

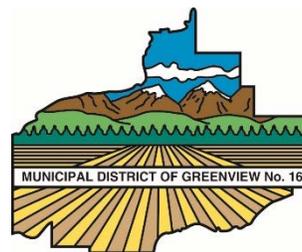


# MUNICIPAL DISTRICT OF GREENVIEW No.16 & TOWN OF VALLEYVIEW

## INTERMUNICIPAL DEVELOPMENT PLAN

SYNOPSIS OF BACKGROUND RESEARCH

SEPTEMBER 11TH, 2018



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# Table of Contents

<b>1.0 BACKGROUND</b> .....	<b>1</b>
1.1 INTRODUCTION .....	1
1.2 LEGISLATIVE BACKGROUND .....	1
1.3 EXISTING INTERMUNICIPAL COLLABORATION .....	3
<b>2.0 KEY BASELINE OUTCOMES</b> .....	<b>4</b>
2.1 ECONOMIC & POPULATION FORECASTS .....	7
2.2 TRANSPORTATION.....	16
2.3 SERVICING .....	18
<b>3.0 SWOT ANALYSIS</b> .....	<b>23</b>

## List of Figures

1. Hierarchy of Plans in Alberta
2. Existing IDP Area Map
3. Existing Land Use Map
4. Proposed IDP Area Map
5. Infrastructure Map
6. Environmental Map

## Appendix

A – Growth Forecasts

### UPDATE January 2021:

It should be noted that the Town Council of Valleyview obtained confirmation from the Minister of Transportation that the current highway realignment identified in this report is not official. For this reason, the Council for the Town of Valleyview, in agreement with the Council for the MD of Greenview, asked for it to be removed from the IDP. All subsequent figures shown in this report are outdated.

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# 1.0 BACKGROUND

## 1.1 INTRODUCTION

This document will serve to outline the baseline research that was undertaken to assist in moving forward with the re-write of the 2009 Intermunicipal Development Plan for the M.D. of Greenview No. 16 and the Town of Valleyview. A number of data sources were taken into consideration, including but not limited to economic and population data and forecasts, environmental factors, existing intermunicipal agreements and statutory/non-statutory plans currently in place. Finally, a SWOT analysis (Strengths, Weaknesses, Opportunities, Threats) was prepared using the compiled baseline information in order to understand the context of the community and its existing relationships between municipalities. This document's purpose is to inform those involved in the IDP process; to help guide the discussion of the plan's development.

## 1.2 LEGISLATIVE BACKGROUND

### *Intermunicipal Development Plan (IDP)*

When the government of Alberta passed new legislation in October 2017 as part of the *Modernized Municipal Government Act (MMGA)*, Intermunicipal Development Plan's (IDP) were introduced and made mandatory, with the primary goal being to improve municipal relationships, planning processes, and local decision-making.

An IDP is intended to ensure that development in and around shared boundaries of municipalities takes place in an environmentally responsible and sustainable manner without significant unnecessary costs and unacceptable negative impacts on

either municipality. Under the new MMGA, an IDP is mandatory and must be adopted within two years of the legislative requirements coming into force, the alternative being arbitration.

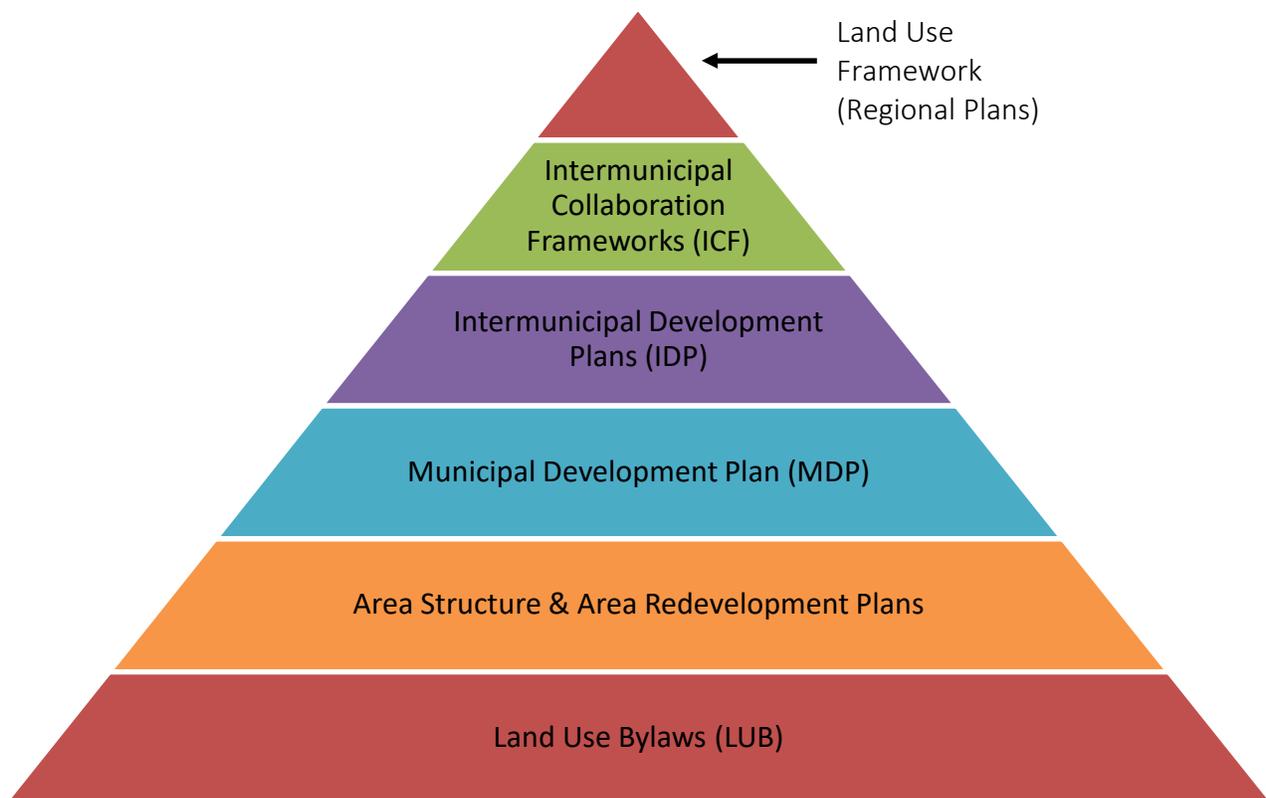
Intermunicipal Collaboration Framework's (ICF) are also required under the MMGA legislation. An ICF is a legislative tool to provide for integrated service delivery, manage resources effectively, and to ensure municipalities contribute to funding services that benefit their residents. An IDP

Intermunicipal Development Plan's (IDP) were introduced and made mandatory, with the primary goal being to improve municipal relationships, planning processes, and local decision-making.

will typically take the form of an appendix to a municipality's ICF, deals with issues specifically related to land use, and contains the following:

- Future land use within the area (as defined by the parties involved);
- How proposals are handled for future development of the area;
- The provision of transportation systems for the area;
- The coordination of intermunicipal programs relating to the physical, social and economic development of the area;
- Environmental matters within the area
- Any other matter related to the physical, social or economic development of the area that the councils consider necessary

Figure 1: Hierarchy of Plans in Alberta



It should be noted that there is an overlap between an ICF and an IDP. The related sections of legislation came into effect on April 1, 2018, meaning ICF's/IDP's must be in place by April 1, 2020, unless an extension has been agreed upon.

### 1.3 EXISTING INTERMUNICIPAL COLLABORATION

The Town of Valleyview and M.D. of Greenview No. 16 are inextricably connected, the M.D. surrounds the Town, creating an environment in which collaboration on growth and development is necessary. Part of the baseline research process included examining the links between the municipalities from an economic and demographic standpoint, and the findings indicate that M.D. residents account for many of the workers in the Town, and that the Town is the primary service provider most of the M.D. within the region.

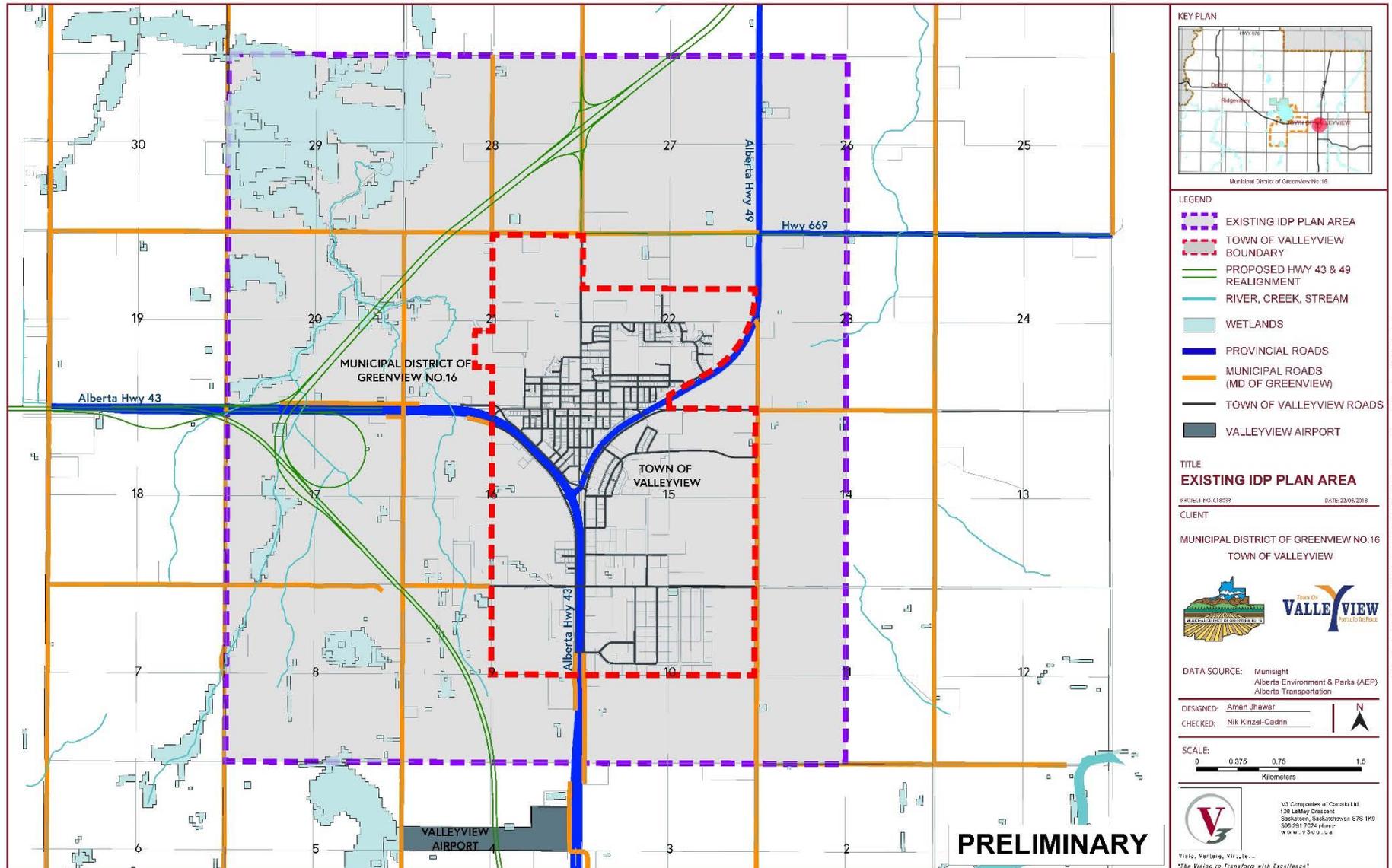
The findings indicate that M.D. residents account for many of the workers in the Town, and that the Town is the primary service provider most of the M.D. within the region.

A relationship between the interconnected municipalities was formalized when an IDP was adopted in 2009. Promoting cooperation and communication between the Town and M.D. was a key focus of the IDP, and the plan established a growth strategy for both the urban and rural area. The IDP supports Valleyview as the service centre of the region, and also acknowledges the importance of agriculture to the M.D. Sharing in the area's future growth and development is the basis on which the IDP was formed, and the two municipalities created an environment which provided the mechanism to strike a balance between urban and rural development. Future land use areas were broken down into the following categories, and allocated to areas that represent the desired future direction of the area:

- Agriculture
- Airport
- Industrial Reserve
- Commercial Reserve
- Environmentally Sensitive Areas
- Residential Reserve
- Rural Industrial

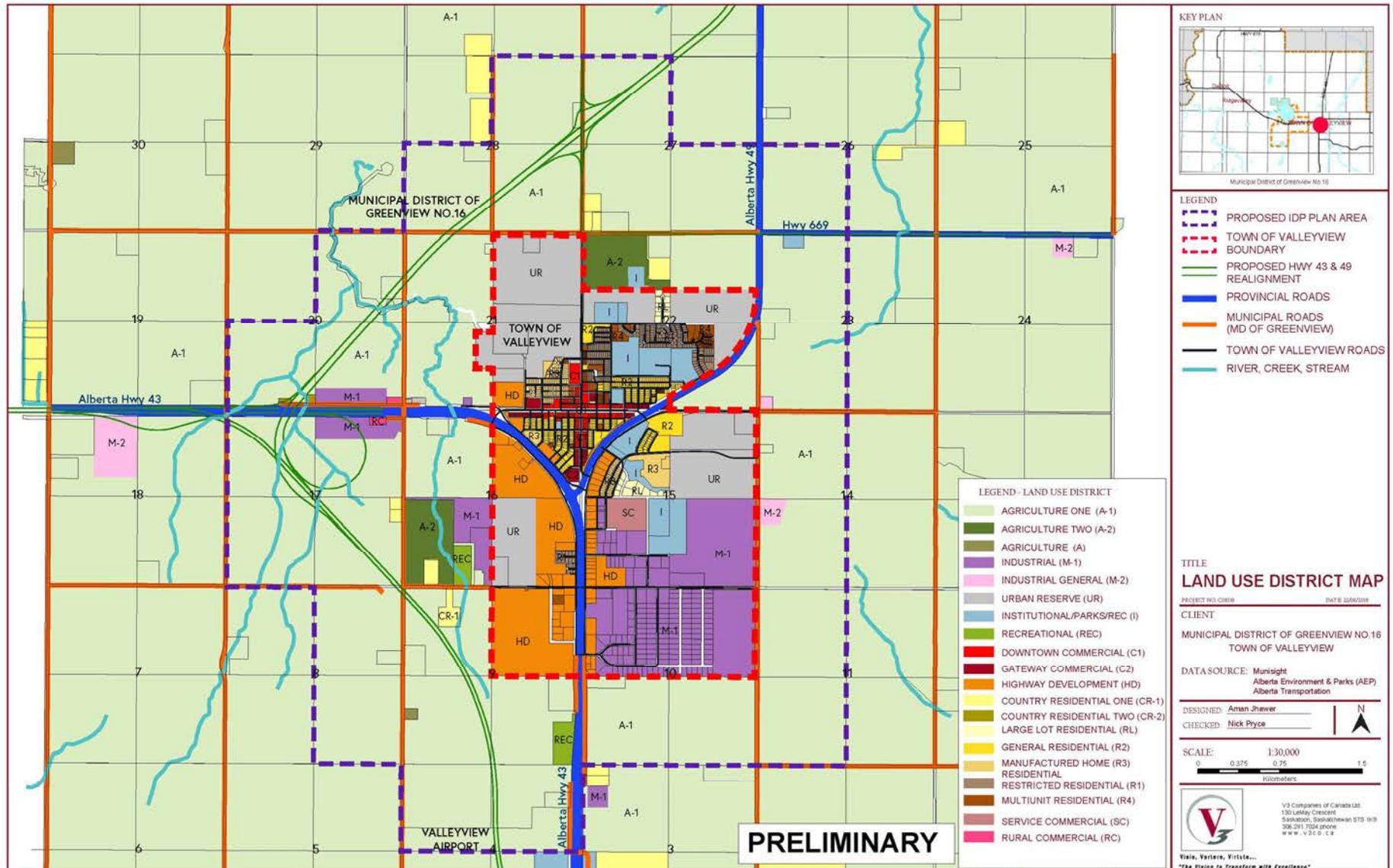
Policies and goals were included in each land use, and serve as the implementation tool of the IDP's growth strategy. The IDP also includes policies that centres around the sharing of municipal utilities and recreation/tourism. Growth must be consistent with provisions of the Subdivision & Development Regulations.

Figure 2: Existing IDP Area



V:\Info\Nimble\VG\GAMMA\_PROJECTS\DISTRICT IDP Valley View and Greenview\Drawings\Map\Map2.mxd

Figure 3: Existing Land Use Districts



## 2.0 KEY BASELINE OUTCOMES

The following is a summary of information analyzed in establishing an understanding of the factors that influence the Town of Valleyview and areas of the M.D. of Greenview No.16 that surround the Town. This baseline information serves to inform the stakeholders involved in the IDP process, to provide information to assist in order to have more effective dialogue moving forward.



Source: Valleyview Property

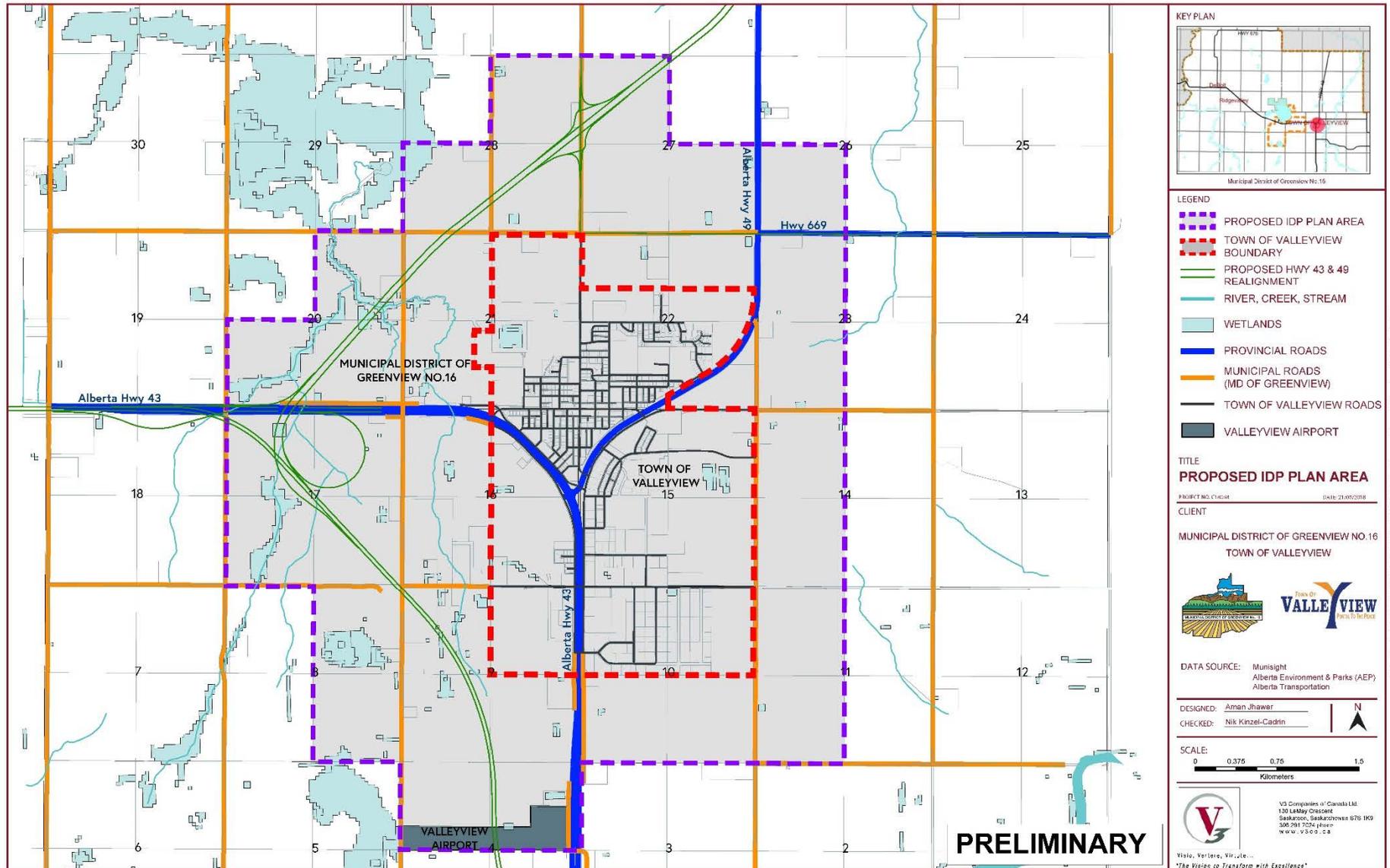
**UPDATE January 2021:**

It should be noted that the Town Council of Valleyview obtained confirmation from the Minister of Transportation that the current highway realignment identified in this report is not official. For this reason, the Council for the Town of Valleyview, in agreement with the Council for the MD of Greenview, asked for it to be removed from the IDP. All subsequent figures shown in this report are outdated.

The proposed IDP Boundary shown on the following page (Figure 4) has been developed based on the following reasons:

1. The economic growth report has indicated a potential growth of around 2.0% in population and jobs. Based on land absorption for development (residential, commercial, industrial, etc.) and recognizing the size of a rural lot (between 3 to 20 acres), the plan recommends extending at least a quarter section out from the Town to provide the land capacity that will accommodate long-term growth.
2. Based on the size of the Town of Valleyview it is recommended to include the entire Town.
3. The boundary is also being strongly guided towards the west because of the proposed realignment of Highway 43. This realignment will result in growth and development following this transportation corridor.
4. Where land uses are likely to expand and develop have also influenced the direction of the proposed IDP boundaries. For example, it is expected that residential growth from the Town will expand to the north while industrial and commercial development will likely develop to the south and west around the Highway transportation corridor.
5. The airport is considered a potential regional asset that benefits both.

Figure 4: Proposed IDP Area



- LEGEND
- PROPOSED IDP PLAN AREA
  - TOWN OF VALLEYVIEW BOUNDARY
  - PROPOSED HWY 43 & 49 REALIGNMENT
  - RIVER, CREEK, STREAM
  - WETLANDS
  - PROVINCIAL ROADS
  - MUNICIPAL ROADS (MD OF GREENVIEW)
  - TOWN OF VALLEYVIEW ROADS
  - VALLEYVIEW AIRPORT

TITLE  
**PROPOSED IDP PLAN AREA**

PROJECT NO. 216018 (date: 21/07/2016)

CLIENT

MUNICIPAL DISTRICT OF GREENVIEW NO. 16  
TOWN OF VALLEYVIEW



DATA SOURCE: Munsight  
Alberta Environment & Parks (AEP)  
Alberta Transportation

DESIGNED: Aman Jhaver  
CHECKED: Nik Kinzel-Cadrin

SCALE: 0 0.375 0.75 1.5 Kilometers

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Valleyview/MD of Greenview/IDP/2016/216018/Proposed IDP Plan Area and Greenview/MD of Greenview/IDP/2016/216018/Proposed IDP Plan Area

## 2.1 ECONOMIC & POPULATION FORECASTS

The detailed Growth Forecast is attached to this report in Appendix A. Some of the key elements identified from this analysis are outlined as follows.

### Municipal Profiles

A baseline municipal profile was prepared to understand the general overview of each municipality included in the study. The Town of Valleyview and the M.D. of Greenview No. 16 were examined by looking at demographics such as age, growth rate, the highest level of attained education, and participation rate (Table 1). The Economic Sub-Region which the IDP area is included was also defined, and population figures have been provided to understand of total population in the area (Table 2).

**Table 1: Municipal Profiles**

Municipality	Population Increase (2011-2016)	Growth Rate	Median Age (Provincial Average)	Advanced Education (Provincial Average)	Participation Rate (Provincial Average)
Town of Valleyview	1,761 – 1,863	1.1%	38.6 years (36.7 years)	45% (55%)	67.8% (71.8%)
M.D. of Greenview No. 16	5,299 – 5,583	1.0%	39.9 years (36.7 years)	41% (55%)	72.7% (71.8%)

Note: Advanced Education defined as possessing a post-secondary certificate, diploma or degree.

**Table 2: Economic Sub-Region Populations**

Geography	2017 Population*
Valleyview	1,863
M.D. of Greenview No. 16	5,583
Grande Cache	3,571
Fox Creek	1,971
Sturgeon Lake No. 154	1,512
Grande Prairie	64,785
County of Grande Prairie	22,858
<b>Total</b>	<b>102,143</b>

\*Population figures generated using the Federal Census Profiles (2016) and historical rates of average annual growth.

**Labour Force**

The second component of the baseline population and economic growth forecasting was determining the labour force for the Town of Valleyview and M.D. of Greenview No. 16. Net commuters to both the Town and M.D. was determined to understand the movement of people and goods that affect the IDP area. The Growth Forecast in Appendix A outlines a comprehensive list of industry categories (compiled from the North American Industry Classification System) that are present in the areas.

Labour forces have been determined for both the Town and M.D., and have been estimated using the numbers of workers (by industry) residing in each geography, retrieved from 2016 Federal Census of Population Community Profiles. Commuting flow from geography of residence to geography of work data is derived from 2016 Federal Census', and the data represents the number of workers who commute to another geography. A detailed labour force breakdown by industry can be found in Appendix A, pages 7 - 8. The purpose of this section is to highlight the economic driver industries Labour Force and Net Commuters within this summary of background information. Please note that information on transient workers movement is not available and therefore not included in this analysis. Reference to "All Other Industries" includes all the remaining industries detailed in the table on page 7 - 8 of the Growth report contained in Appendix A.

**Table 3: Town of Valleyview Labour Force**

Industry	Labour Force	Current Jobs	Net Commuters
Construction	90	242	152
Mining, Quarrying, Oil and Gas Extraction	135	233	98
Retail Trade	135	219	84
Accommodation and Food Services	130	207	77
Health Care and Social Assistance	105	164	59
All Other Industries	390	685	295

The Town of Valleyview has a positive net commuter value for each of the economic driver industries (all industries in the detailed report) which signifies that people commute each day into the Town for work. Having a net positive commuter balance solidifies the Town’s presence as a significant employer and service centre for the region.

Each economic driver industry has a positive net commuter value, meaning people commute everyday into the Town for work.

**Table 4: M.D. of Greenview Labour Force**

Industry	Labour Force	Current Jobs	Net Commuters
Mining, Quarrying, Oil and Gas Extraction	390	417	27
Agriculture, Forestry, Fishing, Hunting	585	397	-188
Construction	405	298	-107
Retail Trade	245	164	-81
Transportation, Warehousing	225	154	-71
All Other Industries	1,260	850	-410

The M.D. has a net negative commuter flow, meaning most residents commute to another municipality for work purposes, and that there are more workers than jobs in the M.D. The Town of Valleyview has a labour deficit (more jobs than workers), which results in many M.D. residents commuting to the Town and participating in the Town’s local economy on a daily basis.

The negative commuter flow for the M.D. indicates that most residents commute to another municipality for work purposes. There are more workers than jobs in the M.D.

The labour force estimates for the Town and M.D. are based on permanent employees for each municipality. For the labour estimates to be comprehensive, analysis of transient workers is also needed. As of September 2018, as many as 64 work camps were estimated to be in operation in the M.D. of Greenview No. 16. Please note that obtaining

data regarding worker camps is not easy and not reflected in Federal or Provincial census data. Through analysis of meeting agendas and minutes from the M.D.'s Municipal Planning Commission, the total capacity of these camps is almost 9,000 workers. Total capacity of a camp known, however, the number of workers at each camp at any point is uncertain. Camps are permitted to operate for a period of one year before being required to renew their permit, and often times the camp does not operate during the whole year making worker numbers more difficult to estimate. Commuter flow cannot be determined using these numbers, as no data is available for where transient workers reside while working in a camp. For the purpose of the IDP, the total capacity of camps (almost 9,000 workers) should be considered the maximum limit of workers at any point in time. A detailed breakdown of Work Camps in the M.D. can be found in Appendix A, pages 9 - 10.

### Driver Industries

Based on the most popular industry categories above, four (4) driver industries have been created and serve as the focus for economic growth. These industries are expected to drive job growth in the region. The extent to which the municipalities are connected creates a situation for mutually beneficial growth and a shared outlook. The driver industries identified for the proposed IDP area are:

- Agriculture & Related
- Support Activities for Oil Extraction
- Retail Services
- Tourism

#### Economic Driver Industries:

1. Agriculture & Related
2. Support Activities for Oil Extraction
3. Retail Services
4. Tourism

Driver Industries expected to guide economic development in the IDP.

A number of sub-sectors have been categorized under each driver industry. Through economic analysis and forecasting for the region, the results predict solid economic growth in the IDP area by focusing development on opportunities presented in Table 5 on the following page.

**Table 5: Driver Industry Sub-Sectors**

Economic Driver	Sub-Sectors
Agriculture & Related	<p>Agri-Tourism</p> <ul style="list-style-type: none"> <li>• Agricultural operation or activity that attracts visitors</li> <li>• E.g. Local Farmers Market, Summer’s Gold U-Pick Strawberries</li> </ul> <p>Commercial Greenhouse</p> <ul style="list-style-type: none"> <li>• Local ventures capable of servicing region, instead of relying on larger grocers that have foreign sources</li> <li>• Lower transportation costs, cheaper food</li> <li>• E.g. Summer’s Gold Greenhouse</li> </ul> <p>Agricultural Processing</p> <ul style="list-style-type: none"> <li>• Processing raw materials and intermediate products</li> <li>• Meat, dairy, grain, vegetable, fruit, oilseed potential</li> <li>• E.g. Moore Seed Processors</li> </ul> <p>Agri-Hubs</p> <ul style="list-style-type: none"> <li>• Collections of agriculturally-focused businesses that support each other</li> <li>• E.g. Valleyview and Districts Agricultural Society</li> </ul>
Supportive Activities for Oil Extraction	<p>Sub-Sectors for this economic driver include support services for:</p> <ul style="list-style-type: none"> <li>• Mining, quarrying and oil and gas extraction</li> <li>• Construction</li> <li>• Transportation and warehousing</li> <li>• Professional, scientific, and technical services</li> </ul> <p>Resource extraction drives Alberta’s economy, and for the IDP area, businesses in that sector are primarily oil-related equipment rental and transportation services.</p>

Economic Driver	Sub-Sectors
Retail Services	<p>Growth in this industry is typically associated with local population growth, but Valleyview’s location at the junction of Highways 43 and 49 exposes their service market to non-local retail spending.</p> <p>Strategic specialization and expansion of local retail initiatives could attract more consumers to Valleyview, with most retail spending flowing into Grande Prairie.</p> <p>The largest segment of the retail sector is “convenience,” including:</p> <ul style="list-style-type: none"> <li>• Grocery and specialty foods</li> <li>• Personal services</li> <li>• Pharmacy</li> <li>• Alcohol and tobacco</li> <li>• Health services</li> </ul> <p>The presence of Grande Prairie poses a threat to the retail economy within the IDP area, with as much as 60% of Valleyview's spending estimated to flow into Grande Prairie. An opportunity presents itself to specialize and expand the local economy within the IDP area to attract consumers within the area, and from Grande Prairie.</p> <p>The Provincial Highway will impact the retail industry in the IDP area:</p> <ul style="list-style-type: none"> <li>• Existing commercial uses along the highway will likely need to shift with the proposed bypass to continue to capture the highway consumer traffic.</li> <li>• Existing land around the present highway corridor will need to be re-examined, to determine how to focus on local services.</li> </ul>
Tourism	<ul style="list-style-type: none"> <li>• Information and cultural industries</li> <li>• Arts, entertainment, and recreation</li> <li>• Accommodation and food services</li> <li>• Retail trade</li> <li>• Agriculture</li> </ul>

Retail service sector growth is typically associated with local population growth, however the IDP Area’s location at the junction of Highway 43 and 49 exposes their service market to non-local retail spending.

**Growth Forecasts**

The following data provides the baseline on how the growth forecasts for the population were created to project a 10-year growth period. The projections have been broken down by geographies, for the purpose of understanding where people and jobs are located to date (Table 6). A 10-year forecast was made, projecting population for the region to 2027 using the following factors (Table 7):

- Fertility rates
- Mortality rates
- Migration
- Population capacity
- Geography sequencing
- Growth status

**Table 6: Geographies Used in the Forecast, Base Year Information**

<b>Geography</b>	<b>Description</b>	<b>Population (2017)</b>	<b>Employment (2017)</b>
Airport	Valleyview Airport	0	15
Rest of MD of Greenview	Greenview, excluding the Hamlets, IDP areas, and Industrial Park	4,787	1,946
Hamlets	Hamlets of DeBolt, Grovedale, Landry Heights, Little Smoky, and Ridgevalley	778	319
IDP - Commercial	IDP areas designated for Commercial development	0	0
IDP - Industrial	IDP areas designated for Industrial development	0	0
IDP - Industrial (Rural)	IDP areas designated for Industrial development (not subject to future annexation applications)	0	0
IDP - Residential	IDP areas designated for Residential development	0	0
Industrial Park	Big Mountain Industrial Park	0	0
Rest of Valleyview	Town of Valleyview, excluding all IDP areas	1,865	1,750
Study Area Total	All Study Area geographies	7,430	4,030

**Table 7: Population Forecast by Geography, 2017-2027**

Geography	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	AAG
Airport	0	0	0	0	0	0	0	0	0	0	0	-
Rest of MD of Greenview	4,787	4,810	4,831	4,850	4,867	4,883	4,897	4,910	4,922	4,933	4,943	0.3%
Hamlets	778	782	786	795	863	933	1,003	1,072	1,144	1,217	1,290	5.2%
IDP - Commercial	0	0	0	0	0	0	0	0	0	0	0	-
IDP - Industrial	0	0	0	0	0	0	0	0	0	0	0	-
IDP - Industrial (Rural)	0	0	0	0	0	0	0	0	0	0	0	-
IDP - Residential	0	0	0	0	50	82	213	294	380	467	555	-
Industrial Park	0	0	0	0	0	0	0	0	0	0	0	-
Rest of Valleyview	1,865	1,869	1,873	1,879	1,927	1,975	2,024	2,072	2,121	2,171	2,200	1.7%
Study Area Total	7,430	7,461	7,490	7,524	7,707	7,872	8,137	8,348	8,567	8,787	8,989	1.9%

Note: population growth forecasts for IDP Commercial, Industrial, Industrial (Rural), and Industrial Park are not expected to see an increase in residents as residential uses within these zones are not permitted. Residential population is expected to increase in the IDP Residential areas starting in 2021, when the area starts developing more land to accommodate a growing population.

Employment growth is the second forecast that was made to create a 10-year employment forecast for the region (Table 8), using the following factors:

- Driver industry growth
- Support employment growth
- Participation rates
- Employment capacity
- Employment profiles
- Geography sequencing

**Table 8: Total Job Forecast by Geography, 2017 to 2027**

Geography	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	AAG
Airport	15	15	15	15	16	16	17	18	18	19	19	2.6%
Rest of MD of Greenview	1,946	1,946	1,966	1,982	1,992	2,000	2,000	2,000	2,000	2,000	2,000	0.3%
Hamlets	319	342	353	367	384	413	443	473	503	533	563	5.9%
IDP - Commercial	0	0	0	0	0	1	2	11	15	20	25	-
IDP - Industrial	0	0	0	0	1	3	6	12	16	21	26	-
IDP - Industrial (Rural)	0	0	0	0	1	3	6	12	16	21	26	-
IDP - Residential	0	0	0	0	0	1	3	10	15	19	25	-
Industrial Park	0	0	0	0	2	6	12	23	31	41	51	-
Rest of Valleyview	1,750	1,779	1,793	1,809	1,829	1,870	1,910	1,951	1,993	2,034	2,075	1.7%
Study Area Total	4,030	4,082	4,127	4,173	4,226	4,314	4,398	4,509	4,607	4,708	4,811	1.8%

Average Annual Growth Rate (AAG) for Employment Growth in the Town of Valleyview is forecast to be 1.7%, indicating moderate job growth. The AAG for the IDP areas denoted in the Growth Forecasts cannot be calculated because there is no existing development on these lands, therefore growth rates are technically infinite. In the IDP Areas:

- 25 Commercial Jobs are forecasted to be created by 2027
- 26 Industrial Jobs are forecasted to be created by 2027
- 26 Industrial Jobs (Rural) are forecasted to be created by 2027
- 25 Residential Jobs are forecasted to be created by 2027

The growth forecasts are a critical piece of information for the purpose of this project. They provide a comprehensive snapshot of the current (and projected) state of the population and economy. The way the growth report is structured provides an explanation on the regional affects and then narrows the focus down to the municipalities participating in the IDP. This provides greater context than solely focusing on the Town and M.D. The complete growth forecast is attached in Appendix A.

## 2.2 TRANSPORTATION

### 2.2.1 Highway Network

The Town of Valleyview is situated in a strategically advantageous location, two major provincial highways intersect in the Town resulting in a large number of regional travellers passing within the IDP boundary on a daily basis. Highway 43 is the major transportation network connection from Grande Prairie to Highway 16 (Yellowhead Highway), and Highway 49 connects the Town to Highway 43 and then Highway 2 between Edmonton and Calgary. Development along these highways has concentrated on their highway orientation and is a large reason why the “convenience” retail category is the largest in Valleyview.

Alberta Transportation proposes to realign the two major provincial highways, creating a bypass around the Town of Valleyview (Figure 5). The highway realignment could be seen as one of the biggest threats to the IDP area, and it will be important to plan the commercial area to transition alongside the highway realignment. It's recognised that future access to the Highway from the retail industry will be completely different to the current setup and changes will likely not make it as easy to access the retail stores. However, visibility from the highway is critical to businesses and interchanges can be planned to accommodate similar commercial uses to what currently exists. The economy of the area captures a

The proposed highway realignment bypass could be seen as one of the biggest threats to the IDP area. Significant land use and economic considerations will need to be made to make sure the IDP area transitions with the realignment.

great amount of highway traffic, which is seen by the amount of highway commercial development along the arterial roads. When the highway realignment is completed and all the existing traffic bypasses the Town, the existing highway commercial development will predominantly be used by local traffic. Two major considerations need to be made regarding the highway realignment moving forward: how to accommodate and promote the transition of highway commercial development around the proposed realignment, and how to effectively utilize land around the present highway corridor after the bypass is complete.

### 2.2.2 Airport

The Valleyview Airport is located approximately 3 kilometres south of the Highway 43 and 49 intersection in the Town of Valleyview. Within M.D. of Greenview No. 16 corporate boundaries, the airport is owned and operated by the Town of Valleyview. As it currently stands, development within the airport lands is regulated by the M.D.'s Land Use Bylaw. The Valleyview Airport is certified by the federal government.

Having an airport within the IDP area creates opportunities and challenges. Emergency services benefit from the ability to quickly get into the air, whether that be for airlifting an accident victim to a major hospital or for planes used to help fight fires. The airport has the opportunity to serve as a connection to the larger region. The primary use of the airport is for personal/recreation purposes, as such the airport does not act as a connection to the wider region, for people or goods. The proposed highway realignment by Alberta Transportation (Figure 5) is planned to go through the existing Valleyview Airport lands, resulting in major implications for the airport and surrounding areas. A discussion point during the engagement process will be centred around the value that the airport has to the IDP area, business and the municipalities, and whether or not the airport should be relocated or discontinued.

The Valleyview airport creates opportunities and challenges for the IDP. If incorporated well, the airport has many benefits; however, the highway realignment is slated to go right through the existing airport lands which has major implications.

## **2.3 SERVICING**

### **2.3.1 Water & Wastewater**

The Town of Valleyview is serviced by water from the Little Smoky River. Raw water is drawn from the river and pumped to the Town's water reservoir, where the water is held in two holding ponds. The raw water is treated (at the adjacent water treatment plant), fluoridated and pumped through the community via in-ground water utility lines. The M.D. of Greenview No. 16 is providing water through a network of water points where the public can fill their water tanks. Both potable and non-potable water are available within the M.D. at certain water points, in total there are 6 potable and 4 non-potable locations. None of these water points are in the proposed IDP area. The M.D. uses sourced groundwater to service all water point locations.

The Town is serviced by a sanitary sewer system. The wastewater treatment plant treats the wastewater, while the sewage lagoon holds the treated wastewater until the timed discharge releases it into a named creek, eventually ending up in Sturgeon Creek. The wastewater treatment facility is located on the same lot as the sewage lagoon, and has a 5-cell treatment system. When the wastewater is treated, it is held in the aerated sewage lagoon. From there, treated wastewater is discharged three (3) times per year using a timed-release system via a drainage ditch into an unnamed creek, eventually ending up in Sturgeon Creek. An old wastewater treatment facility was located within the Town, but has since been decommissioned and serves as a daycare centre. The M.D. of Greenview No. 16 does not provide wastewater services, instead, they approve private septic tank developments. Residents in the M.D. have private septic service, and deposit their wastewater at either the Sturgeon Heights, Little Smoky, or Grovedale sewage lagoons. The wastewater is treated for one year before being discharged back to the nearest creek. None of the M.D.'s sewage lagoons are located near the IDP area, so environmental concerns do not exist around these sensitive areas.

### **2.3.2 Power**

The Town of Valleyview and M.D. of Greenview No. 16 are serviced by ATCO's distribution grid. Two generating plants (natural gas turbine generators) service the distribution grid, and has a

capacity of 90 megawatts. Continuous development of the ATCO distribution grid (increasing capacity) can be made at the request of municipalities, and it was conveyed that the current capacity of the two generators is sufficient to service the needs of the growth forecast.

### 2.3.3 Emergency Services

The IDP area has emergency servicing consisting of fire, RCMP, and ambulance. The M.D. has five (5) Fire Departments to cover the entire region that are located in Fox Creek, Valleyview, DeBolt, Grovedale and Grande Cache, with the majority of members being volunteers. A fire servicing agreement is in place between the M.D. Valleyview Fire Department and the Town of Valleyview, for which fire services are jointly funded by each municipality for the area of interest, including the IDP.

An RCMP detachment is located in the Town of Valleyview and serves the area encompassing: Calais, Clarkson Valley, New Fish Creek, Sturgeon Heights, Sturgeon Lake First Nation, Sunset House, Sweet House Creek, Valleyview, Snipe Lake and both Young's Point and Williamson Provincial Parks. The RCMP detachment is made up of twelve (12) officers and four support staff. The M.D. also has a contract with the County of Grande Prairie to augment the RCMP services with Peace Officers to better serve the region. Another agreement is in place between the M.D. and the Alberta RCMP, a Memorandum of Understanding (MOU) that states the M.D. will pay for one advanced position to the RCMP detachment. The position is currently vacant, but when occupied will be financed by the M.D.

Ambulance services within the IDP area are provincially run by Alberta Health Services. While no joint service agreement is in place with the M.D. and Town, the EMS occupies the same building as the Fire Department resulting in a cost sharing mechanism for renting the space.

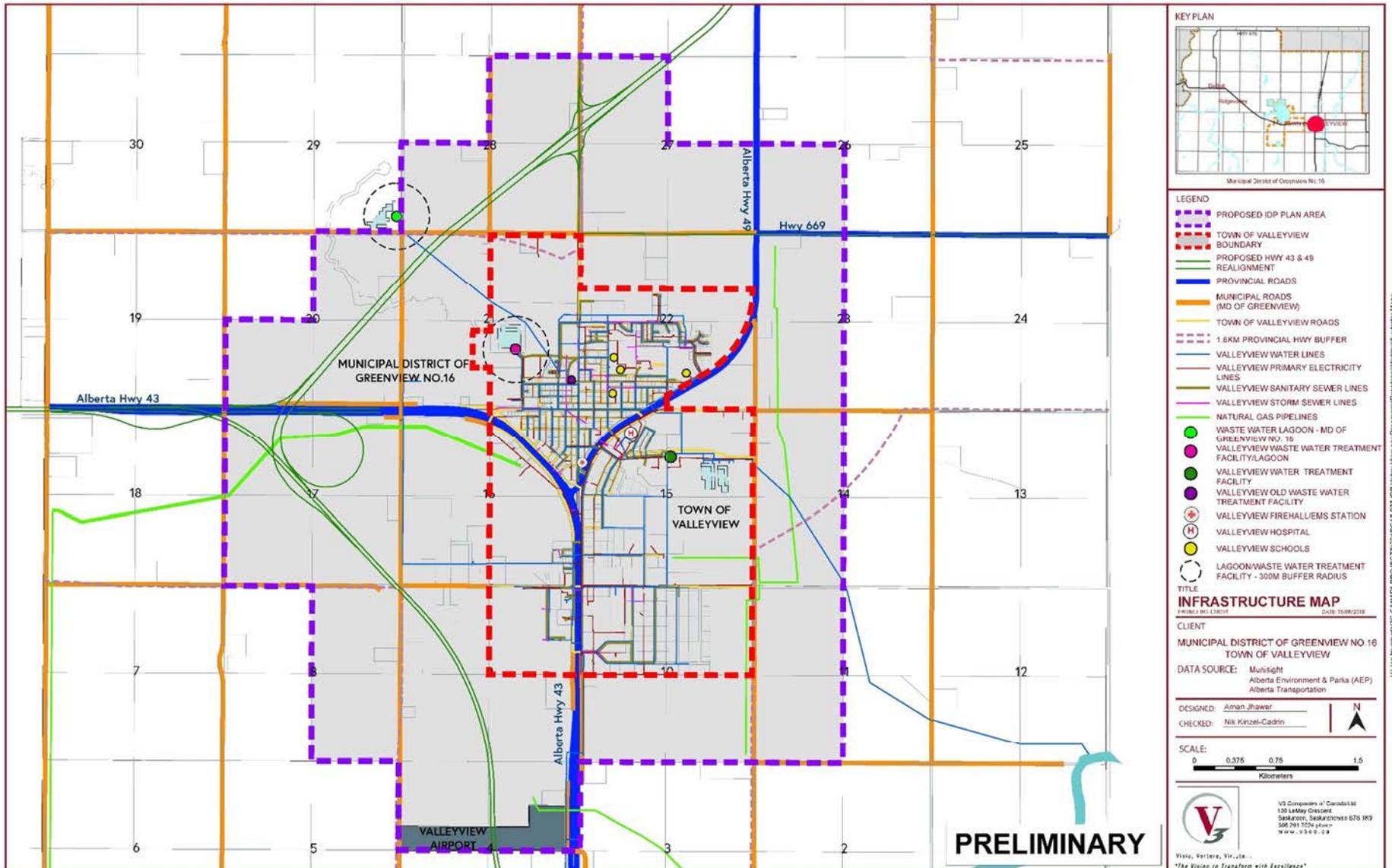
IDP Area has Fire, RCMP and Ambulance emergency services.

The Town and M.D. have a joint agreement in place for Fire services.

The RCMP is federally run, no joint agreement between the M.D. and Town.

Ambulance services is provincially run by Alberta Health Services.

Figure 5: Infrastructure Map



### 2.3.4 Environmentally Sensitive Areas

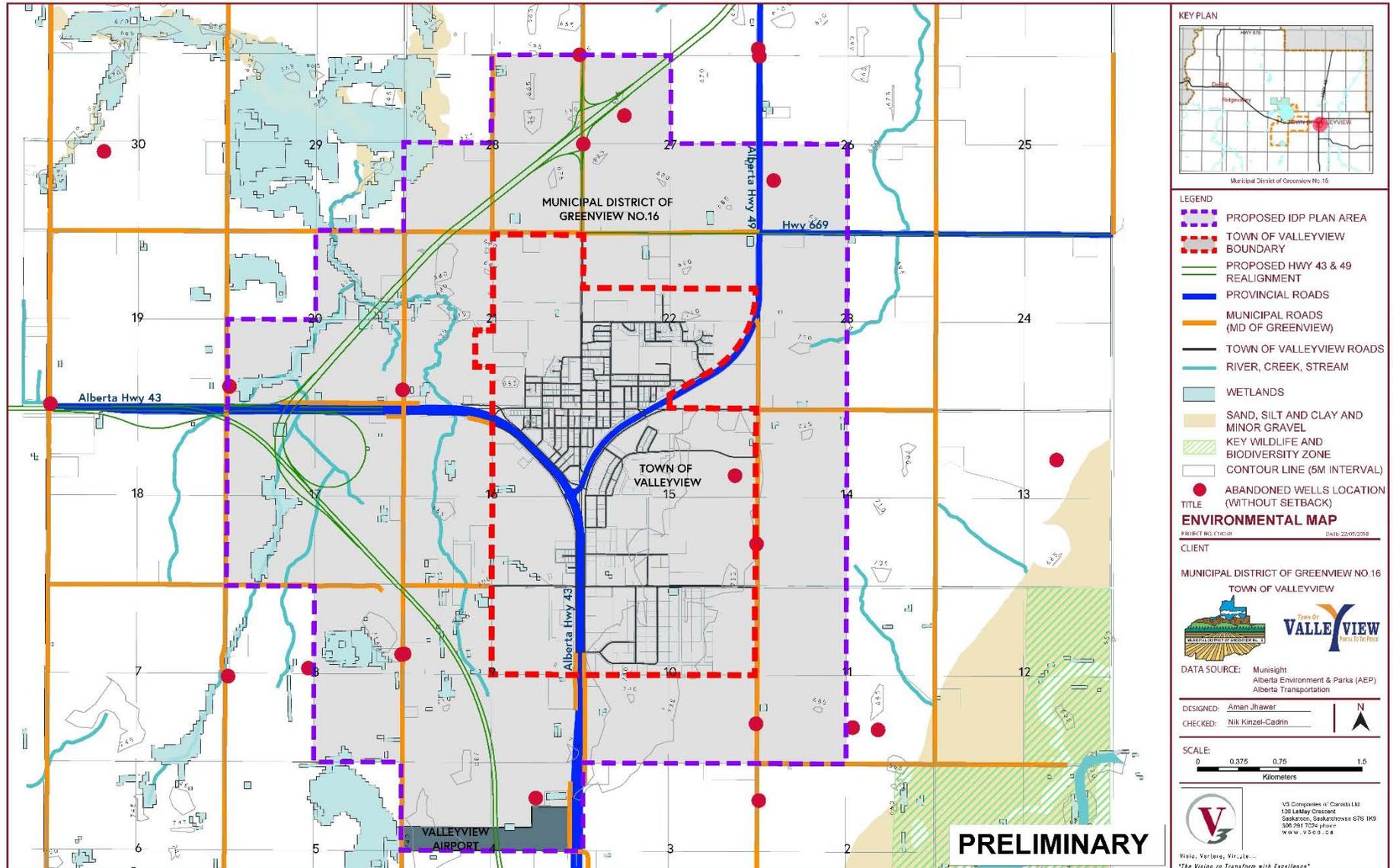
Several environmentally sensitive areas within the IDP area were identified during the baseline research and analysis. As shown on Figure 5, an active sewage lagoon and wastewater treatment facility are located within the boundaries of the proposed IDP. Both municipalities have stated that future development must adhere to policies within the Subdivision and Development Regulation. As such, minimum setback distances have been established for each of the aforementioned environmentally sensitive areas as indicated below:

**Table 9: Environmentally Sensitive Areas within IDP Area**

Environmentally Sensitive Area	Comments
Town of Valleyview Sewage Lagoon & Wastewater Treatment Facility	Located in the NW portion of the proposed IDP area, the active sewage lagoon presents opportunities and threats for future development. Residential, institutional and public use developments must be buffered by 300m from a sewage facility, and future land use maps need to incorporate this requirement. Development near the lagoon should focus on industrial and commercial opportunities.
Town of Valleyview Water Treatment Facility & Water Reservoirs	Located on the eastern side of the Town, the water treatment facility is not considered an environmentally sensitive, however, development adjacent to the facility and water reservoirs should consider the impact on the large public works.
Town of Valleyview Landfill	Although located outside of the proposed IDP area, policy regulations exist that buffer residential, institutional and public use development by 450m from an active landfill.

Also shown on the Environment Map (Figure 6) are locations of abandoned wells within the IDP boundary. Twelve (12) abandoned wells have been identified, but none are anticipated to impact future development within the IDP area. There are no known wildlife biodiversity zones within the IDP boundary, and almost all of the wetlands are located just outside the IDP area to the northwest.

Figure 6: Environmental Map



### 3.0 SWOT ANALYSIS

The following table (Table 10) is a high-level summary of the SWOT analysis (Strengths, Weaknesses, Opportunities, Threats) to help inform the IDP process and guide discussion moving forward. Please note that this is not limited and subject to change.

**Table 10: SWOT Analysis**

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>- Expected economic and population growth over the next 10 years</li> <li>- Strategic location along provincial highway network</li> <li>- History of municipal collaboration (2009 IDP)</li> <li>- The region is resource rich (agriculture, oil/gas)</li> <li>- Existing facilities and community assets (park system, trails, recreational facilities, library, theatre, community hall, schools)</li> <li>- Airport</li> <li>- The relationship between the Town and M.D., large movement of people and goods between the two</li> </ul>	<ul style="list-style-type: none"> <li>- Environmentally Sensitive Areas (sewage lagoon, water reservoir) limit growth opportunities on adjacent areas within the IDP boundary</li> <li>- Profile and image as a highway service centre, low amounts of tourism and extended stays</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>- Untapped tourism potential</li> <li>- To improve on existing agreements through further collaboration and joint decision making</li> <li>- Transportation corridor/airport</li> <li>- To gain savings and efficiencies for tax payers</li> <li>- To effectively manage land development costs</li> <li>- Industrial conglomerate between M.D. and County of Grande Prairie, will increase commuters and employment spinoffs in the area</li> </ul>	<ul style="list-style-type: none"> <li>- Future highway bypass and its affect on land uses, the airport, and the Town’s economy</li> <li>- Other communities competing for business</li> <li>- Political changes (all levels of government)</li> <li>- Economic shifts</li> </ul>

