

BY-LAW NO.1547

of the

COUNTY OF GRANDE PRAIRIE NO. 1

A by-law of the County of Grande Prairie in the Province of Alberta, to adopt an Area Structure Plan for the Hamlet of Clairmont.

*Amended
By Bylaw
2149
Further
Amended
By Bylaw
2729*

WHEREAS, Section 64 of the Planning Act, 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 the Council of the County of Grande Prairie has undertaken to have prepared such a plan; and

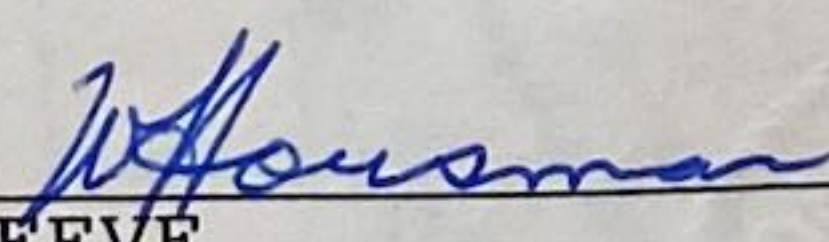
WHEREAS the Council of the County of Grande Prairie has properly notified the owners of land within the development area, pursuant to Section 139 of the Planning Act RSA 1980; and

WHEREAS the Council of the County of Grande Prairie held a public hearing pursuant to Section 139 of the Planning Act RSA 1980;

NOW THEREFORE, the Council of the County of Grande Prairie No. 1 duly assembled, hereby enacts as follows:

1. That this by-law shall be known as the "HAMLET OF CLAIRMONT AREA STRUCTURE PLAN BY-LAW".
2. That the Hamlet of Clairmont Area Structure Plan shall provide the framework and policies for future development of the lands described therein.
3. Any background studies, research, or document attached as an appendix are provided for information purposes only and do not form part of this By-law.
4. That this by-law shall take effect on the date of its final passage by Council.

READ A FIRST, second and by unanimous consent of the Councillors present, a third and final time and finally passed this 17th day of December, A.D. 1984.


REEVE


COUNTY ADMINISTRATOR

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1.0 INTRODUCTION

1.1 PREAMBLE

In the past few years the Hamlet of Clairmont has undergone considerable change and improvement due in part to efforts of the County to rectify many of the previous problems. New water and sewer systems have been installed. In addition, a new curling rink was built, a major institutional facility relocated to the hamlet and a variety of other face-lifting aspects have occurred.

In 1979, the Hamlet of Clairmont Expansion Study was completed. Many of the recommendations of the study have since been implemented. Together with the change in economic times there is a need to update the study and as well prepare an area structure plan for future expansion lands.

1.2 PURPOSE OF THE AREA STRUCTURE PLAN

The Council of the County of Grande Prairie No.1 and the South Peace Regional Planning Commission have undertaken the Area Structure Plan for the Hamlet of Clairmont in order to accommodate residential, highway commercial, industrial and public uses. The plan follows the general land use guidelines established in the County General Plan.

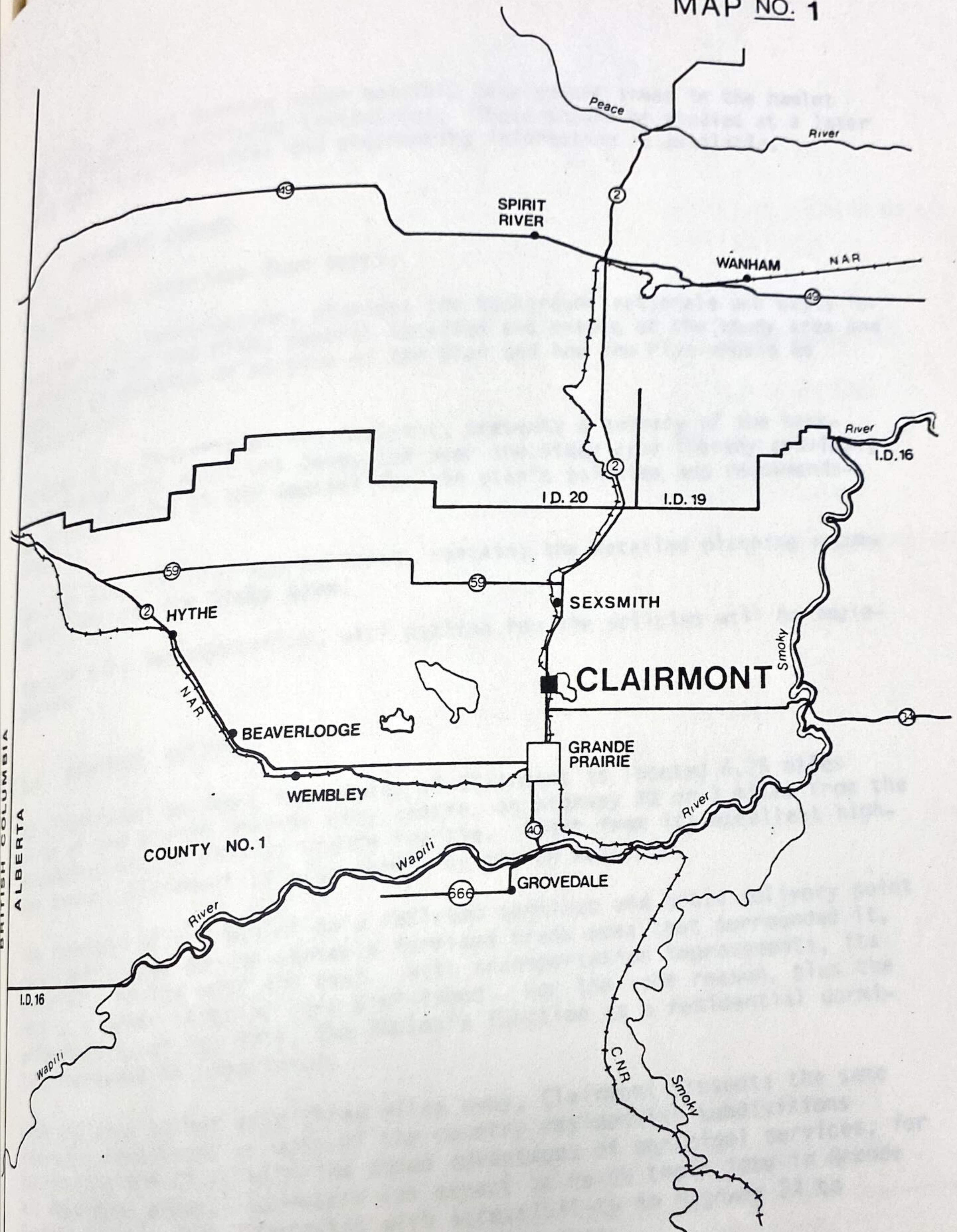
The Area Structure Plan is a planning tool which provides the policies within which the subsequent subdivision and development of an area may take place. An Area Structure Plan is more specific and detailed than the General Plan. No specific timeframes for development or subdivision have been included but rather it will be determined as the market demands.

An Area Structure Plan describes the sequence of development proposed for an area, the mixture of land uses, the location of major transportation and utility routes, and any other matters which the Council considers necessary.

It provides the private sector with a clear understanding of Council's intent regarding land-use, transportation and development phasing within the study area.

The purpose of the area structure plan is fourfold. Firstly, the plan will propose and design a layout for recreation facilities on the site of the old sewage lagoon in Clairmont. Secondly, the plan will address the future development of lands now used as a sports field lying between the sewage lagoon and the rail tracks for residential purposes. Thirdly and fourthly, the plan will also address the future use of the lands immediately north of the mobile home park between Highway No.2 and the rail line and the lands south of 100 Avenue now containing the curling rink and German Canadian Club. Of primary importance is the design of future road systems in these areas.

MAP NO. 1



HAMLET OF CLAIRMONT REGIONAL SETTING



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Regional Planning Commission**

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The plan did not examine other possible development areas in the hamlet due to inherent servicing limitations. These should be studied at a later date when more technical and engineering information is available.

1.3 DOCUMENT FORMAT

The document comprises four parts:

Section 1.0, Introduction, provides the background rationale and basis for preparation of the Plan, general location and extent of the study area and general statements on purpose of the plan and how the Plan should be interpreted.

Section 2.0, Description and Analysis, presents a summary of the background analysis which was conducted over the study area thereby providing an understanding of the context for the plan's policies and recommendations.

Section 3.0, The Plan and Policies, contains the detailed planning recommendations for the study area.

Section 4.0, Implementation, will outline how the policies will be implemented.

1.4 REGIONAL SETTING


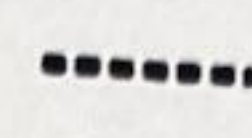




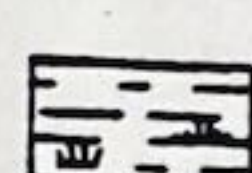

As illustrated on Map 1 the Hamlet of Clairmont is located 6.25 miles north of the Grande Prairie city centre, on Highway #2 or 3 miles from the boundaries of the City of Grande Prairie. Apart from its excellent highway access, Clairmont is also served by the CN Railroad.

The function of the hamlet as a railroad terminus and grain delivery point once capitalized on the sizeable farmland trade area that surrounded it, especially to the west and east. With transportation improvements, its role as a grain shipping node diminished. For the same reason, plus the affordability of its lots, the hamlet's function as a residential dormitory increased in importance.

With the city border only three miles away, Clairmont presents the same commuting advantages as most of the country residential subdivisions surrounding the City, with the added advantages of municipal services, for all developed areas. Commuters can expect to reach their jobs in Grande Prairie in less than 10 minutes with accessibility to Highway 34 to Edmonton (four-mile corner) only two minutes away.

Located adjacent to Highway No.2, Clairmont has excellent access to one of the major traffic routes in the Grande Prairie region and as such is very well situated to accommodate highway and railway oriented services and industries.

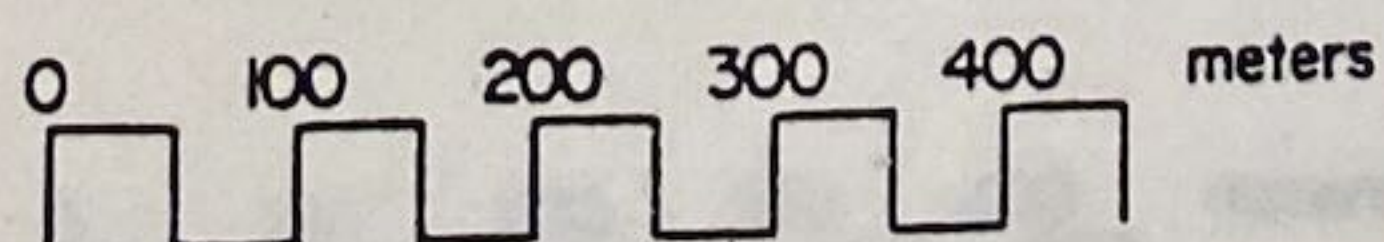
MAP NO. 2

-  COLLECTOR ROAD
-  STREET
-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PARK/BUFFER
-  WETLAND
-  ALTERNATE SCHOOL

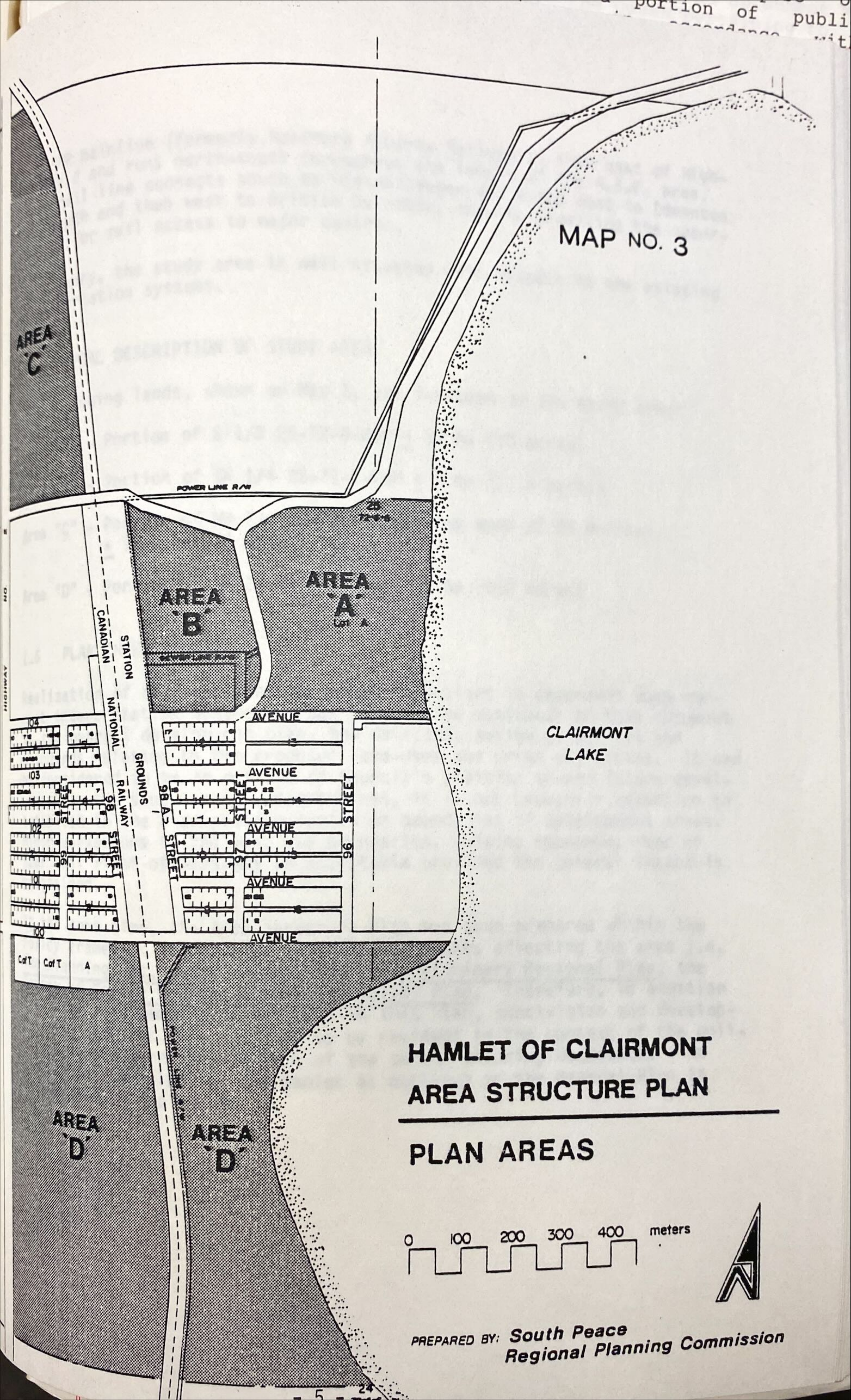
CLAIRMONT
LAKE

HAMLET OF CLAIRMONT AREA STRUCTURE PLAN

FUTURE LAND USE



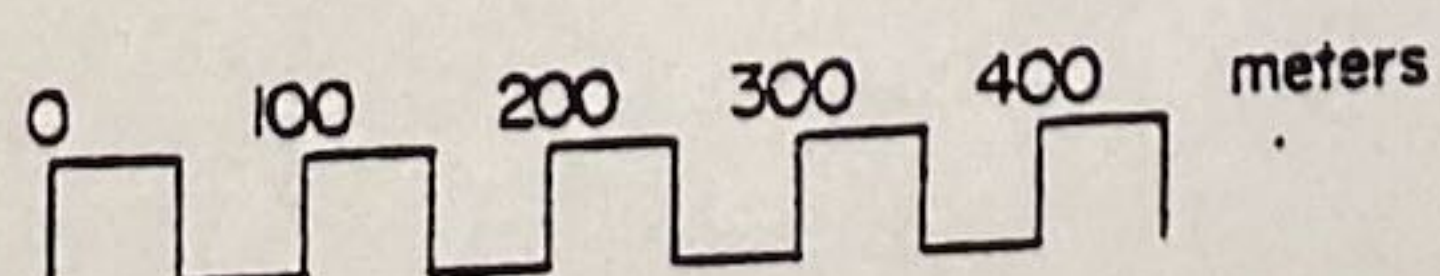
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Regional Planning Commission**



MAP NO. 3

CLAIRMONT
LAKE

HAMLET OF CLAIRMONT AREA STRUCTURE PLAN PLAN AREAS



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The CNR mainline (formerly Northern Alberta Railways), lies east of Highway No. 2 and runs north-south throughout the length of the A.S.P. area. This rail line connects south to Hinton/Jasper and north east to Edmonton and south and then west to British Columbia, thereby providing the opportunity for rail access to major centres.

In summary, the study area is well situated with respect to the existing transportation systems.

1.5 LEGAL DESCRIPTION OF STUDY AREA

The following lands, shown on Map 2, are included in the study area:

Area "A" - Portion of S 1/2 25-72-6-W6M \pm 12 ha (30 acres)

Area "B" - Portion of SW 1/4 25-72-6-W6M \pm 7 ha (17.4 acres)

Area "C" - Portion of NW 1/4 25-72-6-W6M lying west of CN Railway \pm 12.0 ha (34 acres)

Area "D" - Portion of NW 24-72-6-W6M \pm 42.0 ha (130 acres)

1.6 PLAN INTERPRETATION

Realization of the area structure plan objectives is dependent upon correct interpretation of the various parts. The substance of this document is the overall development plan, the policies, design guidelines and standards relating to the proposed land-uses and urban activities. It can be considered to be an outline of Council's position toward future development in the study area. Nevertheless, it is not Council's intention to establish in the Plan precise limits or boundaries of development areas. Minor variations to the land use boundaries, phasing sequence, road or spur rail right-of-ways may be acceptable provided the general intent is maintained.

At the same time, the Area Structure Plan has been prepared within the Policy framework established by senior documents affecting the area i.e. The Planning Act, 1980, as amended, the Preliminary Regional Plan, the County of Grande Prairie General Municipal Plan. Therefore, in addition to policy requirements established in this Plan, subdivision and development applications will continue to be reviewed in the context of the policies, plans and recommendations of the senior planning documents. The future land use plan for the hamlet as outlined in the General Plan is illustrated on Map No. 2.

1.7 PLAN REVIEW AND AMENDMENT

Monitoring the progress of the Plan's implementation may identify the need for amendments from time to time. Where such an amendment is contemplated, Council will first review the effects to identify any possible conflicts with the overall objectives contained in the document. Proposed amendments will also be referred to Alberta Transportation, the South Peace Regional Planning Commission and any other agencies or individuals Council deems necessary, for their review and comment.

1.8 METHODOLOGY

This document was prepared in accordance with the requirements of the Planning Act, 1980. Data was collected from the County and Regional Planning Commission records, site investigations, air photographs and contour mapping.

A valuable aid for the introduction, description and analysis sections was the Hamlet of Clairmont Expansion Study which had been prepared by the Peace River Regional Planning Commission several years ago.

1.9 CONFORMITY TO REGIONAL PLAN

The Area Structure Plan has also been prepared in accordance with proposed regional plan policy regarding hamlets. This has been done in order to ensure that the plan will not have to be altered or amended upon adoption of the Regional Plan by the Minister of Municipal Affairs expected sometime in 1985.

In preparing this plan in accordance with proposed policies of the Regional Plan, the growth of the hamlet should be minor in nature. Therefore, while the General Plan shows large areas as possible future expansion areas, the actual amount to be developed at any one time will be relatively minor in nature, certainly not an entire quarter section. Moreover, given present market demands large scale development is not anticipated.

2.0 DESCRIPTION AND ANALYSIS

2.1 PHYSICAL LANDSCAPE - GENERAL ASSESSMENT

2.1.1 Climate

The Hamlet of Clairmont lies in an inland region and north of latitude 55° north. Due to its location the hamlet characteristically experiences relatively long, cold winters and dry, warm summers.

Mean annual total precipitation is 442 mm, 266 mm of which comes in the form of rainfall. Mean annual snowfall in the area is 175 mm. The area experiences 130 days with measurable precipitation annually and the average annual frost free period is 101 days.

Temperatures range from a mean annual winter low of -12°C to a mean annual summer high of +13°C. Mean temperature in the April to October period is +10°C. The area experiences sunshine an average 25% of the time which amounts to 2,200 hours of sunshine a year.

Winds in the Hamlet of Clairmont originate predominately in the west and northwest. Westerly winds blow at an average 10-14 miles per hour for 20-30% of the year. Northwesternly winds average 7-9 miles per hour 10 to 15 percent of the time.

2.1.2 Topography Slope and Drainage

All land in the hamlet area slopes east and north towards Clairmont Lake and towards the channel connecting Clairmont Lake and Ferguson Lake. In areas adjoining Clairmont Lake high water tables can be found.

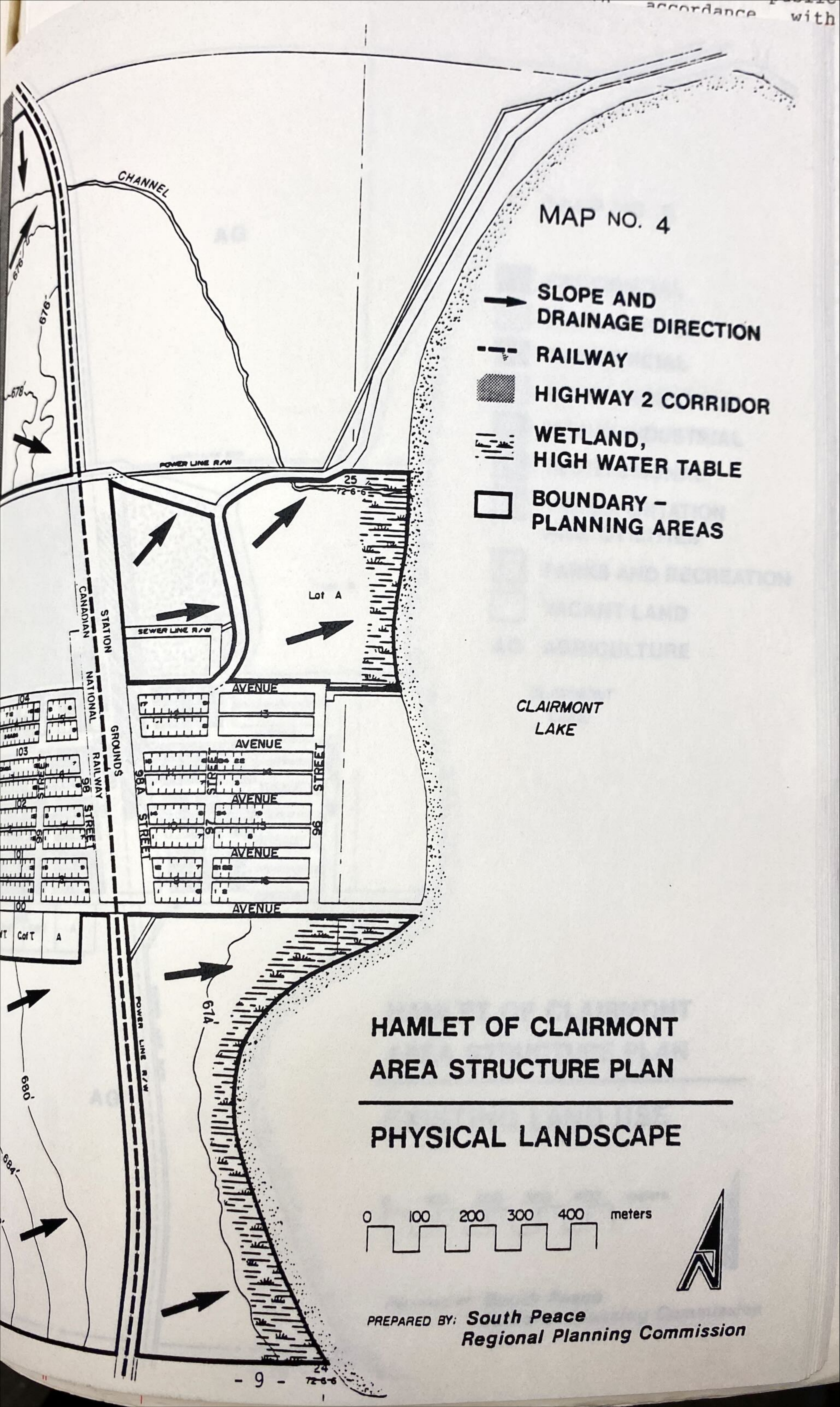
2.1.3 Man-made Constraints

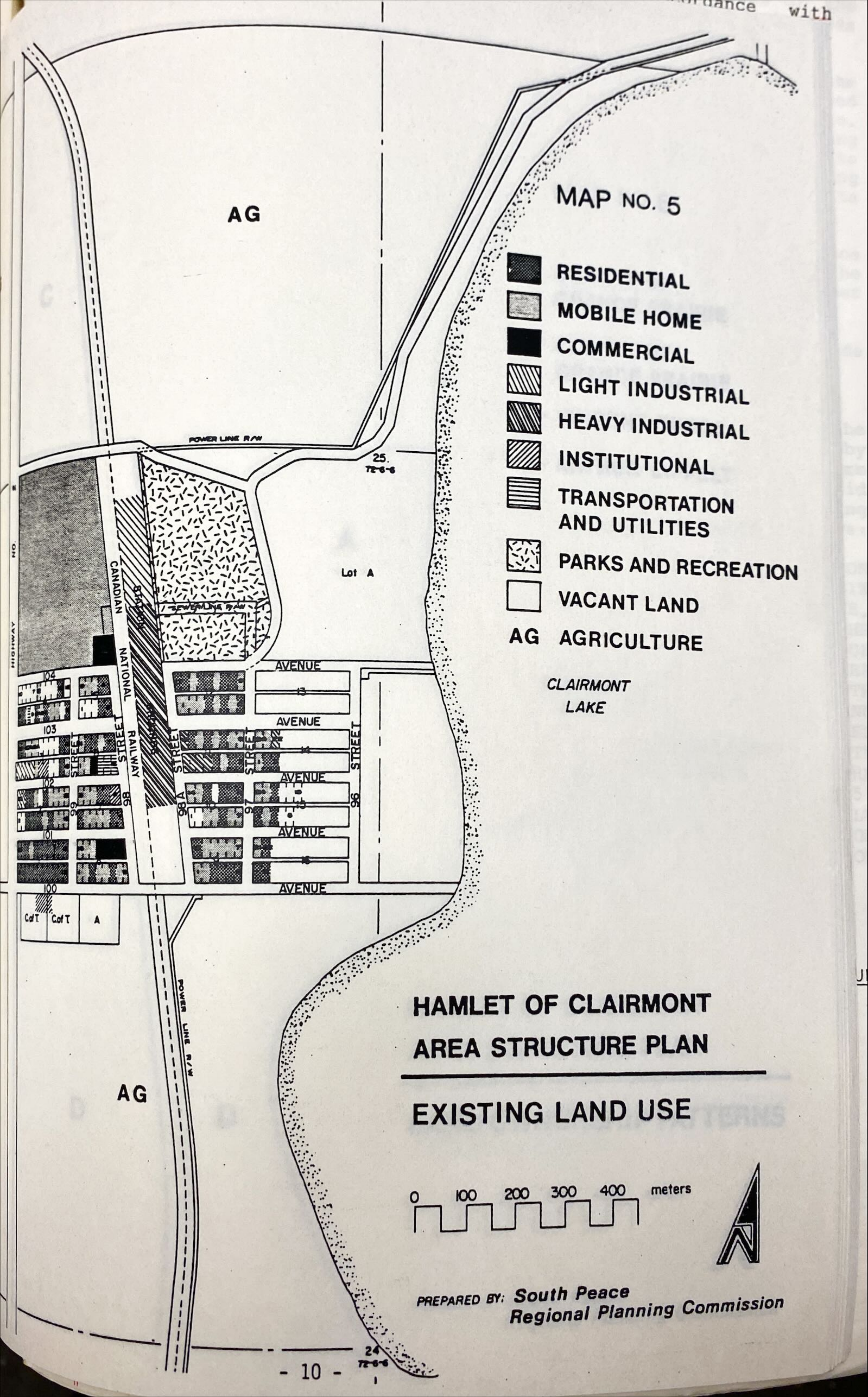
Several man made characteristics exist within the hamlet creating additional constraints to be examined. They are as follows.

2.1.4 Highway No.2

Highway No.2 acts as a significant barrier to the growth of the hamlet of Clairmont to the west. The highway presently acts as a major high speed, limited access provincial arterial. Alberta Transportation has clearly indicated the desire to protect the function of Highway No.2 as a high speed, limited access highway.

Straight line traffic projection reveal that future volumes could reach 6,800 vehicles per day (A.A.D.T.) to 7,400 vehicles per day (A.S.D.T.) by 1985 or 8,700 vehicles per day (A.A.D.T.) to 9,200 vehicles per day (A.A.S.T.). These projections can be expected to be adjusted upward based on the population growth in the area. The expected traffic volumes warrant the expansion of the highway system to four lanes or to a divided system at some future date.





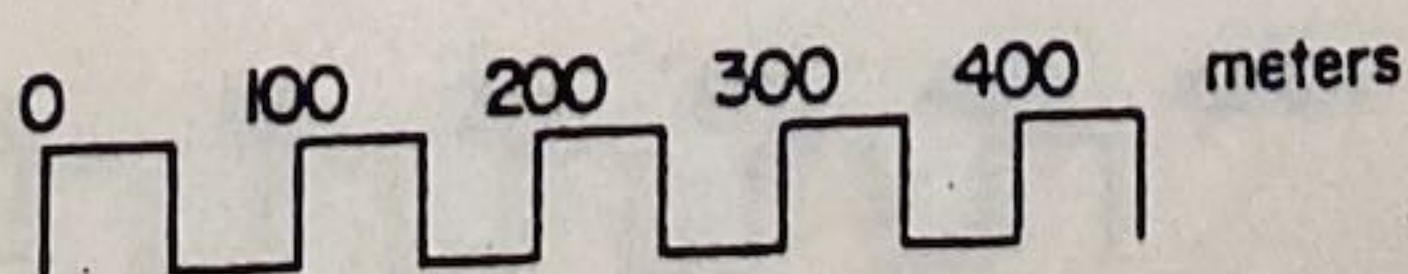
MAP NO. 5

- RESIDENTIAL
- MOBILE HOME
- COMMERCIAL
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL
- INSTITUTIONAL
- TRANSPORTATION AND UTILITIES
- PARKS AND RECREATION
- VACANT LAND
- AG AGRICULTURE

CLAIRMONT LAKE

HAMLET OF CLAIRMONT AREA STRUCTURE PLAN

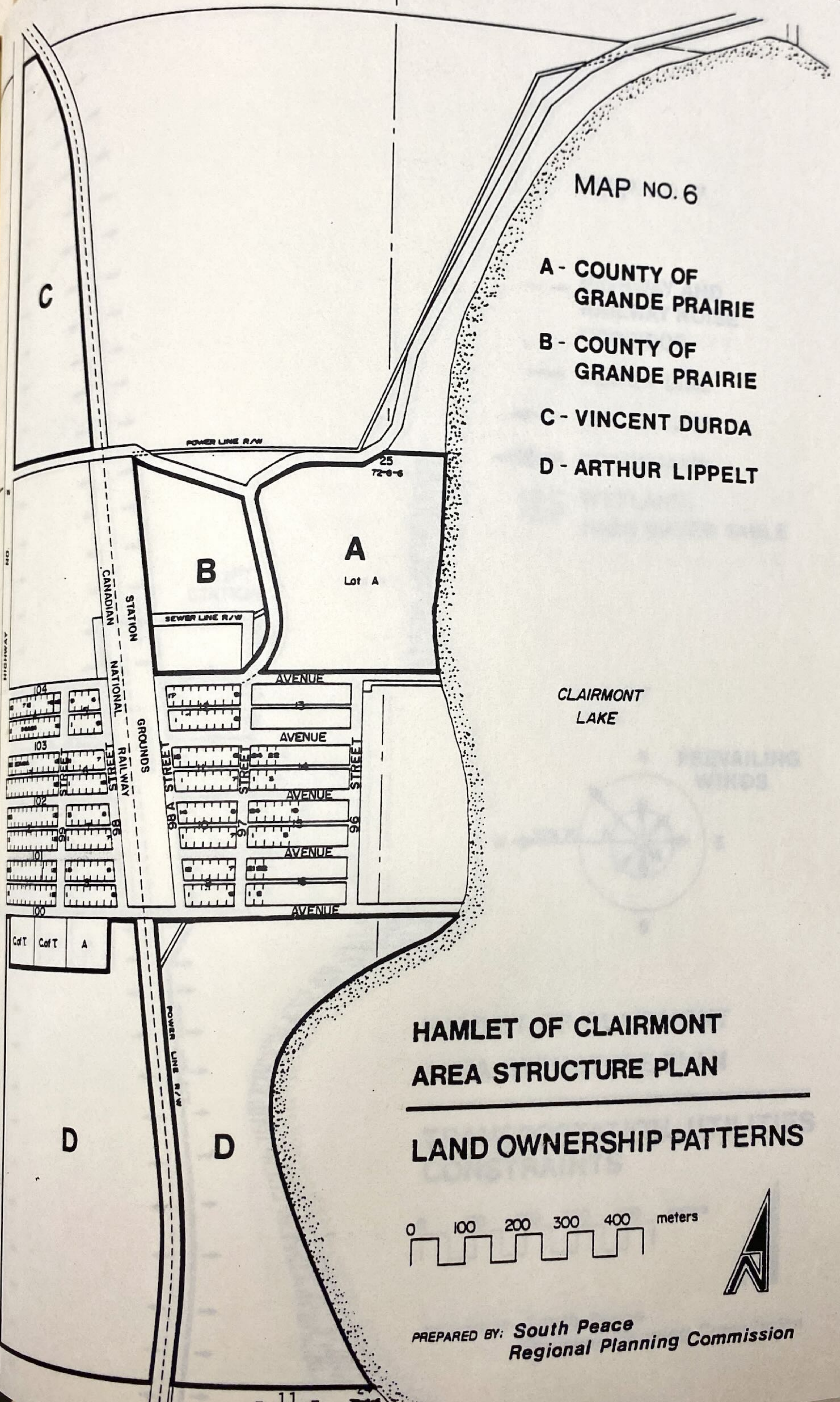
EXISTING LAND USE



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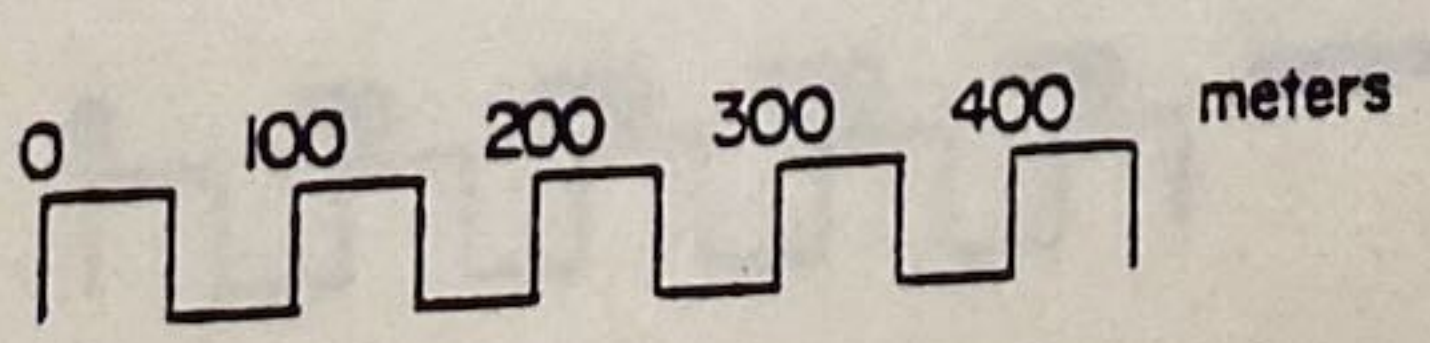
MAP NO. 6

- A - COUNTY OF GRANDE PRAIRIE
- B - COUNTY OF GRANDE PRAIRIE
- C - VINCENT DURDA
- D - ARTHUR LIPPELT

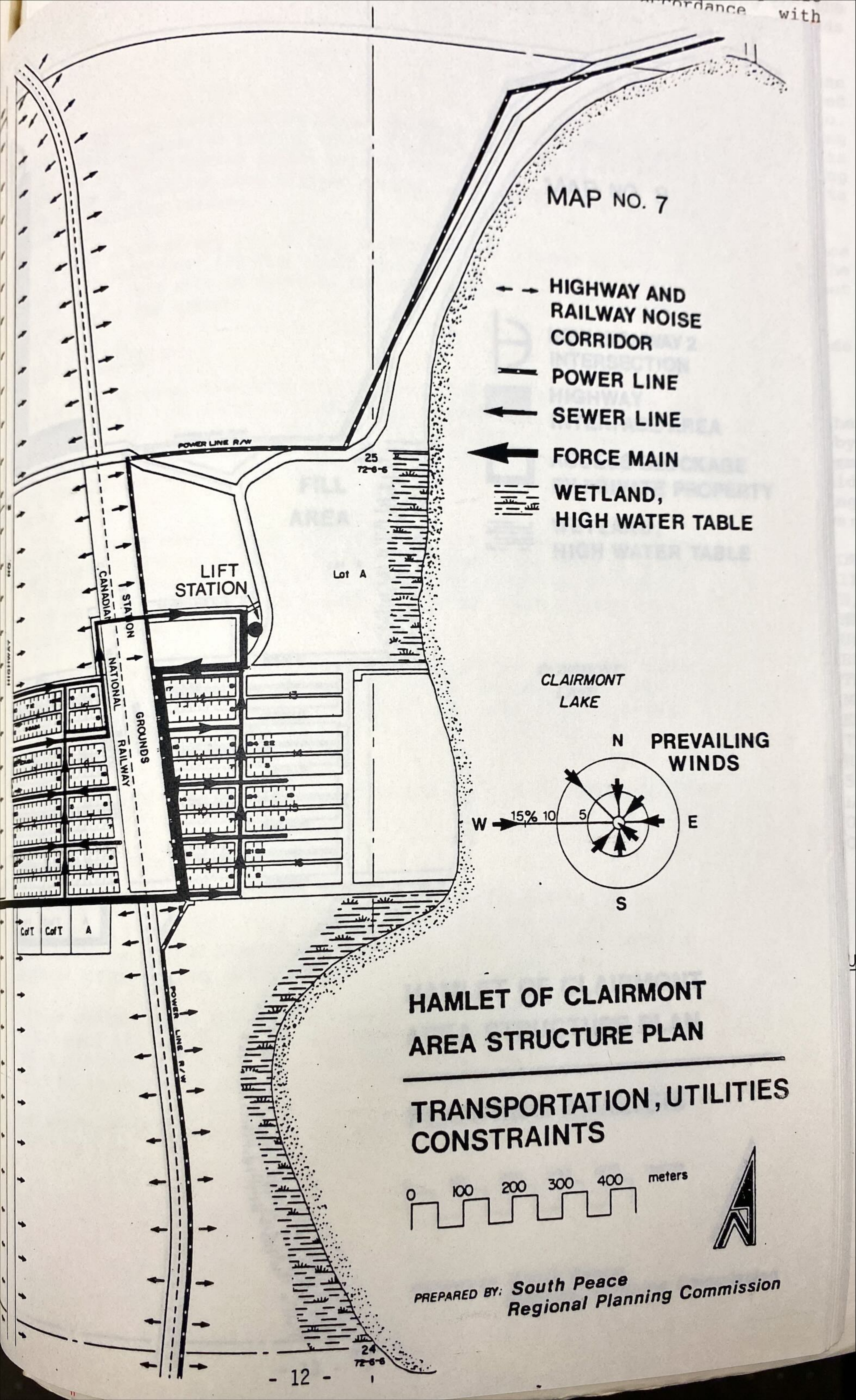


HAMLET OF CLAIRMONT AREA STRUCTURE PLAN

LAND OWNERSHIP PATTERNS



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MAP NO. 8



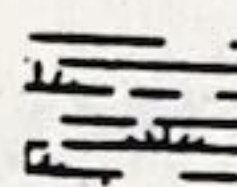
NEW HIGHWAY 2
INTERSECTION



HIGHWAY
INTERFACE AREA



ACCESS BLOCKAGE
BY PRIVATE PROPERTY



WETLAND,
HIGH WATER TABLE

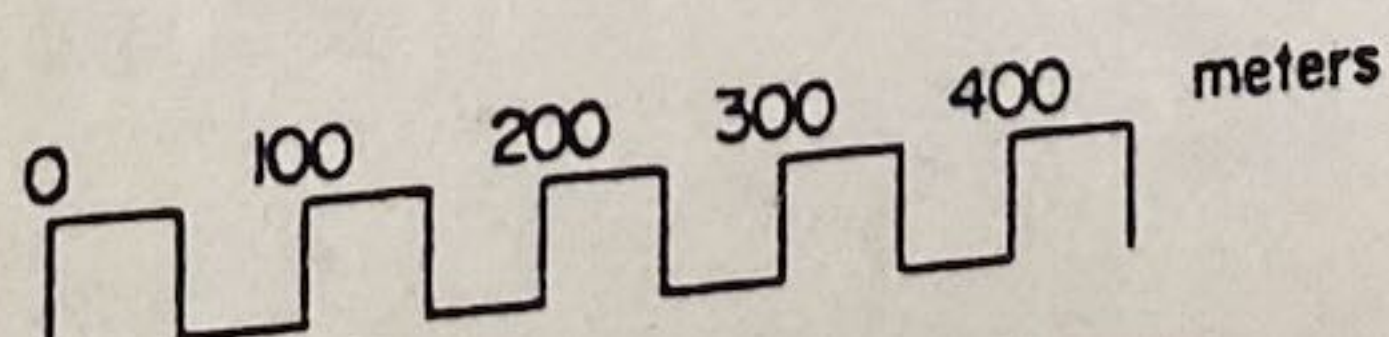
FILL
AREA

Lot A

CLAIRMONT
LAKE

HAMLET OF CLAIRMONT AREA STRUCTURE PLAN

PLANNING ANALYSIS



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Regional Planning Commission**

Updated projected traffic volumes based on the most recent growth projections reveal an expected traffic volume (A.A.D.T.) of some 13,250 vehicle movements in 1995 compared to the present volume 4,180 vehicles per day. Thus it can be expected that traffic volumes past Clairmont will be three times the existing volumes.

The present right-of-way is 150 feet (average width) however it is expected an additional 120 feet would be needed to expand the right-of-way to 270 feet. This will be taken on the west side of the highway, however, and not affect the hamlet.

2.1.5 Rail Line

The Canadian National Rail Line bisects the existing community. The area west of the rail line which is predominantly residential is sandwiched between the rail line and the highway. The area east of the rail line which contains both residential and industrial uses is located between the rail line and the lake. Some land in the area is subject to high ground water.

The present train length is an average of 60 cars (48' per car) with some train lengths reaching 90 cars. Future train length may reach an average of 75 cars to a maximum length of 100 cars. The present train frequency is 2.5 trains per day at 6 days a week with future train frequencies reaching 3.5 trains per day.

At present there are only two public railway crossings within the hamlet. With trains slowing down to cross Highway No. 2 there does exist the potential that both railway crossings could be blocked creating a very undesirable situation in the case of fire or other emergency.

2.2 EXISTING DEVELOPMENT - DESCRIPTION AND ANALYSIS OF INDIVIDUAL STUDY AREAS

2.2.1 Area "A" Old Lagoon Site

The area is approximately 30 acres in size and is located in the north east corner of the hamlet. The land is nearly flat and contains high water tables due to the proximity of Clairmont Lake. The site contains abandoned sewage lagoons which have been filled and compacted.

Drainage channels might have to be constructed to lower water tables. The redevelopment of the site for recreational and sport purposes might require a waiting period to allow for new fill to compact and settle before any development, especially of a structural nature, is started.

Road access can be provided from the west by using an existing road which adjoins the site.

MAP NO. 9

HAMLET INDUSTRIAL
HIGHWAY COMMERCIAL

**SCHOOL
RESERVE**

**RECREATION
AREA**

RESIDENTIAL

SEWER LINE R/W

STATION	NATIONAL	RAILWAY
CANADIAN		133315

GRUNDS

TABLE

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AVENUE

AVENUE

AVENUE

AVENUE

• AVENU

ESTATE RESIDENTIAL

RESIDENTIAL

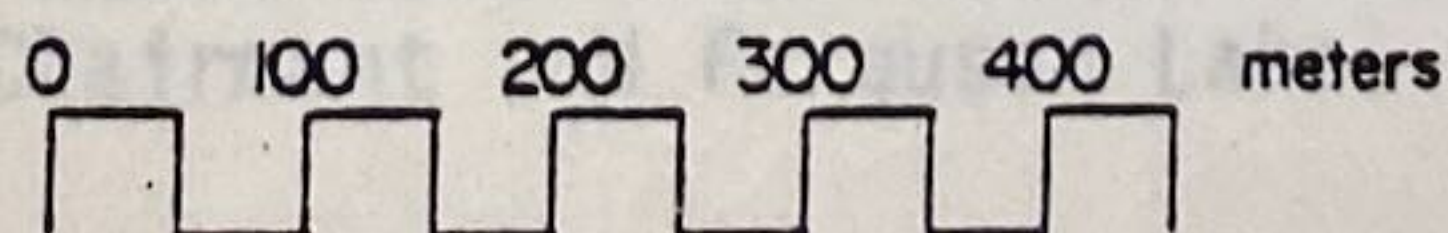
ENVIRONMENTAL RESERVE

H

CLAIRMONT
LAKE

HAMLET OF CLAIMONT AREA STRUCTURE PLAN

OVERALL DEVELOPMENT PLAN



PREPARED BY: **South Peace
Regional Planning Commission**

in accordance with public
The Department of Environment has placed a caveat on the land of the old lagoon which restricts land uses to those containing no buildings. Should any structures be considered, proper geotechnical testing for soil stability and water table levels must be conducted on site. Tests should also be carried out to determine if the methane gas exists in trapped pockets of sludge.

2.2.2 Area "B" - Existing Recreation Area

This area is approximately 17 acres in size and is located east of the rail line, north of the existing hamlet and immediately west of the old sewage lagoon site.

The shape of the land is somewhat rectangular and slopes gently eastward from the railway toward Area A. The most northerly portion of the site is relatively flat and consists of low lying areas created through the extraction of soil for berms for the sewage lagoon. The site is approximately 10 to 13 feet above lake level. No vegetation except grass exists on the site.

The slope of the land combined with the location of the sewer force main makes the area relatively easy to service with sewage collection, however, a sewage lift station would be needed for the north end of the site. Again water cannot be supplied to the site until additional supplies for the hamlet are identified.

Access to the area consists of two railway crossings to the west and a single rural road to the east. The two access points across the rail line could be blocked by a lengthy train during an emergency situation.

The present use of the site consists of some limited recreation facilities towards the southern portion of the site with the remainder of the site vacant. The present facilities are also very limited and in rather poor condition. The redevelopment of a large portion of the site to uses other than recreational would not create a significant problem particularly since the recreation facilities are being replaced with bigger and better ones to the east.

2.2.3 Area "C" North Sector

The area consists of a small parcel of land (34 acres +/-) sandwiched between the railway and the highway immediately north of the existing mobile home park. This parcel is narrow and as a result limits the design of future subdivisions. Moreover, a drainage ditch draining Clairmont Lake into Ferguson Lake bisects the north 5 acres of the site. A bridge structure crossing the ditch to gain access to the parcel would be expensive.

The site is relatively flat with natural drainage to the north and east. The area is approximately 13 to 18 feet above lake level and 10 to 12 feet above the level of the channel between Clairmont and Ferguson Lake.

in accordance with public

The most positive feature of the site is its highway accessibility and visibility. This feature combined with the access to the railway and the limited size and shape of the parcel makes the highway commercial land uses the most desirable future land uses in the area. The extension of the mobile home park to the north is not recommended. At the present time there is insufficient water in the hamlet to accommodate large additional residential development.

A sewage lift station would be required in the north end of the site to fully service the area with sewer. Additional water supply for the entire hamlet will have to be found to service this area with water.

2.2.4 Area "D" South Sector (Area "D" West of Railway)

This area consists of approximately 72 acres of land immediately south of the existing hamlet between the highway and the railway and between railway and Clairmont Lake. The area is rectangular shape.

The site gently slopes from the southwest corner to the north-east corner, a vertical distance of approximately 30 feet. The lowest portion of the site is 13 feet above the lake whereas the highest portion of the site is 50 feet above the lake level. It is expected that none of the site would have any problems with a high water table.

There is no vegetation on the parcel as the land is cultivated and utilized for agricultural purposes. The parcel consists of good agricultural land with the slope creating some drainage limitations to farming. The only non-agricultural land uses include a church, the new curling rink and an assembly hall all located in the north-west corner of the parcel. Unfortunately these three properties of 2 acres each, block most access options to the site. A farmstead is located east of the rail line.

The slope of the land on the majority of the parcel means sewer services could be provided by gravity feed sewage main, although a portion of the southeast corner of the parcel and along the railway may require a lift station. Servicing of the parcel with water would require additional supply for the hamlet and sufficient water pressure to reach the highest portion of the site. Storm drainage and road construction would appear to be relatively easy because of the good slope of the land to the southeast.

The parcel has limited access options to the existing hamlet. The presence of the highway and the railway make the area less desirable an exclusively residential area.

The most positive feature of the area is its accessibility and visibility to the highway and the railway making the parcel most attractive to highway commercial and possibly light industrial land uses. The location of any community facilities could be accommodated on this site in conjunction with the existing facilities such as the curling rink.

accordance with
The area is not suitable for major institutional uses such as schools. The proximity to the highway is not only dangerous for school children but would result in the lowering of speed limits on the highway. This would detract from the function of the highway and is not recommended.

2.2.5 Area "D" South Sector (Area "D" east of railway)

This area is approximately 50 acres in size and consists of an isolated parcel of land sandwiched between the railway and Clairmont Lake.

The shape of the area is not conducive to comprehensive development since the length exceeds the average width by about six times. The width of the development portion of the site is very narrow (in some instances, 500 feet) limiting the potential development on the site.

The site gently slopes eastward from the railway to Clairmont Lake and is relatively flat in north-south direction. Natural drainage is eastward to the lake.

The 300 feet of land immediately adjacent to the lake is at an elevation equal to the old lake level and only 3 feet above the modified lake level. It is expected that this area of 300 feet immediately adjacent to the shoreline is characterized by a high water table. Without detailed testing of the remainder of the site it can also be expected that a high water table may be encountered.

The present use of the land beyond 300 feet of the shoreline is agriculture with an existing farmstead located in the middle of the parcel. The location of the farmstead may pose some minor constraints to the redevelopment of the site at least until the farmstead is removed.

Vegetation (deciduous) is limited to a small strip along the southern edge of the site adjacent to the lake shore and the marsh vegetation.

The land presently cultivated is good quality agricultural land with the exception of the marshland. The major limitations to agriculture appear to be wetness and limited drainage qualities of the soil.

It is expected that a sewage lift station would be required to service the site. In order to service the site with water, additional water would be required to be found as is the case with all areas of the hamlet.

Traffic circulation to the site is limited to one access across the rail line which, if ever blocked by a train, could eliminate access to the site in emergency situations. Traffic circulation within the site is limited to a single road in and out of the site due to the narrow width of the site creating a less than desirable situation.

As a result of the above constraints, the most suitable future land use for the site appears to be estate residential. The development of estate residential adjacent to the lakeshore would enable future residents to take advantage of the aesthetic quality of the lake; an opportunity unmatched elsewhere in the County. Municipal sewage collection will be required to ensure that contamination of ground water and the lake will not occur. Estate residential meaning lots of 1/2 - 1 acre in size may require a low pressure sewage system to minimize servicing costs.

Estate residential would, in reality, be large lot residential yet allow owners to run small businesses from the site. For example, a small contractor, cat operator or trucker would be allowed to store his equipment or truck on site, an advantage which is not allowed in other urban areas.

3.0 THE PLAN AND POLICIES

3.1 PREAMBLE, GOALS AND OBJECTIVES

The Hamlet of Clairmont expansion study stressed the need for land use diversification, especially to introduce commercial and industrial uses to provide the hamlet with a more diversified tax base.

The study also mentioned the possibility of incorporation at some future date. This would require the provision of reserve land for future public institutional uses (school site, municipal office/firehall site, addition to recreation facilities).

The four study areas have the capability to support the requested variety of land uses due to their location relative to major transportation routes, existing land uses and development, and the physical features of the land.

In preparing the area structure plan it was decided to examine the entire area contained in the portion of the NW 25-72-6-W6 owned by A. Lippelt. While the plan discusses the future use of the area in some detail, it should be stated that such statements and plans are intended to be conceptual only.

It is expected that as pressures increased to subdivide and develop beyond the area designated that the area structure plan be amended to accommodate same. Such amendments should consider the work completed to date.

3.1.1 General Goal

To prepare an Area Structure Plan for the study areas which will accommodate a variety of land uses. The Plan also provides the necessary guidance to achieve a high standard of development that is responsive to existing conditions and plans for both the study area and surrounding lands.

3.1.2 General Objectives

- a. To provide for a range of recreation, residential, highway commercial, and industrial land uses.
- b. To ensure a high quality of development.
- c. To provide efficient circulation internally as well as access to Highway #2.
- d. To ensure that development of land adjacent Highway No. 2 will occur in a manner compatible with the safe movement of traffic adjacent to the road.

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in accordance wit
- e. To ensure, through the establishment and application of landscaping standards, that development of the highway commercial and highway industrial will maintain a high standard visual appearance particularly from Highway No. 2.
 - f. To provide for sport and outdoor recreational facilities based on a future, growth oriented, phased approach.
 - g. To provide an elementary school site in a suitable area for future development.
 - h. To provide both vehicular and pedestrian access to the public spaces in the development area.
 - i. To provide an efficient system of servicing the study area with sewer, water, and stormwater facilities.
 - j. To provide for a rational phasing of development based upon the lowest servicing cost.

3.2 SUMMARY OF PROPOSED LAND USES

3.2.1 Sports/Recreational Uses

Area "A" will be solely used for Sports/Recreational Uses. A phased development program is proposed which will take future growth into consideration.

3.2.2 Municipal/School Reserve

Approximately 5 acres in the northeast portion of Area "B" will be dedicated for school purposes.

3.2.3 Residential Uses

Area "B" will be dedicated to single family and medium density multi-family residential uses with the exception of a 1 acre area in the southeast portion for utility use. Area "B" will also contain a future school site. In Area "D" east of the rail line, estate residential is supported in order to take advantage of the scenic lake qualities.

3.2.4 Highway Commercial Uses

The Highway 2 interface area of Area "C" is dedicated to Highway Commercial uses where high visual and landscaping standards shall apply. In the long term portions of Area "D" may be suitable for highway commercial as well.

3.2.5 Hamlet/Industrial Uses

The remaining portion of Area "C" which is not dedicated to Highway Commercial uses is designed to accommodate Hamlet Industrial uses.

3.2.6 Environmental Reserve

Those lands adjoining Clairmont Lake in Areas "A" and "D" which are considered undevelopable due to high water table or swamp conditions which would require excessive drainage work should be taken as Environmental Reserve.

3.3 TRANSPORTATION

3.3.1 Roads

The road system is comprised of two road types each providing a separate function. These types are as follows:

Highways

Highway No. 2 parallels study areas "C" and "D" to the west. One additional intersection with Highway No. 2 is required to service Area "C". A proposed intersection in Area "D" is conceptual only and is not intended for development unless amendments to this area structure plan have been complete. However, the area should be protected for a future intersection.

Local Streets

(a) Residential Streets

The local residential streets with a basic right-of-way width of 20 metres (66 feet) provide direct access to individual lots and act as local collectors. This would apply to the estate residential of Area "D".

The same right-of-way widths will be applied to streets serving the recreation and sports uses in Area "A".

(b) Commercial and Industrial Streets

The local commercial and industrial streets with a basic right-of-way width of 25 metres (80 feet) will provide direct access to the industrial lots and act as local or minor collectors for industrial traffic including Area "D".

3.3.2 Railways

The CNR main line runs through the study area and this offers an opportunity to provide some parts of the industrial areas with rail access. An initial analysis of the topography indicates that two spur lines may be possible, one paralleling the existing line at the eastern fringe of study area "C", one either paralleling the existing line with the western portion of study area "D".

Prior to subdivision taking place it will be necessary to prepare a detailed plan in conjunction with the CNR for the railway operations including the locations for spur lines, run-around trackage and a site for a public loading dock. It may also be desirable to have a market analysis conducted to evaluate potential user requirements.

As part of the Area Structure Plan study a railway crossing south in Area "D" should be negotiated with CNR. This crossing should be upgraded to a public crossing of sufficient width to allow for a two lane road. Lights and bells are required. Until such a time as CNR has approved this crossing, all plans showing the crossing are tentative.

3.4 AREA "A" POLICIES

3.4.1 Goals/Objectives

- a. To provide for a wide range of sport and recreation activities, which will meet the demands of future residents.
- b. To provide recreation and activity areas for all age groups

3.4.2 Land Use and Design Principles

The area is intended to accommodate a variety of recreation activities from active (ball fields) to more passive ones such as picnic areas. The site is sufficiently large so as to accommodate 3 ball fields, tennis courts, horseshoe pits, play areas and camping facilities. A plan to scale indicating the location of the various uses and phasing has been included as Appendix "A" to this bylaw.

Some of the following principles apply to the design of the site.

Lakeshore areas with a high water table are left in their natural state. A nature walk, which ties in with the general walkway system traverses this area. Two more picnic sites are proposed: a picnic site close to the main parking and playfield areas and a remote picnic site in the northeast corner.

This recreation area also features an access point to the lake for winter access for ice racing and other activities.

Campground facilities are proposed in the south portion of the site.

The area has been levelled and filled recently and during the process all existing natural vegetation has been removed. It is proposed that after completion of roadway and parking systems and after completion of essential sport and recreation areas, trees will be planted to buffer areas from each other, to create visual separations, to provide shade and to achieve essentially a parklike setting befitting a recreational area. The lakeshore area will be kept in its natural state and natural vegetation shall be preserved.

A u-shaped road system provides double access to the site. A dead-end road branch-off leads to the lakeshore for access to the lake during winter months for ice racing. Right angle parking areas parallel the road alignment.

Internal roads from Area "A" and Area "B" form full intersections with the main outside collector road. An internal pedestrian system inter-connects most park and recreation areas.

Potable water could be obtained via a line from a future developed Area "B".

Should sewer services be required for washroom facilities then it would require a lift station to pump sewage back into the main system. Should pit privies be developed, a sewer system would not be necessary.

Power is located nearby and could be branched off from Area "B". Power would not generally be required unless a natural ice rink is built.

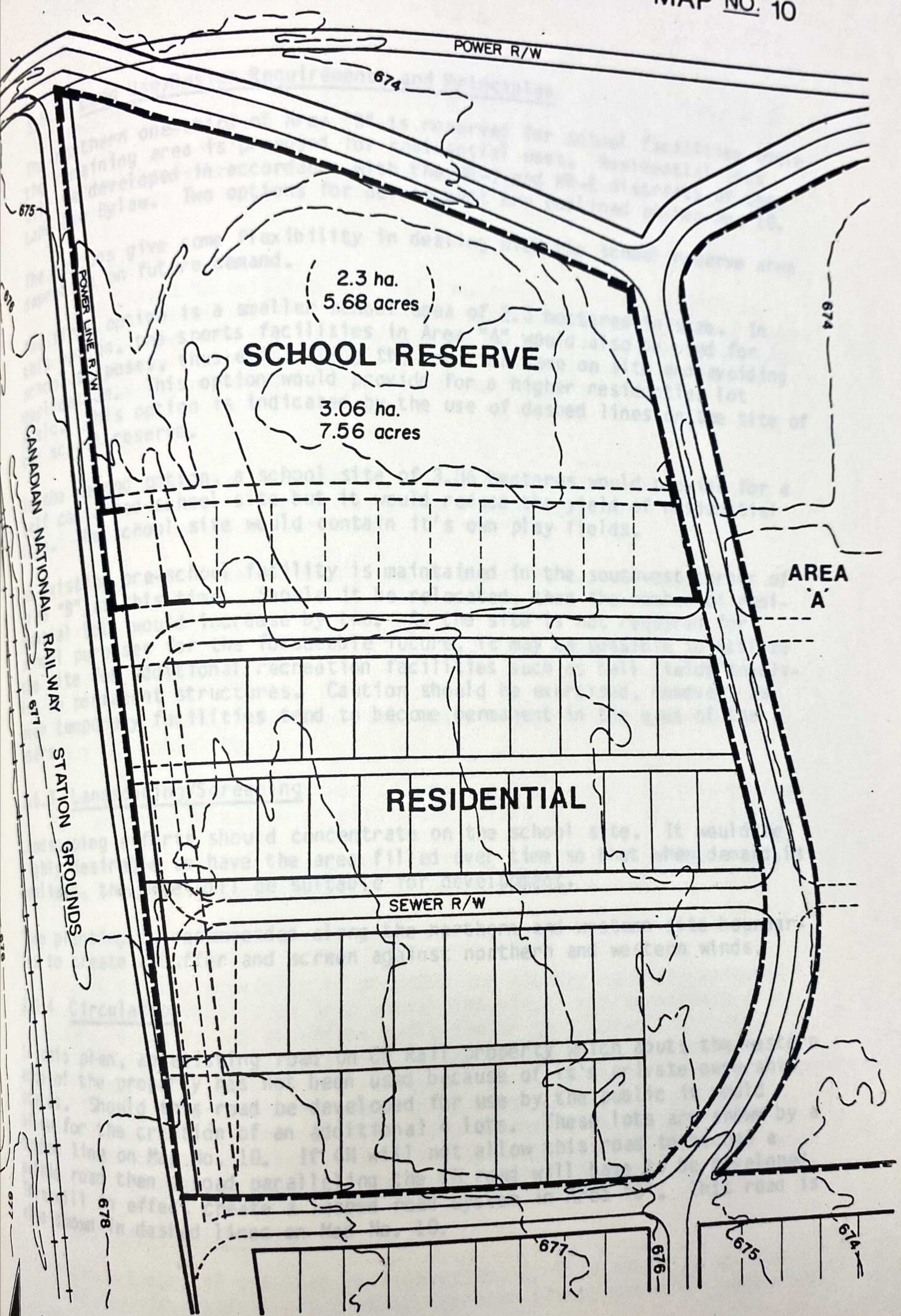
It is expected that the ball fields will be the first facilities developed. Camping facilities might also be developed at an early stage to compliment the ball diamonds. Other uses can be developed as demand and finances are available.

Prior to any development the County should be satisfied that sufficient soil compaction has taken place.

3.5 AREA "B" POLICIES

3.5.1 Goals/Objectives

- a. To provide for residential and for public uses.
- b. To take into account existing right of ways and service facilities.
- c. To coordinate proposed internal road systems of Area "A" and "B".



**CLAIMMONT AREA STRUCTURE PLAN
DEVELOPMENT PLAN — AREA 'B'**

PREPARED BY: **South Peace
Regional Planning Commission**

3.5.2 Land Use/Design Requirements and Principles

The northern one-third of Area "B" is reserved for school facilities while the remaining area is proposed for residential uses. Residential uses will be developed in accordance with the HR-1 and HR-2 districts of the Land Use Bylaw. Two options for development are outlined on Map No. 10. The options give some flexibility in dealing with the school reserve area depending on future demand.

The first option is a smaller school area of 2.3 hectares in size. In this option, the sports facilities in Area "A" would also be used for school purposes, thus eliminating the need for same on site and avoiding duplication. This option would provide for a higher residential lot yield. This option is indicated by the use of dashed lines on the site of the school reserve.

In the second option, a school site of 3.06 hectares would provide for a self contained school site but it would reduce the yield of residential lots. The school site would contain it's own play fields.

An existing pre-school facility is maintained in the southwest corner of Area "B" at this time. Should it be relocated, then the number of residential lots would increase by two. As the site is not required for school purposes for the foreseeable future, it may be possible to utilize the site for additional recreation facilities such as ball fields involving no permanent structures. Caution should be exercised, however, as even temporary facilities tend to become permanent in the eyes of the users.

3.5.3 Landscaping/Screening

Landscaping efforts should concentrate on the school site. It would be highly desirable to have the area filled over time so that when demand is realized, the site will be suitable for development.

Tree planting is recommended along the northern and western site boundaries to create a buffer and screen against northern and western winds.

3.5.4 Circulation

In this plan, an existing road on CN Rail property which abuts the western edge of the property has not been used because of it's private ownership status. Should this road be developed for use by the public it would allow for the creation of an additional 4 lots. These lots are shown by a dashed line on Map No. 10. If CN will not allow this road to become a public road then a road paralleling the CN road will have to be developed. This will in effect create a looped road system in Area "B". This road is also shown in dashed lines on Map No. 10.

On the east the proposed residential roads join the existing feeder road at points which create full intersections with the interior roads proposed for Area "A" thus providing good access to the recreation area.

The school reserve area can be served by existing roads which adjoin the site towards the north and the east.

3.5.5 Services

The site adjacent to existing serviced land presents no difficulty in being serviced itself by sewer and water. Open storm sewer drainage would occur towards the west and then north into the channel system connecting Clairmont and Ferguson Lakes. As shown on both options, water and sanitary sewer servicing would be provided through utility lots.

3.5.6 Phasing

Due to the size of the site phasing of residential development is not recommended, especially for infrastructure developments. A phased lot disposal however would be feasible.

The school reserve area should be the last area to be developed.

3.6 AREA "C" POLICIES

3.6.1 Goals/Objectives

- a. To provide for highway commercial uses in the section of Area "C" along to Highway No. 2.
- b. To provide for service industrial uses in the eastern section of Area "C", an area of land which offers the potential for a spur rail line.
- c. To take into account the highway corridor exposure of the site area in terms of visual appearance.

3.6.2 Land Use/Design Requirements and Principles

The area in highway proximity is proposed for highway corridor oriented commercial uses. This is an area where high visual and appearance standards have to apply, and should be reflected in development policies. The service commercial area paralleling the CN rail corridor can provide a larger variety of service industrial uses. Development in the area should proceed in accordance with the H-M or H-HD district of the land use by-law. The parcel of land north of the drainage ditch should not be resubdivided but rather maintained as a single parcel. It should be taken as municipal reserve to avoid the cost of crossing the drainage ditch.

3.6.3 Landscaping/Screening

Due to the exposure of the area to Highway No. 2, high landscaping standards should be applied to all highway corridor sites, these are standards outlined in Appendix "B".

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HAMLET OF CLAIRMONT

AREA STRUCTURE PLAN

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Prepared By

SOUTH PEACE REGIONAL PLANNING COMMISSION

IMPLEMENTATION

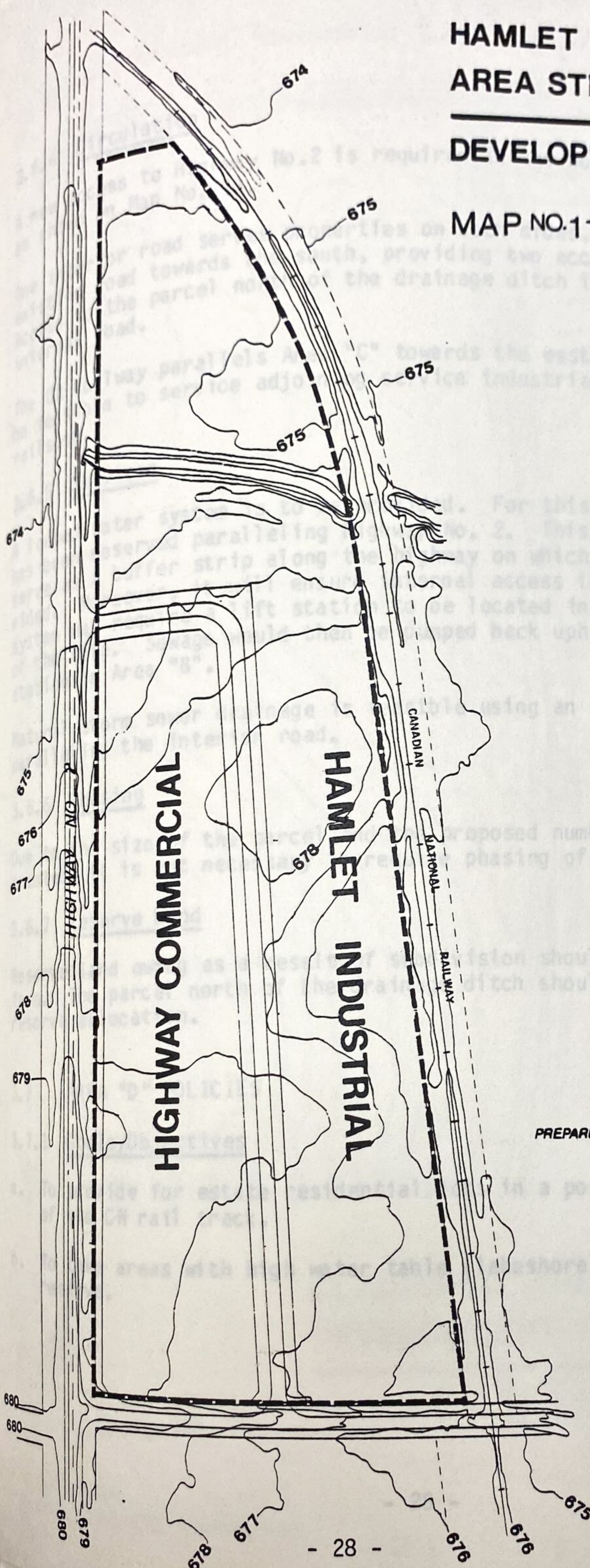
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November, 1984

HAMLET OF CLAIRMONT AREA STRUCTURE PLAN

DEVELOPMENT PLAN—AREA 'C'

MAP NO.11



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3.6.4 Circulation

A new access to Highway No. 2 is required in the north section of Area "C" as shown on Map No. 11.

One interior road serves properties on both sides. This road joins an existing road towards the south, providing two access points to Area "C". Access to the parcel north of the drainage ditch is provided via an internal road.

The CN Railway parallels Area "C" towards the east and a spur line would be feasible to service adjoining service industrial properties with a railspur.

3.6.5 Services

A looped water system is to be provided. For this purpose a 6 m R.O.W. has been reserved paralleling Highway No. 2. This right of way can also serve as a buffer strip along the highway on which landscaping can be provided. Moreover, it will ensure internal access is maintained. A sewer system may require a lift station to be located in the northeast portion of the site. Sewage would then be pumped back uphill to the main lift station in Area "B".

Natural storm sewer drainage is feasible using an open ditch system paralleling the interior road.

3.6.6 Phasing

Due to the size of the parcel and the proposed number of lots to be created, it is not necessary to require phasing of any subdivision.

3.6.7 Reserve Land

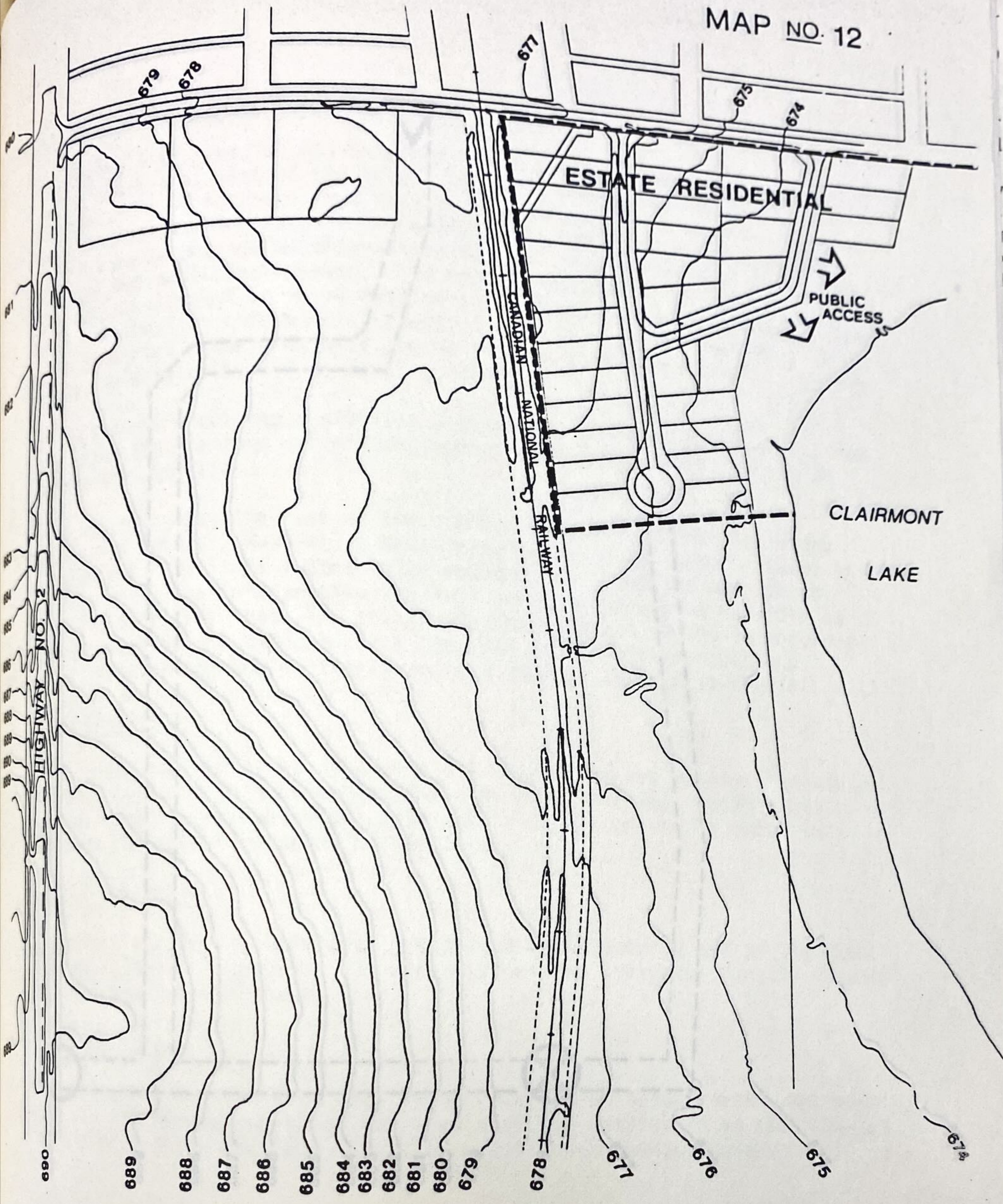
Reserve land owing as a result of subdivision should be taken in parcel form. The parcel north of the drainage ditch should be taken as the reserve allocation.

3.7 AREA "D" POLICIES

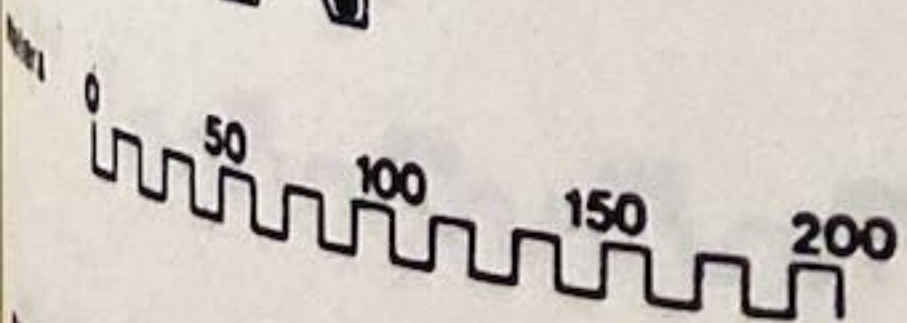
3.7.1 Goals/Objectives

- a. To provide for estate residential lots in a portion of the area east of the CN rail track.
- b. To take areas with high water table (lakeshore) as environmental reserve.

MAP NO. 12

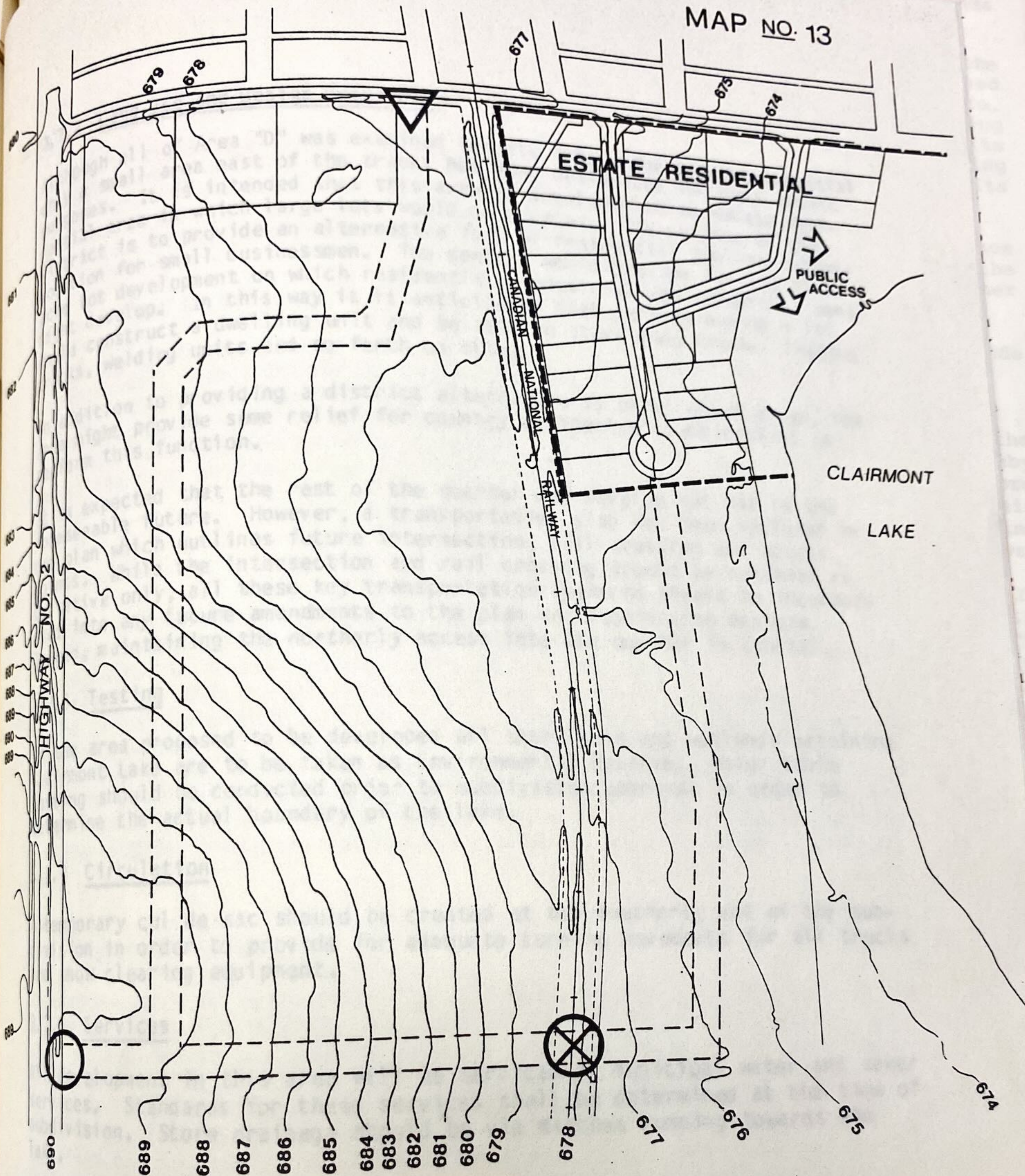


CLAIRMONT AREA STRUCTURE PLAN DEVELOPMENT PLAN — AREA 'D'

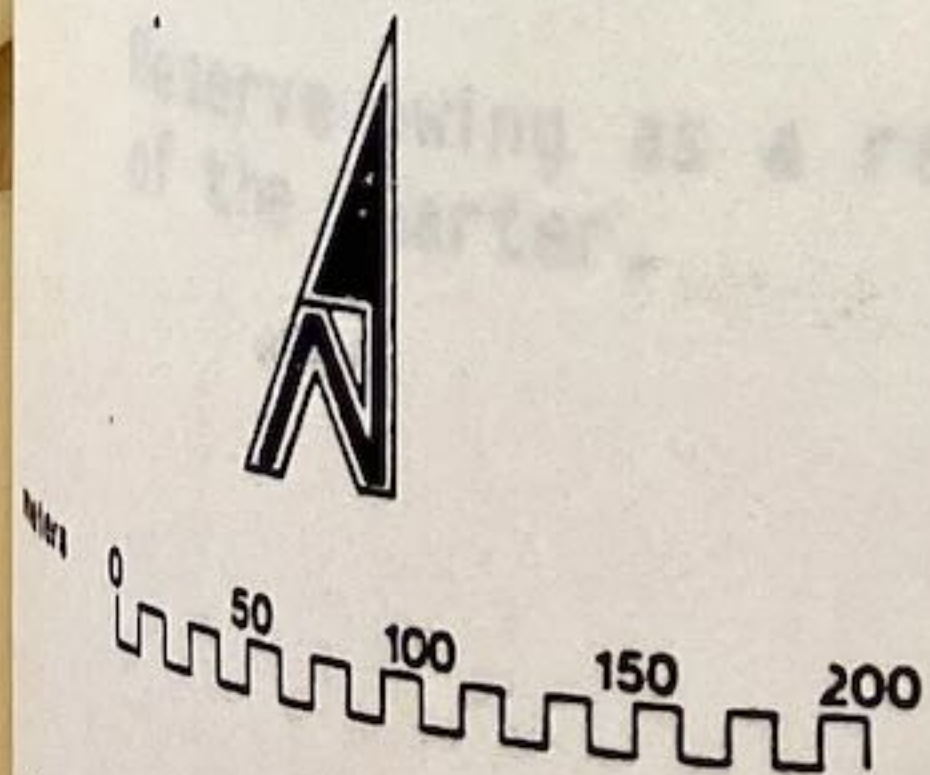


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PROPOSED ROAD NETWORK
PROPOSED ACCESS ROAD
PROPOSED INTERSECTION
PROPOSED RAIL CROSSING



CLAIRMONT AREA STRUCTURE PLAN TRANSPORTATION PLAN AREA 'D'



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- PROPOSED ROAD NETWORK
- △ PROPOSED ACCESS ROAD
- PROPOSED INTERSECTION
- ⊗ PROPOSED RAIL CROSSING

3.7.2 Land Use and Design Principles

Although all of Area "D" was examined for its future development potential only a small area east of the tracks has been designated for development purposes. It is intended that this area be developed as an estate residential area in which large lots would be created. The purpose of the district is to provide an alternative form of residential dwelling accommodation for small businessmen. The concept would provide for 1/2 to 1 acre lot development on which residential, industrial and commercial uses might develop. In this way it is anticipated that persons owning a lot could construct a dwelling unit and be able to store dump trucks, logging trucks, welding units and so forth on site.

In addition to providing a district alternative to other urban areas, the area might provide some relief for country residential subdivisions to perform this function.

It is expected that the rest of the quarter may develop but not in the foreseeable future. However, a transportation plan has been included in the plan which outlines future intersection, rail crossing and access points. While the intersection and rail crossing should be regarded as tentative only, all these key transportation features should be incorporated into any future amendments to the plan and subdivision designs. Indeed, maintaining the northerly access into the quarter is crucial.

3.7.3 Testing

In the area proposed to be developed all shorelands and wetlands adjoining Clairmont Lake are to be taken as Environmental Reserve. Water table testing should be conducted prior to subdivision approval in order to determine the actual boundary of the lake.

3.7.4 Circulation

A temporary cul de sac should be created at the southerly end of the subdivision in order to provide for adequate turning movements for all trucks and snow clearing equipment.

3.7.5 Services

All development in this area will be serviced by municipal water and sewer services. Standards for these services shall be determined at the time of subdivision. Storm drainage should be via ditches running towards the lake.

3.7.6 Reserve

Reserve owing as a result of subdivision shall be deferred to the balance of the quarter.

4.0 IMPLEMENTATION

Successful implementation of the Area Structure Plan depends upon the establishment of a clearcut implementative strategy and willingness between the private sector and the County to cooperate to achieve the goals and objectives established in this Plan. The following sections outline the implementation strategy.

4.1 LAND USE BYLAW

The County of Grande Prairie Land Use Bylaw will be amended in order to implement this plan. Amendments to the Land Use Bylaw should be in conformity with the Development Plans for Areas A, B, C and D. Proposed amendments to the Land Use Bylaw which do not conform with the land use policies established in the Area Structure Plan should not be approved unless the Area Structure Plan is first amended to reflect a change in policy.

4.2 PHASING

Phasing of development is dependent upon the availability of municipal services and the demand for land for specific land uses. However, a major consideration in developing the lands will be the costs of servicing. This situation adds a significant degree of uncertainty regarding the timing of the development of the lands. Inevitably, the lands will not be developed before their value can offset the costs of servicing. The uncertainty in the timing but inevitability of development are justifiable cause for preparation now of a specific land use planning document for the area at this time. The Area Structure Plan will enable the County to control development pressures in the study area and avoid premature development.

4.3 DEVELOPER AGREEMENTS

Developers shall be responsible for all costs of providing services in the plan area. Off-site charges, pursuant to Section 76 of the Planning Act, shall be applied to all developments for the purpose of off-site roadway improvements. The off-site levy will be set and adjusted as Council sees fit by By-law. Developers shall be responsible for a complete soil testing program at the time of subdivision application. This program shall establish the boundaries of areas with development constraints and shall indicate the proposed method or methods of overcoming such constraints.

APPENDIX A
MAP NO. 1

4.4 SUBDIVISION REGULATIONS

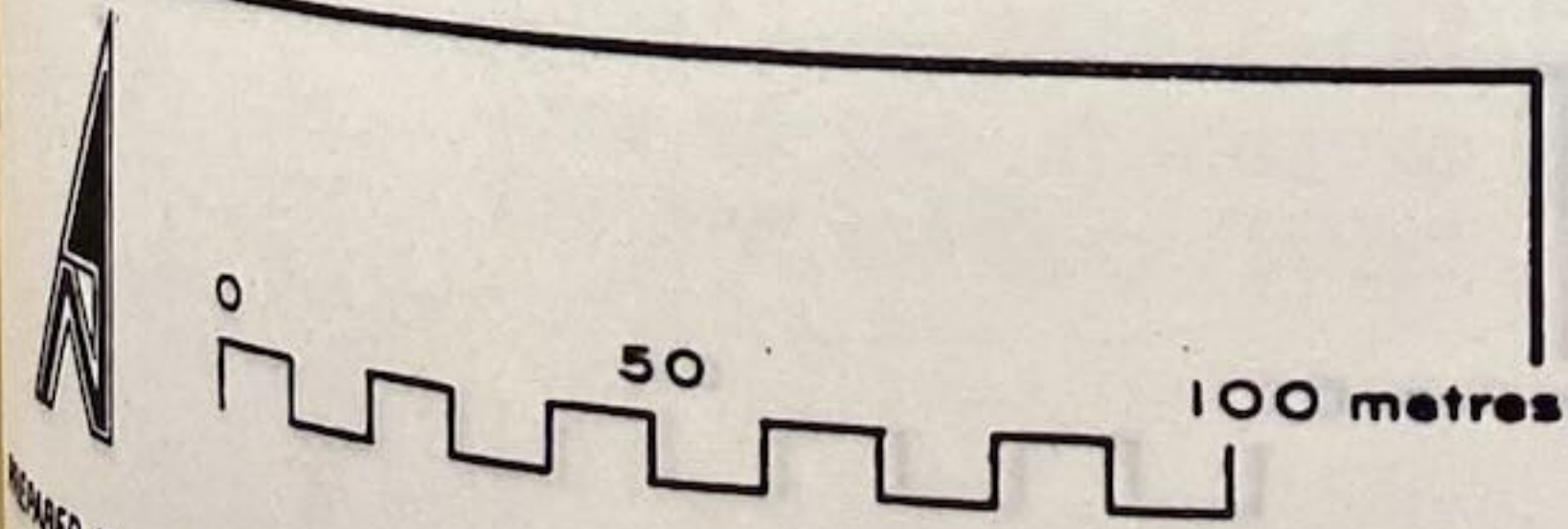
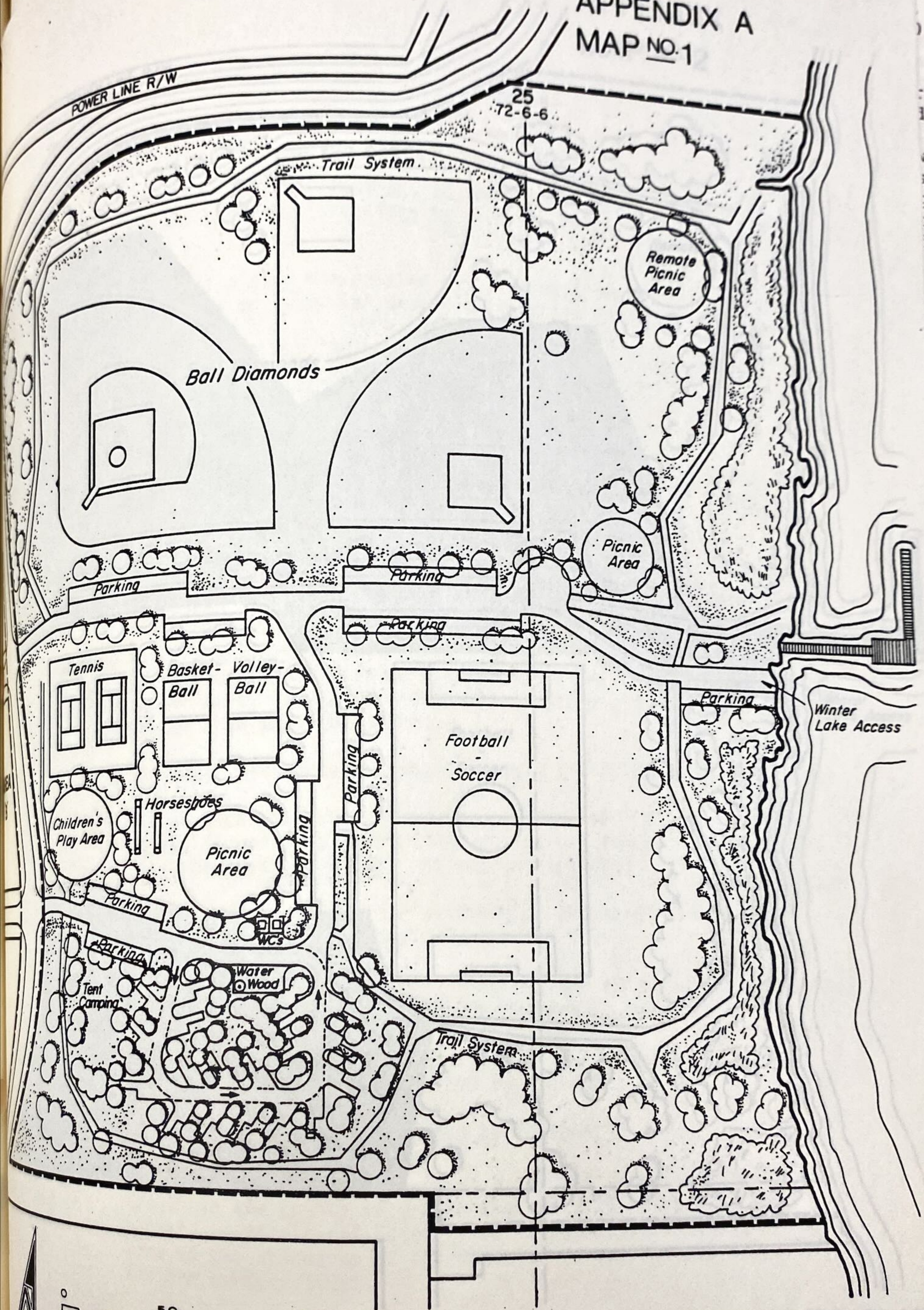
Although the Area Structure Plan has been reviewed by the Alberta Department of Transportation and changes have been made in accordance with their comments, a waiver of Section 25 of the Subdivision Regulations of Alberta is required for any approved subdivision for highway commercial purposes. The requirement for a waiver can be attached as a condition of subdivision approval.

Whereas this plan falls under the purview of Section 23(1)(b) of the Subdivision Regulations for the province, the plan will require the approval of the Minister of Transportation. Until approved by the Minister, the policies shall not be implemented.



CLAIRMONT AREA STRUCTURE PLAN
DEVELOPMENT PLAN — AREA A

APPENDIX A
MAP NO. 1



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CLAIRMONT AREA STRUCTURE PLAN
DEVELOPMENT PLAN — AREA 'A'

APPENDIX A
MAP NO. 2



CLAIRMONT AREA STRUCTURE PLAN
PHASING CONCEPT — AREA 'A'

PHASE 1 PHASE 2

South Peace
Regional Planning Commission

APPENDIX "B"

LANDSCAPING GUIDELINES

Where a landscaped area is required, it shall be provided in accordance with a landscape plan and in conformity with the following requirements and standards:

- i) All areas of a site not covered by buildings, parking, approved storage areas or vehicular manoeuvring areas shall be landscaped.
- ii) Landscaped areas may include any or all of the following:
 - soft landscaping (grass, tree and shrub planting)
 - hard landscaping (brick work, wood decking)
 - grassed earth berming
- iii) Except for County boulevards, trees shall be planted at an overall minimum ratio of one tree for every 50 square metres of landscaped area provided.
- iv) Except for County boulevards, shrubs shall be planted at an overall minimum ratio of one shrub for every 25 square metres of landscaped area provided.
- v) The quality and extent of the landscaping established on site shall be the minimum standard to be maintained on the site for the life of the development. Adequate means of irrigating and maintaining the landscaped area shall be provided.
- vi) The landscape plan provided shall contain the following information:
 - a) all physical features, existing or proposed, including shrubs, trees, flower beds, berm contours, walls, fences, outdoor furniture, decorative paving, and outdoor lighting
 - b) shrubs and trees, whether existing or proposed, labelled by their common names, botanical name and size;
 - c) all plant material distinguishing between existing and proposed, and indicating those trees to be removed as a result of the proposed construction; and
 - d) any other information requested by the Municipality.
- vii) Soft landscaping shall be provided as follows:
 - a) All plant materials shall be of a species capable of healthy growth in the County of Grande Prairie with respect to the Alberta Horticultural Guide (Alberta Agriculture) and shall conform to the standards of the Canadian Nursery Trades Association for the nursery stock.

- b) The mixture of trees at the time of planting shall be equivalent to a minimum of 50% larger trees.
- c) The minimum size for deciduous trees shall be 50 millimetres caliper.
- d) The minimum size for coniferous trees shall be a height of 2 metres.
- e) Coniferous trees shall comprise a substantial proportion of all trees planted in areas of higher water tables.
- f) Shrubs shall be a minimum height or spread of 600 millimetres at the time of planting.
- g) Tree planting should be located around the site having regard to potential visual impact. Where space permits, trees should also be planted in groups. Shrubs should be planted to complement tree planting and to provide visual amenity to areas not suited to trees e.g. entry drives, parking lots.
- h) Landscaped areas shall constitute a minimum of 10% of the site.
- i) On lots abutting a Highway No. 2 service road where there is one, or backing onto Highway No. 2 where there is no service road, a minimum of 50% and a maximum of 75% of the total landscaped area and planting shall be located along the property facing Highway No. 2.
- j) On all lots not backing or fronting onto Highway No. 2, a minimum of 50% and maximum of 75% of the landscaped area and planting shall be located along the lot frontage.
- viii) On lots bordering Highway No. 2, loading, storage and trash collection shall be located to the sides of a principle building and shall be screened from view from any adjacent sites, easements or public roadways.
- ix) In addition to landscaping requirements, the County will also require additional fence screening or berming of open storage areas to reduce the visual impact on adjacent properties.
- x) In general, proposed landscaping shown on the required landscaping plan must show that the intended planting and/or screening will maintain a high standard of visual amenity for adjacent properties and, if applicable, from Highway No. 2.
- xi) Parking lots accommodating 10 or more vehicles must provide landscaping to a minimum of 10 percent arranged throughout the lot to give visual relief. This requirement is in addition to any other landscape/screening requirements.