iron Post he failed to establish the west boundary of the Road Allowance, instead using survey monuments that were found not to be on the Road Allowance boundary.
4. In 1993 M. Young ALS registered Plan 9321547 which used the Iron Post reestablished incorrectly by J.J. Hagen and created Lots 43 to 47, Block 1, Plan 9321547. The survey posts along the westerly boundary were found not to be on the east boundary of the Road Allowance.
5. In 1999 M. Young registered Plan 9920392 which used Iron Posts established by Plan 9321547 and Plan 5556 RS and created Lots 34A & 48 MR, Block 1, Plan 9920392.
6. The Alberta Land Surveyor's Association has appointed Kevin Vennard ALS to bring this Application relating to Plans 5556 RS, 932 1547 and 992 0392 pursuant to Section 91 of the Land Titles Act, RSA 2000, seeking a Court Order to vary Plan 5556 RS, 932 1547 and 992 0392 on behalf of the surveyors who filed the plans of survey because they are unavailable to act.