

Area Structure Plan
1980 and the City

purpose of the

AREA STRUCTURE PLAN

SOUTHWEST SECTION 2, TOWNSHIP 71, RANGE 6, WEST OF THE 6TH M.

BYLAW NO. 1818

COUNTY OF GRANDE PRAIRIE NO. 1

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of approve

BY-LAW NO. 1818

of the

COUNTY OF GRANDE PRAIRIE NO. 1

A by-law of the County of Grande Prairie in the Province of Alberta to amend County By-law No. 1681, being the adoption of the Les Head Area Structure Plan By-law.

WHEREAS, Section 64 of the Planning Act, being Chapter P-9, Revised Statutes of Alberta, 1980 and amendments thereto, authorizes a Council to provide a framework for the subdivision and development of an area of land within the Municipality, and

WHEREAS County of Grande Prairie By-law No. 1681 adopts such a plan, as it pertains to the South West Quarter of Section Two (2), Township Seventy One (71), Range Six (6) West of the Sixth Meridian, known as the Les Head Area Structure Plan By-law, and

WHEREAS the Council of the County of Grande Prairie deems it expedient to amend the said Les Head Area Structure Plan By-law No. 1681 to restrict access to Highway 40.

THEREFORE be it resolved that the Council of the County of Grande Prairie No. 1, duly assembled, hereby enacts as follows:

That County of Grande Prairie By-law No. 1681 be amended to restrict access from the South West Quarter of Section Two (2) Township Seventy One (71) Range Six (6) West of the Sixth Meridian onto Highway 40, as shown on the documents attached to and forming party of this by-law.

READ A FIRST, SECOND AND BY UNANIMOUS CONSENT OF THE COUNCILLORS PRESENT, A THIRD AND FINAL TIME AND FINALLY PASSED THIS 24TH DAY OF JANUARY, A.D. 1989.

REEVE

COUNTY ADMINISTRATOR

BACKGROUND

This Area Structure Plan has been prepared in accordance with the Planning Act, R.S.A., 1980 and the County of Grande Prairie General Municipal Plan, 1986.

The purpose of the area structure plan is to facilitate the subdivision and development of the SW 2-71-6-W6M for rural industrial purposes in keeping with the intentions of the Grande Prairie Joint General Municipal Plan. This plan designates the area as rural industrial.

The plan will also provide the public and private sectors with ground rules for future development.

The plan is being prepared at this time in order to respond to subdivision and development pressures in the area. An area structure plan should provide the needed guidance to ensure that all subdivisions and developments are attractive and practical.

The site is located one mile south of the City limits on the north east corner of Highway 40 and the Correction Line Road. Most of the land along the Correction Line Road has been designated or is currently developed as rural industrial. This plan conforms to this overall intent.

EXISTING LAND USE AND CLASSIFICATION

The subject lands presently contain a variety of uses. In addition to the residential unit of the owner there are some industrial uses. A transport company is located on the southwest corner of the quarter and a small oilfield waste treatment facility is located on the east side of the quarter immediately north of the Canfor Haul Road which bisects the property in a northwesterly/southeasterly direction. In addition, there is a propane storage facility located in the area shown as Blocks C and D.

The present designation in the County's Land Use Bylaw is Agricultural General (AG-1). However, the land is not good agricultural land, as defined by the regional plan in that it borders on an area classed as 6s, and the limitations being so severe the use of farm machinery is impractical. Prior to subdivision and development, reclassification to a Rural Industrial (RM-1) District will be required.

The existing industrial uses on the site are now considered non-conforming uses under the Land Use Bylaw. Some were established prior to the Land Use Bylaw being approved. Others were established later, but in any event, all are the subject of approved development applications.

OPPORTUNITIES AND CONSTRAINTS TO DEVELOPMENT

In examining the area, there are few constraints to development. The major constraints are as follows.

The area structure plan will require the approval of the Minister of Transportation prior to any subdivision and development occurring. This approval process may take some time but is not expected to present any major difficulties.

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The location of the Canfor Haul Road, however, does have a major impact on design and phasing. Ideally the haul road should be phased out prior to subdivision, however, this is not likely to be the case. Therefore, future subdivision design should be done in such a manner as to minimize the conflicts with haul road traffic.

The site is relatively flat with no other major constraints to development. The site is well serviced by roads, and power and gas are readily available. The vegetation cover should be retained as much as possible to reduce erosion and provide a more aesthetically pleasing industrial park.

PLAN POLICIES

1. Development of the lands in the area covered by this plan shall be in accordance with the policies of this plan and the concept plan attached, subject to a detailed design at the time of individual subdivision application.
2. Development of lands in this area shall be in accordance with phasing approved by County Council.
3. Reserve allocation will be taken as cash in lieu at time of subdivision or deferred to the unsubdivided balance.
4. Sewage disposal systems and water supply are the responsibility of the individual lot owner. Development must be at a scale where supply and disposal can be handled on site.
5. The retention of trees to act as buffers between lots is strongly encouraged. To this end, a site plan indicating which vegetation is to be retained will be required at time of development application.
6. Measures should be taken to minimize stormwater runoff from the site, particularly on those sites on which hazardous products may be stored.
7. Access to the Correction Line will be as shown on the CONCEPT PLAN. (APPENDIX "A")
8. The Developer will be required to enter into a developers agreement with the County of Grande Prairie to ensure that all roads and services are provided to County standards at time of subdivision.
9. Development in the park will be limited to those uses outlined as permitted or discretionary uses in the RM-1 district of the County Land Use Bylaw. Further, the subdivision of land will be required to the district provisions for lot size, density and such other requirements as may be applicable in existing legislation.
10. The existing residential use located on proposed Lot H is allowed to continue as residential and the lot may be subdivided for residential purposes.

