WAIVER OF NOTICE

In accordance with Section 194 (4) of the *Municipal Government Act*, R.S.A. 2000, c.M-26 as amended, or repealed and replaced from time to time, notice of a Special Council Meeting is hereby waived as follows:

DATE: April 25, 2026

TIME: 10:00 AM

PLACE: White Sands Municipal Office, 8 Front Street

NATURE OF BUSINESS:

1. *Delegation:*
   - 1.1. Boat Launch Preliminary Assessment – WSP, Laurie McCarron
   - 1.2. Draft Shoreline Management Plan – MSP, Brad MacDonald & Jane Dauphinee
2. *Business:*
   - 2.1. Community Hall Expansion – Exercise Area Project – Contractor Timeline Update and Direction

No matter other than that stated in this notice calling the special council meeting may be considered at the meeting unless all members of Council are present and unanimously agree to deal with the matter (MGA 194)

Mayor Zembal	Original Signed
Councillor Thorogood	Original Signed
Councillor Ashford	Original Signed

Request For Decision (RFD)

Meeting Date: August 25, 2026
Item #: 1.1
Subject: Boat Launch Preliminary Assessment – WSP Presentation
Prepared By: Chief Administrative Officer

BACKGROUND

At the January 19, 2026 Regular Council Meeting, Council awarded the Boat Launch Preliminary Study to WSP Canada Inc. under **Motion 26:01:07**.

The project was approved as a phased approach:

- **Phase 1 – Preliminary Design Report:** maximum fee of $16,838, excluding GST; and
- **Phase 2 – Optional Geotechnical Investigation:** maximum fee of $9,700, excluding GST, subject to the findings of Phase 1 and further Council authorization.

WSP completed its site visit on May 20, 2026 as part of the Phase 1 assessment.

COUNCIL DIRECTION

At the August 18, 2026 Regular Council Meeting, Council passed **Motion 26:08:30**, scheduling a Special Council Meeting for **August 25, 2026 at 10:00 a.m.** for WSP Canada Inc. to present the Boat Launch Preliminary Assessment and for Council to provide further direction.

Council also directed that the consultant's report be provided by **August 21, 2026**, allowing Council time to review the report prior to the Special Meeting.

CURRENT STATUS

WSP Canada Inc.'s **Boat Launch Preliminary Assessment** is attached for Council's review.

WSP will attend the Special Council Meeting to present the report, review its findings and recommendations, and respond to questions from Council.

Following the presentation, Council may provide further direction regarding the next steps for the boat launch project.

FINANCIAL IMPLICATIONS

No additional expenditure is being requested through this RFD.

Phase 2 – Optional Geotechnical Investigation has **not been authorized** and would require further Council direction before proceeding.

RECOMMENDATION

That Council receive the WSP Canada Inc. Boat Launch Preliminary Assessment and presentation and provide further direction regarding the project.

RECOMMENDED MOTION

That Council receive the **WSP Canada Inc. Boat Launch Preliminary Assessment and presentation** as information and direct Administration to **[insert direction, if any, following Council discussion]**.

ATTACHMENT

1. WSP Canada Inc. – Boat Launch Preliminary Assessment

Summer Village of White Sands
Preliminary Design Report

BOAT LAUNCH

2026-07-19

CA0067517.9760

Document distribution

Summer Village of White Sands

Preliminary Assessment Report

Boat Launch – Assessment

2026-07-19

CA0067517.9760

Prepared for

Summer Village of White Sands

#8 Front Street
White Sands, Alberta T0C 2L0

Prepared by

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Quality control	Name	Date	Signature
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Reviewed by:	Laurie McCarron, P.Eng.	2026.08.20	
Approved by:			

Revisions

Rev	Date	Details

Signatures

Prepared by

Peng Wang, E.I.T.
Junior Engineer - Bridge and Transportation

Reviewed by

Laurie McCarron, P.Eng.
Senior Engineer – Bridge and Transportation

Responsible Member

First Last, Designation
Title

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Appendix A – Maps and Photos
Appendix B – Hydrotechnical
Appendix C – Launch Design
Appendix D – Cost Estimate

Abbreviations

Abbreviation	Description
AADT	Annual Average Daily Traffic
ACP	Asphalt Concrete Pavement
BF	Bridge File
BIM	Bridge Inspection & Maintenance
BIS	Bridge Information System
CHBDC	Canadian Highway Bridge Design Code
CL	Centreline
CNWA	Canadian Navigable Waters Act
COP	Code of Practice
CSP	Corrugated Steel Pipe
DRAS	Digital Regulatory Assurance System
DFO	Federal Department of Fisheries & Oceans Canada
D/S	Downstream
ECO	Environmental Construction Operations
ECCC	Federal Department of Environment & Climate Change Canada
EE	Environmental Evaluation
EL	Elevation
EPA	Ministry of Environment & Protected Areas (formerly AEP)
EPEA	Environmental Protection & Enhancement Act
ERA	Environmental Risk Assessment
ERY	Estimated Replacement Year
FHA	Fish Habitat Assessment
FWMIS	Fish and Wildlife Management Information System
GBC	Granular Base Course
HADD	Harmful Alternation, Disruption or Destruction (of fish or fish habitat)
HIS	Hydrotechnical Information System

Abbreviation	Description
HRA	Historic Resource Approval
HRIA	Historic Resource Impact Assessment
HRMB	Historic Resource Management Branch
HTCB	High Tension Cable Barrier
HWM	High Water Mark
HWY	Highway
LHF	Left-hand Forward
LOA	Letter of Advice
LRA / LRN	Low Rating Advisory / Low Rating Notification
NESS	Network Expansion Support System
OPaC	Online Permitting and Clearance system
PCB	Precast Concrete Box
RAP	Restricted Activity Period
RFR	Request for Review
RFP	Request for Proposal
RGE	Range
RHF	Right-hand Forward
ROW or R/W	Right-of-way
SB	Streambed
SCR	Structural Condition Rating
SPCSP	Structural Plate Corrugated Steel Pipe
SWSP	Smooth Wall Steel Pipe
TAS	Traffic Accommodation Strategy
TC	Transport Canada
TEC	Alberta Transportation & Economic Corridors (formerly AT)
TIMS	Transportation Information Management System
TOR	Terms of Reference
TT	Treated Timber
TWP	Township

Abbreviation	Description
U/S	Upstream
VPD	Vehicles Per Day
WSC	Water Survey of Canada

1. Introduction

The Summer Village of White Sands retained WSP Canada to provide engineering assessment for the rehabilitation or replacement of a boat launch for Buffalo Lake. This report summarizes the preliminary assessment and recommendations and is provided solely for planning and background reference in support of a potential future approach for the boat launch.

1.1 Objective

The existing boat launch will be inspected to assess the structure's condition and determine feasible repair or replacement options. Recommendations will be based on structural condition findings in conjunction with environmental (permitting) and economic considerations.

SCOPE OF WORK:

- Site Investigation
- Desktop Environmental Constraints
- Preliminary Assessment Report

1.2 Design Standards

Engineering work will be in accordance with the Canadian Highway Bridge Design Code (CAN / CSA S6) and current provincial government standards and specifications.

1.3 Methodology

Feasible alternatives will be assessed based on hydrotechnical findings, environmental regulations, and economic considerations.

WSP will use the following design approach:

- Investigate the site including any available history, and outline design constraints and considerations
- Review environmental requirements to ensure the replacement structure is designed to facilitate permitting
- Examine the hydrotechnical characteristics, including historical information, to determine high and low water levels for the boat launch design.

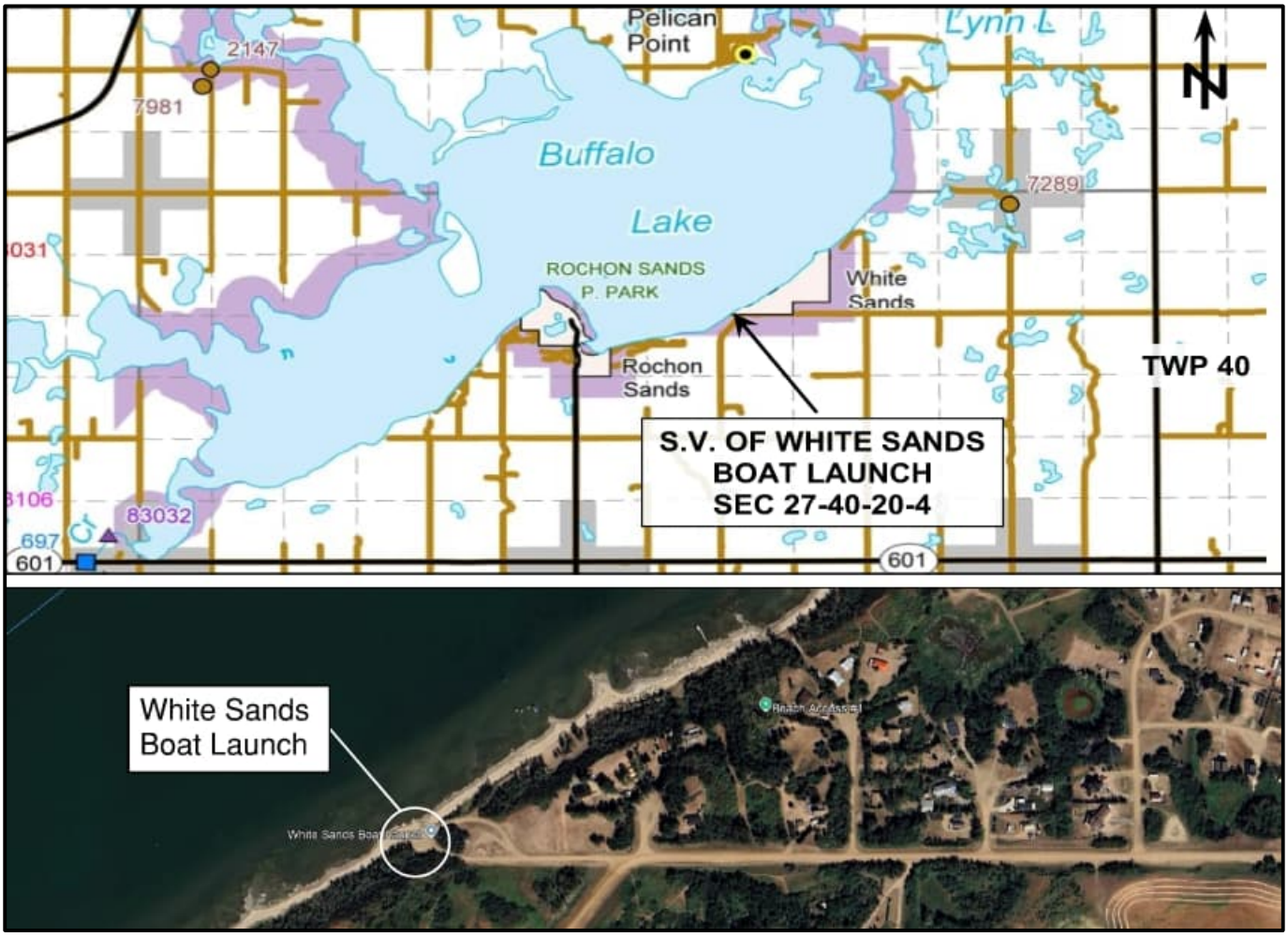
- Develop repair and replace alternatives:
  - Minor and major repairs
  - Replacement option
  - Economic analysis
- Provide a recommendation/course of action. All repair/replacement options will be designed in accordance with the Canadian Highway Bridge Design Code (CAN / CSA S6), Oregon State Marine Board and current Federal government Standards and Specifications.

2. Site Details

2.1 Location

The existing boat launch is located on the east side of the dock. The proposed boat launch is to be constructed in a similar location to the existing boat launch and is assumed to be of a similar capacity (design lanes) as the existing.

Figure 2-1 Site Location



2.2 Right-Of-Way

The boat launch and parking area all lie well within the Summer Village of White Sands.

2.3 Utilities

The following utilities were identified during the survey and site investigation.

Known Infrastructure:

- Gas: Apex Utilities Inc
  - Low-pressure pipeline located approximately 65 m east of the existing boat launch → no issues expected
- Telephone: Telus
  - Buried line located approximately 237 m east of the existing boat launch → no issues expected

3. Environmental Information

3.1 General

The following information is provided to identify the environmental and permitting requirements necessary to complete the replacement structure in accordance with applicable Acts.

The below assume there will be impacts to the bed and banks of Buffalo Lake and are required regardless of the time of year that construction is completed, unless otherwise stated. Construction during the winter months may result in different monitoring (e.g., no turbidity monitoring or fish rescue if the lake is dry or frozen to the bottom).

Permits will be prepared and applied for once the design for any potential future scope of work is finalized and the construction schedule is confirmed.

3.2 Fisheries Habitat Assessment

WSP conducted a desktop assessment accompanied by the general site assessment notes and photos to record fish habitat conditions.

The following outlines the key findings for this site:

- Waterbody ID (FWMIS): 4151 – Buffalo Lake
- Fisheries potential: Moderate, habitat appears widely available with no unique or limiting features
- Historic fish records: Brook Stickleback, Burbot, Fathead Minnow, Northern Pike, Spottail Shiner, Walleye, White Sucker, Yellow Perch
- Aquatic species at risk: None identified
- The potential to cause any death of fish or Harmful Alteration, Disruption, or Destruction (HADD) of fish habitat will be determined based on the finalized version of the design sketches.

3.3 Fisheries Act

The *Fisheries Act* is managed by the Federal Government Department of Fisheries and Oceans Canada (DFO).

A Formal Request for Review will be required to determine if the future works will result in any death of fish or HADD of fish habitat on waterbodies that contain fish at any time during any given year, and are connected to a waterbody that contains fish at any time during any given year.

A Letter of Advice (LOA) would be expected for all alternatives where the potential to cause death of fish or HADD is unlikely; however, it is possible that an Authorization may be required if there is significant loss of habitat associated with the replacement.

3.4 Water Act

The *Water Act* is managed by the Government of Alberta Ministry of Environment and Protected Areas (EPA) and includes a Code of Practice (COP) for Watercourse Crossings and Management Area Maps.

3.4.1 Classification Details

- The Water Act Codes of Practice do not apply to the Project as boat launch is not an activity covered under the available Codes of Practice.
- The restricted activity period (RAP) for a fish-bearing waterbody (lake) is not included in the Code of Practices or the associated Management Area Maps. However, the RAP(s) for the watercourses flowing into and out of the lake can be used to recommend a RAP.
- The Buffalo Lake is in the vicinity of mapped Class C waterbodies.
- The recommended instream restricted activity period is from April 16 to June 30.

3.4.2 Project Requirements

As a boat launch is not an activity covered under the available Codes of Practice, an Approval under the Water Act will be required. It should be noted that it can take up to 6 months to receive a Water Act Approval.

3.5 Canadian Navigable Waters Act

The Federal Government's Department of Transport, Canada, manages the *Canadian Navigable Waters Act* (CNWA). The CNWA classifies watercourses in Canada as either Schedules Waters or Non-Scheduled Waters.

3.5.1 Project Requirements

Buffalo Lake is located on a “Non-Scheduled Waters”; however, it is navigable by recreational users. Under the CNWA, certain classes of works are allowed to proceed without Notice to the Minister if they meet the assessment criteria of a Minor Works Order. Boat launching ramps are a Minor Works. The current design of the boat launch meets the requirements of the Minor Works Order, and an Approval is not required for the Project.

3.6 Expected Permitting and Approvals

The project is anticipated to require regulatory reviews and environmental permits due to its proximity to aquatic and wetland habitats. Coordination with federal and provincial agencies will be necessary to ensure compliance with applicable legislation and address potential impacts on fisheries and wildlife. Specific permitting requirements may include submission of environmental assessments and consultation with relevant stakeholders.

Table 3.1 Federal Acts

Fisheries Act → Department of Fisheries and Oceans Canada (DFO)	
Fisheries Potential	▪ Low to Moderate ▪ Common fish species present
Permitting / Approvals	▪ Request for review (RFR) to be submitted upon approval of design ▪ Letter of Advice (LOA) expected
Species At Risk Act → DFO & Department of Environment & Climate Change Canada (ECCC)	
Desktop Screening	▪ No species of management concern or critical habitat was identified
Permitting / Approvals	▪ None expected
Migratory Birds Convention Act → ECCC	
Restricted Timing Window	▪ Nesting Zone B4 ▪ Nesting season is mid-April to late-August
Permitting / Approvals	▪ No formal approval anticipated ▪ Sweep for nests prior to construction/clearing
Canadian Navigable Waters Act → Department of Transport Canada (TC)	
Navigability Determination	▪ Does not appear navigable based on TEC framework and mapping
Permitting / Approvals	▪ Not expected unless TEC requests otherwise

Table 3.2 Provincial Acts

Water Act → Ministry of Environment & Protected Areas (EPA)	
Classification	■ Class “C” waterbody ■ Restricted Activity Period (RAP): April 16 to June 30
Wetlands	■ None expected to be impacted by the structure replacement
Permitting / Approvals	■ An approval under the Water Act will be required. It should be noted that it can take up to 6 months to receive a Water Act Approval.
Public Lands Act → EPA	
Bed & Shore Impacts	■ Works will be within the existing public roadway
Permitting / Approvals	■ None expected
Alberta Wildlife Act → EPA	
Wildlife / Habitat Protection	■ Survey for provincial nesting raptors as required ■ Nesting period: April 15 to August 31
Permitting / Approvals	■ None expected ■ Conduct pre-disturbance wildlife sweep before construction/clearing
Historical Resource Act (HRA) → Ministry of Arts, Culture and Status of Women	
Known Historic Resources	■ No previously recorded sites conflict with the project area
Permitting / Approvals	■ Submit project for review to Historic Resources Management Branch ■ Standard HRA approval expected

Permit applications will be prepared and submitted once the design is finalized, and the construction schedule is confirmed.

3.7 Other Requirements

The following are all other environmental considerations necessary for the boat launch ramp rehabilitation or replacement.

- Environmental Protection and Enhancement Act (EPEA)

4. Hydrotechnical Design

Information is generally compiled based on field inspections, contour mapping, site survey and local knowledge available for the area.

Two (2) data sets for lake levels were obtained, one (1) from the Environment Canada Data Explorer (ECDE) and the other from Alberta Environment and Parks – Alberta River Basin.

4.1 Design Water Levels

The Buffalo Lake flows southwest through the site. Buffalo Lake is controlled and managed by the Parlby Creek-Buffalo Lake Water Management System[1]. The system was developed in stages through the 1980s and 1990s, with substantial completion in 2000/01. Its purpose is to create a backwater for controlling and maintaining the water levels of Buffalo Lake to support local wildlife, fisheries and agricultural lands dependent on the lake. As per the website, “The water management system includes a pumphouse to withdraw water from Red Deer River; a pipeline and conduit system which conveys to a series of small lakes and ultimately to Alix Lake; a 20 km long Parlby Creek channel which transports water from Alix Lake through several control structures to Buffalo Lake; and a fixed crest weir control structure at the Buffalo Lake outlet which, when over-topped, allow water to enter Tail Creek and flow back to Red Deer River.”

Alberta Environment has not pumped water into Buffalo Lake since 2010 due to naturally high lake levels, and potential water pumping was halted in 2018 due to the probability of Prussian carp being drawn in from the Red Deer River. Prussian carp are known to harm aquatic ecosystems and pose potential threats to native fish.

During WSP’s site visit, the mayor mentioned that a new pumphouse filter for Prussian Carp is under development and undergoing testing, with a potential opening in 2027.

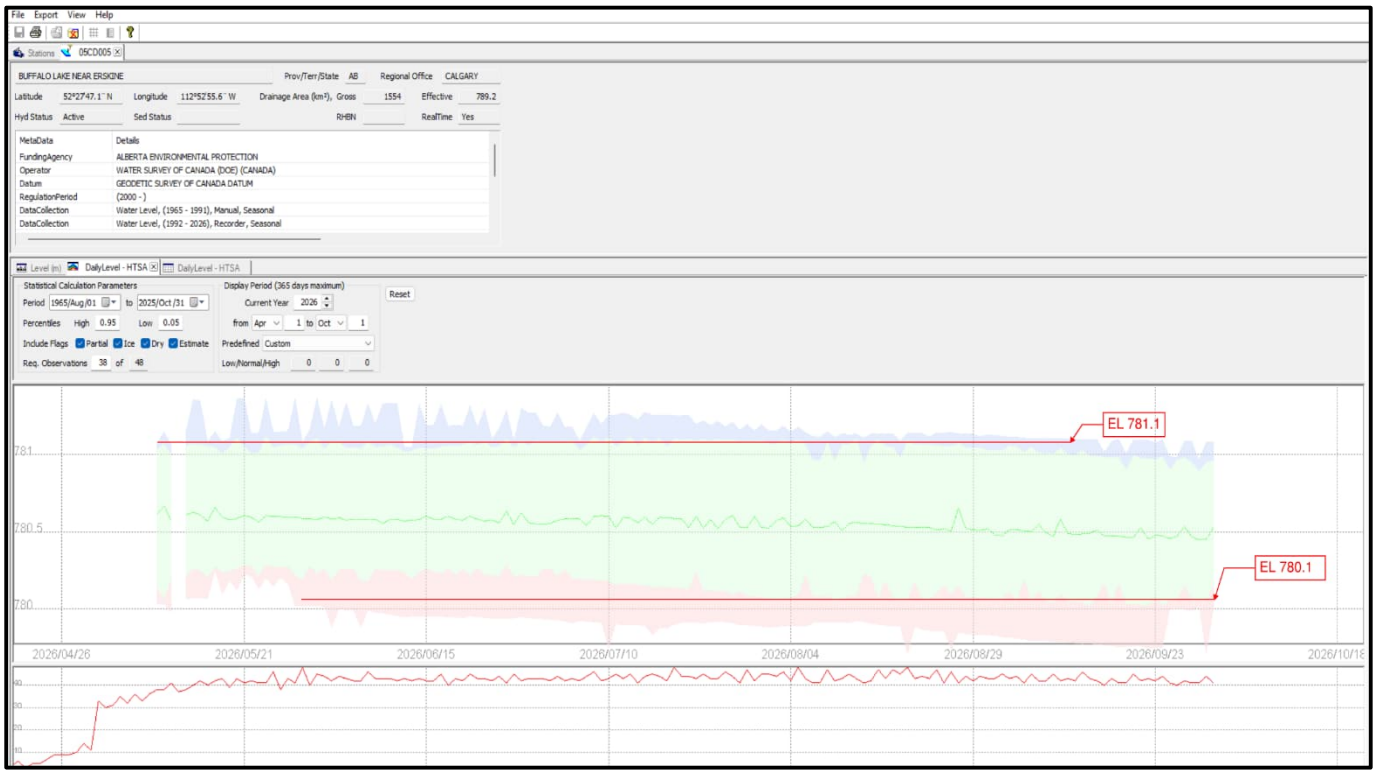
There is an Environment Canada Water Gauge station at Rochon Sands that monitors water levels in Buffalo Lake (05CD005). The water level at the lake is currently so low that the boat launch is unusable.

The boat launch should be operational 90% of the time during the summer months, eliminating extreme high and low elevations. The upper and lower ramp elevations will be determined based on the high and low water levels.

The water gauge information was analyzed using Environment Canada Explorer HYDAT. Using this tool, the flows at the 95th percentile and 5th percentile were chosen as the upper and lower boundaries of the green shading. The high-water level has been estimated from spring to mid-summer flows (May – July), and the low water level has been estimated from the mid-summer to fall flows (September – October).

[1] https://www.buffalolakemanagementteam.ca/management-team/operations-plan/

Figure 4-1 Water Gauge 05CD005 Buffalo Lake near Erskine



The table below shows the 95th percentile as the high water, and 5th percentile as the low water elevation.

Table 4.1 Percentiles for High and Low Elevation

Criteria	Elevation
Launch High Water (95th Percentile)	781.1
Launch Low Water (5th Percentile)	780.1

Recommended Design Parameters:

Set the top of launch 0.3 above the ramp high water level, and the bottom of launch 1.2 m below the ramp low water level:

- Top of Launch: High water EL 781.1 + 0.3 m = EL 781.4 m
- Toe of Launch: Low Water EL 780.1 – 1.2 m = EL 778.9 m

During WSP's survey and site visit, it was noted that the lake's water level elevation was at 779.74 m in June 2026. The boat launch will be designed to suit the site while still providing as much access to Buffalo Lake as possible.

4.2 High Water and Flood Data

Based on available historical information, the highest elevation recorded in Buffalo Lake occurred on May 28, 1975, with an elevation of 781.4 m. The lowest elevation recorded occurred on October 21, 2025, with an elevation of 779.7 m.

5. Structure Alternatives

5.1 Launch Alignment Location

The road access alignment will meet the “Design Guidelines for Recreational Boating Facilities” from the Oregon State Marine Board. Based on the design guidelines, the launch can have a minimum of 0 degree to a maximum of 45 degrees of rotation. WSP proposes a 0-degree (perpendicular) boat launch similar to the existing boat launch.

Figure 5-1 Proposed Boat Launch Plan

5.2 Launch Access and Grade

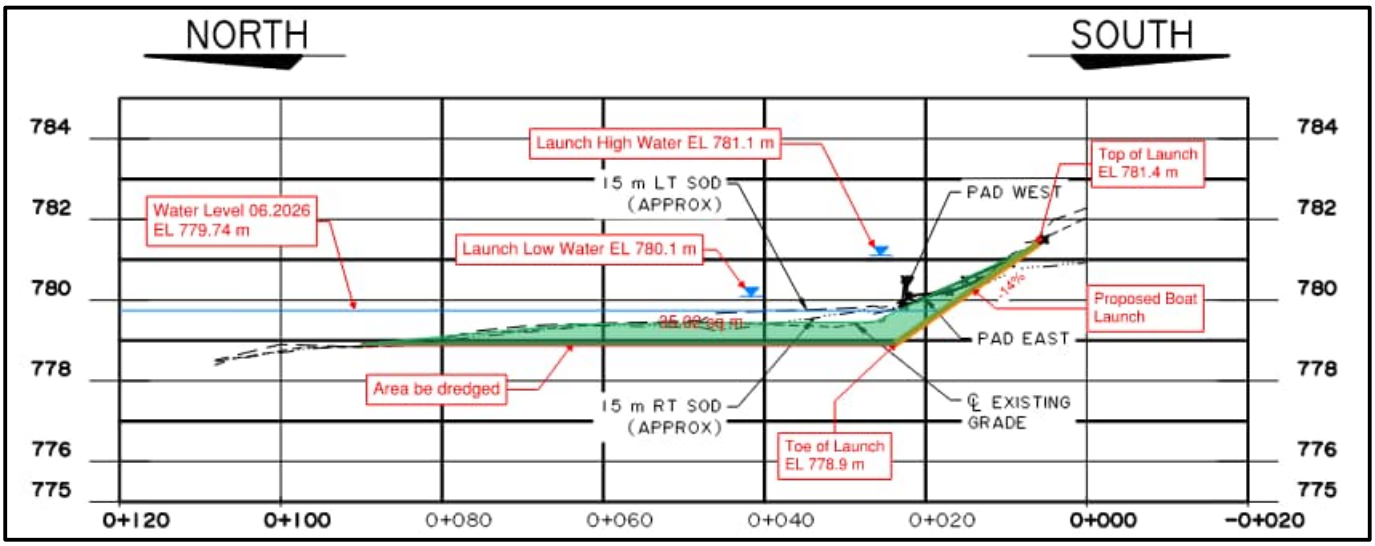
The launch grade or slope should be a minimum of 12% and a maximum of 15%. The preferred launch ramp slope is 14%, which will allow the boat trailer to be in deep enough water to launch and retrieve the trailer without the rear tires of the tow vehicle being in the water.

5.3 Launch Design Alternatives

Several preliminary access and ramp design grades were investigated as shown below based on the alignment shown on the plan.

5.3.1 Option 1: Ramp Replacement – without use limitation

Figure 5-2 Proposed Boat Launch Access Profile 1

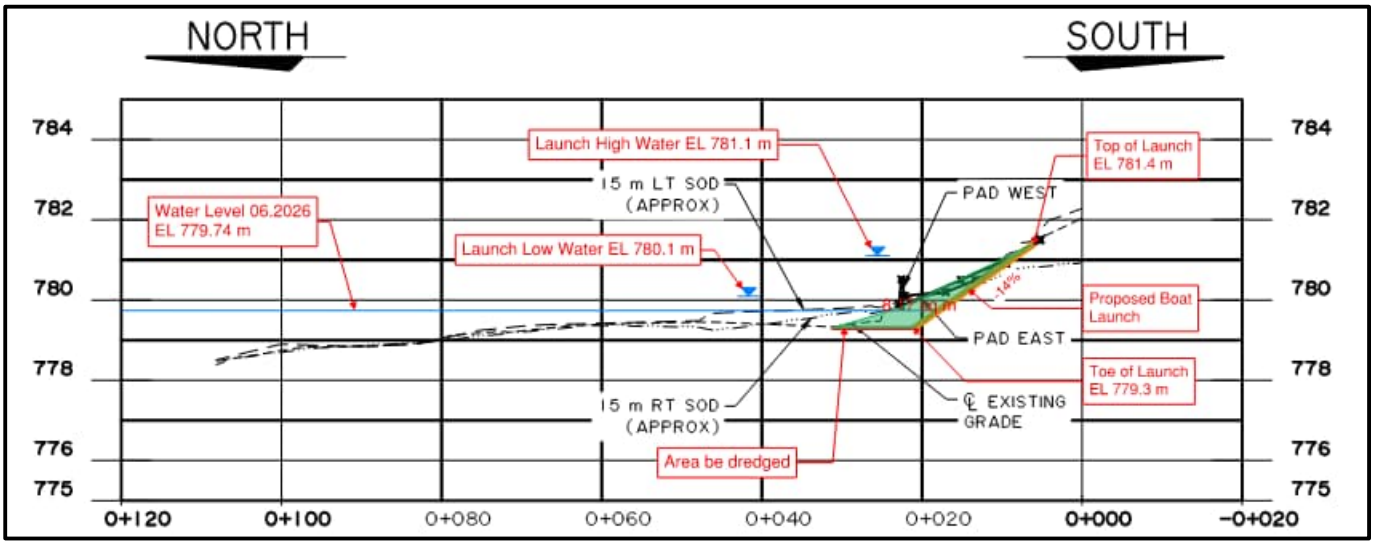


A complete ramp replacement would meet the current design parameters and standards and allow lake access from mid May to mid October.

This option would require dredging as needed of approximately 65 m to Sta. 0+090. The proposed ramp and dredged portion would have a bottom elevation of 778.9 m, providing 1.2 m of water depth at the low water level elevation of 780.1 m.

5.3.2 Option 2: Ramp Replacement – with use limitation

Figure 5-3 Proposed Boat Launch Access Profile 2



This option would still improve lake access, however the ramp is not designed to fully satisfy the recommended design parameters and standards. The benefit of this option is it would minimize costs, dredging, environmental impacts, construction requirements, and disturbance to the existing lakebed.

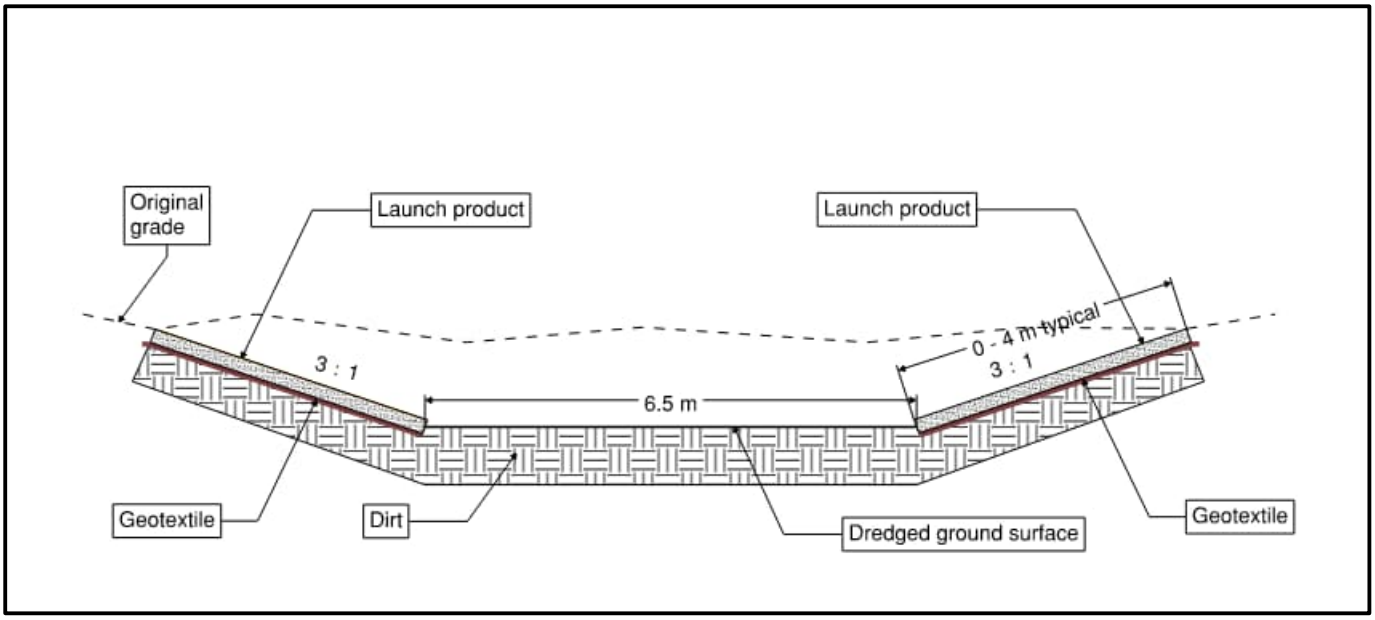
Dredging would be required as needed of approximately 10 m to Sta. 0+030. The proposed ramp and dredged portion would have a bottom elevation of 779.3 m providing 0.8 m of water depth at the “Launch Low Water” elevation of 780.1 m and functionality would be restricted during periods of low water levels.

5.3.3 Option 3: Find a new location

An alternative approach would be to identify a new boat launch location where topography is better suited to meet the recommended design parameters and current design standards. Relocating the launch may provide improved long-term functionality and greater reliability during periods of low lake levels. This option would likely require additional property for an approach road and parking lot, environmental, permitting, and engineering investigations, resulting in increased planning effort, longer project timelines, and potentially higher overall project costs.

5.4 Launch Section Profile - Dredged Portion

Figure 5-4 Proposed Launch Section Profile



The proposed launch section would consist of an approximate 6.5 m wide bottom section excavated below the existing lakebed, with 3H:1V side slopes lined with geotextile and covered with launch product. The profile is intended to provide adequate water depth for boat launching while maintaining stable side slopes.

5.5 Launch Structure and Products

Design Criteria

- Launch width to be approximately 6.0 m (the existing lane width is ~3 m)
- The foundation consists of a 300 mm thick subgrade and a non-woven geotextile fabric
- The surfacing launch is a connected concrete product
- Concrete launch will transition to a gravel road extending up to Township Rd 404
- There are several proprietary products available from suppliers. Three types of products have been outlined below:

Lafarge:

Figure 5-5 Lafarge

Nilex Armorflex

Figure 5-6 Nilex Armorflex

International Erosion Control System (IECS) Cable Concrete

Figure 5-7 IECS Cable Concrete

Structural Selection

All three (3) products have been used in Alberta. There is no documentation available outlining which products are better or more durable. When choosing a product, the following should be taken into consideration:

- Meets ASTM Standards for Articulating Concrete Block (ACB) Systems
- Site suitability for
- Cost
- Traction
- Aesthetics
- Ease of installation
- Local contractors experience with installation

5.6 Recommendation

WSP Canada understands that the Summer Village of White Sands is looking to evaluate options to support planning initiatives and potential grant applications for the boat launch. Based on the WSP site visit, the existing structure is not in good condition.

Discussion:

- **Alternative 1:** Complete replacement of the existing launch at the current location to fully satisfy the recommended design parameters and current design standards. The proposed launch would be extended and lowered and require a ~66 m long semi-lined channel to achieve the target toe elevation at 778.9 m and provide sufficient water depth for operation under the anticipated range of lake levels. This option would provide the greatest level of service; however, it would require substantial launch extension, lakebed disturbance, and associated construction costs.
- **Alternative 2:** Complete replacement of the existing launch ramp at the current location while minimizing dredging and disturbance to the existing lakebed. The launch would be extended and lowered and require a ~10 m long semi-lined channel with a bottom elevation of approximately EL 779.3 m, resulting in lower construction impacts compared to Alternative 1. Although this option would improve the existing facility and address the current slope deficiencies, it would not fully satisfy the recommended design criteria and may experience operational limitations during periods of low lake levels.
- **Alternative 3:** Relocate the boat launch to a new location where topography is better suited to meet the recommended design parameters and current design standards. This option may provide improved functionality during low-water conditions and reduce the need for dredging or extensive ramp extensions; however, additional investigations and the construction of a new access road, parking lot, and associated infrastructure would likely be required, resulting in higher project costs and a longer implementation timeline.

5.7 Cost Analysis

Below is the cost summary for the boat launch ramp options.

Figure 5-8 Launch Alternatives – Cost Summary

Structural Options	Cost
Option 1: Launch Replacement – without use limitation	$ 1,515,180
Option 2: Launch Replacement – with use limitation	$ 681,270
Option 3: Find a new location	N/A
■ The ramp cost includes reusing salvaged blocks ■ All the cost includes engineering and contingency	

Considering the low water level conditions and the need to maintain full ramp usability throughout the design operating period, **Option 1** is the recommended alternative for this site.

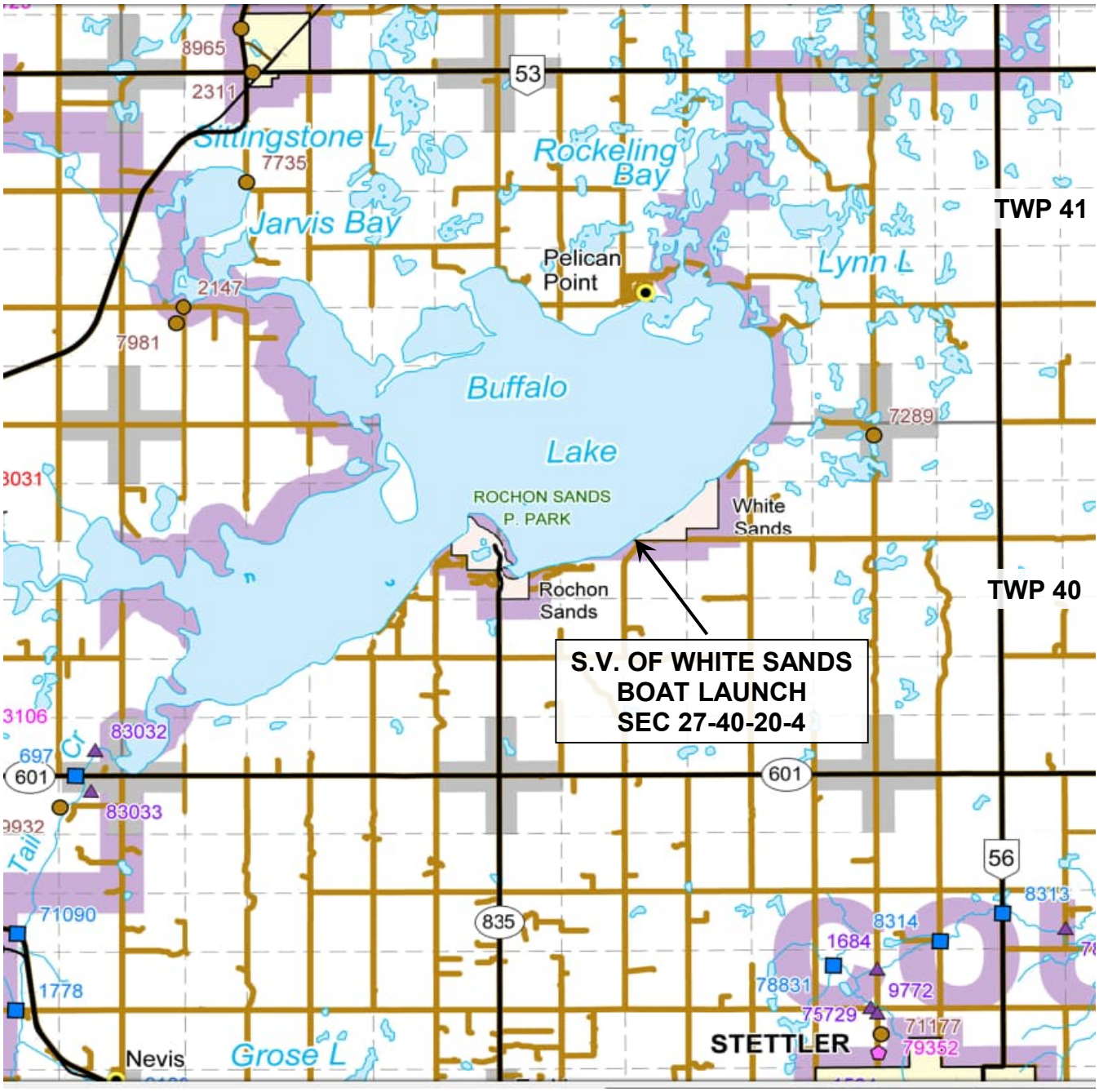
A

Maps and Photos

Appendix A – Maps and Photos

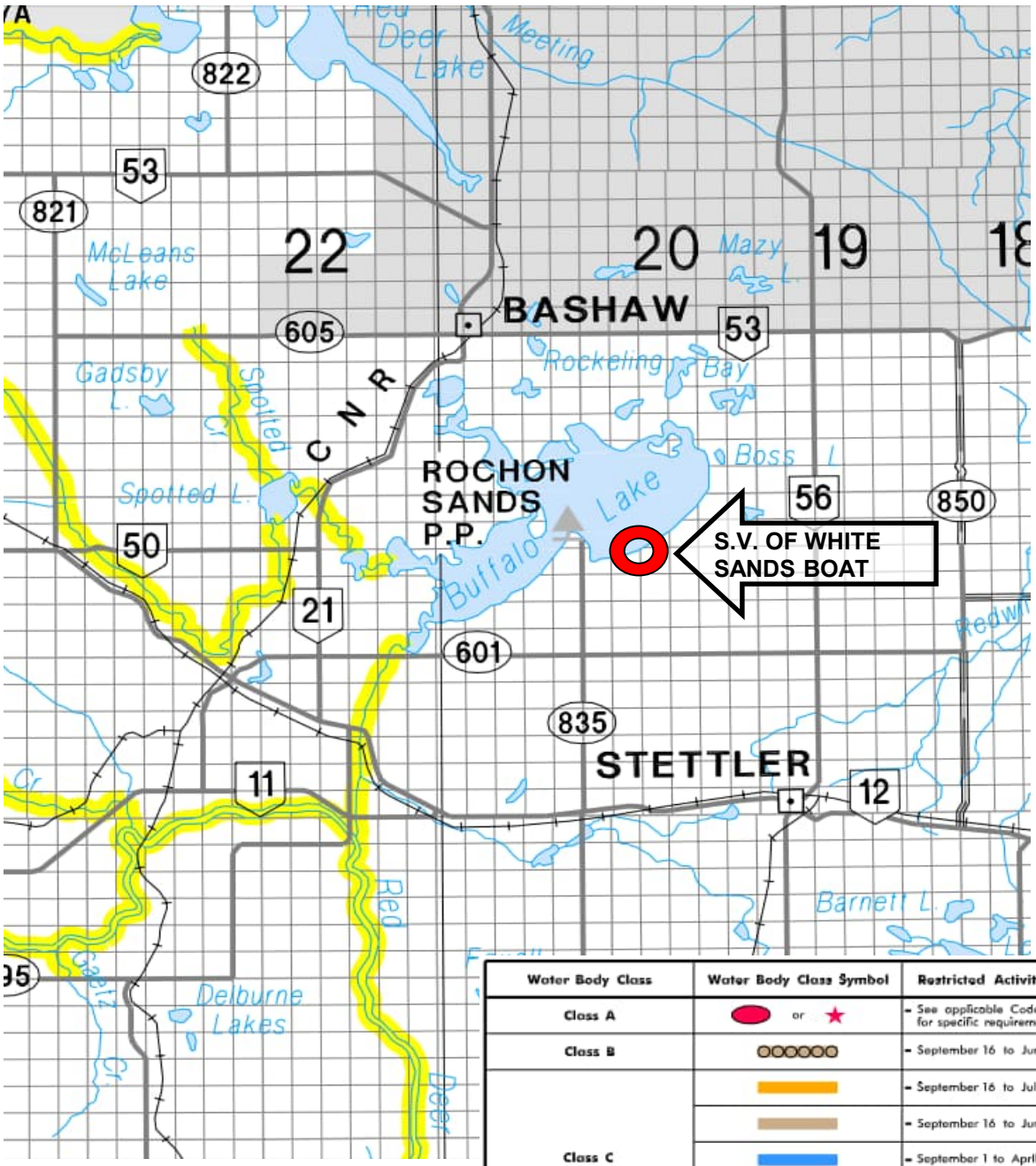
RGE 21

RGE 20



NOT TO SCALE

wsp	LOCATION MAP	S.V. OF WHITE SANDS BOAT LAUNCH
	BUFFALO LAKE, TWP RD 404	



AB Env Code of Practice Map - Red Deer Area

wsp	**BUFFALO LAKE**	**S.V. OF WHITE SANDS BOAT LAUNCH**
	Class D Waterbody - No Restricted Activity Period	

01 - Approach Road

02 - White Sand Boat Launch

03 - White Sand Boat Launch

04 - White Sand Boat Launch East Ramp

05 - White Sand Boat Launch West Ramp

06 - White Sand Boat Launch

07 - Approach Road

Utility Type	Company	Displayed as	Location from Centerline	Contact Info	Remarks
Telephone (Buried)	Telus	Cyan	approx 237 m east		
Pipeline	APEX Utilities Inc.	Dashed Black	approx 64 m east	866-222-2067	Low-Pressure

B

Hydrotechnical

Appendix B – Hydrotechnical

Daily Water Level Graph for BUFFALO LAKE NEAR ERSKINE (05CD005) [AB]

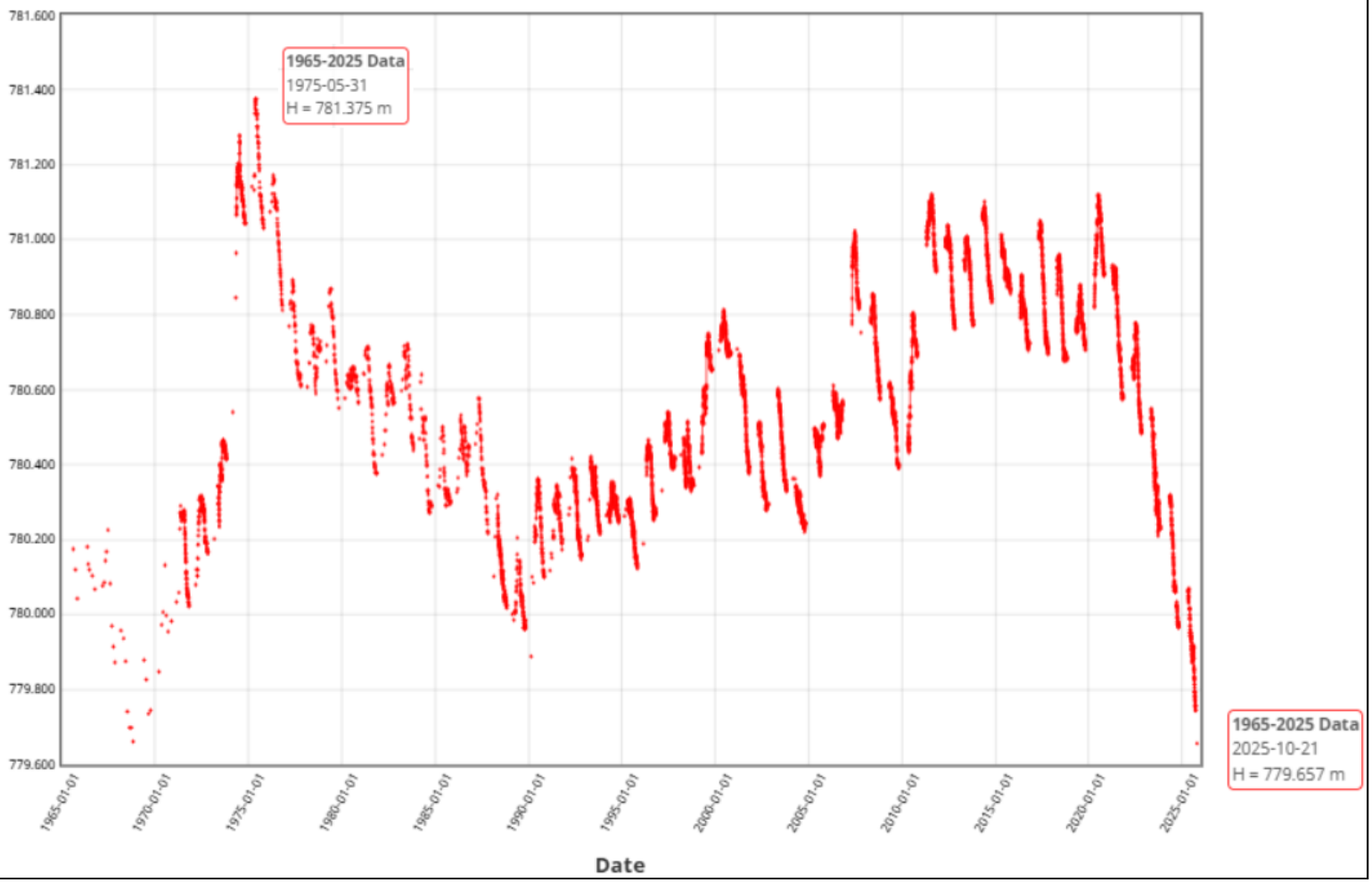
Graph | Table | Download?

Station: 05CD005 | Data Type: Daily | Parameter Type: Level | First Year: 1965 | Last Year: 2025 | Apply

▼ Legend

1965-2025 Data

Level (m)



Environment Canada Data Explorer (Version:2.2.9) - HYDAT Version:1.0 (Jul. 17,2026)

File Export View Help

Stations 05CD005

BUFFALO LAKE NEAR ERSKINE		Prov/Terr/State	AB	Regional Office	CALGARY		
Latitude	52°27'47.1" N	Longitude	112°52'55.6" W	Drainage Area (km²), Gross	1554	Effective	789.2
Hyd Status	Active	Sed Status		RHBN		RealTime	Yes

MetaData	Details
FundingAgency	ALBERTA ENVIRONMENTAL PROTECTION
Operator	WATER SURVEY OF CANADA (DOE) (CANADA)
Datum	GEODETIC SURVEY OF CANADA DATUM
RegulationPeriod	(2000 -)
DataCollection	Water Level, (1965 - 1991), Manual, Seasonal
DataCollection	Water Level, (1992 - 2026), Recorder, Seasonal

Level (m) DailyLevel - HTSA DailyLevel - HTSA

Statistical Calculation Parameters

Period 1965/Aug/01 to 2025/Oct/31

Percentiles High 0.95 Low 0.05

Include Flags Partial Ice Dry Estimate

Req. Observations 38 of 48

Display Period (365 days maximum)

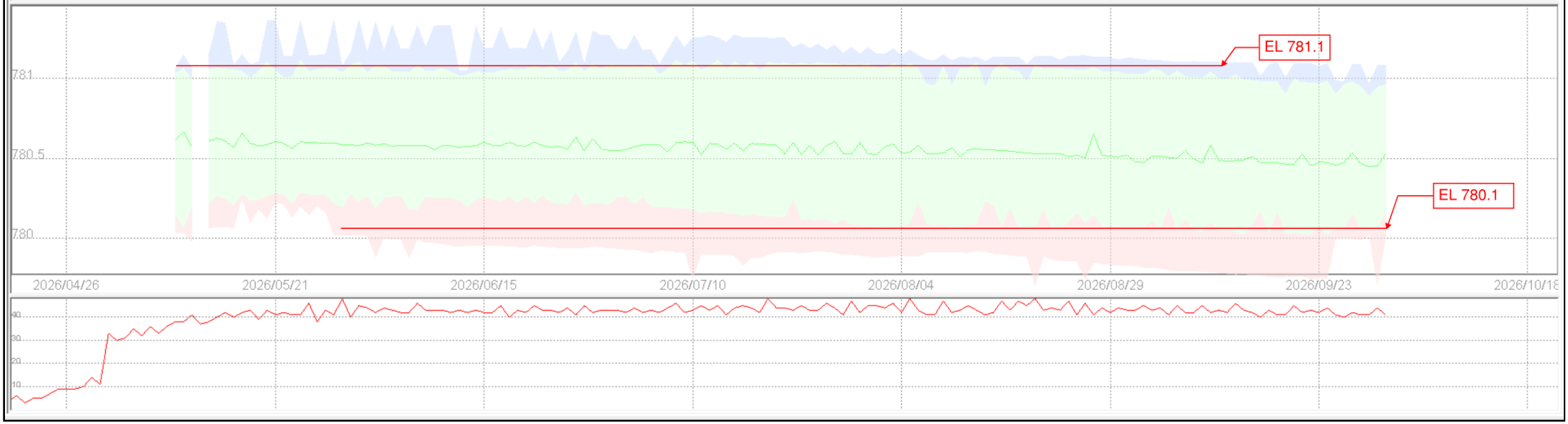
Current Year 2026

from Apr 1 to Oct 1

Predefined Custom

Low/Normal/High 0 0 0

Reset



C

Launch Design

Appendix C – Launch Design

EXISTING STRUCTURE

CONCRETE BOAT LAUNCH

CONTROL POINTS

POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
CP1000			5814970.156	79447.429	786.371
CP2000			5814986.752	79437.342	783.362
CP3000			5814944.190	79405.841	785.468
CP4000			5814931.440	79458.925	787.903

NOTE:

FOR BACKGROUND INFORMATION INCLUDING FIELDPICKUP & PHOTOS LOCATIONS REFERENCE DRAFTING HISTORY WORD DOC LOCATED:

CA0065314.5839 CA-SV of White Sands - Boat Launch Study - 05.Technical\01 Bridges\Drafting\1 BSS Dwg

0+108
0+100
0+090
0+080
0+070
0+060
0+050
0+040
0+030
0+020
0+010
0+000

Option-1 Bottom EL 778.9 m

Option-2 Bottom EL 779.3 m

BUFFALO LAKE

EXISTING R/W

EXISTING R/W

WATER EDGE (TYP)

CONCRETE PAD (TYP)

RIPRAP (TYP)

GATE

EXISTING R/W

PLAN 832 3098

CP 2000

CP 1000

CP 3000

CP 4000

EDGE OF ROAD (TYP)

TREELINE (TYP)

FENCE (TYP)

SITE PLAN
1:500

SUMMER VILLAGE OF WHITE SANDS

BRIDGE SITE SURVEY
WHITE SANDS BOAT LAUNCH
SITE PLAN

OFFICE	BRIDGE FILE	PROJECT No.	LOCATION	SHEET
RED DEER	-	CA0065314.5839	SEC 27-40-20-4	1 of 3

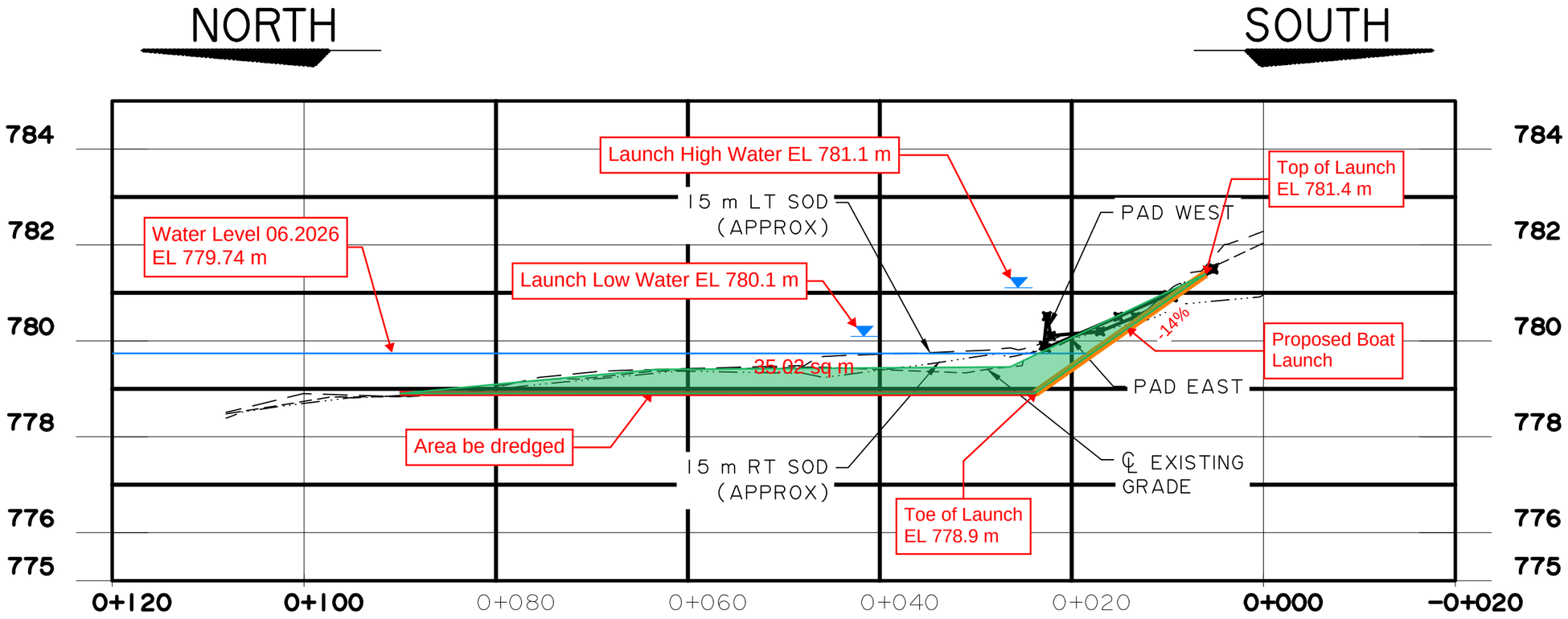
PLAN DESCRIPTION

COORDINATE DATA: 3TM NAD 83 | BASE LONGITUDE | C.S. FACTOR

PHOTO No. | TITLE SEARCH DATE | GRAPHICS FILE

REVISION: No. | DATE | BY

SURVEYED | DESIGNED | CHECKED | DRAWN



CENTRELINE PROFILE

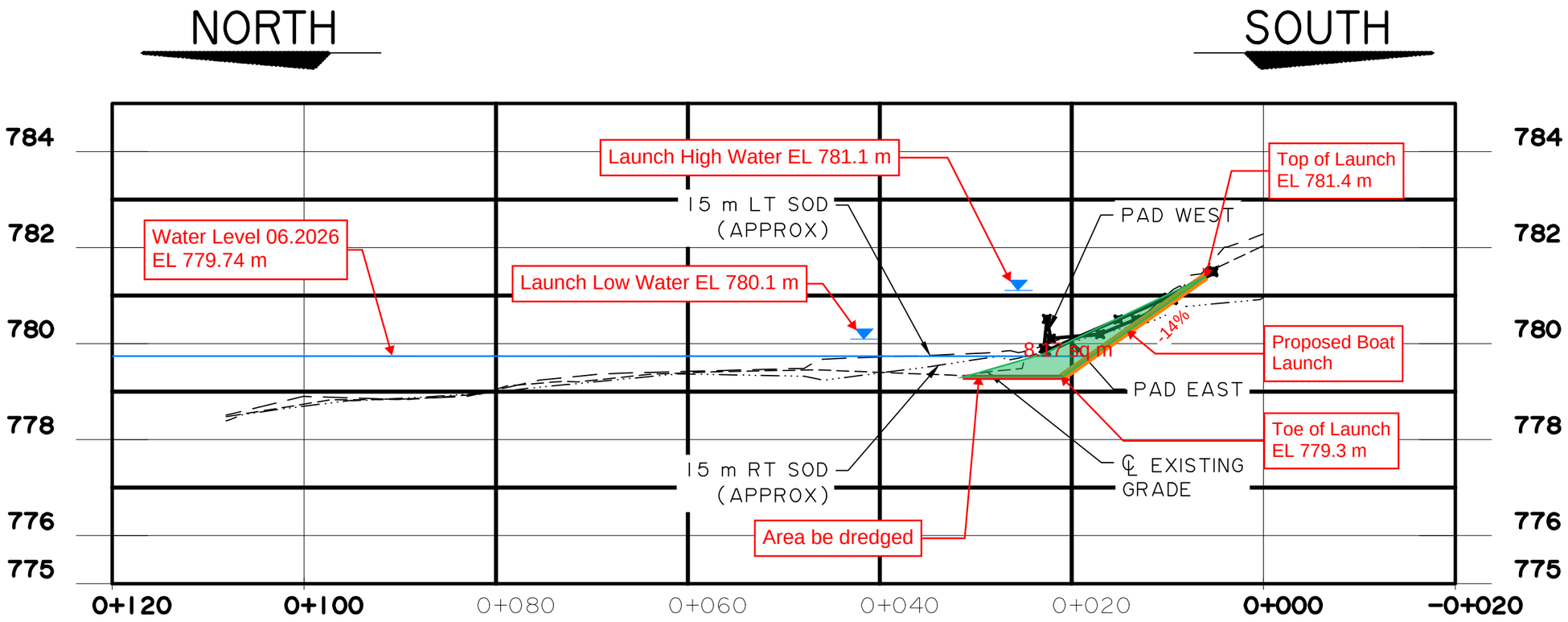
HOR 1:500
VERT 1:100

wsp

SUMMER VILLAGE
OF WHITE SANDS

WHITE SANDS
BOAT LAUNCH
CENTRELINE PROFILE
SCALE AS SHOWN

OFFICE	HIGHWAY	PROJECT No.	LOCATION
RED DEER	-	CA0065314.5839	SEC 27-40-20-4



CENTRELINE PROFILE

HOR 1:500
VERT 1:100

SUMMER VILLAGE
OF WHITE SANDS

WHITE SANDS
BOAT LAUNCH
CENTRELINE PROFILE
SCALE AS SHOWN

OFFICE	HIGHWAY	PROJECT No.	LOCATION
RED DEER	-	CA00653I4.5839	SEC 27-40-20-4

D

Cost Estimate

Appendix D – Cost Estimate

White Sands Boat Launch

August 10, 2026

P. Wang. L. McCarron

DESIGN COST ESTIMATE "B"
Option 1
Boat Launch Installation ~18 m launch and 60 m semi-lined channel
Buffalo Lake
Summer Village of White Sands

BID NO.	Design Items Item Description	Units	Quantity	Unit Price	Contract Amount
1	Mobilization	Lump Sum			$ 180,000.00
2	Site Preparation	Lump Sum			$ 15,000.00
3	Turbidity Curtain	Lump Sum			$ 25,000.00
4	Excavation	m^3	300	$ 40	$ 12,000.00
5	Geotextile	sq.m.	620	$ 30	$ 18,600.00
6	Granular Base Course	m^3	190	$ 430	$ 81,700.00
7	Remove Existing Boat Launch Pads	Lump Sum			$ 30,000.00
8	Reinstall Salvaged Boat Launch Pads	Lump Sum			$ 15,000.00
9	Supply and Install New Product	Lump Sum			$ 766,500.00
10	Heavy Rock Riprap	m^3	50	$ 500	$ 25,000.00
11	QAES	Lump Sum			$ 35,000.00
12	Site Restoration	Lump Sum			$ 30,000.00
13	Allowance	Cash Allowance			$ 30,000.00
				CONTRACT COST	**$ 1,263,800.00**
	OTHER COSTS		Contingency	10%	$ 126,380.00
			Engineering Budget	Estimated	$ 125,000.00
				TOTAL PROJECT COST	**$ 1,515,180.00**

NOTES:

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White Sands Boat Launch

August 10, 2026

P. Wang. L. McCarron

DESIGN COST ESTIMATE "B"
Option 2
Boat Launch Installation - ~16 m launch and 10 m semi-lined channel
Buffalo Lake
Summer Village of White Sands

Design Items		Units	Quantity	Unit Price	Contract Amount
BID NO.	Item Description				
1	Mobilization	Lump Sum			$ 70,000.00
2	Site Preparation	Lump Sum			$ 15,000.00
3	Turbidity Curtain	Lump Sum			$ 25,000.00
4	Excavation	m^3	60	$ 40	$ 2,400.00
5	Geotextile	sq.m.	210	$ 30	$ 6,300.00
6	Granular Base Course	m^3	60	$ 430	$ 25,800.00
7	Remove Existing Boat Launch Pads	Lump Sum			$ 30,000.00
8	Reinstall Salvaged Boat Launch Pads	Lump Sum			$ 15,000.00
9	Supply and Install New Product	Lump Sum			$ 236,200.00
10	Heavy Rock Riprap	m^3	30	$ 500	$ 15,000.00
11	QAES	Lump Sum			$ 35,000.00
12	Site Restoration	Lump Sum			$ 15,000.00
13	Allowance	Cash Allowance			$ 15,000.00
				CONTRACT COST	**$ 505,700.00**
OTHER COSTS			Contingency	10%	$ 50,570.00
			Engineering Budget	Estimated	$ 125,000.00
				TOTAL PROJECT COST	**$ 681,270.00**

NOTES:

-

wsp.com

Request For Decision (RFD)

Meeting Date: August 25, 2026
Item #: 1.2
Subject: Shoreline Management Plan – Revised Draft Presentation and Council Direction
Prepared By: Chief Administrative Officer

BACKGROUND

The Summer Village has been working with Municipal Planning Services (MPS) to prepare a **Shoreline Management Plan (SMP)** in support of the municipality's ongoing shoreline management and renewal of its provincial Recreational Lease.

Council met with MPS on **June 9, 2026** to review the draft Plan and provided direction regarding a number of areas, including recreational use, environmental stewardship, shoreline and lake access, dock and boat lift storage, mapping and the overall direction of the Plan.

At the August 18, 2026 Regular Council Meeting, Council received a further project update. The complete revised Shoreline Management Plan was to be returned to Council for review and further direction.

REVISED DRAFT

On **August 16, 2026**, MPS provided Administration with the updated draft Shoreline Management Plan.

The revised draft includes **tracked changes** so Council can identify the amendments made in response to previous Council discussions and information received through consultation with the Province.

MPS identified several significant updates:

- **Reserve Land Ownership:** Table 1 and Map 8.4 have been updated following clarification from the Province regarding ownership of the "R" designated lands located within the provincial right-of-way.
- **Planning and Recreational Lease Area:** The proposed planning and Recreational Lease area has been extended into Buffalo Lake to an **aquatic depth of 1.0 metre**, as recommended by the Province, rather than using a fixed horizontal distance. This is intended to accommodate changing lake levels and municipal shoreline and in-water activities.

- **Reserve Land Information:** Additional explanation has been included regarding Reserve ("R") lands and the distinction between lands registered under the former Planning Act and the current Municipal Government Act.
- **Swimming Areas:** The locations shown in the current draft remain based on the Summer Village's previous information maps. MPS has advised that these can be updated once Council provides further information regarding the designated swimming areas.

PURPOSE OF SPECIAL MEETING

MPS will attend the August 25, 2026 Special Council Meeting to present the **revised draft Shoreline Management Plan**, explain the changes made and respond to questions from Council.

The purpose of the meeting is to allow Council to review the revised Plan with the consultants and provide any further direction required before the Plan proceeds to its next stage.

FINANCIAL IMPLICATIONS

There are no new financial implications associated with Council receiving the revised draft and providing direction at this meeting.

Any future recommendations requiring municipal expenditures would be brought forward separately for Council consideration and budget approval.

RECOMMENDATION

Administration recommends that Council receive the revised draft Shoreline Management Plan and MPS presentation and provide any further direction required for completion of the Plan.

RECOMMENDED MOTION

That Council receive the **revised draft Shoreline Management Plan and presentation from Municipal Planning Services** as information and direct Administration and Municipal Planning Services to proceed with the following revisions or further direction:

[Council direction, if any, arising from the presentation and discussion.]

ATTACHMENT

1. Draft Shoreline Management Plan – August 2026 (emailed to Council August 18th)

Request For Decision (RFD)

Meeting Date: August 25, 2026
Item #: 2.1
Subject: Community Hall Expansion – Exercise Area Project – Contractor Timeline Update and Direction
Prepared By: Chief Administrative Officer

BACKGROUND

Council approved a **$25,000 capital budget, excluding applicable GST**, for the development of an exercise area within the Community Hall expansion.

Tremmel Construction originally provided a proposal dated April 26, 2026 in the amount of **$30,063 plus GST**, which exceeded the approved project budget.

At the July 20, 2026 Regular Council Meeting, Council passed **Motion 26:07:09**, directing Administration to obtain clarification and a revised proposal addressing the following:

- removal of the bathroom addition;
- repositioning of plumbing;
- user-friendly grate;
- two exterior doors and one interior door;
- negotiation to the approved budget; and
- project completion by December 1, 2026.

At the August 18, 2026 Regular Council Meeting, Council subsequently passed the following:

> **Motion 26:08:32**
>
> Moved by Mayor Zembal that Council authorize Administration to accept and award the Community Hall Expansion – Exercise Area project to Tremmel Construction upon receipt of a revised proposal, provided the proposal meets the scope requirements established by Motion 26:07:09, does not exceed $25,000 excluding applicable GST, and confirms project completion by December 1, 2026; and further, that any proposal not meeting these requirements be brought back to Council for further consideration and direction.
>
> **MOTION CARRIED**

UPDATE

On **August 20, 2026**, Tremmel Construction advised Administration that it is unable to complete the project within the required 2026 timeline due to existing and upcoming project commitments.

Tremmel Construction indicated that its availability would not be until approximately **spring or summer 2027** and that, if Council is prepared to defer the work until spring, the project could be **repriced at that time and a new proposal submitted to the Summer Village**.

As a result, the conditions established by Council under **Motion 26:08:32 cannot presently be met**, specifically the requirement for project completion by December 1, 2026. Administration therefore does not have authority under the motion to award the project to Tremmel Construction.

The matter is being returned to Council in accordance with Motion 26:08:32 for further consideration and direction.

FINANCIAL IMPLICATIONS

The approved capital budget remains **$25,000, excluding applicable GST**.

No revised price has been provided by Tremmel Construction. If the project is deferred until 2027, Tremmel Construction has indicated that the work would need to be repriced at that time.

Should Council direct Administration to seek another contractor capable of completing the project in 2026, any proposal exceeding the approved $25,000 budget would require further Council consideration.

ADMINISTRATIVE CONSIDERATIONS

Council's original direction contemplated completion of the exercise area by **December 1, 2026**.

With Tremmel Construction unable to meet that timeline, Council now has two primary approaches:

Option 1 – Seek Another Contractor for 2026

Direct Administration to obtain pricing and availability from another qualified contractor based on the scope established by Motion 26:07:09, with the intent of maintaining the December 1, 2026 completion date and approved $25,000 budget.

Any proposal outside Council's established scope, budget or timeline would be returned to Council for consideration.

Option 2 – Defer the Project to 2027

Defer construction until spring 2027 and invite Tremmel Construction to provide updated pricing and availability at that time.

This option would require Council to reconsider the project timing and potentially the project budget once updated pricing is received.

RECOMMENDATION

Administration recommends that Council provide direction on whether it wishes to continue pursuing completion of the project in 2026 through another contractor or defer the project until 2027.

Given that Tremmel Construction has confirmed it cannot meet the December 1, 2026 completion requirement, Administration cannot proceed with an award to Tremmel Construction under the authority provided by Motion 26:08:32.

POSSIBLE MOTIONS

Option 1 – Continue Project in 2026

That Council direct Administration to seek pricing and availability from another qualified contractor for the Community Hall Expansion – Exercise Area project based on the scope established by Motion 26:07:09, within the approved budget of $25,000 excluding applicable GST, and with a target completion date of December 1, 2026; and further, that any proposal not meeting these requirements be brought back to Council for further consideration and direction.

Option 2 – Defer Project to 2027

That Council defer the Community Hall Expansion – Exercise Area project to 2027 and direct Administration to obtain updated pricing and availability from Tremmel Construction and/or other qualified contractors for Council's consideration prior to proceeding with the project.