

April
2021

County of Grande Prairie Northwest Clairmont Area Structure Plan

Bylaw No. : 3161

Date Adopted: June 14, 2021

Prepared For:



Prepared By:



Bylaw # 3161



Northwest Clairmont Area Structure Plan Bylaw

Bylaw Statement:

A Bylaw of the County of Grande Prairie No. 1, in the Province of Alberta for the purpose of adopting the attached Northwest Clairmont Area Structure Plan.

WHEREAS: the Municipal Government Act, Statutes of Alberta, 2000, Chapter M26 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 No. 1 has properly notified the owners of land within the development area, pursuant to provisions of the Municipal Government Act, Statutes of Alberta, 2000, Chapter M26, and amendments thereto.

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

INTERPRETATION

1. This Bylaw shall be cited as the "Northwest Clairmont Area Structure Plan Bylaw".
2. Headings in this Bylaw are for reference purposes only.
3. Words in the masculine gender will include the feminine gender whenever the context so requires and vice versa.
4. Words in the singular shall include the plural or vice versa whenever the context so requires.

The document entitled "Northwest Clairmont Area Structure Plan" attached to this Bylaw as Schedule "A" is hereby adopted as an area structure plan pursuant to the *Municipal Government Act*, RSA 2000, c M-26, as amended.

SEVERABILITY

Each Section of this Bylaw shall be read and construed as being separate and severable from each other Section. Furthermore, should any Section or Part of this Bylaw be found to have been improperly enacted for any reason, then such Section or Part shall be regarded as being severable from the rest of the Bylaw and the Bylaw remaining after such severance shall be effective and enforceable.

EFFECTIVE DATE

5. This Bylaw shall come into force and effect on the third and final reading thereof.

Read a FIRST time this 17th Day of May, 2021.

PUBLIC HEARING held this 31st Day of May, 2021.

Read a SECOND time this 31st Day of May, 2021.

Read a THIRD and FINAL time this 14th Day of June 2021.


REEVE


CHIEF ADMINISTRATIVE OFFICER

ATTACHMENTS:

Schedule "A" – Northwest Clairmont Area Structure Plan

June 8, 2021

Your File: PLOPA20180114 NW Clairmont ASP - Final
Our File: Northwest Clairmont Area Structure Plan – April 2021

County of Grande Prairie No. 1
10001-84 Avenue
Clairmont AB T0H 0W0

RE: Northwest Clairmont Area Structure Plan – April 2021
Prepared by V3 - On-behalf of the County of Grande Prairie No. 1

Attention: Nick Lapp, Director of Planning and Development

The department has reviewed the amended Northwest Clairmont Area Structure Plan – April 2021 in conjunction with the supporting Traffic Impact Assessment (TIA), dated March, 2019.

Alberta Transportation is in general agreement with the framework, policies and land use concepts of the planning document as submitted. The department is prepared to approve the plan to meet the requirements of Section 14 of the Subdivision and Development Regulation subject to the following:

Alberta Transportation approves the Northwest Clairmont ASP for a period of 5 years, ending June 8, 2026. The department will then reevaluate planning documents, subdivisions and development and their impacts on the highway network to determine what if any amendments, updates or revisions are required to the ASP and supporting TIA.

Please forward a copy of the ASP when it has received third reading and the approval of the council of the County of Grande Prairie No. 1 to David Richards, Development and Planning Technologist, in Grande Prairie.

Sincerely,



David Richards
Development and Planning Technologist

DR/dr

cc: Danny Jung, Infrastructure Manager – Peace Region
Dwayne Lowen, Maintenance Contract Inspector – Grande Prairie

ACKNOWLEDGMENTS

The County of Grande Prairie No. 1 would like to thank the following groups for their participation in the preparation of the Northwest Clairmont Area Structure Plan:

- ▶ The County of Grande Prairie No. 1 Council
- ▶ The County of Grande Prairie No. 1 Administration
- ▶ V3 Companies of Canada Ltd.
- ▶ Developers/Landowners
- ▶ Stakeholders/Public

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OVERVIEW

The Northwest Clairmont Area Structure Plan (“NW Clairmont ASP”, or the “Plan”) provides the framework to guide development of 1,651 hectares of land in the County of Grande Prairie. The Plan area is north of the City of Grande Prairie in the northwest corner of the Hamlet of Clairmont. Policies of the Plan intend to establish a framework for an efficient, coordinated development that reflects contemporary planning practices and the County’s Municipal Development Plan Bylaw No. 2360 (“MDP”).

A VISION FOR GROWTH

At build-out the NW Clairmont ASP will provide a suitable location for a major employment area that enables County-wide economic development, including the opportunity for industry clusters. Commercial development is included to meet the needs of a growing regional residential catchment area. Existing institutional development is accommodated and includes room to expand as necessary. Both industrial and commercial uses will benefit from accessible markets provided by convenient highway and integrated railway accesses. The County landfill expands and gains access from the rail spur line for hauling opportunities. Important natural features including Ferguson Lake, wetlands, waterways, and flood prone areas are preserved with mitigation and disturbance reduction measures. Regional recreational facilities are integrated with development where feasible. Efficient services and transportation infrastructure are provided in-step with staged development.

INTERPRETING THE PLAN

FIGURES

All symbols, locations, and boundaries shown in the figures of the plan are intended to be interpreted as conceptual unless otherwise stated in the document, or where they coincide with clearly recognizable physical or fixed features within the Plan area. Locations of infrastructure and other fixed elements should be independently confirmed.

POLICIES

All policy statements containing “shall” are mandatory and must be implemented. Where a “shall” policy proves impractical, an applicant may apply to amend the Plan. All policy statements containing “should” are an advisory statement and indicate the preferred objective, policy and/or implementation strategy of the Development Authority. If the “should” statement is not followed because it is impractical or impossible, the intent of the policy may be met through other agreed-upon means. Where “may” is used in a policy it denotes a choice in applying the policy, creating discretionary compliance or the ability to vary the requirements to achieve the intent of the vision and objectives of the NW Clairmont ASP. All reference to “Approving Authority” in this document is considered the County of Grande Prairie.

NAVIGATING THE DOCUMENT

PART 1 CONTEXT AND PROCESS: Describes the context for the plan including: regulatory framework, description of the planning area, and guiding policies and studies.

PART 2 EXISTING CONDITIONS: Describes the Plan area's existing land-use conditions as well as adjacent land-uses.

PART 3 LAND USE STRATEGY: Describes the vision for future development of the plan area including: land use concept and policies, related policies,

PART 4 INFRASTRUCTURE: Sets out the transportation and servicing concepts, including related policies.

PART 5 IMPLEMENTATION: Describes approval processes for development including the land-use by-law, further studies required, implementation, and development staging.

Part 1: CONTEXT AND PROCESS PURPOSE

To provide a general policy framework to guide the future development of industrial, institutional and commercial lands within the Plan Area, pursuant to section 633 of the Municipal Government Act.

The Plan outlines a strategy related to future land use, transportation routes, rail network expansion, municipal servicing, and phasing of development. On the basis of technical analysis and public consultation, this Plan provides direction for the efficient growth of Clairmont's Industrial land base, while balancing the interests of the Clairmont Urban Area, in accordance with County planning policies.

1.1. LOCATION

Located approximately 10 kilometers north of the City of Grande Prairie, the planning area is within the Hamlet of Clairmont's Urban Boundary (Figure 1 – Plan Location). It encompasses approximately 1,651 ha adjacent to Highway 2 in the east, Township Road 724 in the south, one quarter section to the west of existing Range Road 63, and to the southern border of the Emerson Trail Area Structure Plan, as shown in Figure 2 - Plan Boundary. An existing CN rail line runs through the eastern portion for the Plan area, and forms its northeast boundary. In total, approximately 16 quarter sections of land are included.

FIGURE 1 – PLAN LOCATION

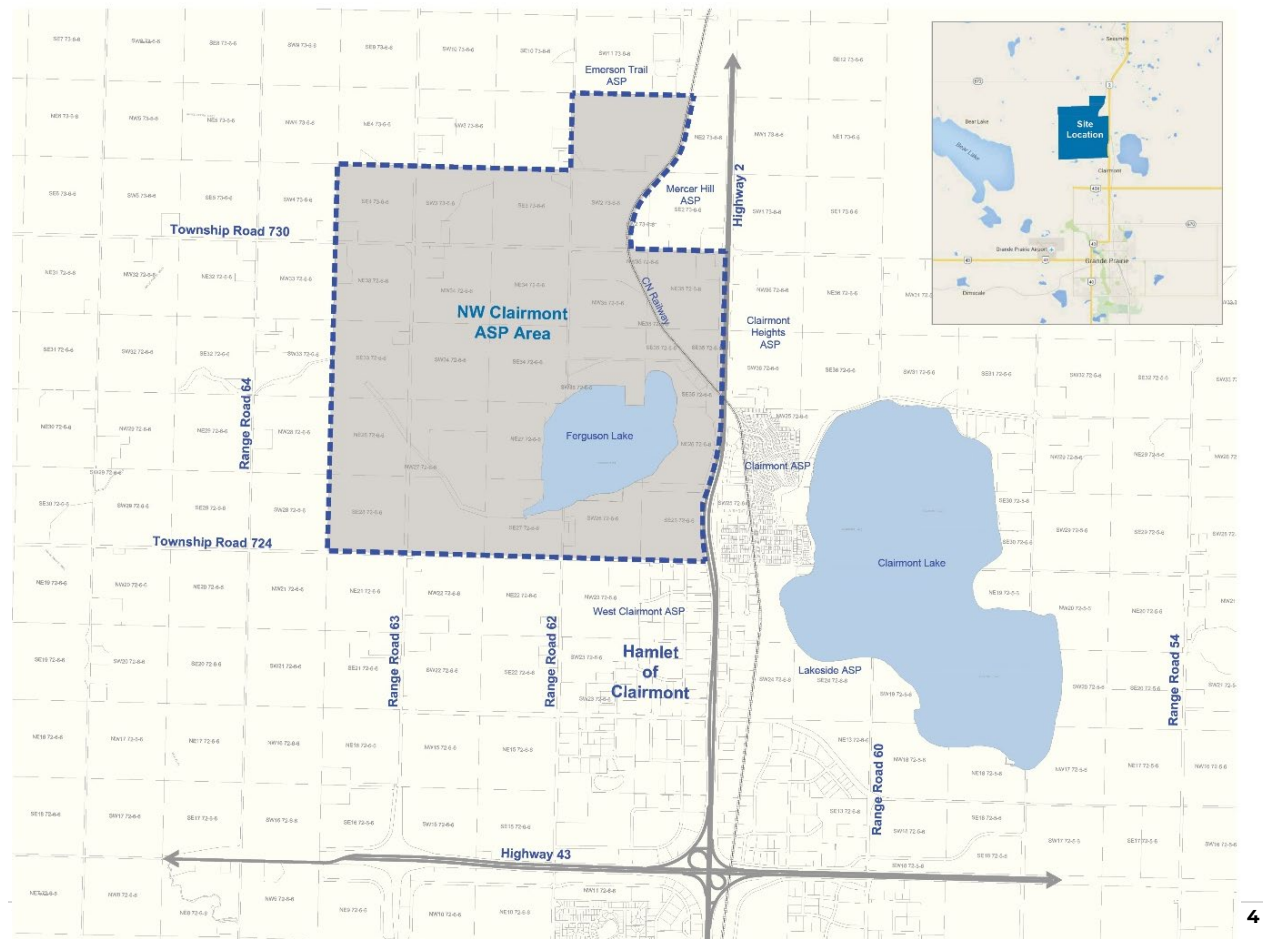


FIGURE 2 - PLAN BOUNDARY



1.2. GUIDING POLICIES & STUDIES

1.2.1. MUNICIPAL GOVERNMENT ACT

The Municipal Government Act (Revised Statutes of Alberta 2000/CH.M-26) (the “MGA”) is a Provincial document that sets out the legislative framework to guide how municipalities operate in Alberta. Under this framework, municipalities may adopt statutory plans (such as this one) to guide future land use planning and growth through policy. All statutory plans must be consistent with each other.

The NW Clairmont ASP has been adopted through a bylaw passed by Council in accordance with the MGA Section 633:

633 (1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may by bylaw adopt an area structure plan.

(2) An area structure plan

(a) must describe

- (i) the sequence of development proposed for the area,
- (ii) the land uses proposed for the area, either generally or with respect to specific parts of the area
- (iii) the density of population proposed for the area either generally or with respect to specific parts of the area, and
- (iv) the general location of major transportation routes and public utilities, and

(b) may contain any other matters the council considers necessary.

1.2.2. SUBDIVISION AND DEVELOPMENT REGULATION

Pursuant to S. 694(1) of the Municipal Government Act, the Subdivision and Development Regulation (AR 43/2002) is a statutory document that outlines the conditions and general requirements for subdivision and development within the Province. It also outlines required setbacks from active landfill and oil well sites from sensitive uses including residential, food, schools and hospitals. Due to the existence of the Clairmont landfill (450 m setback applies) and active and abandoned well sites and pipelines (various setbacks apply) within the Plan area, this Plan is consistent with these regulations. The Development Authority may not approve development that contravenes the Subdivision and Development Regulation.

1.2.3. REGIONAL PLANNING AREA

The County of Grande Prairie is located within the Upper Peace Region regional planning area as determined by the Province of Alberta. There are seven planning

regions in Alberta. Regional plans are developed for each planning area for the purposes of setting out land-use objectives and providing the context for land-use decision-making within the region. At the time this plan was prepared, the development of the Upper Peace Region Regional Plan has not been completed.

1.2.4. MUNICIPAL DEVELOPMENT PLAN

The Municipal Development Plan Bylaw 2360 (MDP) is a high-level statutory municipal document that sets out the general policy framework for how growth and development shall occur. The Plan area is identified for future industrial, commercial and landfill/lagoon uses, and is located within the Clairmont “Urban Area” boundary of the County.

What follows below is a summary indicating how this plan is consistent with MDP Policy. Section 5.0 of the MDP outlines policy for lands within this ‘Urban Area’, including the requirement for all development to be guided by an Area Structure Plan (ASP). A key objective of the Urban Area is to serve as a focal point for major subdivision and development activity within the County, and to accommodate much of the County’s demand for growth, in the form of residential and industrial uses. Additional key policies within this section include development regulation surrounding waterbodies, and the separation of industrial and residential development through the use of mitigation measures.

Section 8.0 – Industrial Policies. This section acknowledges the value of varied types of industrial development in the County, while also acknowledging the potentially disturbing nature certain industrial development types can have on adjacent land-uses. Thus, the MDP outlines a number of policies to ensure that existing development, resources, valuable agricultural land, and the natural environment are protected from the implications that industrial development may cause such as odours, noise, and truck traffic. The MDP has established a set of criteria that future rural industrial development should meet, such as: be located within half a mile of a paved primary or secondary highway, have access to rail service, not be located in any environmentally sensitive area, have suitable methods of water supply and sewage disposal, and be developed in accordance with an area structure plan.

The policies outlined in Section 10.0 – Transportation have been developed for the purposes of coordinating all land-use plans within the County, which include Area Structure Plans, in order to develop safe, efficient, and cost-effective transportation networks. The policies also work to ensure that subdivision activity does not compromise the existing road systems in the County and can accommodate increased traffic flows. The MDP also encourages the use of rail transportation wherever possible.

Environmental protection policies are outlined in Section 11.0 – Environment. These policies are in place to ensure that future development of any kind does not harm, but rather protects and enhances the County’s healthy natural environment. Additionally,

these policies work to protect surface groundwater resources, thereby protecting the health of the natural environment and the community. Other relevant policies work to protect sensitive flora and fauna in the County and ensure that a wide variety of recreational needs are accommodated.

Section 13.0 – Municipal Infrastructure. This section outlines policies concerning the provision and expansion of municipal infrastructure within the County other than roads. The purposes of these policies are to ensure that the location and expansion of landfills and wastewater treatment facilities are compatible with the policies set in the Subdivision and Development Regulations, and that the expansion of major facilities are protected from incompatible land uses. Additionally, certain policies within this section of the MDP also provide direction on the development of future municipal infrastructure within the County.

1.2.5. LAND USE BYLAW

The Land Use Bylaw (LUB) is used by the County to implement policies of the MDP and ASPs. At present, the majority of the Plan area is zoned agricultural, with scattered parcels throughout the area zoned for general commercial, heavy, medium and highway industrial, as well as country residential uses.

In order to facilitate the proposed land uses of this Plan, rezoning of the majority of the area will be required. This will be followed by subdivision and development review of specific projects.

1.2.6. MIDDLE OF EVERYWHERE RETAIL GAP ANALYSIS REPORT

This retail market analysis reviewed demographic trends and growth projections for a study area encompassing the Clairmont region. The report indicates that approximately 10,000 residents live within 50 minutes of Clairmont. This scale of trade area requires a supply of approximately 240,000 ft² of additional retail space by 2025.

Based on these growth trends, the highway commercial portion of this Plan will serve to contribute to the supply of future retail space for the Clairmont area.

1.2.7. COUNTY OF GRANDE PRAIRIE DESIGN GUIDELINES

Urban design is a process that gives shape to our communities through the arrangement and design of streets, blocks, buildings and public spaces. The Design Guidelines provide options for enhancing new development and existing communities – helping developers, builders, community members, councillors and County staff design and build streets, neighbourhoods and public spaces that increase the attractiveness, quality of life, safety and functionality of places and spaces.

Developers shall refer to the guidelines when preparing development applications within the Plan area. The Design Guideline Matrix identifies relevant design elements for buildings, civic spaces, streets, and blocks that apply in a given Land Use District.

1.3. PLANNING PROCESS

The preparation of this ASP was a multi-phased approach that included community engagement to gather information, opinions, and to present findings and concepts to the public.

FIGURE 3 – PLAN PREPARATION PROCESS

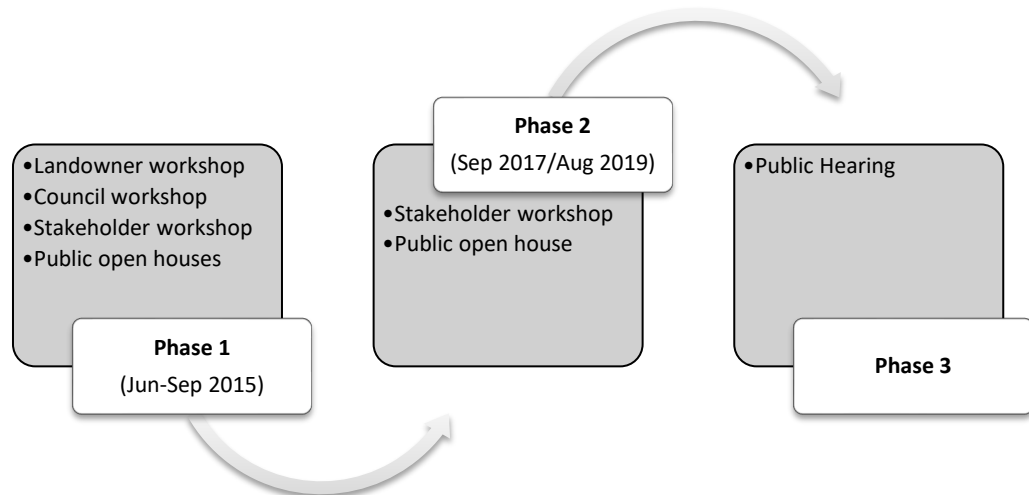


Background review included an analysis of existing technical studies, relevant legislation governing the area, and an analysis of how existing and surrounding land features may affect development within the Plan area. Using this information, along with input from County Staff, Council, stakeholder agencies and members of the general public, a land use concept and policy regulations were created.

1.3.1. COMMUNITY CONSULTATION

Consultation took place across all three phases, taking the form of public open houses, and focus groups.

FIGURE 4 - ENGAGEMENT PROCESS



The feedback and input gathered throughout the consultation process played an important role in informing the concept and policies of the Plan. Key considerations identified include:

- ▶ Integration of rail spur-line within the industrial area for increased rail connectivity.
- ▶ Protection of environmentally sensitive features, including Ferguson Lake and surrounding wetlands.
- ▶ Protection of existing bird populations within Ferguson Lake, including Trumpeter Swan habitat.
- ▶ Integration of active trail network surrounding the Lake.
- ▶ Mitigation of industrial noise, odor and emissions on surrounding non-industrial lands.
- ▶ Managing the transition of new industrial uses and the potential impacts on existing residential uses.
- ▶ Number and location of accesses onto Highway 2.
- ▶ Location of existing oil and gas infrastructure and pipelines.
- ▶ Areas prone to flooding, particularly those near Ferguson Lake.

Part 2: EXISTING CONDITIONS

This section addresses existing manmade and natural site features that will influence development. Figure 5 – Site Constraints depicts these features and relevant constraints.

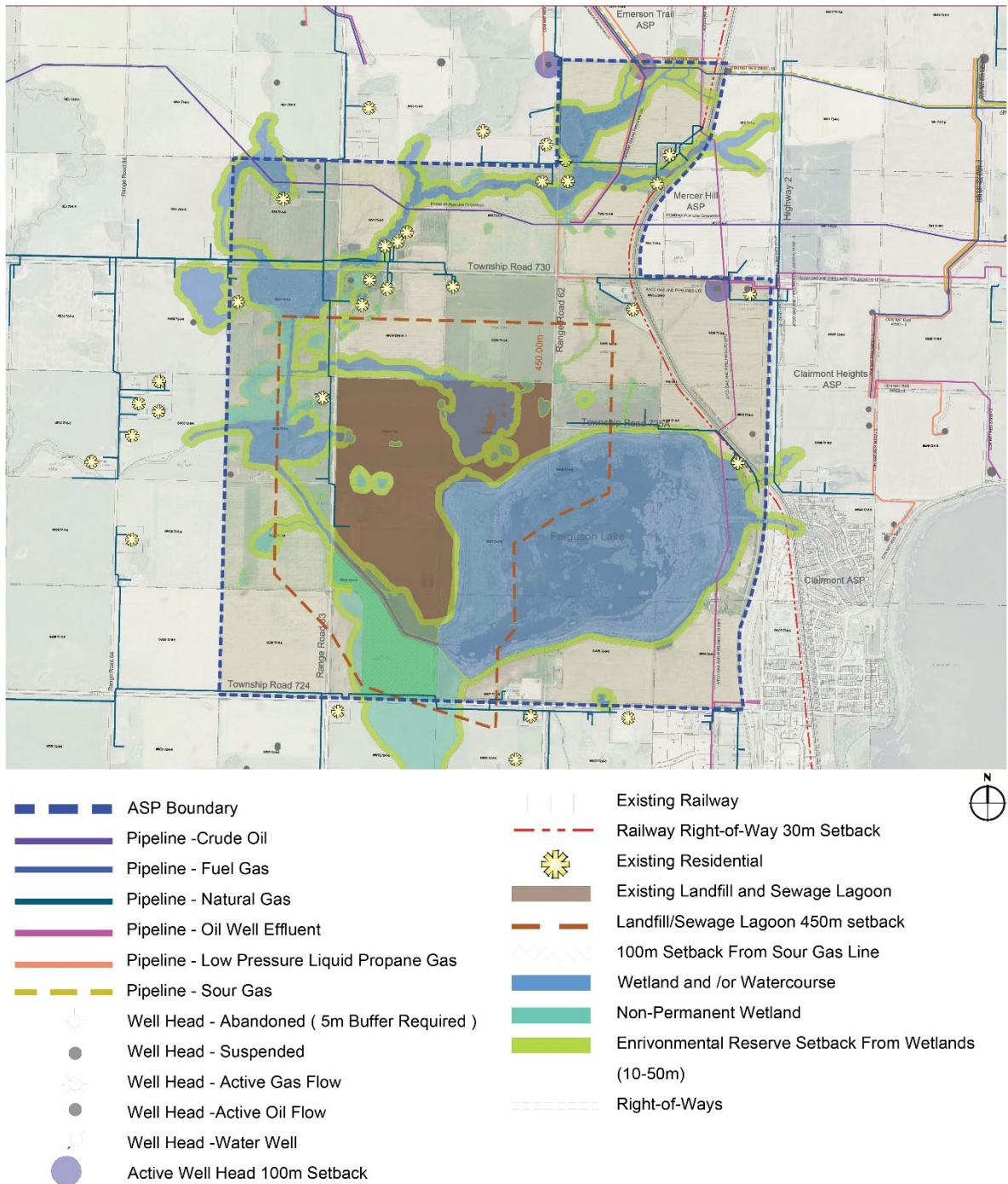
2.1. EXISTING LAND USES

Several existing residences are located throughout the area, with a cluster of houses in the northwest, northeast and eastern portions. The majority of the Plan area remains in a state of undeveloped pasture land, with a portion of active farmland. An existing highway industrial business is located east of Ferguson Lake and the current County Community Services Building is located south of the Lake and north of Township Road 724.

2.2. CLAIRMONT LANDFILL

The Clairmont Landfill and sewage lagoon is located within the Plan area, just west of Ferguson Lake. As identified within the Clairmont Waste Management Facility Master Plan, the future expansion area of the landfill will occur within seven expansion cells, eventually encompassing an area spanning north of Ferguson Lake, and south to Township Road 724, with Range Road 63 as its western boundary. This expansion area is indicated on Figure 5 – Site Constraints. To minimize the impact of landfill expansion on sensitive adjacent uses, a 450 metre buffer will be maintained between existing residences, and/or food establishments.

FIGURE 5 – SITE CONSTRAINTS



2.3. OIL & GAS FACILITIES

Three major pipelines run through the Plan area, within the eastern and northeastern portions of the site. A sour gas pipeline runs within the northeastern boundary, requiring a 100 metre development buffer. Two active and four suspended well heads

are also located within the Plan area. Active well sites require 100 metre development setbacks, with 5 metre setbacks from abandoned wells.

2.4. ADJACENT USES

At present, the lands surrounding the plan area are in varying stages of development, ranging from undeveloped pasture, to soon-to-be industrial lands. There are several ASPs adjacent to the planning area. The content of these ASPs has been taken into account to create consistencies between land uses and servicing networks where possible.

TABLE 1 - NEARBY AREA STRUCTURE PLANS

Area Structure Plan	Relative Location	Land Uses
Mercer Hill ASP	Northeast	Industrial (light to heavy)
Clairmont Heights ASP	East	Residential, mixture of densities
Clairmont ASP	East	Residential, institutional, light industrial, highway commercial
West Clairmont ASP	South	Commercial and industrial
Emerson Trail ASP	North	Industrial and agricultural

2.5. WETLANDS AND WATERCOURSES

The Plan area contains a number of individual and networked watercourses and wetlands. Ferguson Lake is the largest on-site waterbody measured at 286 ha in size. In 2016 WSP completed a Wetland Permanence Assessment for the planning area which noted that eleven of the wetlands within the plan area appear to be potentially permanent as defined by the Alberta Environment and Parks (AEP) standards. The purpose of this study was to outline the environmental constraints relating to permanent waterbodies and to recommend setbacks to wetlands. These wetlands and waterbodies are illustrated on Figure 5 – Site Constraints.

The Crown has the authority to claim permanent wetlands as bed-and-shore areas, thus these permanent wetlands cannot be developed without specific written approval from the Alberta Government. A small number of non-permanent wetlands also exist within the site; these wetlands can be infilled, but require a Water Act approval, and compensation payments to the AEP.

Within the Plan area, the permanent wetlands and waterbodies are considered Class IV and Class V wetlands, and, as previously noted, are Crown-claimable by the AEP. In addition, certain portions of the Class IV wetlands are considered Class III; in this case, these wetlands are also Crown-claimable. The non-permanent wetlands and waterbodies within the Plan area are considered Class II and Class III, and these wetlands are not Crown-claimable. Classifications are defined by the *Alberta Wetland Classification System*.

In addition, there are a number of creeks that run through the plan area. These creeks provide drainage throughout the property and drain together to become an intermittent creek called the 'Unnamed Tributary to Grande Prairie Creek'. Ferguson Lake is located downstream of the larger Clairmont Lake, which is located outside of the plan area to the east.

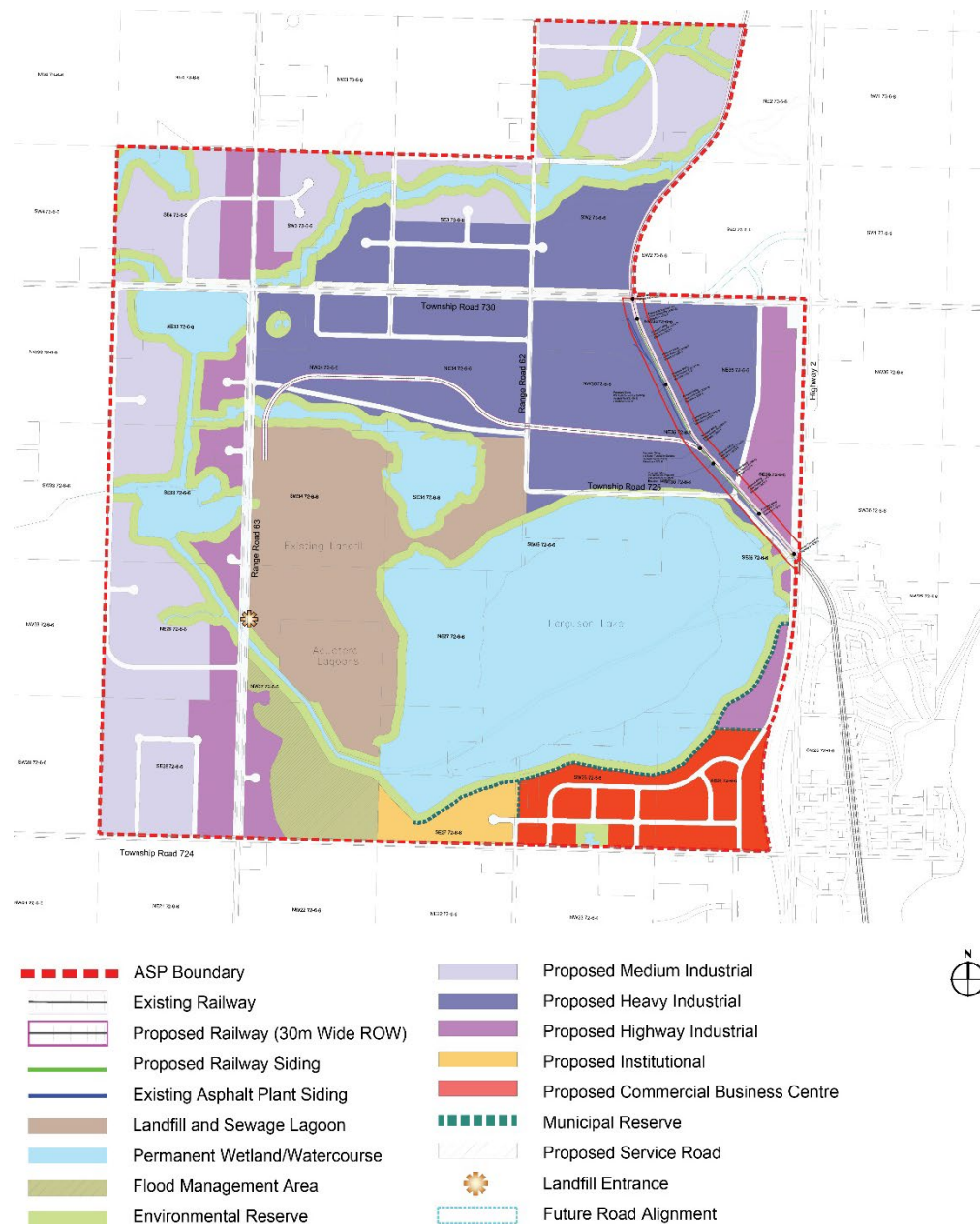
The creeks within the Plan area cannot be infilled and require permits from the AEP and Department of Fisheries and Oceans (DFO) to permit crossings. The plan does assume a number of crossings may be required. Channel realignment is not recommended, but would also require permits from AEP and DFO. Surrounding the area's watercourses are native shrub and forest areas. These areas provide the Plan area with a network of habitat connectivity for terrestrial wildlife ecology on the property. Several species of concern have been observed in the area historically, such as the peregrine falcon.

Part 3: LAND USE STRATEGY

3.1. VISION

The future land use concept for the Plan area is established by Figure 6 – Land Use. Development is anticipated to generally conform to the concept in this figure. Implementation of this plan will occur through subdivisions prepared by developers.

FIGURE 6 – LAND USE CONCEPT



The vision for development articulates how development will take place in the long-term in order to guide the objectives and policies of the plan and to address stakeholder and public input.

Vision

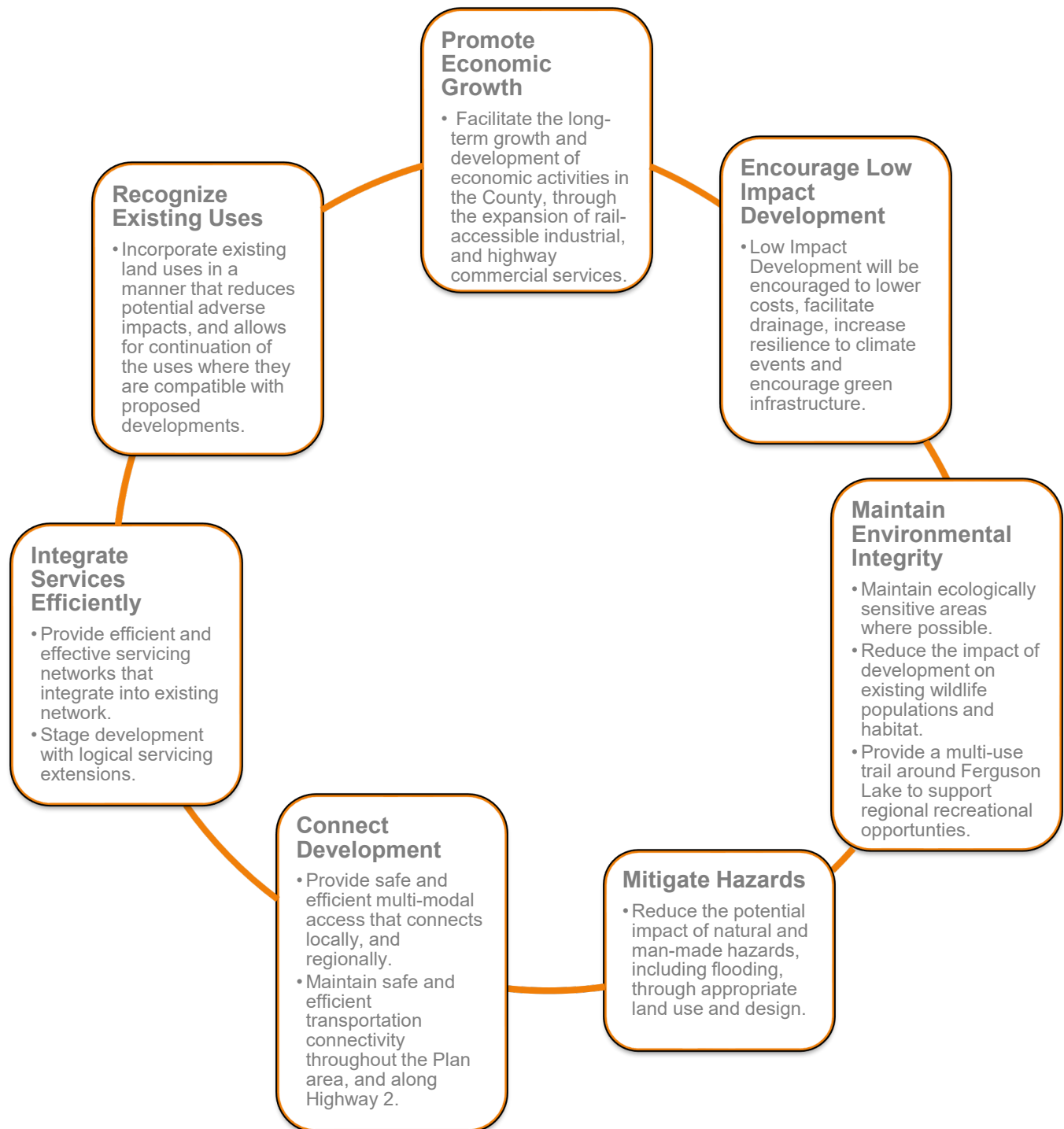
At build-out the NW Clairmont ASP will provide a suitable location for an employment area that enables County-wide economic development, including the opportunity for industry clusters. Commercial development is included to meet the needs of a growing regional residential catchment area. Existing institutional development is accommodated and includes room to expand as necessary.

Both industrial and commercial uses benefit from accessible markets provided by convenient highway and integrated rail accesses. The County landfill expands and gains access from the rail spur line for hauling opportunities.

Important natural features including Ferguson Lake, wetlands, and flood prone areas are preserved with mitigation and disturbance reduction measures. Efficient services and transportation infrastructure are provided in-step with staged development.

3.1.1. PRINCIPLES FOR DEVELOPMENT

Principles for development are strategic drivers that will help achieve the vision when they are delivered. The objectives for development set out in later sections align with the principles and direct development in the Plan area to achieve the vision for growth.



3.1.2. LAND USE STATISTICS

TABLE 2 - LAND USE AREA STATISTICS

	Area (ha.)	% of GDA
GROSS AREA	1,641.7	
Permanent Wetland/Watercourse/ER	577.3	
Flood Management Area	37.6	
GROSS DEVELOPABLE AREA (GDA)	1,026.8	100.0%
MR Required for 10%	102.7	10.0%
MR Provided	1.94	0.19%
Developable Uses		
Commercial	59.21	5.67 %
Industrial	654.53	63.75%
<i>Medium</i>	<i>233.60</i>	<i>22.75 %</i>
<i>Heavy</i>	<i>305.03</i>	<i>29.71 %</i>
<i>Highway</i>	<i>115.90</i>	<i>11.29 %</i>
Institutional	19.5	1.90%
Roads	120.42	11.73 %
Railway Existing and Proposed	19.70	1.92 %
Landfill and Sewage Lagoon	151.50	14.75 %
Total	1,026.8	100.0%

3.2. DEVELOPMENT POLICIES

This section of the Area Structure Plan sets out policies that will guide land development to achieve the vision for development and the objectives of this plan.

3.2.1. POLICIES FOR ALL DEVELOPMENT

- Policy 1.** The location of land uses **shall** be consistent with Figure 6 – Land Use Concept.
- Policy 2.** Development **shall** allow for the future development of adjacent properties and overall infrastructure provision to the satisfaction of the Approving Authority.
- Policy 3.** All development **should** follow the County of Grande Prairie Design Guidelines, as applicable.
- Policy 4.** All development **shall** be provided with full municipal services.

- i. Temporary private servicing alternatives may be permitted at the sole discretion of the Approving Authority in order to facilitate development that is not contiguous to services where the County deems it to be in their best interest.
1. All development provided with temporary private servicing shall contribute financially to their share of offsite improvements at the time of development and a deferred servicing agreement shall be registered on title which compels the land owner to connect at their own cost to municipal servicing when it becomes available.

3.2.1.1. RAIL POLICIES

Policy 5. The Land Use Concept in Figure 6 includes a conceptual rail network with the intent of providing a development that has a rail-oriented focus, which establishes linkages throughout the Land Use Concept. An applicant seeking to develop a lot which includes the proposed railway **shall**:

- i. At time of subdivision the applicant **shall** be required to establish a 30 metre right of way for the rail network (Spur lines) that aligns with Figure 6 – Land Use Concept. The County may review minor alterations to the alignment on a case-by-case basis if it maintains the intent of servicing the County's landfill operation and enables access for other land uses.
- ii. When constructing railway, the applicant **shall** be required to connect to the existing line within the Public Utility right-of-way and extend the rail across the entire length of the property so as to provide suitable linkages to adjacent properties.
- iii. Notwithstanding the alignment shown in Figure 6 – Land Use Concept, additional rail spur lines are encouraged where they are feasible within the Plan area.

Policy 6. The County **shall** work with the railway operator to develop a railway siding adjoining the existing line within the Public Utility right-of-way as shown in Figure 6 – Land Use Concept.

Policy 7. Appropriate mitigating measures for proposed development adjacent to a railway spur right-of-way **shall** be required for non-industrial uses, and could include berms, landscaping, fencing and/or setbacks designed to mitigate impacts from rail operations on sensitive land uses to the satisfaction of the Approving Authority.

Policy 8. Implementation and maintenance of any required rail noise, vibration and safety impact mitigation measures, along with any required notices on title such as warning clauses and/or easements, shall be secured through

appropriate legal mechanisms, to the satisfaction of the Approving Authority and the appropriate Railway operator.

3.2.1.2. SUSTAINABLE SITE DESIGN

- Policy 9.** Where possible, development **should** incorporate renewable and recyclable materials, such as:
- i. Building materials with recycled content;
 - ii. Building materials with higher proportions of locally available content;
 - iii. Wood materials from sustainable forest management areas.
- Policy 10.** Planting of Native vegetation on private lands **should** be encouraged to minimize environmental and economic costs.
- Policy 11.** Xeriscaping and other low maintenance landscape materials are encouraged.
- Policy 12.** Development of all lands **shall** include a landscape plan that breaks up the visual bulk of structures when viewed from the public right-of-way.

3.2.1.3. OIL AND GAS INFRASTRUCTURE

- Policy 13.** Establish development buffers of 100 metres from active well heads, and 5 metres from abandoned well heads or as otherwise required by Alberta Energy Regulator.
- Policy 14.** Establish development buffers of 100 metres from existing sour gas pipelines, or as otherwise required by Alberta Energy Regulator.
- Policy 15.** Development **shall** address existing pipeline rights-of-way and pipeline locations by maintaining them free from development.

3.2.1.4. EXISTING RESIDENTIAL DEVELOPMENT

- Policy 16.** Any existing landowner **may** make an application to redistrict their lands consistent with this plan. Any remaining residential dwellings following the redistricting **shall** remain as non-conforming uses.
- Policy 17.** Any new subdivision **shall** require that all the lots be redistricted to an industrial district consistent with this plan and the lot size **shall** meet the subdivision standards of the district. Any remaining residential dwellings following the redistricting **shall** remain as non-conforming uses.

3.2.1.5. ENVIRONMENTAL PLAN AREA

- Policy 18.** A minimum 50 metre environmental reserve buffer **shall** be implemented from the high-water line of all permanent waterbodies, creeks, and Class

III, Class IV, and Class V wetlands within the Plan area, to minimize the impact on environmental features, and existing wildlife habitat.

- Policy 19.** Upon subdivision and/or development of lands containing and/or adjacent to waterbodies as defined in Figure 6 – Land Use Concept, a detailed study **shall** be required, to establish the extent of the waterbody, and its 1:100 year flood zone.
- Policy 20.** Lands identified in Figure 6 indicating possible wetlands **shall** be formally delineated prior to subdivision or development.
- Policy 21.** While it is encouraged to retain all wetlands, non-permanent wetlands **may** be disturbed to facilitate efficient use of land provided Water Act approval is obtained.

3.2.2. INDUSTRIAL AREAS

The majority of the lands within the Plan are intended for industrial development. Based on economic growth trends and industry demands, there is an increasing need for rail-accessible lands. By providing local access to rail infrastructure the demands of local industry can be met.

The industrial areas of the Plan are intended to encourage a diversity of complementary industrial uses to reduce reliance on a singular type of use, and to support economic resiliency within the Plan area. The expansion of the existing CN rail network in general accordance with Figure 6 – Land Use Concept provides an opportunity to attract uses which benefit from rail access. Additionally, a connection to the future Clairmont landfill expansion area that provides operational opportunities for the County can be captured.

A mixture of medium, highway, and heavy industrial uses will be supported throughout the Plan area, with an emphasis towards reducing adverse impacts (noise, odors, emissions) on existing non-industrial properties through locational choices and mitigation and buffering.

3.2.2.1. POLICIES FOR ALL INDUSTRIAL AREAS

- Policy 22.** Dimensions of properties adjacent to rail spur lines as outlined in Figure 6 – Land Use Concept **shall** be of a width and depth to safely accommodate the efficient loading and off-loading of freight cars. In determining the adequate lot size, the applicant **shall** demonstrate that freight cars have adequate grade, turning radius and freight car storage fully accommodated within the site.

3.2.2.2. POLICIES FOR MEDIUM INDUSTRIAL AREA

- Policy 23.** The Medium Industrial Area provides land for uses which **may** require substantial land areas and create nuisances – but are not generally considered to be hazardous.
- Policy 24.** This area **should** be developed under the regulations of the Rural Medium Industrial (RM-2) District of Land Use Bylaw No. 2680, or a similar land use district specified by the Approving Authority.

3.2.2.3. POLICIES FOR HEAVY INDUSTRIAL AREA

- Policy 25.** This area **should** be developed under the regulations of the Rural Heavy Industrial (RM-3) District of Land Use Bylaw No. 2680, or a similar land use district specified by the Approving Authority.

3.2.2.4. POLICIES FOR HIGHWAY INDUSTRIAL AREA

- Policy 26.** The Highway Industrial Area provides land for industrial uses which benefit from market exposure adjacent to a busy road. A higher level of design standard **shall** be required due to the visibility of these locations to the travelling public.
- Policy 27.** This area **may** be developed under the regulations of the Highway Industrial (RM-4) District of Land Use Bylaw No. 2680, or a similar land use district specified by the Approving Authority.
- Policy 28.** Development adjacent to Highway 2 and major arterials **shall** incorporate a landscaped buffer to break up the visual appearance of structures on the site when viewed from the road. Landscaping **shall** be to the satisfaction of the Approving Authority.

3.2.3. COMMERCIAL AREAS

Commercial lands within the Plan are intended to provide for large scale, highway-oriented services and retail to accommodate both a regional customer base, and growing residential population within the Clairmont Urban Area. Due to the location of the western portion of the commercial lands no eating establishment will be permitted within 450 meters of the boundary of the existing or future landfill as shown on Figure 6 – Land Use. To facilitate future pedestrian connectivity throughout the area, a proposed trail will be incorporated on the south portion of Ferguson Lake.

3.2.3.1. COMMERCIAL OBJECTIVES AND POLICIES

- Policy 29.** Commercial lands **shall** support a wide variety of highway oriented commercial uses to capitalize on the accessibility to Highway 2 and major arterials.

- Policy 30.** Commercial lands **shall** consist of no eating establishments that are within 450 metres of the existing or future landfill boundary.
- Policy 31.** Commercial lands **should** be easily accessible and visible from Highway 2 and major arterials in the study area.
- Policy 32.** Commercial development **shall** be designed to meet the following requirements to the satisfaction of the Approving Authority:
- i. Entry points to buildings **shall** be well defined and face a public street, incorporating inviting and attractive entry features and signage.
 - ii. Parking lots **shall** be well landscaped and illuminated.
 - iii. Landscaping **shall** be provided along the Highway 2 right of way and other public streets to create a high-quality image for the commercial area.
 - iv. Street furniture such as benches, bicycle stands, parking and pedestrian oriented lights, and waste receptacles **shall** be provided.
 - v. Buildings **shall** be encouraged to use extensive glazing to create visual connections between indoor and outdoor spaces.
 - vi. Building design **shall** incorporate architectural details on all publicly viewable sides, including buildings with frontage onto Highway 2.
- Policy 33.** Developers **shall** provide pedestrian linkages between the commercial area, adjacent institutional area, and the Ferguson Lake trail. These linkages **should** be designed and constructed in a safe and accessible manner.
- Policy 34.** Developments **should** provide pedestrian and cyclist connections and facilities within the planned commercial development area, and to link buildings together.
- Policy 35.** Developers **should** provide connections from new development to existing pedestrian and cyclist connections (e.g., trail extensions, sidewalk extensions) to ensure the continuity of connections.
- Policy 36.** Developers **should** provide intersection treatments and other appropriate design treatments to promote the safety of pedestrian and cyclists in the commercial land of the Plan area.

3.2.4. INSTITUTIONAL AREAS

Two institutional uses exist within the Plan area including the County's Community Services building along Township Road 724, and the County Landfill, accessed from

Range Road 63. It is the intent of both of these institutional uses to remain and expand as the surrounding lands develop. Other institutional uses, such as police services may want to establish within the Plan area to provide necessary services to the area.

3.2.4.1. INSTITUTIONAL OBJECTIVES AND POLICIES

- Policy 37.** The Institutional Area **shall** provide connections with the adjacent commercial development to the east to promote access by active modes of transportation.
- Policy 38.** The final boundaries of the landfill (including the current area of operations, and the expansion area) **shall** be used to calculate the 450 metre setback for new development that **may** be prohibited by the Subdivision and Development Regulation from being within this distance.
- Policy 39.** The Plan **should** support enabling the development of critical services, such as police, fire and ambulance in the future where the need is identified and required.

3.2.5. OPEN SPACE & ENVIRONMENT

Within the Plan area there are a series of connected wetlands and waterways, including the most significant feature, Ferguson Lake (see Figure 5 – Site Constraints). The lake provides natural drainage services for the area, and serves as a habitat for many species of birds and wildlife. In order to enhance the area surrounding the Lake as a community amenity and to provide pedestrian and cycling connectivity through the area, a multi-use trail system will be incorporated within a 10-metre-wide strip of Municipal Reserve land adjacent to the environmental lake buffer along the southern edge of the Lake. This may also accommodate a sanitary services pipe.

A number of wetlands and watercourses exist throughout the Plan area. Based on the *Wetland Permanence Report for the Northwest Clairmont Area Structure Plan* (WSP, 2016), the permanent wetlands in the Plan area are considered to be Class III, IV, and V. There are a number of non-permanent wetlands in the Plan area as well, these are categorized as Class II and Class III.

At the time of subdivision and development, it is the responsibility of the developer to further identify the extent of the wetland and/or watercourse contained or adjacent to the parcel, to identify appropriate development setbacks, and to make any applicable applications to Alberta Environment and Parks (i.e., for wetland permanence determination, or wetland disturbance) pursuant to the Public Lands Act and/or the Water Act.

3.2.5.1. HERITAGE POLICIES

- Policy 40.** Prior to subdivision and/or development a developer **shall** obtain a Historical Resource Act approval if the subdivision or development is

located on lands indicated as blue in Figure 7 – Potential Heritage Areas. The developer **shall** be responsible for meeting all requirements set out by the Historic Resource Act approval.

FIGURE 7 – POTENTIAL HERITAGE AREAS



Source: geoculture.maps.arcgis.com

3.2.5.2. OPEN SPACE & ENVIRONMENT POLICIES

- Policy 41.** Based on the “Wetland Permanence Assessment” prepared by WSP on dated March 2017, any property indicated in the report as containing wetlands **shall** require formal delineation prior to development or as a condition of subdivision.
- Policy 42.** Buffers to wetlands **shall** comply with appropriate provincial policy Stepping Back from the Water: A Beneficial Management Practices Guide from New Development Near Water Bodies in Alberta’s Settled Region, and policies in section 3.2.1 Policies for All Development of this document.
- Policy 43.** Wetlands and watercourses, and setbacks to wetlands and watercourses, **shall** be identified as Environmental Reserve at the time of subdivision.
- Policy 44.** An area to the southwest of Ferguson Lake has been known to flood across Township Road 724 during heavy storm events and melt periods. To reduce the likelihood and impacts of these events in the future, the County

may explore progressive flood management measures in this area, including the creation of a naturalized wetland. This area is identified as the Flood Management Area.

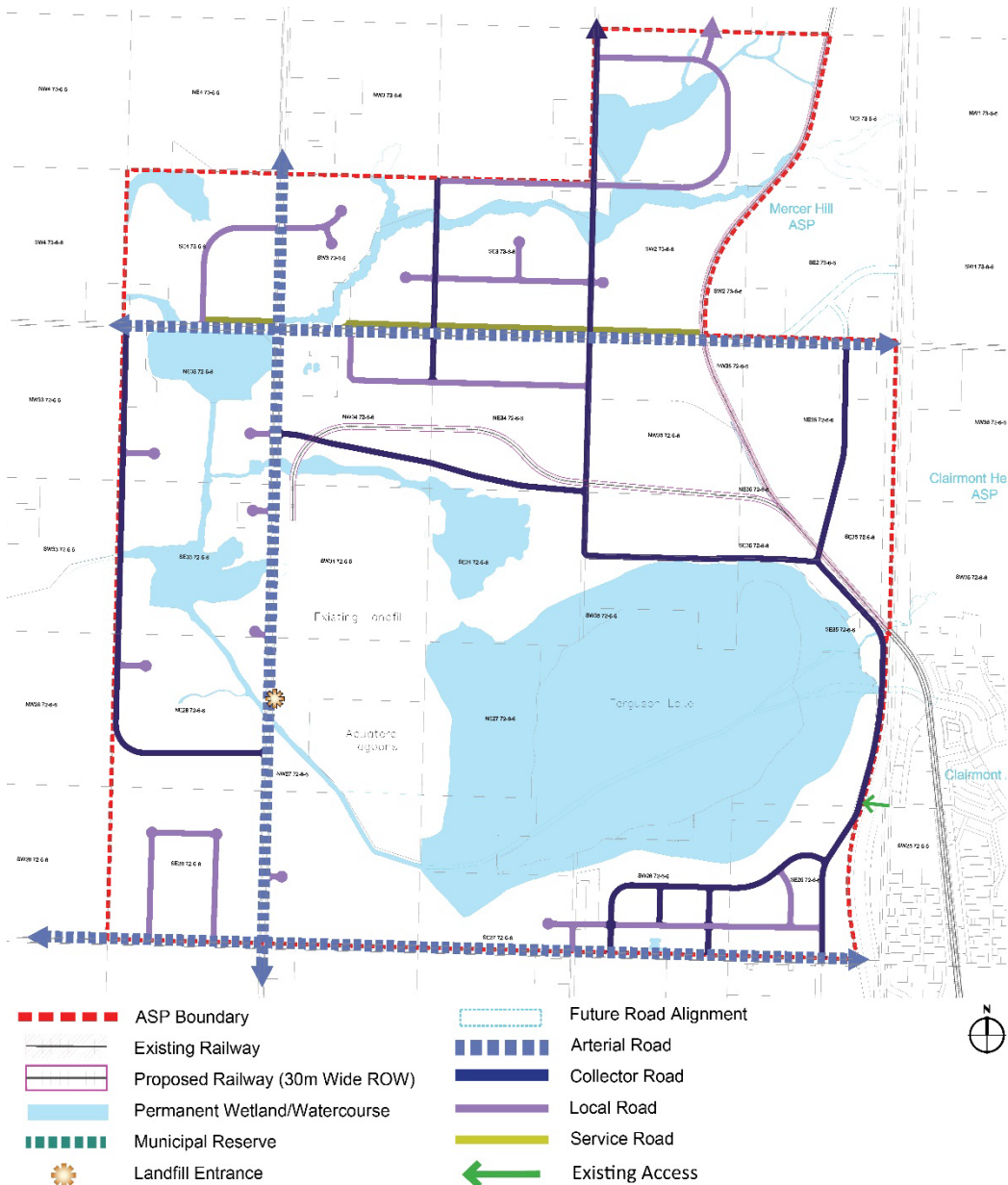
- Policy 45.** Telecommunications and electricity lines **shall** be installed underground in order to reduce overhead hazards to the bird population within the Plan area.
- Policy 46.** A multi-use trail **shall** be constructed along the southern boundary of Ferguson Lake, with linkages to the future commercial and institutional lands, where possible. This trail **shall** connect to existing regional trails to the south and east.
- Policy 47.** The Approving Authority **may** explore the integration of publicly accessible space for recreational purposes within the future Flood Management Area.
- Policy 48.** Municipal Reserve contributions **shall** be accepted as cash-in-lieu of land for all Industrial, Commercial, and Institutional Areas. The full 10% **shall** be required as per the MGA except for those lands shown as MR on Figure 6 – Land Use Concept.

Part 4: INFRASTRUCTURE

4.1. TRANSPORTATION

At present, access to the Plan area is provided via several existing arterial and collector roads. To facilitate the future development of the Plan area, a modified grid network of arterial, collector and local roads will be constructed, in accordance with Figure 8 - Transportation. The existing Township Roads 730 and 724, and Range Road 63 will form the major arterial thoroughfares.

FIGURE 8 – TRANSPORTATION



Access from Highway 2 will occur at 2 intersections, as identified on Figure 8 - Transportation. Alberta Transportation has reviewed the transportation plan and concluded that no new access to Highway 2 is permitted.

Roads, active transportation and pedestrian infrastructure will be phased-in as needed to support development proposals and utility services, recognizing that full build-out may depend on the timing of individual landowners and redevelopment proposals. The County is undertaking an Active Transportation Link Plan that is intended to connect residential areas to the NW Clairmont ASP and through to the City of Grande Prairie. This plan includes the provision for grade-separated pedestrian / cyclist crossings of Highways 2 and 43.

A key strategy of this Plan is the expansion of the existing rail network to support industrial developments. When designing the local and collector road network in relation to the rail network, care was taken to minimize road/rail crossings and reduce the length of cul-de-sacs where possible. Due to the constraints created by permanent wetlands, a number of cul-de-sacs are required. Wherever possible effort was made to incorporate an efficient grid network.

Service roads will provide access to the industrial lots on the north and south sides of Township Road 730.

4.1.1.1. TRANSPORTATION POLICIES

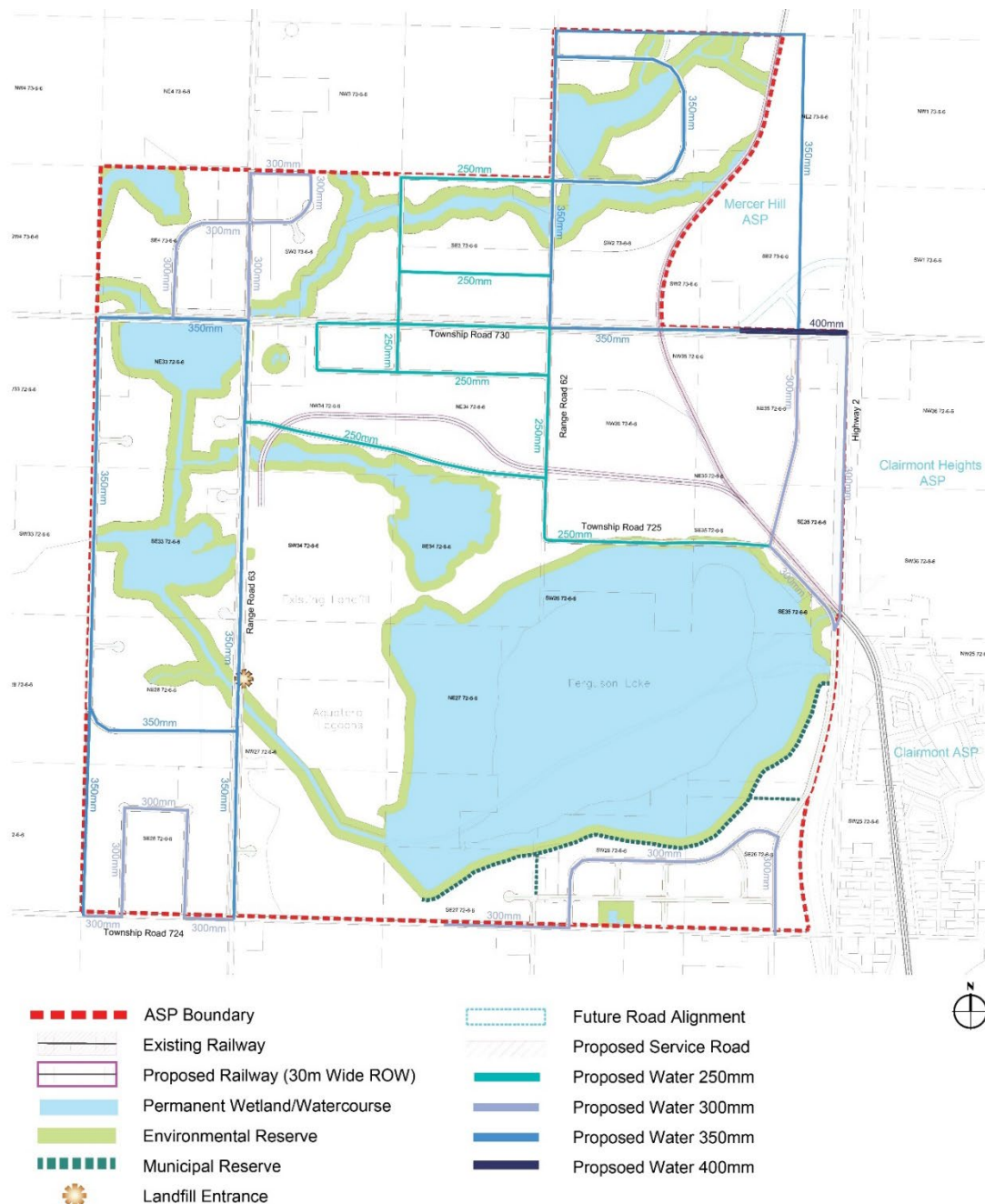
- Policy 49.** A rail spur line network as shown in Figure 6 – Land Use Concept, **shall** be protected through the creation of a Public Utility Right of Way. All rail infrastructure is subject to approval from the Approving Authority, CN Rail and Transport Canada.
- Policy 50.** Purpose and design of road networks for development **should** meet the policies set out in this plan and be assessed with reference to the NW Clairmont ASP Traffic Impact Assessment prepared by WSP in 2017.
- Policy 51.** Traffic Impact Assessments **shall** be required for all subdivision applications that result in the creation of new lots to identify specific local road network improvements triggered by the future development of the lots within the Plan area. These studies **shall** reference the NW Clairmont TIA prepared by WSP in 2017 and Alberta Transportation's Highway 2 Clairmont to Sexsmith Network Study – Final Report (March 2019) prepared by CIMA.
- Policy 52.** The classification of roadways and their respective rights-of-way **shall** be in keeping with those outlined in Figure 8 and the NW Clairmont TIA (WSP, 2017).
- Policy 53.** No direct access from individual lots **shall** be allowed to any collector or arterial road.

- Policy 54.** No rail crossings **shall** be authorized except for those shown on Figure 8 – Transportation.
- Policy 55.** Local and minor road networks **shall** be identified in a subdivision, and/or development application. Should these roads need to deviate from the network set forward in this Plan, justification **may** be provided on the basis of substantiated site constraints or site design intent.
- Policy 56.** The existing access point to Highway 2, as shown on Figure 8 – Transportation, **shall** remain in effect until such time as Alberta Transportation determines closure is required to maintain the safe and efficient operation of Highway 2. Dialogue between the land owner, County and Alberta Transportation **shall** continue regarding the future operation of the access. A mutual agreement regarding highway access that meets Provincial design standards **shall** be required prior to any new development or subdivision occurring on the lands beyond what is currently permitted under the Land Use Bylaw.
- Policy 57.** Watercourse crossings for roads are governed under the Alberta Water Act Code of Practice. Development applicants **shall** gain approval from AEP for all crossings.
- Policy 58.** All roads within the Plan area **shall** be constructed to County's *Minimum Design Standards for Subdivision and Road Construction*, or as specified by the Approving Authority. It is a development applicant's responsibility to ensure all road infrastructure design meets or exceeds the County's *Minimum Design Standards for Subdivision and Road Construction*, or as specified by the Approving Authority.
- Policy 59.** The timing of road construction, upgrades, and inclusion of traffic signals, and roundabouts **shall** be in accordance with the recommendations of the Traffic Impact Assessment prepared by WSP and dated March 2019, titled Northwest Clairmont Area Structure Plan and Clairmont Heights Area Structure Plan – Traffic Impact Assessment.
- Policy 60.** Prior to the realignment of Township Road 730 to the north, the Mercer Hill Area Structure Plan **shall** be amended to reflect the changes in infrastructure.

4.2. WATER SERVICES

The proposed water servicing network for the Plan area was designed in accordance with County and Aquatera standards. Existing servicing in the area is minimal. An extensive expansion of this network will be required to adequately service the future development of the area. This proposed water network will generally follow the proposed road rights-of-way, in accordance with Figure 9 – Water.

FIGURE 9 – WATER



It is expected that the water supply for the area will be provided from two separate pump houses and reservoirs as shown in the Water Distribution & Wastewater Collection System Master Plan 2013 (Servicing Strategy for the City of Grande Prairie and Hamlet of Clairmont) produced by Morrison Hershfield. The water distribution system generally consists of 300 mm diameter water mains in the south pressure zone (C-1), 300-350mm diameter water mains in the west pressure zone (C-3), and 250-400 mm diameter water mains in the northeast pressure zone (C-2).

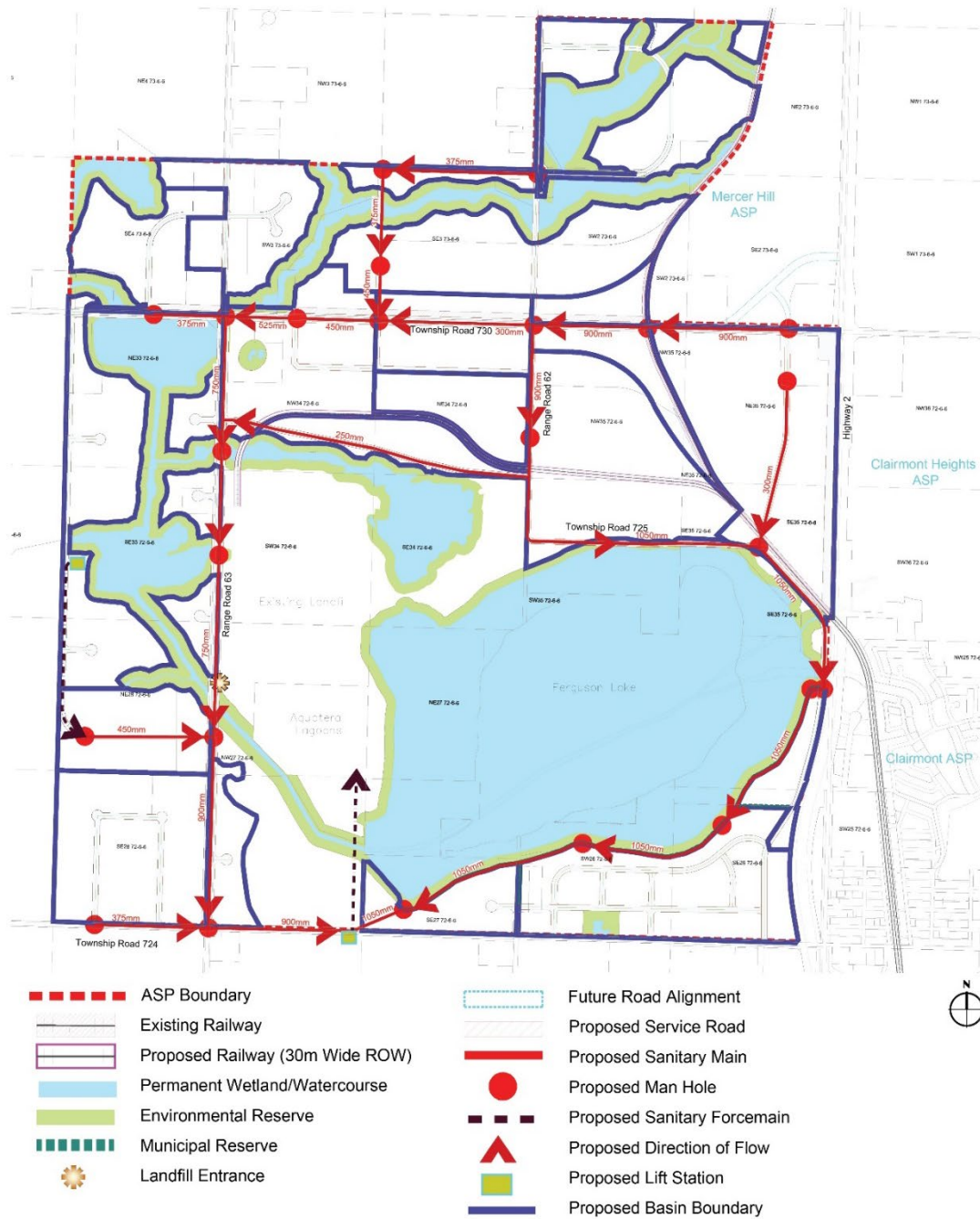
4.2.1.1. WATER POLICIES

- Policy 61.** The location and design of the future water servicing network **shall** be in general accordance with Figure 9 – Water.
- Policy 62.** The design of water servicing for individual developments **shall** need to reference the *NW Clairmont ASP Servicing Study* (WSP, 2017) and the Water Distribution & Wastewater Collection System Master Plan 2013: *Servicing Strategy for the City of Grande Prairie and Hamlet of Clairmont* (Morrison Hershfield for Aquatera Utilities Ltd.,)
- Policy 63.** Design of the water distribution system **shall** meet the Boundary Condition Requirements set out in the *NW Clairmont ASP Servicing Study* (WSP, 2017).
- Policy 64.** It **shall** be the development applicant's responsibility to ensure all water infrastructure design meets or exceeds the County's *Minimum Design Standards for Subdivision and Road Construction*, or as specified by the Approving Authority.
- Policy 65.** The existing water line may be used to provide an interim service, subject to approval by Aquatera. This **shall** be considered temporary private servicing until new services are installed.

4.3. SANITARY SERVICES

The proposed sanitary servicing assumes that the proposed lift station 10 (LS10) will be situated along Township Road 724 south of the Aquatera Lagoons in the vicinity of the quarter line between SE and SW 27-6-6. The proposed sanitary collection system consists of gravity sewer mains and a lift station located in the SE ¼ 33-72-6-6 that generally services the lands along the west boundary of the study area in NE 33, SE 33 and NE 28. Another option for the lift station would be the use of a low-pressure sanitary system for the lower areas along the eastern boundary of the study area. The proposed sanitary servicing plan is shown in Figure 10 – Sanitary .

FIGURE 10 – SANITARY



There are two locations where the proposed system for the study area will receive flows from future development outside the study area. These future development areas include:

- ▶ Approximately 820 ha of industrial development north of Township Road 730 in the Mercer Hill and Emerson Trail ASPs;
- ▶ Approximately 384 ha of industrial development south of Township Road 724 at Range Road 63.

The sewer that will provide capacity for the areas north of this study area will have to coordinate with servicing for the Mercer Hill ASP to ensure it is deep enough to provide gravity servicing to the areas north.

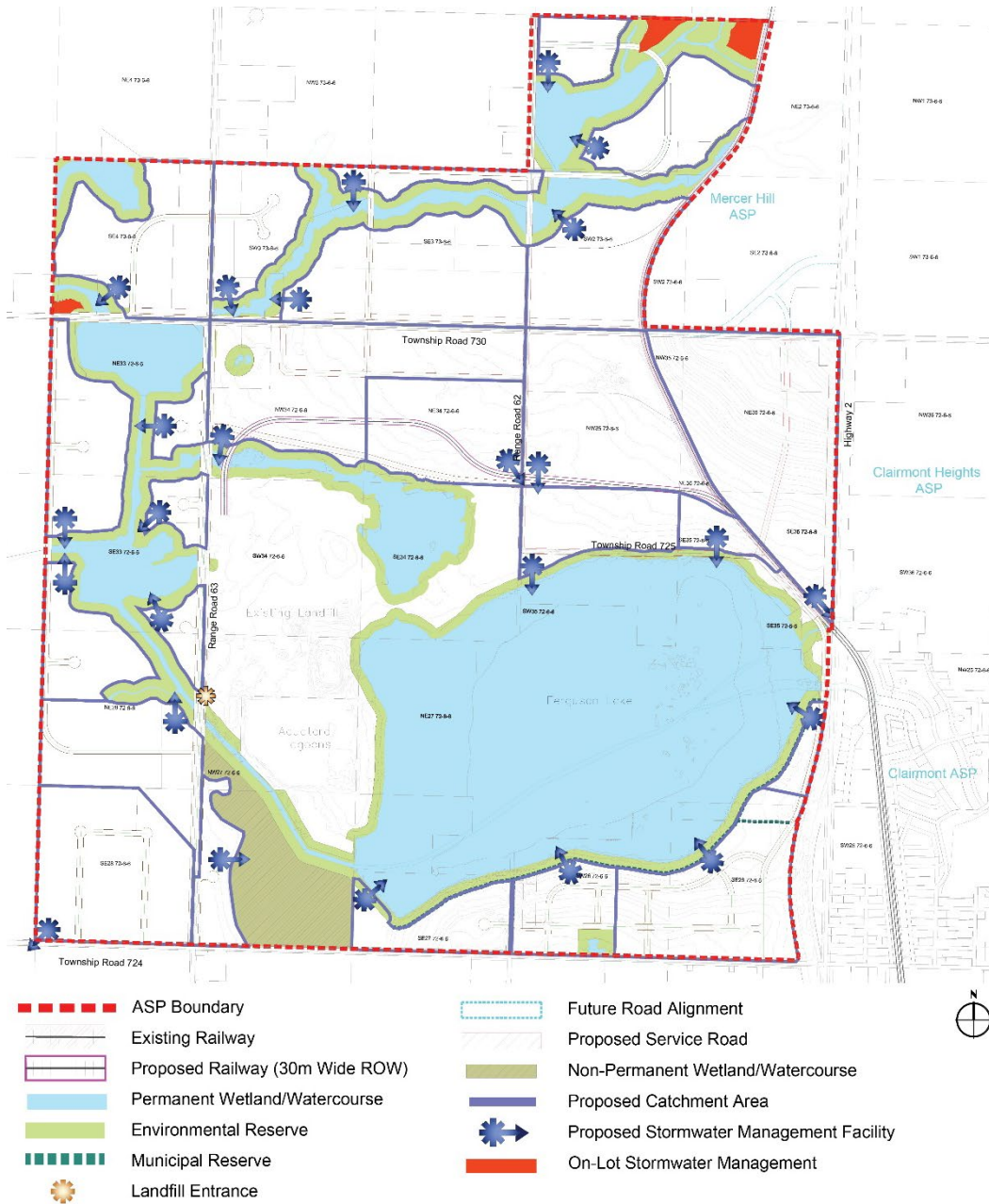
4.3.1.1. SANITARY POLICIES

- Policy 66.** The conceptual location and design of the future sanitary servicing network **shall** be in accordance with Figure 10 – Sanitary.
- Policy 67.** The design of sanitary servicing **shall** need to reference the *NW Clairmont ASP Servicing Study* (WSP, 2017) and *Water Distribution & Wastewater Collection System Master Plan 2013: Servicing Strategy for the City of Grande Prairie and Hamlet of Clairmont* (Morrison Hershfield for Aquatera Utilities Inc.).
- Policy 68.** Sewer that will provide capacity for the areas north of the Plan **shall** coordinate servicing with developments in the Mercer Hills ASP to ensure a sufficient depth to enable gravity drainage services for areas to the north.
- Policy 69.** It **shall** be the development applicant's responsibility to ensure all sanitary infrastructure design meets or exceeds the County's Minimum Design Standards for Subdivision and Road Construction, or as specified by the Approving Authority.

4.4. STORMWATER MANAGEMENT

Analysis of land use permeability, design storm volumes, and estimated predevelopment flow rates informed the preliminary sizing and placement of stormwater management facilities. Details of these analyses are set out in the *NW Clairmont ASP Servicing Study* (WSP, 2017). The plan area has been divided based on topography into 25 catchment areas, each with one or more stormwater retention ponds. Incorporation of the retention ponds into the natural drainage courses is the preferred strategy. There are three catchments that due to their location and scale have to have on-lot stormwater retention.

FIGURE 11 – STORMWATER MANAGEMENT



4.4.1.1. STORMWATER MANAGEMENT POLICIES

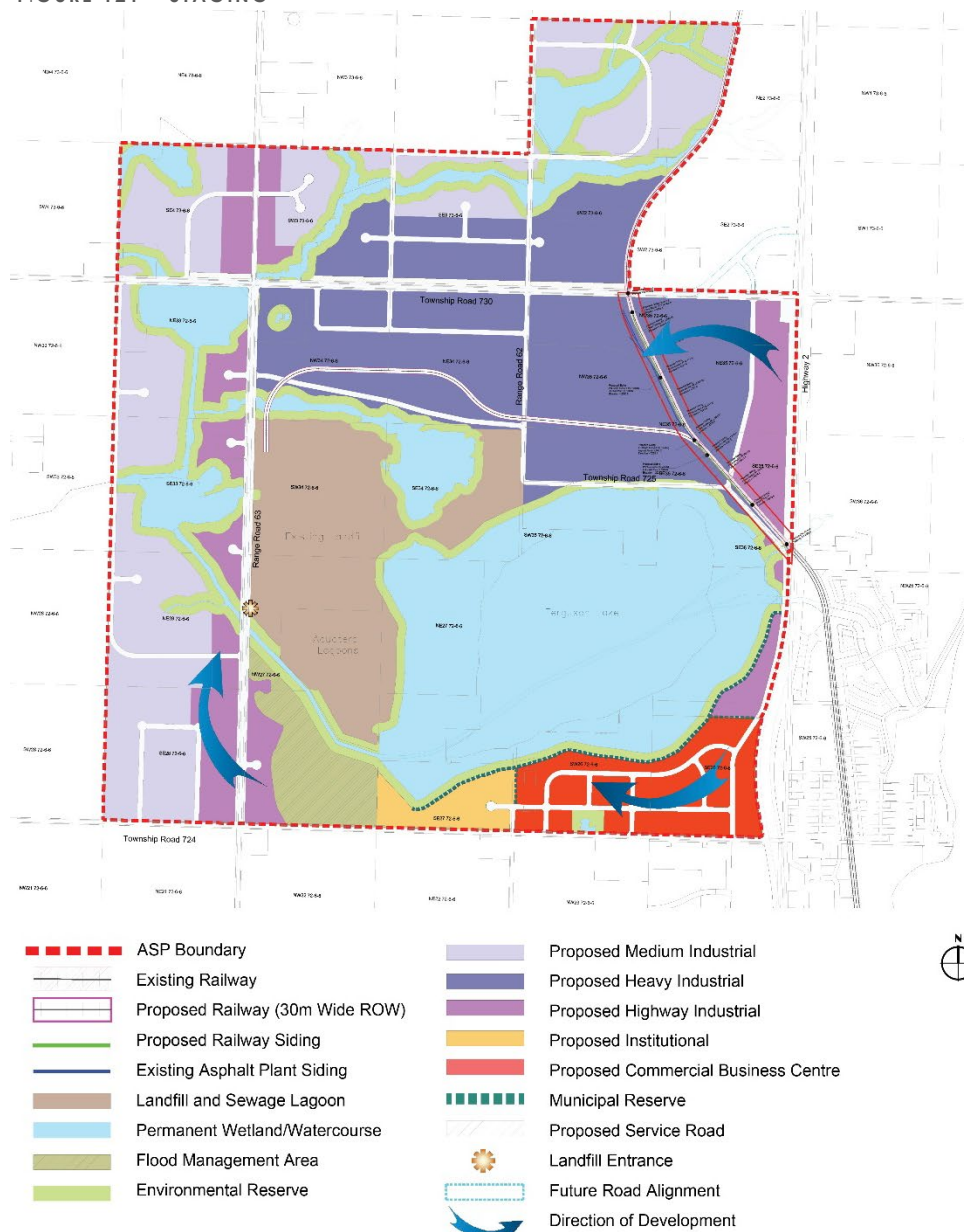
- Policy 70.** The general location of future storm water management **shall** be in accordance with Figure 11 – Stormwater Management.
- Policy 71.** Design of drainage systems **shall** account for the viability of retained wetlands by ensuring they receive an adequate amount of water.
- Policy 72.** The minimum stormwater quality **shall** be that set out by Alberta Environment in the Municipal Policies and Procedures Manual.
- Policy 73.** The use of wet ponds or constructed wetlands **should** be the preferred method for providing the required stormwater quality improvement prior to discharge to receiving watercourses.
- Policy 74.** Best management practices for stormwater management **shall** be strongly encouraged, such as:
- i. Infiltration facilities, including for example rain gardens, bio-filter swales, infiltration trenches and similar facilities intended to reduce the volume of runoff and provide for groundwater recharge. A geotechnical study **shall** be required to support the design of these facilities.
 - ii. Impervious area reduction, including for example developments which do not exceed parking minimums, or which provide porous surfaces.
 - iii. Absorbent landscaping, which can mimic pre-development landscape functions.
- Policy 75.** There is currently no stormwater release rate specified for stormwater management purposes for the Plan area. A release rate of 3.4 litres per second per hectare **should** be used.
- Policy 76.** Design of stormwater management facilities **shall** be generally in accordance with the NW Clairmont ASP Servicing Study (WSP, 2017):
- i. At the time of development when detailed site planning is being conducted and site grading determined, the stormwater management pond locations and storage depths **shall** need to be reviewed and confirmed by development applicants.
- Policy 77.** Detailed Stormwater Management Plan(s) **shall** be prepared and submitted at the subdivision stage for review and approval. This **shall** include the final configuration of the stormwater infrastructure, and identify locations and details of overland drainage easements with reference to the NW Clairmont Servicing Study (WSP, 2017).

Part 5: IMPLEMENTATION

5.1. STAGING

Policy 78. Staging of the development **shall** be on a logical and contiguous manner from existing service extensions and access points. Should a landowner wish to proceed with development in advance of service availability, they **shall** be responsible to front end the cost of infrastructure and road extensions. The required road upgrades to existing road infrastructure, including widening and paving **shall** occur as development takes place.

FIGURE 121 – STAGING



Policy 79. The order of development **should** generally follow Figure 12 – Staging:

- i. If municipal servicing is available to a parcel it **may** proceed with the development approval process. Applications for development **shall** be reviewed on their planning merits and the availability of infrastructure.
- ii. A development **may** proceed before municipal services are available provided the County and developer agree on an interim servicing arrangement.

Policy 80. When oversized infrastructure is built by a land developer, the Approving Authority **shall** create an endeavor to assist agreement for future compensation from benefitting landowners at the time they develop.

Policy 81. A developer **shall** be required to extend services to adjacent properties where reasonable, at the discretion of the Approving Authority.

5.2. FURTHER STUDIES

At the discretion of the Approving Authority, additional technical studies **may** be required to support applications for development within the Plan area to confirm broader infrastructure requirements.

Policy 82. To ensure that development in the Plan area is accomplished in a manner which complies with Provincial and Municipal regulations, and to mitigate impacts to adjacent properties, existing infrastructure systems, and the environment, the Approving Authority **may** require the following additional technical reports beyond those already mentioned in this document:

- i. Odour Assessment
- ii. Vibration Assessment
- iii. Noise Assessment
- iv. Oil and Gas Assessment

5.3. AMENDMENT PROCEDURES

This Plan **shall** be adopted through a bylaw pursuant to Section 633 of the Province of Alberta's Municipal Government Act. Development proposals that do not meet the policies and guidelines contained in this Plan require a Plan amendment to be adopted by Council. In reviewing proposals for Plan amendment, Council **shall** consider the following:

- How well the proposed amendment supports this Plan's vision and its goals for development.

- ▶ The potential impacts from the proposed changes on the environment and existing development.
- ▶ The ability of municipal infrastructure to support the type of development envisioned.
- ▶ The public's opinion gathered through a consultation program.

5.4. MONITORING AND AMENDMENTS

Policies, text, and mapping information contained in this document **may** be amended from time to time by a Council approved Bylaw. These Bylaw Amendments **shall** ensure the ASP responds to and remains current with planning and development policies and trends that affect development.

Any amendments to the NW Clairmont ASP involving policies, text, or mapping **should** be completed in accordance with the Municipal Government Act, the Municipal Development Plan, and all other applicable bylaws, policies, and procedures of the Approving Authority.

Appendix A

Wetland Permanence Assessment Report

Appendix B

NW Clairmont Area Structure Plan Traffic Impact Assessment

Appendix C

NW Clairmont ASP Servicing Report

Appendix D

Maps

April
2021



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