BYLAW #3257

Clairmont Heights Area Structure Plan Amendment Bylaw

A Bylaw of the County of Grande Prairie No. 1 in the Province of Alberta to amend County Bylaw #2945 – Clairmont Heights Area Structure Plan.

WHEREAS: pursuant to the Municipal Government Act, RSA 2000, c. M-26 and amendments thereto, a Council may pass bylaws for Area Structure Plans; and

WHEREAS: the Council of the County of Grande Prairie No. 1 has adopted Bylaw #2945 - Clairmont Heights Area Structure Plan;

NOW THEREFORE, under the authority of the Municipal Government Act, the Council of the County of Grande Prairie No. 1, in the Province of Alberta, hereby enacts as follows:

1. That Bylaw #2945 - Clairmont Heights Area Structure Plan shall be hereby amended as follows:

    1.1. Delete Section 3.4 in its entirety and replace with the following:

    "The most significant man-made constraints that must be considered in the development of this ASP include the oil and gas facilities, the wells and pipeline right of ways, that are distributed across the ASP area. These facilities are outlined in Map 4 – Man-Made Constraints. The Energy and Resource Conservation Board (ERCB) has identified eight (8) oil and gas wells as well as several pipeline right of ways located within the ASP area. Of the ten wells, one (1) is identified as abandoned with the remaining seven (7) deemed active or suspended. All of the identified wells and pipelines have a level 1 sour gas designation.

    The ERCB setback requirements and recommendations were observed in the development of this ASP. For active wells, a 100.0 metre radius setback has been used and a 15.0 to 20.0 metre right of way has been incorporated for all pipelines. For abandoned wells, a setback area consisting of a 20.0 metre by 35.0 metre work area surrounding is required. The abandoned well setbacks should be established so that the well is no less than 5.0 metres from any setback boundary. An 8.0 metre wide access to the well is also required. These buffer areas are not included in the overall Municipal Reserve dedication for the ASP.

    In addition to the oil and gas development, powerlines and a Canadian Pacific (CP) Rail line may also present some constraints in the ASP area. All development proposed within the 250.0 metres of the CP Rail will be referred to CP Rail prior to development approval.

1.2. Delete Sections 5.3.2 and 5.3.3 in its entirety and replace with the following:

5.3.2 Mixed Use General

The parcel at the southeast corner of 113 Avenue and 94 Street was previously undevelopable due to oil wells. These wells have been reclaimed and this parcel is proposed to be designated for a mixed-use development with commercial establishments at ground level to provide amenities to the neighborhood and residential uses above the main floor."

5.3.3 Auto Oriented Commercial

In addition to the commercial space available in the mixed-use village centre, a large commercial area is designated along the west boundary of the planning area fronting Highway 2 due to the exposure to higher traffic volumes. It is intended that this area will cater to stores which typically serve greater population than neighborhood commercial activities. By keeping these uses on the periphery the number of auto trips within the ASP area can be minimized.

5.3.4 Neighbourhood Commercial

Two smaller neighbourhood commercial sites, located in the interior of the residential neighbourhoods adjacent to collector roads, are intended to provide some convenience commercial to the surrounding residences. The zoning that would be consistent with this type of use would be the General Commercial (GC) District."

1.3. Delete Table 1: Land Use Statistics in its entirety and replace with the following:

TABLE 1 - LAND USE STATISTICS - Development Concept - Revised 2025-August-XX

	Ha	% of GDA
GROSS AREA	501	
Utility / Pipelines		
Well Sites / Development Setback	13	3%
Pipeline Right-of-Way	13	3%
Circulation		
Arterial Roadways	20	5%
Other Uses		
Existing Estate Residential Development	34	8%
Existing Environmental Reserve (ER)	13	3%
Proposed Environmental Reserve (ER)	3	1%
GROSS DEVELOPABLE AREA	401	100%
Non-Residential Uses		
Circulation (20% GDA)		
Collector Roadways	27	7%
Local Roadway (Estimate)	57	14%

Parks/Open Space		
Municipal Reserve (MR)	30	7%
Neighbourhood Parks (MR)	11	3%
School Sites	8	2%
Religious Facility	1	0%
Recreation / Community Service	1	0%
Stormwater Management Facilities/Swale	17	4%
Commercial		
Village Centre (Commercial / Residential)	7	2%
Mixed-Use	8	2%
Commercial	29	7%
Other Uses		
Water Reservoir	2	0%
Total Non-Residential Uses	**192**	**48%**
Residential Uses		
Estate Residential	23	6%
Low Density Residential	132	33%
Seniors Housing Complex	4	1%
Medium Density Residential	39	10%
High Density Residential	12	3%
Total Residential Uses	**209**	**52%**
TOTAL	**401**	**100%**

RESIDENTIAL LAND USE ANALYSIS

	Area (Ha)	Density Units / Ha	Units	Persons /Unit	Population
Estate Residential	23	12	274	2.8	767
Low Density Residential	132	20	2631	2.8	7366
Comprehensive Seniors Development	4	37	149	1.5	223
Medium Density Residential	39	45	1734	2.2	3814
High Density Residential	12	80	968	1.8	1742
TOTAL			5756		13912

1.4. Delete Map 5 in its entirety and replaced with Map 5 as shown in Schedule A.

INTERPRETATION

2. This Bylaw shall be cited as the "Clairmont Heights Area Structure Plan Amendment Bylaw".

3. Headings in this Bylaw are for reference purposes only.

4. Words in the masculine gender will include the feminine gender whenever the context so requires and vice versa.

5. Words in the singular shall include the plural or vice versa whenever the context so

requires.

SEVERABILITY

6. Every provision of this bylaw is independent of all other provisions and if any provision is declared invalid by a Court, then the invalid provisions shall be severed and the remainder provisions shall remain valid and enforceable.

EFFECTIVE DATE

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

PUBLIC HEARING held this 25 day of August, 2025.

Read a FIRST time this 25 day of August, 2025.

Read a SECOND time this 25 day of August, 2025.

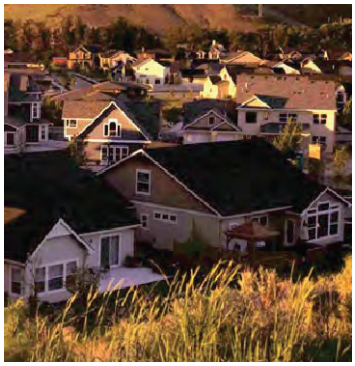
Read a THIRD time and finally passed this 25 day of August, 2025.

Robert G. Marshall
Reeve

Joulia Whittleton
County Manager

ATTACHMENTS

Schedule A - Clairmont Heights Area Structure Plan



Clairmont Heights Area Structure Plan

November 27, 2012

Amended May 6, 2019

Amended August 25, 2025

Submitted by:

parioplan

Submitted to:

County of Grande Prairie No. 1
Alberta, Canada

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The preparation of this sustainable community plan was carried out with assistance from the Green Municipal Fund, a Fund financed by the Government of Canada and administered by the Federation of Canadian Municipalities. Notwithstanding this support, the views expressed are the personal views of the authors, and the Federation of Canadian Municipalities and the Government of Canada accept no responsibility for them.”

CERTIFIED A TRUE COPY
W.A.(Bill) Rogan
SIGNED
DATE MAY 21/19

BYLAW NO. 3102 OF THE
COUNTY OF GRANDE PRAIRIE NO. 1

A bylaw of the County of Grande Prairie No. 1 in the Province of Alberta, to amend County Bylaw No. 2945.

WHEREAS the Council of the County of Grande Prairie No. 1 has adopted the Clairmont Heights Area Structure Plan Bylaw No. 2945; and

WHEREAS the Council has the authority pursuant to the Provisions of the Municipal Government Act, Revised Statutes of Alberta, 2000, Chapter M26, to amend the said Bylaw No. 2945;

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

1. That the Clairmont Heights Area Structure Plan Bylaw No. 2945 shall be hereby amended as outlined in the attached Schedule "A"

2. That this bylaw shall take effect on the date of its final passage by Council.

READ A FIRST TIME THIS 6TH **DAY OF** MAY, **20** 19

REEVE
Leanne Beaupre

COUNTY ADMINISTRATOR
W.A. (Bill) Rogan

READ A SECOND TIME THIS 6TH **DAY OF** MAY, **20** 19

REEVE
Leanne Beaupre

COUNTY ADMINISTRATOR
W. A. (Bill) Rogan

READ A THIRD AND FINAL TIME AND FINALLY PASSED THIS 6TH **DAY OF** MAY, **20** 19.

REEVE
Leanne Beaupre

COUNTY ADMINISTRATOR
W.A. (Bill) Rogan

CLAIRMONT HEIGHTS
AREA STRUCTURE PLAN

Prepared for

County of Grande Prairie No. 1
Alberta, Canada

By

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In association with

EIDOS

BearishLehnersKetchum
ENGINEERING | SURVEY

November 27 2012
Amended May 6, 2019
Amended August 25, 2025

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1.0 INTRODUCTION

1.1 Background

The Hamlet of Clairmont is located within the County of Grande Prairie No. 1, approximately 10 km north of the City of Grande Prairie on Highway 2. The County is located 460 km northwest of Edmonton and has an area of 5,570.0 square kilometres, 40% of which is prime farmland. The area is focused on agriculture, forestry, pulp and paper, and on the oil and gas service industry with some oil and gas exploration still continuing which, has provided them with a strong economic base. Recent economic activity in the region has put development pressures on land in and around Clairmont, and new residential and industrial development is impacting the County's municipal infrastructure. In response to this development pressure the County has initiated this Area Structure Plan (ASP) to determine the best long-term land use patterns for Clairmont Heights
- the northern half of the Clairmont Urban Area.

The County's Municipal Development Plan (MDP) Bylaw No. 2360 identifies Clairmont as one of the focal points for major subdivision and development activity in the County to accommodate much of the overall demand for growth. Section 5.12 of the MDP mandates the development of ASPs to guide all future land development in the Clairmont Urban Area. Additionally, these ASPs must address several policy directions including land use, transportation, environment and recreation.

The MDP policy directions formed the basis for developing an innovative concept plan for a master planned Clairmont Heights community that offers a wide range of housing choice, local retail shops, services, and amenities like interconnected trails and park space with public access to Clairmont Lake. The Maps in this ASP are conceptual and provide general descriptions and approximate locations of proposed future land uses. The Development Concept presented by this ASP will be refined through future subdivision applications for each stage of development.

The specific objectives of the Clairmont Heights Area Structure Plan are to:

- Create a comprehensively-planned sustainable mixed use community with ample public and recreational spaces which promote social interaction.
- Create a system of greenways that serve both recreation purposes and as ecological corridors to protect and link environmentally sensitive areas, water bodies, wetlands, tree stands and stormwater management facilities.
- Identify significant environmental features for protection/preservation to minimize impacts.
- Identify and promote the development of a village centre that includes a combination of parks, commercial and higher density residential.
- Protect and promote public access to and along the Clairmont Lake shoreline.
- Review servicing constraints and the cost of mitigating those constraints.
- Incorporate Green Municipal Funding best practices

1.2 Vision

"Clairmont Heights is envisioned as a mixed use, sustainable and livable lakeshore community of approximately 15,000 residents, where they are able to live, work, play and shop for their day to day needs."

The Clairmont Heights Area Structure Plan provides a unique opportunity to plan and develop a sustainable community that incorporates mixed land uses and natural amenities. By applying both smart growth and sustainable development principles the ASP will encourage development that parts from traditional Greenfield development often found in northern Alberta. Smart growth is defined as "*a principle of land development that emphasizes mixing land uses; increases the availability of affordable housing by creating a range of housing opportunities in walkable neighborhoods; takes advantage of compact design; fosters distinctive and attractive communities; while preserving open space*."(Sustainable Community Planning in Canada: Status & Best Practices, 2009). The implementation of sustainable development principles will reduce the community's dependence on non-renewable resources and be better integrated with the existing ecosystems and natural areas.

Clairmont Lake is one of the main natural assets for the site and its adjacent lands will be used efficiently to promote higher density and alternative modes of transportation, as well as recreational and social opportunities for residents. Through the establishment of a community core, this ASP will expand the range of housing, employment, and transportation choices for residents of the Hamlet. The long term (20-30 year) vision for the Clairmont Heights ASP area builds on the goals and objectives for a comprehensively planned, sustainable community.

1.3 Historical Development

With the arrival of the Edmonton, Dunvegan and British Columbia train in 1916 into Grande Prairie, two town sites were subdivided along the track, Benville (now known as Sexsmith) and Clairmont which, was named after the adjacent Clairmont Lake. Before long Clairmont became a prototypical northern farming community with grain elevators, stores, blacksmiths, lumber yards, and churches. The growth was so rapid that it became the second village to be incorporated on the Grande Prairie, which occurred on May 31, 1917.

In 1943 the Rural Municipality of Bear Lake No. 740 and the Rural Municipality of Grande Prairie amalgamated and became the new Municipal District of Grande Prairie. The residents of the M.D. of Grande Prairie were very active in lobbying the provincial government to implement the County system of local government and the County of Grande Prairie became the first County in Alberta. In the late 1970's the County experienced rapid growth that was accompanied by the demand for more country residential lands. Historically, Clairmont has been a bedroom community and it has become quite common to commute to the City of Grande Prairie as it is a major service centre for the area. Very limited services are provided in the Hamlet and residents must travel to Edmonton for specialized services.

1.4 Green Municipal Fund – Federation of Canadian Municipalities

The Clairmont Heights ASP is being partially funded by the Federation of Canadian Municipalities (FCM) through the Green Municipal Fund (GMF). This fund provides below-market loans and grants to support municipal initiatives that improve air, water, and soil quality, while protecting the climate. (GMF.FCM.ca). To meet the requirements of the Green Municipal Fund, the Clairmont Heights Area Structure Plan incorporates emerging trends and best practices in community design; residential and commercial development; parks and open space.

The County of Grande Prairie No. 1 has been approved for funding to develop a sustainable community plan, the Clairmont Heights Area Structure Plan. As a requirement of receiving funding, the Green Municipal Fund requires that the final plan address the five sectors that the Federation of Canadian Municipalities has identified for creating successful sustainable community plans:

- Brownfields
- Energy
- Transportation
- Waste
- Water

FCM defines a sustainable community plan as *"a plan developed through public consultation that identifies a vision and includes environmental, social, and economic goals and targets for the community. The plan also describes the short-, medium-, and long-term strategies for reaching its goals and targets, and integrates all areas of municipal concern, such as energy use, neighbourhood and transportation planning and waste and water management (e.g. an integrated community sustainability plan [ICSP] is one type of sustainable community plan)."* It is expected the Clairmont Heights Area Structure Plan will be a model for sustainable development from which other municipalities can learn and apply.

1.5 Plan Area

As shown in *Map 1 – Location*, the ASP area encompasses approximately 501.28 hectares (1,238.68 acres) and is located north of Clairmont Lake, adjacent to the Hamlet of Clairmont which is located to the south-west of the ASP area. The ASP area is bounded by Township Road 730 to the north, Range Road 55 to the east, Clairmont Lake and Rural Estate residential lands to the south, Highway 2 to the west. The ASP area excludes NW Sec. ¼ 31-72-5 W6M. The Canadian Pacific Railway runs along Highway 2 through the south-west corner of the ASP area and Ferguson Lake is located adjacent to Highway 2 on the west side.



Figure 1-1: Northwest across the ASP area, and south towards Clairmont Lake and the Hamlet of Clairmont

1.6 Enabling Legislation

The Clairmont Heights Area Structure Plan has been prepared in accordance with Sections 633 of the Municipal Government Act (MGA) (Revised Statutes of Alberta, 2000, Chapter M-26). The MGA allows municipalities to adopt area structure plans to provide a framework for the development of an area and future subdivisions. The MGA stipulates the following:

633 (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,

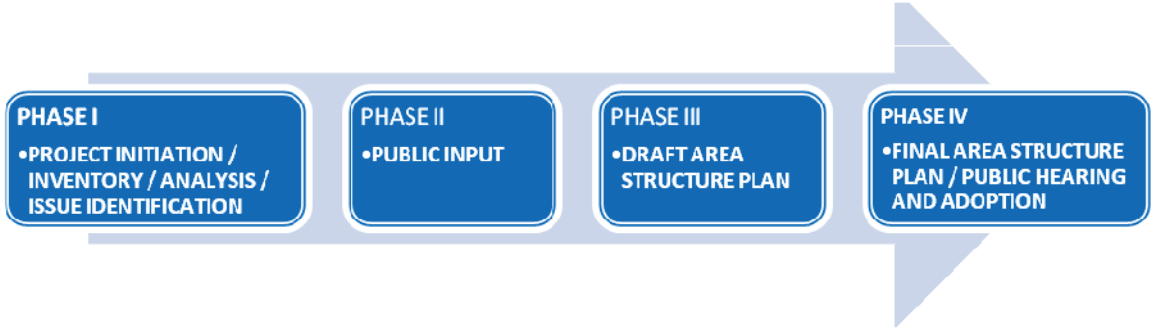
iii. the density of population proposed for the area either generally or with respect to specific parts of the area, and

iv. the general location of major transportation routes and public utilities, and

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

1.7 Planning Process

This Clairmont Heights ASP was prepared in four phases over a twenty two (22) month period between September 2010 and June 2012. Opportunities for stakeholder and public involvement were provided during each phase of the work plan.



1.8 Community Consultation

Community consultation was an important part of the planning process. and included a Public Information Program. As part of the community consultation program, a news release and project backgrounder were prepared to notify the stakeholders and the public of the ASP process and opportunities for involvement throughout the ASP process. Prior to stakeholder and community consultation, governing policy documents (Land Use Framework, Intermunicipal Development Plan, Municipal Development Plan) and various background studies were reviewed.

The following summarizes the consultation activities undertaken during the preparation of this ASP.

Stakeholder Focus Groups

The Phase 1 Stakeholder Consultation included five focus group sessions held on November 2nd and 3rd, 2010. The Stakeholder Focus Groups were attended by the Division Councillor, representatives from Alberta Environment, Alberta Transportation, the landowners group and representatives from the oil and gas companies operating in the ASP area. The following is a summary of outcomes from the Focus Groups and initial direction provided for the preparation of the Area Structure Plan:

- The Clairmont Heights Area Structure Plan presents an important opportunity to promote Clairmont's history and position the Hamlet's future identity as sustainable community located along the scenic edges of Clairmont Lake.
- The key to reinforcing Clairmont's identity as a sustainable community would be the development of a mixed use village centre that serves the needs of the local residents. The mixed use village centre shall include a range of institutional, recreational and commercial uses such as a recreation centre with a swimming pool, library, medical clinics, retail grocery stores and other complementary community amenities.
- Complementary to the community core, Clairmont should provide opportunities for creatively designed housing of varying densities and housing types such as single detached homes, row / town homes, multifamily apartments, and an aging in place complex for seniors.
- The road alignment of Township Road 724 and portion of Township Road 725 (falling within the ASP area) along the northern edges of the Lake should be adjusted or moved further north to create more recreational edges along the lake shore as well create more opportunities for public access. Other opportunities include incorporating existing buildings along the lake front to create public uses such as a café and an interpretive centre.
- Clairmont Lake shall be the focal point of the community, and will be interconnected to neighbourhood parks, and active recreation areas through an interconnected system of greenways.
- The community shall provide opportunities for active recreation such as soccer fields and a ball diamond park which will act as amenities and also help in attracting new residents to the communities.
- The development concepts for the ASP area should creatively explore the integration of man-made constraints, such as oil wells, with recreational uses and low impact development features such as bio-swales, retention ponds and green pathways.
- Additional access that provides direct access to the community core shall be critical in the realization of the potential of the ASP area. Consultation with Alberta Transportation shall be held to obtain an additional access to the ASP area from Highway 2.

Sustainable Development Design Charrette

Phase II stakeholder consultation took the form of a Design Charrette where alternative development concepts, identified in the Phase I consultation process, were reviewed and tested. The Design Charrette was held on February 28, 2011 in the Conference Room at the Ramada Inn Hotel in Clairmont from 10:00 am to 3:00 pm. The Design Charrette was attended by a total of 28 people including the Consultants. Participants included area residents, the Ward Councillor, County staff as well as representatives from Alberta Environment, Energy Resources Conservation Board, the school boards and various oil and gas companies. With the exception of one landowner being represented by his engineering consultant, there was no representation from the landowners group.

The Charrette participants were assigned to one of the three groups, i.e. Land Use, Infrastructure and Open Space and Community Facilities. As part of the exercise each group was provided with large print outs of the three alternative development concepts and asked to evaluate the design concepts based on their group theme. The following are some conclusions based on participant feedback received during the Sustainable Development Design Charrette:

- Need for additional access to the ASP area, including sufficient emergency access points.
- Review setback requirements for oil and gas facilities to ensure sufficient setbacks for development around the sour gas well sites and pipelines.
- The ASP should identify suitable uses that can be located in the CP Rail right of way along the southwestern boundary of the ASP area.
- The total amount of open space was perceived to be high.
- The linear greenway with a swale for stormwater management was well received by the participants.
- The alternative development or design concepts had strong north south road connectors. There should be provision for east west connectors as well.
- Seniors' facilities and schools should be located outside of the development setbacks of the sour gas well sites. An additional access to the ASP area as well as an emergency access is also required to effectively service the ASP area.
- Suitable uses should be identified for the oil and gas well setback area, to be implemented once the well sites are decommissioned.

Two of the alternative designs were selected as preferred options based on different criteria. Option 3 was preferred for land use distribution, location of village centre, amenities and connectivity to existing community and Option 1 was preferred for transportation connectivity and open space connectivity. Participants also liked the radiating form of Option 1. The final ASP design combines the positive elements of these two design options.

Meeting with Landowners

On July 6, 2011 the consultant team met with landowners in the ASP area to review the preferred development concept selected during the sustainable development Design Charrette. Landowners were given the opportunity to provide comments and suggestions for refinement to the preferred development concept. The concluding comments from the meeting were as follows:

- The proposed population figures of 20,000 for the ASP area to be reduced to the range of

10,000 to 15,000 people.

- The ASP area to be organized in two parts with medium to higher densities located on the western part of the ASP area (Section 36), while lower density estate residential development to be included along the eastern boundary of the ASP area.
- Suggested the provision of an additional access to the ASP area for emergency servicing as well as to support the overall level of development of the ASP area.
- Investigate the possibility of reducing the 100.0 metre setback from the abandoned sour gas well sites within the ASP area.
- Landowners suggested that Clairmont Lake be used as part of the stormwater management strategy for storage of excess stormwater run-off while any additional water is drained to Ferguson Lake located west of the ASP area.
- There was strong support for developing a Community Core which would include community facilities as well a seniors housing facility. An additional access to the ASP area would be critical for the success of the Community Core.
- Traffic Impact Studies for the ASP area to be prepared by developers during the subdivision stages.
- All subdivisions and developments would be in conformity with the County Engineering Standards.

Public Open House

On May 24, 2012, the draft Clairmont Heights ASP was presented to the stakeholders and general public in a Public Open House held at Clairmont Community Centre, in the hamlet of Clairmont. The open house was attended by approximately twenty (20) people, including the Division Councillor, landowners and members of the general public. Through a presentation, the key highlights, goals and objectives of the plan along with details of the Development Concept were presented to the attendees, which was followed by a question and answer session. Attendees were provided with an exit survey to provide feedback to the project team. Only three (3) exit surveys with comments were received.

Comments received were supportive of the draft ASP. However, one comment indicated concerns over the trail network shown conceptually which may overlap some of the existing properties. This concerns shall be dealt at the detailed design or the Outline Plan stage. One of the landowners also indicated lack of interest to develop their parcel in the immediate future, which has been reflected in changes to the Staging Plan of this ASP.

Public Hearing

In accordance with the Municipal Government Act, a public hearing was held on June 25, 2012 in the Council Chambers at the County of Grande Prairie No 1 administration building in Clairmont.

1.9 Plan Organization

The Clairmont Heights ASPis organized as follows:

Section 1.0 – Introduction: Provides an overview of the ASP by documenting the background, purpose, vision, and public consultation activities undertaken during the ASP process.

Section 2.0 – Statutory Plan and Policy Context: This section provides an overview of the high level planning policy documents and the influence on the development of this ASP.

Section 3.0 – Site Context and Development Considerations: Profiles existing site conditions including the physical environment and existing land uses.

Section 4.0 – Sustainable Development: Outlines the sustainable development policies for this ASP with regard to land use, transportation, energy, solid waste, water, food secu- rity, parks, open space and community facilities, and housing choice.

Section 5.0 – Development Concept: Presents the overall development concept based upon the planning principles, opportunities and constraints and public input.

Section 6.0 – Parks, Schools, Open Spaces and Trails: Describes the provision for parks, open spaces, and trails, connections as well as all policies regarding environmental re- serve designation.

Section 7.0 – Transportation: Describes the external and internal roadway network and road development standards for the ASP area.

Section 8.0 – Municipal Services: Provides information regarding the proposed sewer servicing, water servicing, stormwater system, franchise utilities and solid waste services within the ASP.

Section 9.0 – Implementation: Summarizes the implementation actions required, including stag- ing, subdivision and rezoning requirements, and provisions for amending the plan.



2.0 STATUTORY PLAN AND POLICY CONTEXT

2.1 Alberta Land-use Framework

The purpose of the *Alberta Land-use Framework* is to manage growth and to sustain the province's growing economy, but balance it with Alberta's social and environmental goals. The *Alberta Land-use Framework* sets out an approach to manage public and private lands and natural resources to achieve long-term economic, environmental and social goals. It provides a blueprint for land-use management and decision-making that addresses Alberta's growth pressures. The *Alberta Land- use Framework* is about Smart Growth. Future land-use decisions will need to be consistent with regional plans. The *Land-use Framework* consists of seven basic strategies to improve land-use decision-making in Alberta:

Strategy 1: *Develop seven regional land-use plans based on seven new land-use regions.*

Strategy 2: *Create a Land-use Secretariat and establish a Regional Advisory Council for each region.*

Strategy 3: *Cumulative effects management will be used at the regional level to manage the impacts of development on land, water and air.*

Strategy 4*:* *Develop a strategy for conservation and stewardship on private and public lands.*

Strategy 5: *Promote efficient use of land to reduce the footprint of human activities on Alberta's landscape.*

Strategy 6: *Establish an information, monitoring and knowledge system to contribute to continuous improvement of land-use planning and decision-making.*

Strategy 7: *Inclusion of aboriginal people in land-use planning.*

The County of Grande Prairie, including Clairmont Heights, is part of the Upper Peace Regional Plan. This plan has not yet been developed.

2.2 Intermunicipal Development Plan, Bylaw No. 2896

The Intermunicipal Development Plan (IDP), adopted in June of 2010, recognizes the Clairmont Urban Area as a growth area for the County. However, as the ASP area is located outside the IDP referral area the City of Grande Prairie is not required to be involved in the ASP process.

The IDP outlines some of the regional infrastructure improvement to benefit the residents of Grande Prairie and the County of Grande Prairie. As part of the regional transportation plan, Township Road 724 is identified as major collector road. As such, this road has been upgraded to a major collector road in the ASP. In addition, Policy 6.6.7 of the IDP states: *"The City and the County will work towards developing an integrated trail network linking Clairmont with the City along collector and arterial road networks. The development of trail networks along other major road networks that serve rural and urban residential areas should also be explored."* This policy was considered in the development of this ASP and a multi-use trail was incorporated adjacent to major collector roads in the ASP.

2.3 County of Grande Prairie No. 1 Municipal Development Plan, Bylaw No. 2360

The County of Grande Prairie No. 1 Municipal Development Plan (MDP), Bylaw No. 2360 was adopted as amended in 1998. Since the Municipal Government Act requires that all statutory plans be consistent with one another, it is important to understand the policy direction outlined in the MDP to ensure that the Clairmont Heights ASP is in compliance.

Section 5 of the County's MDP identifies the Clairmont Urban Area as its key urban area for long-term investment within the County. Furthermore the Clairmont Heights area, which is the subject of this ASP, is identified for future residential growth and intensification. The MDP highlights the need for an ASP to guide the future land development in the "residential" Clairmont Urban Area. While it is identified as "residential", the MDP note that suitable land uses such as open space, local commercial uses and low, medium and high density residential area all suitable within this area.

In addition, the MDP requires a community/neighbourhood focal point for each new residential community. This focal point may consist of either park space, a commercial core (i.e. Town Centre Concept) or a combination of park space, commercial and medium or high density residential development (MDP Policy 5.13).

This plan was prepared in compliance with these and other policies of the MDP.

2.4 The Facility Needs of the Clairmont Community Report, 2005

In December 2005, *The Facility Needs of the Clairmont Community* report was presented to the Board of Trustees, Peace Wapiti School Division No. 76 County Council, and the County of Grande Prairie No. 1, prepared by Wiebe Administrative Services (Referred to as Appendix B – *Summary of Recommendation, The Facility Needs of the Clairmont Community, 2005*). The study provided a background of the community needs as well as some recommendations. Recommendations 1 through 11 are for the Clairmont School which has since been completed, however, the remaining recommendations are still applicable such as:

- that the building of a community hall with meeting rooms be deferred for 3 to 5 years, at which time the need can be reassessed,
- that the County of Grande Prairie employ a recreation direction to assist Clairmont, and other interested hamlets,
- that any new recreation centre in Clairmont be located on a site adjacent to the new Clairmont school,
- that the County of Grande Prairie build and operate an outdoor ice rink and an indoor swimming pool and fitness centre as part of the recreation centre by 2010, paid for by community fund raising, private sector donations, government grants and County taxation,
- that the County include a curling facility in the new recreation centre to be built, subject to a lease agreement acceptable to the Clairmont Curling Club and County,
- that the County implement a master trail system that provides Clairmont residents with safe and convenient access within their community and to the new Clairmont school and future recreation centre,
- that the County include an outdoor skateboard park as part of a new recreation centre to be built in Clairmont by 2010.



3.0 SITE CONTEXT AND DEVELOPMENT CONSIDERATIONS

3.1 Topography and Natural Features

As shown in *Map 2 – Natural Features*, the ASP area has a terrain that generally slopes from north to south towards Clairmont Lake with a drop in elevation of approximately 55.0 metres. The Lake is the most prominent natural amenity within the ASP area. It encompasses 671 hectares (1658 acres) immediately south of the ASP area and is visible from most of the site due to the change in elevation. At this time the majority of the land within the site is drained through natural and man-made open channel conveyance to the Lake. A functional plan report was completed in October 2010 to determine the condition of Clairmont Lake and the recommendations for stormwater management.

The ASP area is predominantly utilized for agricultural purposes with a large portion of its land being classified as prime agricultural. Therefore, most of the land has been cleared and is developable with the exception of several low lying and treed areas in the south end of the site near the Lake. There is also a low lying area near the existing development in Clairmont and Highway 2. This could be a potential site constraint in terms of extending the existing development into the ASP area.

3.2 Land Ownership

The ASP area encompasses approximately 505.2 hectares (1,248.37 acres) of land and is comprised of almost nine (9) quarter sections; Sec. 36-72-6 W6M, NE Sec. ¼ 31-72-5 W6M, SW Sec. ¼ 31-72-5 W6M, SE Sec. ¼ 31-72-5 W6M, a portion of NE Sec. ¼ 25-72-6 W6M and a portion of NE Sec. ¼ 30-72-5 W6M. The ASP area excludes NW Sec. ¼ 31-72-5 W6M.

The majority of land within the ASP area are privately owned and are currently being used for Agricultural or Country Residential purposes. The County owns four (4) parcels of land surrounding Clairmont Lake which contain some low lying areas. The more developed areas (residential) are predominately located on the southeast portion of the site near the Lake.

Refer to *Appendix A – Clairmont Heights Land Ownership Information*.

3.3 Existing Land Use and Zoning

Existing Land Uses and Districts are shown on *Map 3 — Existing Land Uses*. The predominant land use for the ASP area is currently agricultural operations. The ASP area currently contains a number of small acreages located south of Township Road 725 in the south west corner of the ASP area. In addition there are four (4) acreages on Section 36 and one (1) acreage on Section 31. The ASP area contains one industrial use located on the northwest corner of Section 36 along Highway 2 and Township Road 730. The existing Hamlet area that borders the ASP area on the southwest corner is predominantly residential and contains the existing Clairmont School at the culmination of Township Road 724.

In addition, the ASP area contains a total of ten (10) sour gas well sites. Out of the ten (10) well sites, three (3) are identified as abandoned and the remaining seven (7) are identified as currently active or suspended.

The majority of the ASP area is currently zoned as Agricultural (AG) District, which allows for extensive agricultural operations and residential subdivisions for farmsteads and a number of uses associated with agriculture on a discretionary basis. Other land uses in the ASP area include Country Residential (CR-2) and Country Residential (CR-5) districts. These districts allow for country residential subdivisions with a major home occupation associated with the principal use. Discretionary uses permitted within the ASP area include recreational uses, home occupations, public use, veterinary clinics, residential uses, bed and breakfasts, water treatment facilities, farmsteads and farm buildings.

As shown on *Map 1 — Location*, the developed portion of Clairmont extends north from Grande Prairie along Highway 2. Within that area there are several smaller parcels zoned as Urban Reserve (UR), Commercial (GC & CC), Manufactured Home Community (MHC) and High Density Residential (HDR). Clairmont is broken into nine (9) districts that are divided where Highway 43 and Highway 2 intersect:

- Northgate Business Park
- Westmount North
- Westmount South
- Crossroads North
- Westlake Althen Corner

- Crossroads South
- Whispering Ridge
- Highway 43 West Industrial Park
- Highway 43 East Industrial Park

The Northgate Business Park district is the closet to the ASP area, and contains Urban Reserve and Rural Residential land as well as the new Clairmont School, Community Church and small businesses.

3.4 Man Made Constraints

The most significant man-made constraints that must be considered in the development of this ASP include the oil and gas facilities, the wells and pipeline right of ways, that are distributed across the ASP area. These facilities are outlined in *Map 4 – Man-Made Constraints*. The Energy and Resource Conservation Board (ERCB) has identified eight (8) oil and gas wells as well as several pipeline right of ways located within the ASP area. Of the ten wells, one (1) is identified as abandoned with the remaining seven (7) deemed active or suspended. All of the identified wells and pipelines have a level 1 sour gas designation.

The ERCB setback requirements and recommendations were observed in the development of this ASP. For active wells, a 100.0 metre radius setback has been used and a 15.0 to 20.0 metre right of way has been incorporated for all pipelines. For abandoned wells, a setback area consisting of a 20.0 metre by 35.0 metre work area surrounding is required. The abandoned well setbacks should be established so that the well is no less than 5.0 metres from any setback boundary. An 8.0 metre wide access to the well is also required. These buffer areas are not included in the overall Municipal Reserve dedication for the ASP.

In addition to the oil and gas development, powerlines and a Canadian Pacific (CP) Rail line may also present some constraints in the ASP area. All development proposed within the 250.0 metres of the CP Rail will be referred to CP Rail prior to development approval.

3.5 Schools Recreation and Community Facilities

3.5.1 Clairmont Community School

In January 2009, the Hamlet of Clairmont opened the K-8 Clairmont Community School and Wellington Resource Centre. With a population of over 1300 residents, the school and community facility is a joint capital project between the County of Grande Prairie and the Peace Wapiti School Division, with additional assistance from the province. The building follows the guidelines set by the Leadership in Energy and Environmental Design (LEED) Green Building Rating System and is classified as a 'LEED Silver public education and community facility', which is the first in the Province of Alberta. This facility promotes sustainable living and energy conservation to residents and demonstrates how environmental responsibility can be practiced at a community level. Additional costs incurred for installing 'Green' features are deemed to be made back through daily conservation.



Figure 3-1: Clairmont Community School and Wellington Resource Centre Site Photograph

3.5.2 Community Facilities

Clairmont has several other community facilities such as the Community Church, United Church, Seniors Centre, Community Centre & Arena and Curling Club. Between the new school and other community facilities, the residents of Clairmont currently have access to the follow recreational activities:

- specialized areas for art, band, industrial education, and home economics
- fully developed playgrounds, playing fields, and over-sized gymnasium and kitchen for community use
- an indoor ice arena
- a curling rink – subject to agreement with the curling club
- a day care
- a multi-purpose room for before and after school care and community use
- a playschool room
- a 'Neighbourhood Resource Centre' for regional services provided by the Health Unit, Child and Family Services, and Family and Community Support Services

3.6 Protective and Emergency Services

3.6.1 Policing

The Hamlet of Clairmont is currently policed and patrolled by the Grande Prairie Rural RCMP, from the detachment located in the City of Grande Prairie, Alberta. Currently there are twelve (12) officers posted to the rural detachment and the County of Grande Prairie sponsors three (3) enhanced positions for a total of fifteen (15) officers. While the current staffing levels are adequate for the existing population levels, the RCMP would see an increase in human resources as the population increases by additional 15,000 people as anticipated in this plan. The additional human resources would not only include an increase in police officers but also support staff.

At present there are no immediate plans to build a RCMP detachment in the ASP area. Should the

population levels increase to those anticipated by this plan, discussions would be required between the City of Grande Prairie and the County to determine the best location and the exact scale and size of the detachment.

3.6.2 Emergency Medical Services

A dedicated Emergency Operations Center is located in the County Municipal Services Building. The service capacity is currently adequate and is generally based on the overall EMS demand in the surrounding regions as well. If the overall demand in the region reaches beyond the EMS capacity, a new station will be registered. Current response times have been in the range of 10 minutes to 17 minutes based on location.

There is a possibility of a new EMS station to be located within the ASP area, however the location would be based on the area of highest risk and EMS demand which is continually monitored and requires further discussion.

EMS has identified for the need of ensuring adequate levels of snow removal, the need for clear and visible corner signage's and overall accessibility to the plan area during the winter months.

3.6.3 Fire

As of January 1, 2012 the fire protection services for the Hamlet of Clairmont are provided by the County of Grande Prairie No. 1. The closest fire hall is located in the Municipal Services Building in Clairmont and is approximately one and half mile from the ASP area (Refer to *Map 7— Proposed Regional Transportation Network*).

The County of Grande Prairie has one full time Chief Fire Protection Officer, a part-time Fire Prevention Officer and 2 part-time administrative support staff. Additional staff is recruited on volunteer basis, accounting for a total of 150 staff for the entire County.

Fire protection was a high priority for Clairmont residents. The fire protection services provided by the County's fire department are considered adequate at this time, but requirements could change as Clairmont's population increases beyond 10,000 people. The estimated response time from the closet fire hall to ASP area is five (5) minutes.

As the population of Clairmont grows beyond 10,000 an additional fire station with a site of approximately 1.21 ha (3.0 ac) shall be required. The additional station would be best located near the Village Centre providing for a central location that will find best access and quick response times to all parts of the ASP area and the existing Hamlet.

3.7 Historical Resources

A search of the Government of Alberta's *Listing of Historic Resources* was conducted by the Heritage Division of Alberta Culture and Community Services in February 2012.

Alberta Culture and Community Services have advised that an Historic Resources Impact Assessment may be required prior to development proceeding on some of the lands. All development proposals on lands within the Clairmont Heights ASP area are required to be referred to the Historic Resources Management Branch for review.









4.0 SUSTAINABLE DEVELOPMENT

4.1 Overview

The County of Grande Prairie is committed to developing Clairmont Heights as a progressive, sustainable community which will have a reduced impact on the environment and require less energy consumption than a traditional greenfield development. In order to achieve this goal, sustainable policy directions and practices should be pursued with regard to land use, transportation, energy, solid waste, water, food security, parks, open space and community facilities, and housing choice.

Goal: ***Apply principles of Leadership in Energy and Environmental Design for Neighbourhood Developments (LEEDND) in the Area Structure Plan to promote public health, reduce air pollution, energy consumption, greenhouse emission, foster walkability and community well being.***

Objectives:

- Encourage reduction of energy consumption through application of green building technologies and orient buildings to take advantage of solar energy from south facing exposure.
- Utilize bio-swales and wet areas to reduce suspended particles in runoff water before it enters the lake, thereby ensuring the quality of water in the lake is protected.
- Promote water conservation through the use of untreated stormwater for irrigation and other similar conservation methods.
- Integrate sustainable practices such as Low Impact Development strategies for stormwater management and combining such features with pathways, boulevards and other landscaping features throughout the ASP area.
- Encourage reduction of energy through application of green building technologies and orient buildings to take advantage of solar energy from the south facing sun.

4.2 Water

Encourage sustainable water management practices that reduce water usage through wastewater and rainwater reuse.

Use of Low Impact Development (LID) features such as swales and linear ponds for stormwater management and primary treatment.



Low Impact Development:

Development methods that reduce the impact of stormwater runoff and improve the efficiency of stormwater management systems. These methods include the incorporation of native plant spe- cies and/or xeriscaping, the use of bioswales, permeable paving materials and onsite rain barrels.



4.3 Land Use

Encourage compact and higher density development within comfortable walking distance to mixed use centres where residents can purchase day-to-day goods and services within the community.

4.4 Solid Waste

Encourage solid waste reduction by providing eco-recycling facilities within the community at potential locations shown on *Map 5 – Development Concept*.





4.5 Transportation

Reduce reliance on private automobiles and encourage active modes of transportation such as walking and cycling. This can be achieved through the development of mixed use communities with complete streets and a comprehensive network of trails.

Roadways should be designed and built using complete streets principles, including the development of sidewalks.

Complete Streets:

Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train sta- tions

Creating complete streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation.





4.6 Parks, Open Space and Community Facilities



Provide a network of greenways, parks and open spaces provide opportunities for recreation within the community that is accessible to a wide range of age groups, income levels and abilities.

Promote Winter City Design when planning and developing outdoor recreational spaces so they can be enjoyed throughout the seasons.

Winter City Design:

Being a northern community, developers should consider winter city design principles when designing neighbourhoods and developments within ASP. Subdivision plans should promote a compact, pedestrian-friendly environment with short blocks and continuous pedestrian walkways (trail network and/or sidewalks). Pedestrian walkways should be buffered from roads to improve pedestrian comfort and provide space for snow storage.

Solar exposure is an important consideration in winter city design and can be enhanced by locating taller buildings on the north side of the street, preserving solar access to sheltered public spaces and developing pedestrian walkways on the sunny side of the street. Vegetation should be used whenever possible along streets, pathways and in open spaces. Trees and plants pro- vide wind barriers and are aesthetically pleasing in a winter landscape.

Developers should consider color and materials in the design of buildings and public spaces. Buildings should also be articulated and stepped down to reduce wind speed and wind tunnel effects at ground level. Lighting is also an important consideration in winter design as the number of daylight hours is significantly shorter.



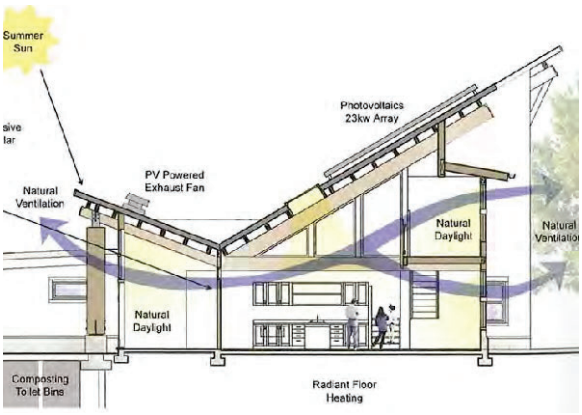


4.7 Energy

Encourage "Energy Smart" buildings and development.

Using renewable energy sources such as solar, wind and geothermal will be encouraged.

Promote the use of passive solar heating through the design of neighbourhood blocks and building orientation.



Encourage LEED Design and "Energy Smart" Buildings and Development:

Developments that use LEED and "Energy Smart" standards can significantly reduce the overall energy consumption. In addition, these standards encourage the use of more sustainable building materials and construction practices making these developments much more environmentally friendly and a community more sustainable long term.

The County of Grande Prairie should look at ways to encourage the use of these development principles. In addition, the County should lead by example by designing and constructing all public buildings to a LEED silver standard.

Solar Orientation:

In the development of a subdivision plan for this ASP area, developers should consider passive and active solar strategies to improve the energy efficiency of the neighbourhood. Passive solar is using sunlight both to heat the interior of a building and to encourage airflow through a structure. There are no mechanical or electrical systems in place to aid this energy transfer. By reducing cul-de-sacs and orienting blocks within plus or minus 15 degrees of geological east-west, with the east-west block lengths equal or greater to the north-south block lengths, the developer will provide additional opportunities for residents and businesses to take advantage of potential energy savings through active and passive solar heating and power.



4.8 Food Security and Urban Agriculture

Encourage the development of a community farmer's market within the community core and encourage the development of community gardens in the park space adjacent to seniors developments, schools and the recreation complex.



4.9 Housing Choice

Encourage greater housing choice for families of varying size and income levels. Higher density options will encourage more affordable housing into the ASP area.

Provide senior friendly housing options to allow residents to Age in Place.



5.0 DEVELOPMENT CONCEPT

5.1 Overview

The future development concept for the Clairmont Heights ASP is shown on *Map 5 – Development Concept.* This is a conceptual land use framework, with the land use areas generalized and only approximate. *Table 1 – Land Use Statistics* provides a breakdown of land areas, unit densities and projected population for the proposed residential land uses.

Goal: ***To develop Clairmont Heights as a comprehensively planned sustainable community that meets the needs of its residents locally and fosters identity, livability, interaction, employment, safety and a sense of place.***

Objectives:

- Create compact, mixed use and walkable neighbourhoods surrounding a pedestrian oriented mixed-use village centre.
- Provide a range of housing choice to address the needs of various demographic and income groups for long term community sustainability.

Objectives (cont'd):

- Arrange the mix of land uses in a mutually complementary fashion that creates synergies between various uses and reduces land use conflict.
- Centrally locate schools, parks and community facilities to ensure they are easily visible and accessible from the neighbourhoods through well-designed interconnected networks of roads, trails and open spaces.
- Develop an aging in place complex for seniors that features independent living and assisted living facilities and is located in proximity to shopping, medical services and recreation facilities.

5.2 Residential Policies

5.2.1 Estate Residential

Allow for both existing and proposed larger lot (760 sq metres to 1.0 hectares; 0.19 acres to 2.47 acres) residential developments within the ASP area, consistent with the Rural Estate (RE) District in the Land Use Bylaw (LUB).



5.2.2 Low Density Residential

The majority of the ASP will be developed as low density, single detached, residential uses, consistent with Rural Residential (RR-1), Rural Residential (RR-2) and the Rural Residential Mixed (RR-3) Districts in the LUB.



5.2.3 Medium Density Residential

Medium density residential uses are proposed to be strategically located in proximity to the intersections of collector and arterial roadways. The medium density residential land use shall include densities similar to the Rural Residential Mixed (RR-4) District . It is recommended that the County adopt a new land use district for Medium Density Residential uses allowing for a wide range of duplexes, fourplexes, and row housing.



5.2.4 High Density Residential

Apartment buildings with a maximum height of four-stories are to be located close to major roadways and amenity areas including the village centre, Clairmont (Grand) Boulevard, school sites and the auto oriented commercial area along Township Road 730. This is consistent with the High Density Residential (HDR) District of the LUB.





5.2.5 Seniors Housing

Seniors housing will be developed in comprehensively planned site to accommodate various types of seniors living. Housing types range from independent living single story bungalows and seniors apartments, to assisted living accommodation.

5.3 Commercial Policies

5.3.1 Mixed Use Village Centre



Located at the southern end of the Grand Boulevard, S.E. ¼ Section 36 72-6-6 and S.W. ¼ Section 31 72-5-6, a mixed use village centre is proposed as a central gathering space and focal point for the existing Clairmont residents and future residents of the ASP area. As a pedestrian oriented mixed use village centre, uses such as a grocery store, medical clinic, drug store and other professional offices are envisioned. This area would also include a semi-circular village square for community gatherings and events. This square would become the new "heart" of Clairmont. As the County's Land Use Bylaw currently does not have an appropriate Land Use District for a village centre, one would need to be created. Office, park space, commercial and residential land uses should be permitted within this new district.

5.3.2 Mixed Use General

The parcel at the southeast corner of 113 Avenue and 94 Street was previously undevelopable due to oil wells. These wells have been reclaimed and this parcel is proposed to be designated for a mixed use development with commercial establishments at ground level to provide amenities to the neighborhood and residential uses above the main floor.



5.3.3 Auto Oriented Commercial

In addition to the commercial space available in the mixed use village centre, a large commercial area is designated along the west boundary of the planning area fronting Highway 2 due to the exposure to higher traffic volumes. It is intended that this area will cater to stores which typically serve greater population than neighborhood commercial activities. By keeping these uses on the periphery the number of auto trips within the ASP area can be minimized.

5.3.4 Neighbourhood Commercial

Two smaller neighbourhood commercial sites, located in the interior of the residential neighbourhoods adjacent to collector roads, are intended to provide some convenience commercial to the surrounding residences. The zoning that would be consistent with this type of use would be the General Commercial (GC) District.



TABLE 1 - LAND USE STATISTICS - Development Concept - Revised
2025-August-XX

	Ha	% of GDA
GROSS AREA	**501**	
Utility / Pipelines		
Well Sites / Development Setback	13	3%
Pipeline Right-of-Way	13	3%
Circulation		
Arterial Roadways	20	5%
Other Uses		
Existing Estate Residential Development	34	8%
Existing Environmental Reserve (ER)	13	3%
Proposed Environmental Reserve (ER)	3	1%
GROSS DEVELOPABLE AREA	**401**	**100%**
Non-Residential Uses		
Circulation (20% GDA)		
Collector Roadways	27	7%
Local Roadway (Estimate)	57	14%
Parks/Open Space		
Municipal Reserve (MR)	30	7%
Neighbourhood Parks (MR)	11	3%
School Sites	8	2%
Religious Facility	1	0%
Recreation / Community Service	1	0%
Stormwater Management Facilities/Swale	17	4%
Commercial		
Village Centre (Commercial / Residential)	7	2%
Mixed-Use	8	2%
Commercial	29	7%
Other Uses		
Water Reservoir	2	0%
Total Non-Residential Uses	**192**	**48%**
Residential Uses		
Estate Residential	23	6%
Low Density Residential	132	33%
Seniors Housing Complex	4	1%
Medium Density Residential	39	10%
High Density Residential	12	3%
Total Residential Uses	**209**	**52%**
TOTAL	**401**	**100%**

RESIDENTIAL LAND USE ANALYSIS

	Area (Ha)	Density Units / Ha	Units	Persons /Unit	Population
Estate Residential	23	12	274	2.8	767
Low Density Residential	132	20	2631	2.8	7366
Comprehensive Seniors Development	4	37	149	1.5	223
Medium Density Residential	39	45	1734	2.2	3814
High Density Residential	12	80	968	1.8	1742
TOTAL			5756		13912

Note to Reader: The Land Use Statistics summary is for discussion purposes and is subject to change over time.



6.0 PARKS, SCHOOLS, OPEN SPACE AND TRAILS

6.1 Overview

A network of interconnected parks and open spaces adds to the liveability and sustainability of Clairmont Heights. Over time the plan is to improve the environmental quality of Clairmont Lake for year round recreational use by reclaiming and preserving riparian areas between the proposed Clairmont Parkway and the Lake's high water mark. Parks sites with playfields are included as part of school sites within the ASP area. These have been augmented with smaller pocket parks and tot lots within the neighbourhoods themselves. A system of greenways that serve as bio-swales for stormwater management and passive recreation provide opportunities for trail development creating an extensive network of multi-use trails that can be used for walking, cycling and cross-country skiing in the winter.

The general sizes and locations of all school sites described in this ASP are made in consultation with the County of Grande Prairie No. 1 and the Peace Wapiti School Division No. 76. The specific number, location and size of schools sites and methodologies for student generation must be further assessed at the subdivision stage with the participation of the Peace Wapiti School Division No. 76. The school sites are sized with the intention that the school sites will also include appropriate playfields and/or playgrounds. All school sites are located at least 250 metres from any well site located within the ASP area as a safety precaution.

Setback/buffer requirements from oil and gas facilities are not considered developable land and therefore they are not included as part of the municipal reserve dedication unless the oil and gas facility is abandoned and fully reclaimed to the satisfaction of the County.

Goal: ***Provide recreational uses, educational uses and social gathering opportunities in the ASP area interconnected by a pathway network.***

Objectives:

- Use Clairmont Lake as a focal point for the community by preserving and where possible integrating site's natural features.
- Centrally locate schools, playfields, parks and community facilities to ensure they are easily visible and accessible through a well-designed interconnected networks of roads, trails and open spaces.
- Create opportunities for indoor and outdoor recreation such as parks, gathering spaces and social areas for special community events and gatherings.
- Utilize the setback areas from well sites and pipe line right of ways to create greenways and bio-swales as part of the overall stormwater system.
- Realign the road adjacent to Clairmont Lake to create more park space and promote public access to and along the Clairmont Lake shoreline.
- Locate the village centre and mixed uses in proximity to the Clairmont Lake, integrating the Lake as an amenity for the community.

6.2 Clairmont Lake

Clairmont Lake should be protected, the riparian areas restored, and water quality enhanced to create a focal point and year round recreational area for the Clairmont community.

6.3 Village Square

A Village Square is proposed to be developed as part of the mixed use village centre, adjacent to Clairmont Lake. This square is envisioned to be an urban style plaza which could be programmed for community events and gatherings (e.g. farmers market).

6.4 Neighbourhood Parks

As shown on *Map 6 – Parks, Trails and Open Space* local neighbourhood parks are located strategically throughout the ASP area so that the majority of residents in the ASP are within a five (5) minute walk of a park space or school.

6.5 Greenways

As shown on *Map 6 – Parks, Trails and Open Space* a multi-purpose greenway is proposed following the stormwater management facility / swales within the ASP area to preserve natural areas, stormwater management, allow for trail connections and passive recreational use, and maintain wildlife corridors.

6.6 Trails

As shown on *Map 6 – Parks, Trails and Open Space a* proposed multi-use trail network links various amenity areas, parks, schools and open space.

6.7 High School

The proposed high school site is centrally located on the north side of the ASP area, adjacent to the Grand Boulevard which makes it easily accessible from local neighbourhoods in Clairmont Heights and from the surrounding rural area.

6.8 Elementary Schools

Two (2) elementary (kindergarten to grade nine) school sites are proposed in the ASP area. The first school site is located in the west portion of the ASP area adjacent to two (2) major collector roadways and within a close proximity to the proposed recreation facility. The second school site is located in the eastern portion of the ASP, adjacent to two (2) major collector roadways, a neighbourhood commercial site, and is in close proximity to the village centre.

6.9 Community Recreation Facility

The site of the proposed community recreation facility is shown on *Map 5 – Development Concept*. Future uses could include a swimming pool, library, gymnasium, community agencies, meetings rooms, playfields and associated parking.

6.10 Religious Assembly

At the request of the landowner, a religious assembly site is proposed within the ASP area on S.W. ¼ Section 31 72-5-6 located along the major collector roadway.

6.11 Buffers around Oil and Gas Installations

Setbacks and buffers around oil and gas installations have been provided in accordance with ERCB regulations and recommendations. The requirement for setbacks and buffers are as follows:

a. A minimum setback buffer of 100.0 metres from all active and suspended wells;

b. A 15.0 to 20.0 metre wide right of way has been applied to all pipelines in the ASP area;

c. For abandoned wells, a 20.0 metre by 35.0 metre work area around the abandoned well site, with there being no less than 5 metres from any setback boundary is required;

d. An 8.0 metre wide access to all wells is required; and

e. These undevelopable setbacks / buffers areas are identified on *Map 4 – Man Made Constraints*.

6.12 Municipal Reserve

At the time of subdivision, ten (10) percent of the developable land shall be dedicated as Municipal Reserve (MR) in accordance with the *Municipal Government Act*. All MR shall be taken as land unless it can be proven that the acceptance of cash-in-lieu or deferment of reserve will not hinder the provision of parks to meet the long term recreation needs of the community.

6.13 Environmental Reserve

At the time of subdivision, any land containing environmentally sensitive features shall be dedicated as Environmental Reserve (ER) in accordance with the provisions of the *Municipal Government Act*. The existing vegetative buffers and riparian areas along the Clairmont Lake shall be maintained to ensure habitat function, reduce disturbance and avoid the degradation of the lake's ecosystem.

6.14 Crime Prevention Through Environmental Design (CPTED)

Utilize Crime Prevention Through Environmental Design (CPTED) at the subdivision and development permit application stage to ensure streets, public spaces and parking areas have good visibility and are well lit. In addition, pedestrian areas and public spaces should be designed for day-long and year-round use.



7.0 TRANSPORTATION

7.1 Overview

Map 7 – Proposed Regional Transportation Network illustrates the proposed regional transportation network for areas surrounding the ASP area. Upgrading of the perimeter Township Road 730 and Range Road 55 to an arterial standard will be required. Future upgrades to an arterial standard have also been proposed for Township Road 723 and 722A south of Clairmont Lake and Range Road 54 east of Clairmont Lake. It is anticipated that, as development occurs within the Clairmont ASP area, the upgraded Range Road 54 will provide an alternate route to the City of Grande Prairie as it connects to Highway 43 at the future Range Road 55 interchange location which in turn connects back to Highway 2 and the future County and City municipal arterial road network.

Map 7A – Proposed Internal Transportation Network identifies the proposed roadway network access area within the Hamlet of Clairmont. Upgrading of the existing road way system that carries traffic from Clairmont north will need to be done to accommodate future traffic flows. This will necessitate the removal of the traffic circle on Township Road 724A/725 and bring about adequate lane sizes and configurations to allow for the associated directional lane accommodation.

Goal: ***Provide an effective and efficient transportation network for the ASP area, creating multi-modal transportation choices such as walking, bicycling and planning for future transit.***

Objectives:

- Provide a hierarchy of roads including arterials, collectors and local roadways to ensure vehicular and future public transit access.
- Plan ahead to ensure future public transit access to and within the ASP area.
- Provide the necessary infrastructure to promote walking and cycling.
- Develop a central Grand Boulevard/Linear Park space connecting the residential neighbourhoods to the village centre.
- Develop a Parkway along the lakefront.
- Provide pedestrian access to the village centre through a system of interconnected multi-use pathways and sidewalks

7.2 Roadway Construction Standards

Unless otherwise stated in this ASP, all roadways upgrades required outside of the ASP area are to be constructed in accordance with the *County of Grande Prairie Minimum Design Standards* or to the satisfaction of Alberta Transportation.

7.3 Intersections with Highway 2

As the predominate land use proposed adjacent to Highway 2 is for regional commercial facilities, it is important that this commercial area have safe and efficient access to the highway. The long term plan for the area envisions the signalization of at least four (4) proposed intersections along Highway 2; one at Township Road 723, a second at Township Road 724, a third at Township Road 724 A (North Clairmont Access Road to become the intersection connecting to Clairmont Parkway), and a fourth at the relocated Township Road 730 intersection. These are shown on Map 7 – Proposed Regional Transportation Network.

Access to Highway 2 from Township Road 730 will remain at the existing location for the time-being. In the near term, this intersection should be closed and re-located approximately 400 m north as recommended in Alberta Transportation's Highway 2 Corridor Study. In the future, as development progresses and the un-signalized intersection begins to fail, it will need to be signalized.

Median widening and turning lanes may also be required in conjunction with the signalization upgrades. The proposed upgrades will likely necessitate the need for a cost recovery system between developers. Signalization of the various intersections will be subject to need, based on information provided by subsequent Traffic Impact Assessment.

A TIA assessing the impacts on Highway 2 and identifying improvement to Highway 2 and the local roadway network will be required with any subdivision or rezoning application by developers. Any improvements to the highway intersections required to accommodate development shall be completed at the cost of the developer.

7.4 Internal Transportation Network

7.4.1 Arterial Roadways

Arterial roadways are required to move traffic in and out of the community and, as such, play an important role in relieving traffic congestion within the ASP area. Effective use of arterial roadways allows the collector and local roadways to operate efficiently and safely. It is proposed that Township Road 730 and Range Road 55 be upgraded to an arterial standard. It is anticipated that additional road right-of-way will be required to accommodate the necessary arterial roadway widening. It is likely that the upgrade of these roads will happen in a staged fashion as development occurs.

7.4.2 Clairmont (Grand) Boulevard

As shown on Figure 7-1: Clairmont (Grand) Boulevard Cross Section, a four lane, 54.6 metres wide, Grand Boulevard is proposed to provide access to and from the ASP area, the village centre, and Clairmont Lake from Township Road 730. Clairmont (Grand) Boulevard not only serves as the ma- jor vehicular transportation route, it also functions as an attractive linear parkway, utilizing an ex- isting pipeline right-of-way to accommodate a significant landscaped boulevard with multi-use trails. Clairmont (Grand) Boulevard also takes advantage of the topography and views within the ASP area, creating a strong view corridor with Clairmont Lake as the focal point. In order to estab- lish a strong sense of place, upgraded streetscape improvements including decorative lighting and site furnishings shall be incorporated into the development of Clairmont (Grand) Boulevard.

The arterial status of Clairmont (Grand) Boulevard may be reduced to a major collector depending on the results of a TIA done prior to subdivision. However, the aesthetic appeal of a larger road right-of-way is balanced with the need to also accommodate the existing utility right-of-way run- ning north-south. The roadway alignment may also need to be adjusted slightly to the west at Township Road 730 to create a four way intersection that avoids existing development north of the ASP area.

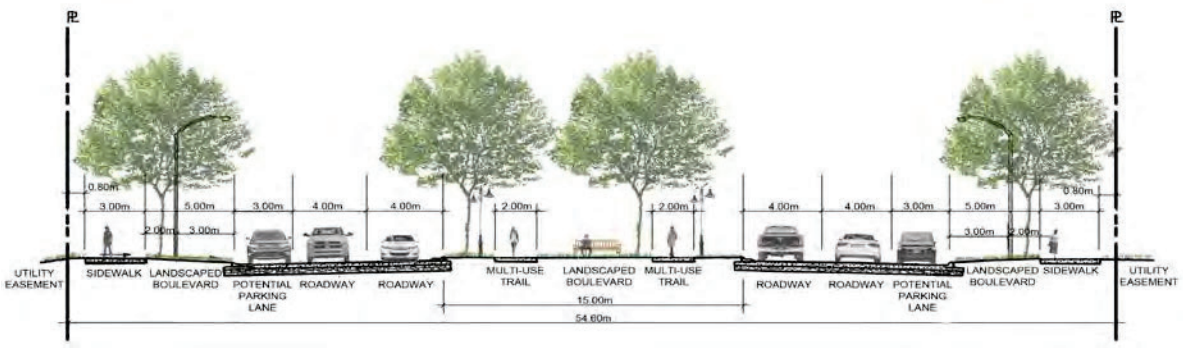


Figure 7-1: Clairmont (Grand) Boulevard Cross Section

7.4.3 Clairmont Parkway

Clairmont Parkway is a four lane arterial roadway, varying in width from 46 m to 54 m, that is proposed to provide access to the ASP area, as shown on Figure 7-2: Clairmont Park Way Cross Section, connecting ex- isting Hamlet of Clairmont and Highway 2 to the west. This roadway runs adjacent to Clairmont Lake and connects with Range Road 55 to the east. A multi-use trail is located along the lakeshore side of the roadway to accommodate various modes of pedestrian transportation. Upgraded streetscape improvements including decorative lighting shall be incorporated into the develop- ment of Clairmont Parkway. The arterial status of portions of Clairmont Parkway may be reduced to a major collector status, depending on TIA results done prior to subdivision.

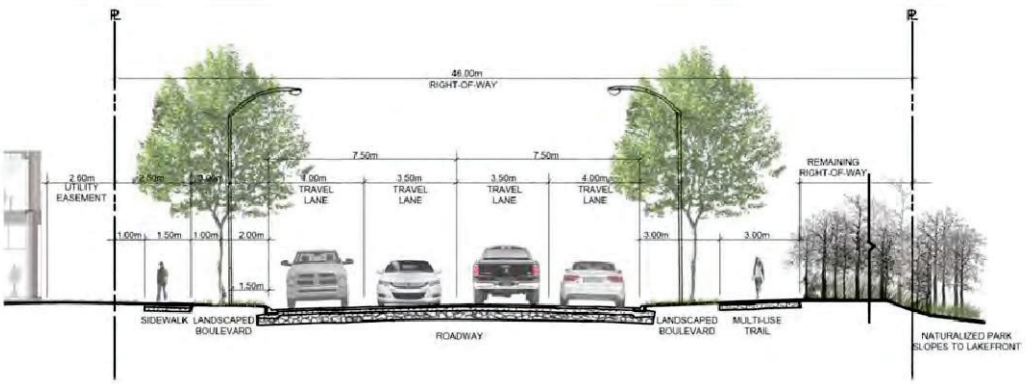


Figure 7-2: Clairmont Parkway Way Cross Section

7.4.4 Collector Roadways

As shown in *Map 7A – Proposed Internal Transportation Network,* collector roadways are distrib- uted throughout the ASP area, providing connections to Clairmont (Grand) Boulevard, Clairmont Parkway, Township Road 730, and Range Road 55. A collector roadway surrounding the village centre has also been proposed to minimize traffic congestion in the community core. Major and minor collector roadway classifications will be determined based on more detailed traffic assess- ments at the detailed design stage, prior to subdivision development. Parking along collector road- ways will be dependent on traffic volumes associated with adjacent land uses and development types. On-street parking may also be limited along future public transit routes. A typical Collector Roadway Cross Section is shown on Figure 7-3.

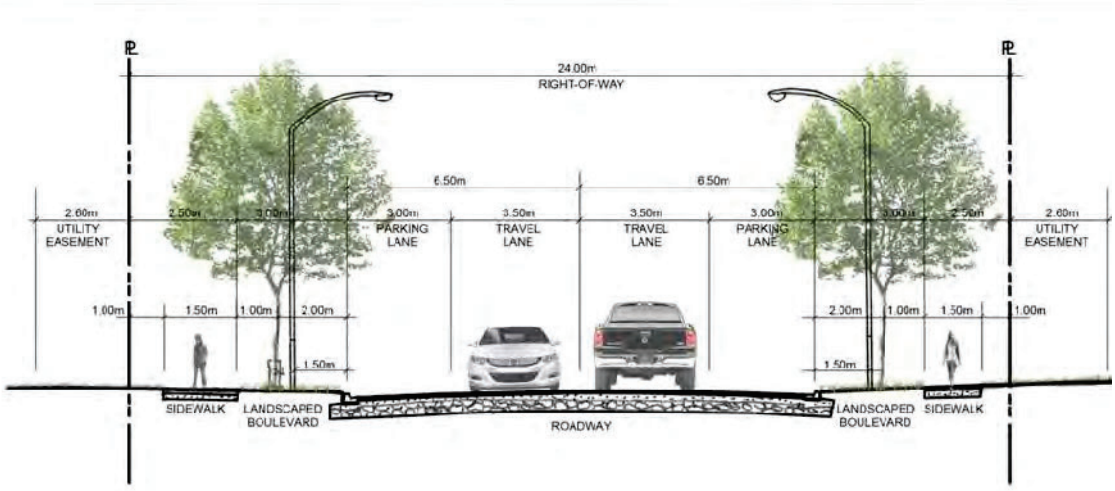


Figure 7-3: Collector Roadway Cross Section

7.4.5 Local Roadways

A system of local roadways to provide access to the individual residential lots will be planned at the neighbourhood design stage and finalized at the subdivision stage. The local roadway system shall be based on a grid system or a modified grid system oriented in an east-west direction designed to encourage pedestrian movement through neighbourhoods and promote solar orientation of the

lots. While final orientation and access to internal residential lots will be determined based on market demand at the subdivision stage, access will generally be taken from the local roadways via a front driveway. Where rear lanes are developed, access shall be taken from the lane. At time of development, the County should ensure that local roadways are developed to be "complete streets," in that they provide easy access and movement for pedestrians, bicycles and cars.

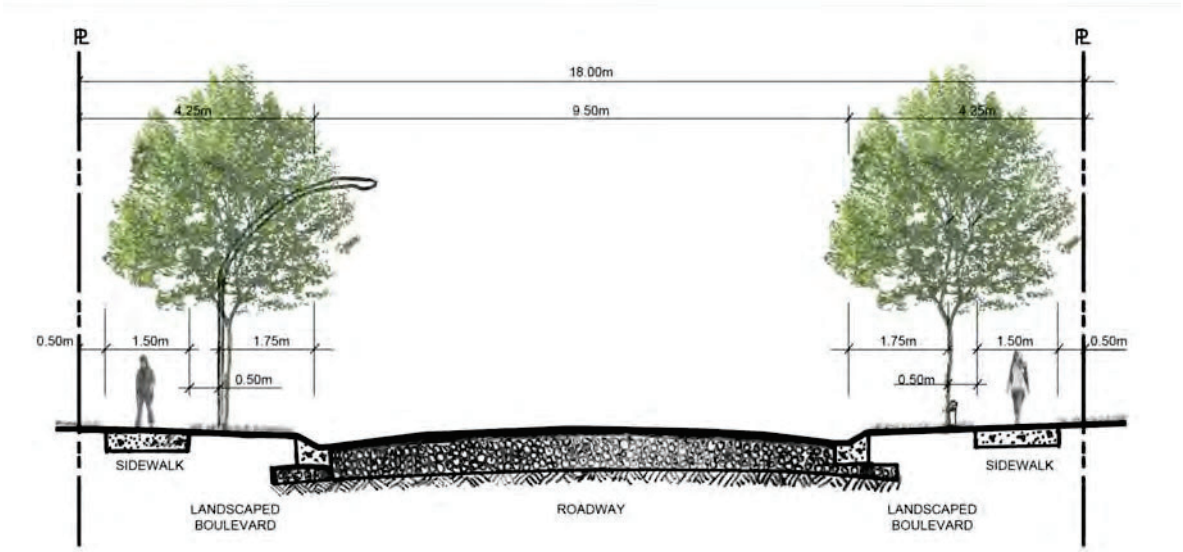


Figure 7-4: Residential Local Road (Rear Lane Access) Cross Section

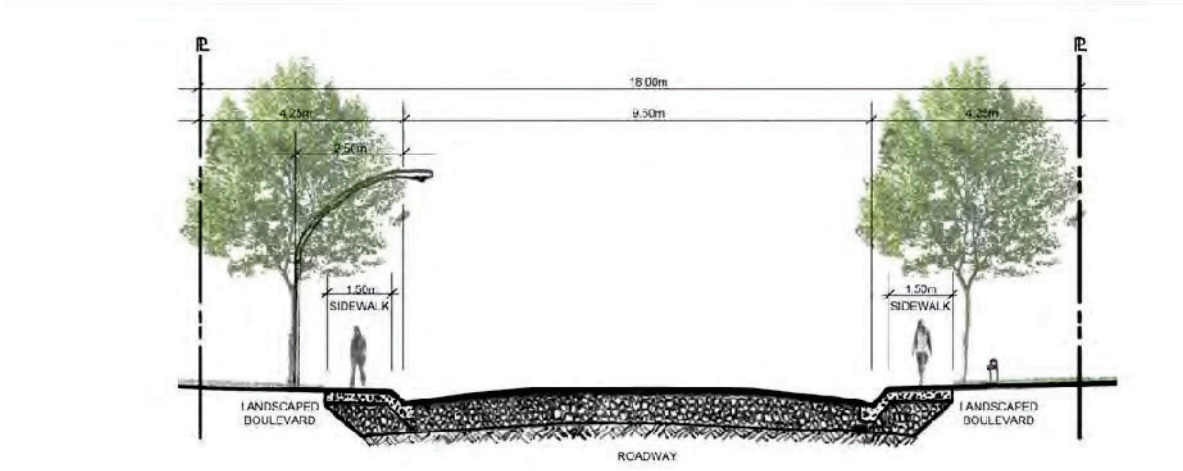


Figure 7-5: Residential Local Road (Front Driveway Access) Cross Section

7.5 Additional Potential Access from Highway 2

An additional Potential Interim Access to the Clairmont Heights area from Highway 2 may be provided as shown on Map 5 – Development Concept, Map7 – Regional Transportation Network, and Map 7A – Proposed Internal Transportation Network. The additional interim access from Highway 2 will supplement the collector roadway system and is intended to help alleviate the traffic flow into the plan area via existing accesses from Township Road 724 A and Township Road 730. The additional interim access would also provide alternative access into the plan area during emergency situations. In terms of the design configuration of this access, the final design will require a thorough design review and road safety audit to ensure the access design meets Alberta Transportation's standards. All highways accesses are subject to the approval of Alberta Transportation.

**A road safety audit is defined in the TAC Canadian Road Safety Audit Guide as follows: A road safety audit is a formal and independent safety performance review of a road transportation project by an experienced team of safety specialists, addressing the safety for all road users.*

Road Safety Audits are required to be carried out generally in accordance with the Transportation Association of Canada (TAC) publication, Canadian Road Safety Audit Guide.

7.6 Transit Ready Design

Collector roadway networks shall be planned to facilitate future public transit stops within a short walking distance of the majority of the proposed residential development.



8.0 MUNICIPAL SERVICES

8.1 Overview

An analysis of the sanitary sewer, water servicing and stormwater servicing requirements for the ASP area was conducted in accordance with the Aquatera and County standards in place at the time of the Plan's adoption. They are subject to alterations in development standards which may change in the area. Much of the design is conceptual, with more detailed engineering being re- quired as part of any development review and approval process. This will likely involve more de- tailed pipe sizing in specific site locations. The conceptual servicing plans are identified in *Map 8 – Conceptual Sanitary Serving Plan* and *Map 9 – Conceptual Water Serving Plan*, which set the frame- work of utilities that are needed to provide reasonable fire service and demand capacity through- out the ASP area. The design of the stormwater management system was done in accordance with the *Alberta Water Act*, the Alberta Stormwater Management Guidelines and the directions pro- vided in recent studies pertaining to Clairmont Lake.

Upon approval from Alberta Environment, Clairmont Lake will serve as a natural stormwater man- agement facility for the ASP Area. The Lake will be used as a tool for controlling the quantity of stormwater on the subject lands. To prevent contamination of the lake, stormwater will be filtered through a series of connected stormwater filtration facilities (constructed wetlands, swales, fore- bays, oil and grit separators etc) which will assist with purifying the water. There is a preliminary

assumption that linear ponds adjusted to a consistent contour of the land will act as a quality enhancement feature, as well as a recreational focus. The combination of these two entities provides for excellent aesthetic and recreational appeal.

Goal: ***Provide municipal services in an efficient, economic, environmentally friendly and coordinated manner***

Objectives:

- Integrate low impact development strategies for stormwater management such as bio-swales, engineered wetlands, and bio-retention gardens to capture and treat stormwater runoff.
- Ensure that stormwater entering the lake shall be of equal or better quality that the water entering the lake pre-development.
- Use untreated stormwater for irrigation and other uses that help conserve water.
- Provide a staging plan for the orderly, economic and efficient extension of roadways and utility servicing.
- Provide for the staging of school sites in relation to the development of residential neighbourhoods.
- Implement a system of eco-stations to reduce the amount of solid waste ending up in the landfill.
- Plan utilities in a comprehensive and compatible way in cooperation with utility companies.

8.2 Sanitary Servicing

Map 8 – Conceptual Sanitary Servicing Plan indicates the potential alignment and servicing con- cepts for the area. All development will need to be done to Aquatera Design and Construction specifications.

Initial master plan studies indicate that there is sufficient capacity in the long term to deal with the requirements of this development. This includes plans for a regional lift station and ultimately a dedicated line that will transport sewage from the Clairmont area to the City's treatment plant south of Grande Prairie. These endeavours may have off-site levy requirements or cost recoveries attached to them, which may affect the subject lands.

The topography of the land runs primarily from north to south, so the sanitary system generally feeds well into the Clairmont treatment system. The westerly four quarters within the ASP area have been designed to flow into the existing Country View Estates manufactured home area. A larger trunk was established to service this area with cost recovery attached to that scheme. The easterly half will feed via an additional line, likely along Lakeshore Drive, back into Clairmont. This will very likely require a lift station to feed the lands on the very southeast corner of the ASP area and will need to be coordinated with downstream lift stations.

8.3 Water Distribution

Map 9 – Conceptual Water Servicing Plan indicates the potential alignment and servicing concepts for the area. Detailed engineering studies will need to be undertaken to determine the timing of this construction.

Since there is a significant elevation gain throughout the subject lands it will become increasingly difficult to retain fire flow and demand requirements as you develop north throughout the site. As such, it is proposed that a water reservoir be constructed at the apex of the area, which is essentially the intersection of Township Road 730 and Highway 2. Supply is not a concern as the system in Clairmont is fed from Grande Prairie which has adequate capacity to handle the increased development needs. It will be difficult in some areas to meet the high 95 L/s standard required for higher density and institutional demands. As such a strong framework of pipes will be needed to deliver the system strength to these designated areas.

8.4 Stormwater Management

Map 10 – Conceptual Stormwater Servicing Plan indicates conceptually the location of the stormwater management facilities and their integration into the ASP area. All development will need to be done to County of Grande Prairie and Alberta Environment Design and Construction Specifications. The proposed system incorporates Low Impact Development solutions consistent with the sustainable goals of this ASP. The proposed layout of the stormwater system is based on the contour information available, however the final design can be developed once Alberta Environment releases its decision regarding the Delcan Report and the use of Clairmont Lake for the storage of stormwater.

Any detailed Stormwater Management Plan will have to give consideration to managing existing stormwater runoff from lands located north of Township Road 730. Water entering Clairmont Lake shall be of equal or better quality than the water entering the lake at pre-development stages. It is important that there are adequate outlets from Clairmont Lake to manage overflow and to ensure that there will be no adverse effect on the lake due to the water run-off from the proposed developments. Any development that may cause drainage or flooding issues for future landowners shall be avoided.



8.5 Biophysical Assessment



Prior to any subdivision and development approval in the area, it is recommended that a Biophysical Assessment of Clairmont Lake be completed to better understand the biological nature of the area and the impacts of the proposed land uses. The biophysical assessment shall give special at- tention to water, riparian fringe of the lake, natu- ral drainage, appropriate setback from top of bank and identification of activities that may impact the water body.

Any activity that may impact the water body shall be referred to Alberta Environment and Water for approval. Similarly the construction of dugouts, borrow pits and stormwater ponds will require an approval from Alberta Environment and Water.

8.6 Franchise Utilities

All shallow utilities (natural gas, power, telephone, cable) are to be extended into the ASP area by the individual franchise holders as required. Any overhead power lines located adjacent to resi- dential areas and new power lines shall be required to be installed underground.

8.7 Solid Waste



Four (4) potential eco-recycling (transfer) stations have been proposed in and around the ASP area, as shown on *Map 5 – Development Concept*. These sites encourage sorting and recycling within the community allowing the County to reduce the amount of solid waste that ends up in the landfill.



9.0 IMPLEMENTATION

9.1Overview

The Clairmont Heights ASP will help guide County Council, County Staff, local developers and landowners, other agencies and the community at large, regarding decisions for the future growth and development of Clairmont Heights as the County of Grande Prairie's premiere urban area. The ASP will be implemented through a number of statutory and non-statutory planning tools available to the County consistent with the provisions of the *Municipal Government Act*.

Decisions with respect to planning approvals should align with the vision, goals, objectives and policies contained in this ASP. Stakeholders and public involvement will be part of the planning and development process as specific lands are rezoned and supporting infrastructure, parks, trails and other community amenities are designed and developed.

Given the commitment to make Clairmont Heights a sustainable urban development it is recommended that a system of sustainable development targets be developed to measure progress in reducing water and energy consumption; promotion of active transportation and transit; serving and repurposing solid waste; providing housing choice and social interaction by local residents.

Determining how far and how fast the goals and strategies should reach is defined by its targets. Targets are the quantitative measures of strategies which help to guide implementation. They de-

termine what actions will be taken to achieve the objectives of the plan and the strategies that will be used. When developing targets it is necessary to consider the existing circumstances and measure changes from this baseline. They should be meaningful and relevant, yet attainable and realistic. There are three points to consider when developing measurable targets: What is the impact of the target? When will the target be attained? How will the target actions be implemented?

Generally, a target's impact is described as steady, bold or visionary. Different levels of ambitions will result in different targets. When setting a target the County must consider the community support and political will to attain the target. Without the community's acceptance and involvement, the target will never be achieved. To ensure the attainability, short, medium or long-term actions that build upon each other should be set in order to bridge the gap between the present reality and the future vision. Lastly, the means of implementing the target actions, through voluntary, regulatory, or 'transformational' actions, should be considered. Transformational actions often involve proactive initiatives, significant changes within or to the system as well as the development of new strategies.

In order to create momentum, initial targets should be set to a shorter time horizon. Sustainability necessitates long-term thinking and as such medium-term and long-term targets should be set and a path laid out on how to navigate from short to medium to long-term. While it is fairly certain these targets will require revision sometime in the future, they provide a reference point from which to work. The development of targets is essential to measuring and achieving success.

Goal: ***To effectively implement the Clairmont Heights Area Structure Plan through provision of the land use bylaw, capital investment in public infrastructure, subdivision to create a livable and sustainable urban area.***

Objectives:

- Implement policies contained in the ASP to guide decision-making regarding land use, zoning, subdivision and capital investment in infrastructure and community amenities.
- Maintain the ASP as a current planning tool, updating it through an orderly review and amendment process.
- Establish the requirements and responsibilities of individual developers / property owners in moving forward with detailed zoning, subdivision and servicing agreements.
- Establish a system and monitor progress in making Clairmont a more sustainable community.

9.2 Staging

Staging of development within the ASP areas should proceed in a logical manner generally from west to east based upon the economic and orderly expansion of roadways and municipal servicing. *Map 11: Staging* illustrates the general direction of infrastructure and development expansion based solely upon engineering principles. This may change over time depending on such factors as market conditions, developer aspirations, financing, capacity for offsite levies, and municipal growth policies.

9.3 Outline Plan

Developers shall be required to submit an Outline Plan to the County for approval along with any amendments to the Land Use Bylaw and subdivision applications. An Outline Plan is intended to address land use and servicing at a greater level of detail than this ASP. Outline plans may need to include:

a. a statement of compliance with all applicable statutory documents such as the Municipal Development Plan and this Area Structure Plan and should identify any amendment requirements, if applicable;

b. a description of existing land uses and physical features including vegetation, watercourses and topographic information (1 metre contours);

c. the identification of environmentally sensitive features and measures for their protection;

d. any technical studies required by the County;

e. clearly show site areas with information related to existing zoning as provided under the Land Use Bylaw and proposed land use rezoning;

f. land use statistics table for the Outline ASP area;

g. the location of all municipal reserves, playgrounds, linear parks, and pathways, consistent with this ASP;

h. arterial, collector and local road alignments and sizes supported by an approved Transportation Impact Assessment (TIA) and any future transit routes if applicable;

i. a servicing brief describing proposed sanitary sewer, stormwater drainage, and water distribution facilities, alignments and locations;

j. servicing connections to existing water supplies, sanitary facilities, lift station and proposed trunk main locations;

k. surface drainage patterns, stormwater management facilities and outfall locations;

l. public utility lots and easement locations;

m. details of the landscaped buffer for noise attenuation measures along Highway 2, if applicable;

n. a description of how sustainable infrastructure practices and site designs have been effectively used to reduce consumption of water, energy and materials consistent with Leadership in Energy and Environmental Design for Neighbourhood Developments (LEEDND Rat- ing System – Preliminary Draft);

o. develop staging plans based on the logical extension of roadways and utility infrastructure; and

p. any other matters the County deems necessary.

9.4 Technical Studies

As part of the preparation of the Outline Plan, developers shall be required to complete technical studies by qualified professionals to demonstrate the land in question is suitable for the proposed development. Examples of these studies may include Environmental Site Assessments (ESA); Geo-technical Investigations; Traffic Impact Assessments (TIA) and Historic Impact Assessment.

9.5 Land Use Bylaw Amendments

Developers shall be responsible for application to amend the Land Use Bylaw within the bounda- ries of the ASP to rezone land to the appropriate land use district prior to subdivision. In addition, the County should develop a land use district to accommodate the proposed mixed-use village cen- tre.

9.6 Subdivision Approval

Developers will be required to submit and obtain approvals for a Tentative Plan of Subdivision consistent with the requirements of the *Municipal Government Act*, *Subdivision and Development Regulations*, and County policies and procedures. For this purpose:

a. All developers shall be required to enter into servicing agreements with the County as a condition of subdivision approval. The matters to the included in these agreements will include but not be limited to the provision of roads and municipal services, and the payment of the off-site levies;

b. Detailed engineering drawings and specifications of roads, water, sanitary sewer, and stormwater drainage shall be prepared by the developer and approved by the County prior to subdivision approval on the subject lands;

c. Where municipal infrastructure is developed that provides a benefit to lands outside the ASP area, the County will assist in collecting a portion of the costs of the infrastructure from the said lands that benefit from the infrastructure at the time the lands that benefit initiate subdivision or development activities;

d. All levies identified in this Plan shall be collected at the time of subdivision; and

e. Given the archaeological resource potential of the subject lands due to its proximity to Clairmont Lake, Alberta Community Development should be consulted in advance to determine any requirements for Historical Resource Impact Assessment.

9.7 Servicing Agreement

Servicing agreements will be required between the County and the developer as a condition of most subdivision approvals in accordance with Section 655 of the *Municipal Government Act.* De- tailed engineering design drawings to confirm the design of the infrastructure consistent with

County standards will be required. On-site and off-site costs associated with new development of roadways and infrastructure will be borne by the developers through development charges and levies in accordance with specific development agreements.

9.8 Setting and Maintaining Sustainable Development Targets

The County should consider establishing a set of sustainable development targets that can be effectively used to measure continuous improvement with regard to various sustainability initiatives. Successful implementation of sustainable development requires ongoing monitoring and evaluation of its implementation and progress. It is important to note that the success of the ASP does not fall solely on the municipality but requires community involvement, as the community must be willing to alter its behaviour to adopt sustainable ideas. Political will in the form of leadership as well as the commitment of resources is also necessary to accomplish the vision.

9.9 Amending the Plan

An amendment to the Area Structure Plan shall be required if, in the opinion of the Approving Authority, a proposed Outline Plan results in one or more of the following changes to the ASP:

- A change in the general land use pattern of an area in conjunction with an Outline Plan;
- A change in size or location of a school site or major park;
- The elimination, reclassification, or significant realignment of proposed arterial roads, or the relocation of intersections with major collector roads; or
- Significant changes to the location of major utility networks or stormwater management.

10.0 REFERENCES

County of Grande Prairie No.1, *Land Use Bylaw # 2680*, June 2003

County of Grande Prairie No. 1, *Municipal Development Plan Bylaw No. 2360,* April 1998

County of Grande Prairie No. 1, *Minimum Design Standards*, 2003

Delcan Corporation, *Functional Plan Report Clairmont Lake Stormwater Management Design and Engineering*, October 12, 2010

Environmental Dynamics Inc., *Parks and Open Space Study*, September 2007

Infrastructure Systems Ltd., *Clairmont Open Space Final Draft*, November 13, 2003

Infrastructure Systems Ltd., *Grande Prairie-Clairmont Corridor 2005 Wastewater Collection System Master Plan*, August 2006

Infrastructure Systems Ltd., *Water System Master Plan – Grande Prairie-Clairmont Corridor*, September 2006

McElhanney Consulting Services Ltd., *Highway 2 and 43 Transportation / Access Study*, November 2004.

Province of Alberta, *Land Use Framework*, December 2008

Wiebe Administrative Services, *The Facility Needs of the Clairmont Community*, December 2005

11.0 GLOSSARY OF TERMS

Apartment Building	A building with three or more dwelling units and which share a common entrance at grade.
Area Structure Plan	An intermediate level statutory plan, adopted by bylaw, which details the intended land uses, road patterns, utilities and municipal services for subdivision and development of a specified area within the Municipality.
Buffer	A natural or designed linear area of trees, shrubs, grass, earth berms, or fencing providing visual or physical separation and/or noise attenuation between water bodies, lots, roads and other land uses.
Class 1 Trail	This trail is made up of a series of designated asphalt trails connecting various recreational and community resources. Class 1 trails also include mid-block connections through public utility or linear parks which act to collect and direct users to primary routes. Class 1 trails provide for two-way traffic for multipurpose recreation and general pedestrian use. Class 1 trail features are: – generally separated from streets and sidewalks – asphalt surface and 3.0 metres in width – maximum grade of 8% – safety and directional signage – trail nodes every 1 - 1.5 km.
Class 2 Trail	This trail type is similar to Class 1 trails in that it is made up of a series of designated routes but are developed with the expectation of a lower level of use and so are not typically as wide as Class 1 trails. Class 2 trails are suitable for walking, jogging and biking. Class 2 trail features are: – generally separated from streets and sidewalks – gravel surface and 2.0 metres in width – safety and directional signage – trail nodes every 1 - 1.5 km.
Class 3 Trail	There are designated walking and/or interpretive trails through parks or natural features. Class 3 trails are: – 1.5 metres in width – compacted shale, gravel or wood chip surface – trail amenities (view points, benches, interpretive signage)

Collector Roadways	Collector roadways are designed to direct traffic from local areas toward the arterial roadways. The collector roadways also provide a transition between various types of development and draw higher density development along their perimeters and at major intersections.
Density	A measure of the number of units (lots, dwellings, people, etc.) within a specified area. This ASP often refers to density expressed as the number of units per hectare.
Duplex	A building containing two dwelling units, one above the other, each of which has an independent entrance, either directly from outside the building or through a common vestibule.
Dwelling Unit	A complete building or self contained portion of a building used or designed to be used by a household, containing independent and separate sleeping, cooking and sanitary facilities intended as a permanent residence and having an independent entrance either directly from the outside of the building or through a common area inside the building.
Dwelling, Row Housing	A residential use where a building or buildings on a lot consist of at least three dwelling units with each unit having direct access to the outside grade, but shall not mean “apartment”.
Environmental Reserve	A lot created by a plan of subdivision, as required under the Municipal Government Act, which is not suitable for development because of slope instability, groundwater, steep valley banks, flooding, soil conditions, pollution concerns, etc. Environmental reserve lots may consist of a swamp, gully, ravine, coulee or natural drainage course, or a strip of land abutting the bed and shore of any lake, river, stream or other body of water in order to provide public access.
Goal	Goals are high-level statements that provide the overall context for what the project is trying to accomplish, or the desired end result.
Greenway	Open space linkages that include environmental preservation areas, ravines, municipal and environmental reserves, trails, wildlife habitats and woodlands. Greenways connect various land uses throughout the community, thus serving as recreational destinations and transportation corridors.
Highway	A road that is designated as a primary or secondary highway pursuant to the Public Highways Development Act.

Municipal Development Plan	A statutory plan adopted by Council as per the requirements of the Municipal Government Act. In the County of Grande Prairie No. 1 Municipal Development Plan, Bylaw No. 2360
Municipal Government Act	The Statutes of Alberta, 1994, Chapter M-26.1, as amended, which governs the operation of a municipality in Alberta
Objective	Objectives are lower level statements that describe the specific, tangible products and deliverables that a project will deliver
Outline Plan	An intermediate planning document, required in specific circumstances, in order to bridge the gap between a large scale Area Structure Plan and an individual plan of subdivision.
Smart Growth	A principle of land development that emphasizes mixing land uses; increases the availability of affordable housing by creating a range of housing opportunities in walkable neighbourhoods; takes advantage of compact design; fosters distinctive and attractive communities; while preserving open space.
Solar Orientation	The alignment of a building relative to the sun, set for achieving either maximum or minimum heat gain, depending on the local climate.
Stakeholder	Any group or individual who has a stake in what happens including those who will be directly and indirectly affected by a project.
Statutory Plans	A Municipal Development Plan, Area Structure Plan, Area Redevelopment Plan, or Intermunicipal Development Plan adopted by Council pursuant to the Municipal Government Act.
Subdivision	The division of a parcel of land into one or more smaller parcels by a plan of subdivision or other instrument.
Sustainable Development	Development that meets the economic, social, environmental and physical needs of residents today without compromising the ability of future generations to meet their own needs. This means that the community needs to sustain its own quality of life, yet ensure that the future growth does not impede the economic, social, environ- mental and physical resources of future generations.
Technical Report	A summary of background information relevant to the ASP.

12.0 MAPS

List of Maps

Map 1 — Location

Map 2 — Natural Features

Map 3 — Existing Land Use and Zoning

Map 4 — Man Made Constraints

Map 5 — Development Concepts

Map 6 — Parks, Trails and Open Spaces

Map 7 — Proposed Regional Transportation Network

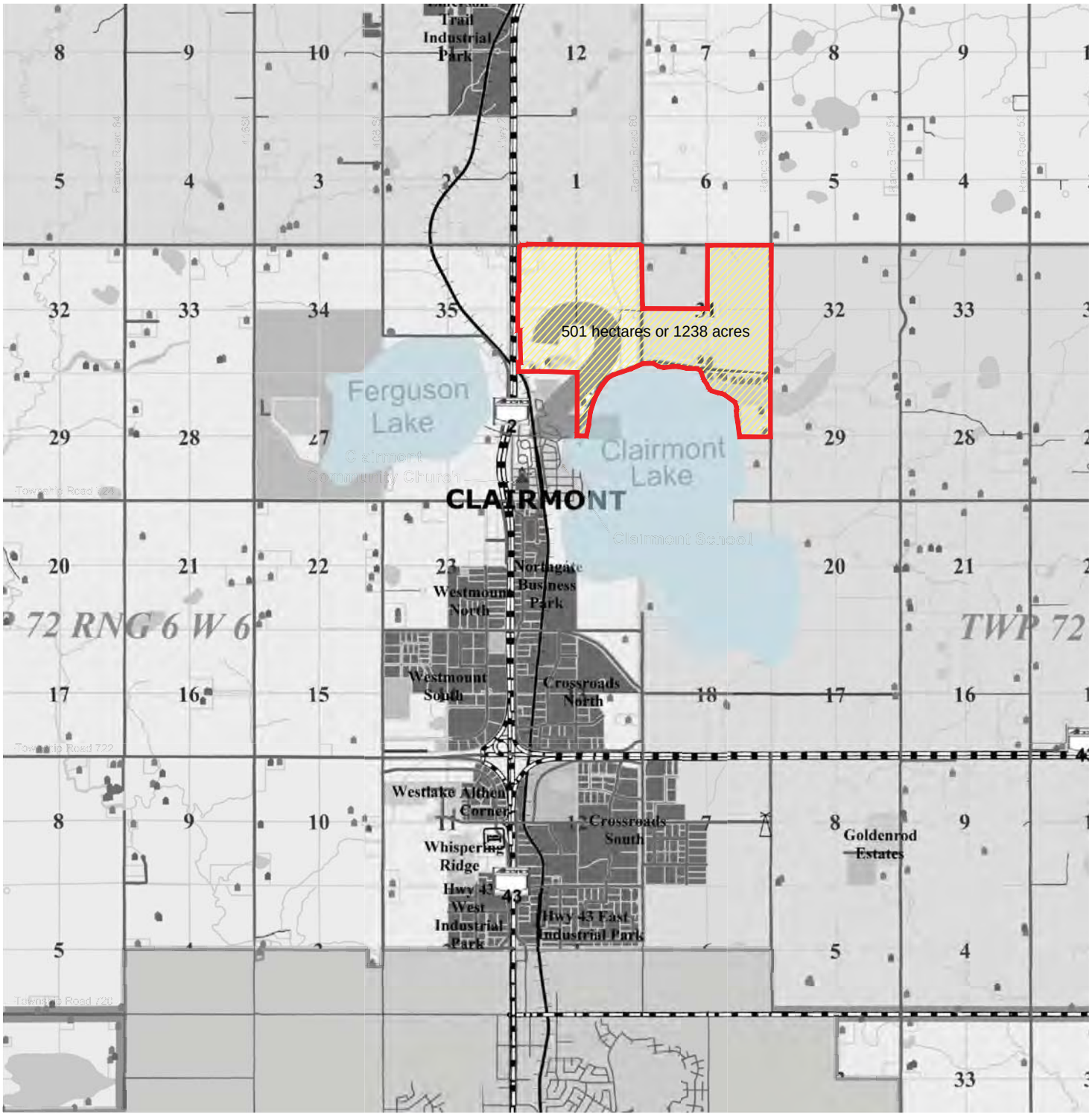
Map 7A — Proposed Internal Transportation Network

Map 8 — Conceptual Sanitary Servicing Plan

Map 9 — Conceptual Water Servicing Plan

Map 10 — Conceptual Stormwater Servicing Plan

Map 11 — Staging



Legend

- Clairmont Heights ASP Area
- City of Grande Prairie Boundary

Map 1
Location

Clairmont Heights Area Structure Plan
County of Grande Prairie No.1, Alberta

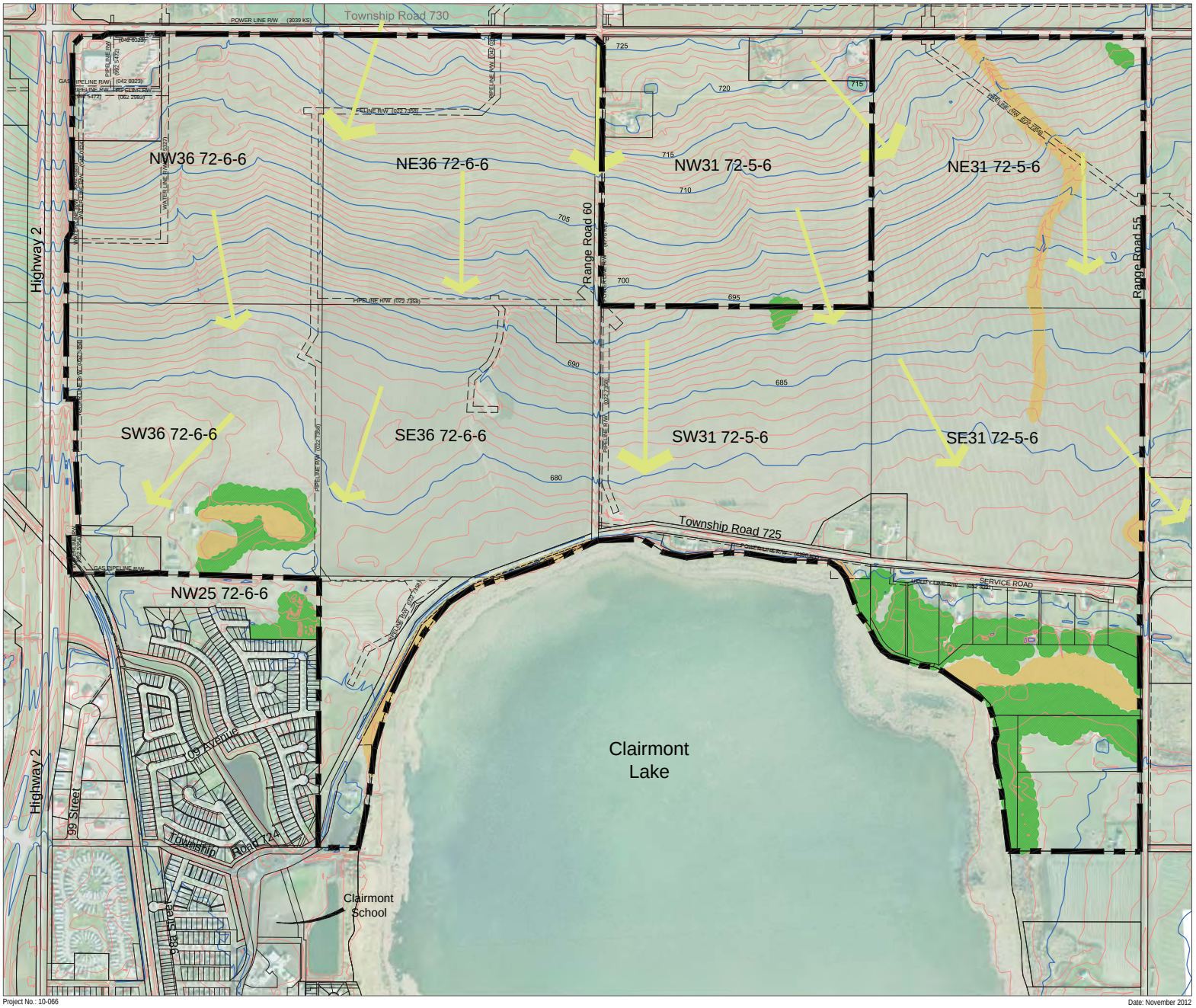
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parioplan
In association with
EIDOS
Lehners

Project No.: 10-066

Date: November 2012



Clairmont Heights Area Structure Plan

County of Grande Prairie No. 1, Alberta

Legend

- Tree Line
- Potential Low/Wet Areas
- Conceptual Direction of Overland Drainage
- Minor Contour Interval 1 m
- Major Contour Interval 5 m
- ASP Boundary

Map 2

Natural Features

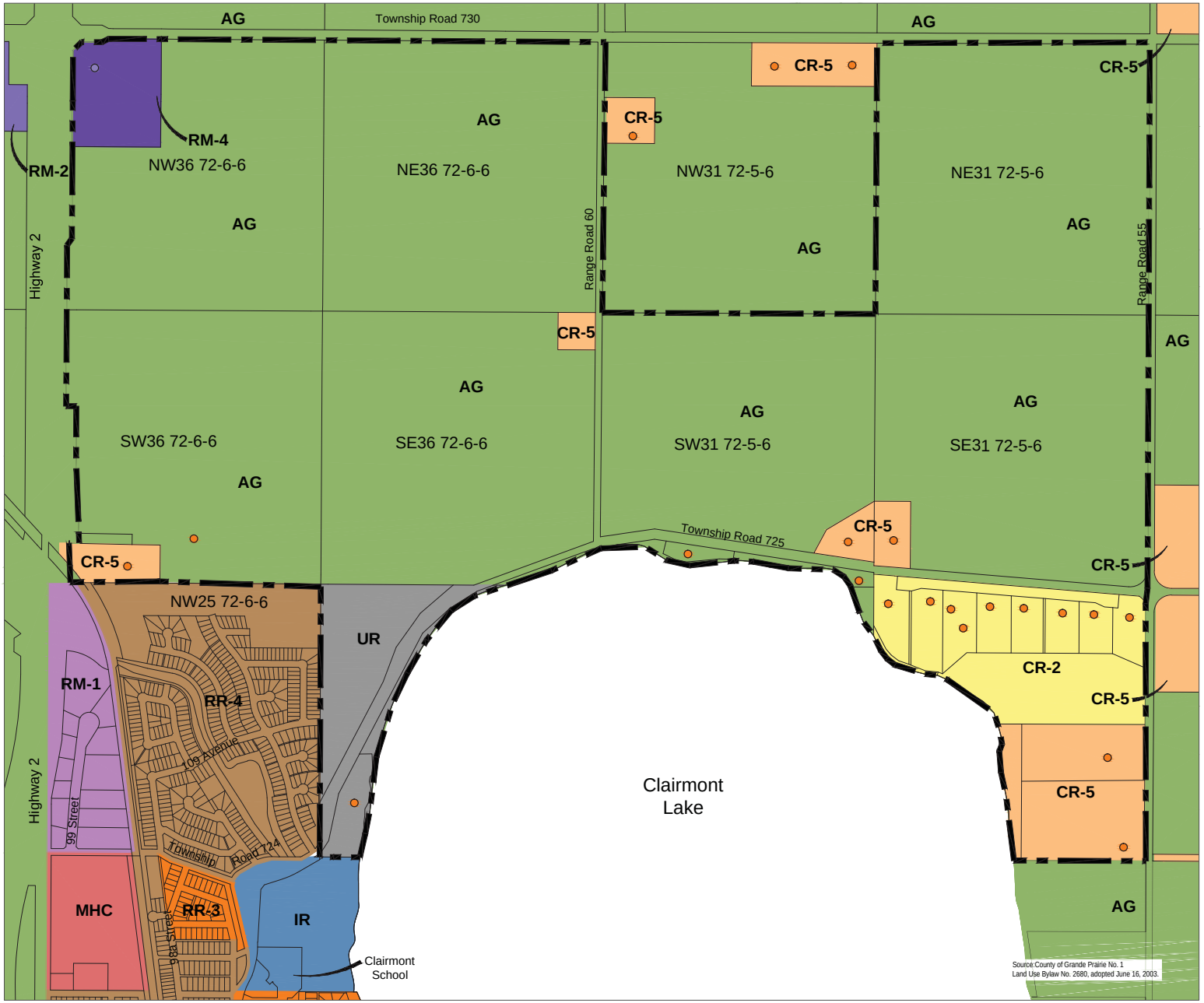
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In association with

Project No.: 10-066

Date: November 2012



Project No.: 10-066

Date: November 2012

Clairmont Heights Area Structure Plan

County of Grande Prairie No. 1, Alberta

Legend

- Existing Residence
- Existing Industrial Building
- ASP Boundary

Land Use Districts

- Agricultural (AG) District
- Country Residential (CR-2) District
- Country Residential (CR-5) District
- Rural Residential Mixed (RR-3) District
- Rural Residential Mixed (RR-4) District
- Manufactured Home Community (MHC) District
- Rural Light Industrial (RM-1) District
- Rural Medium Industrial (RM-2) District
- Highway Industrial (RM-4) District
- Intensive Recreation (IR) District
- Urban Reserve (UR) District

Map 3

Existing Land Use and Zoning

N

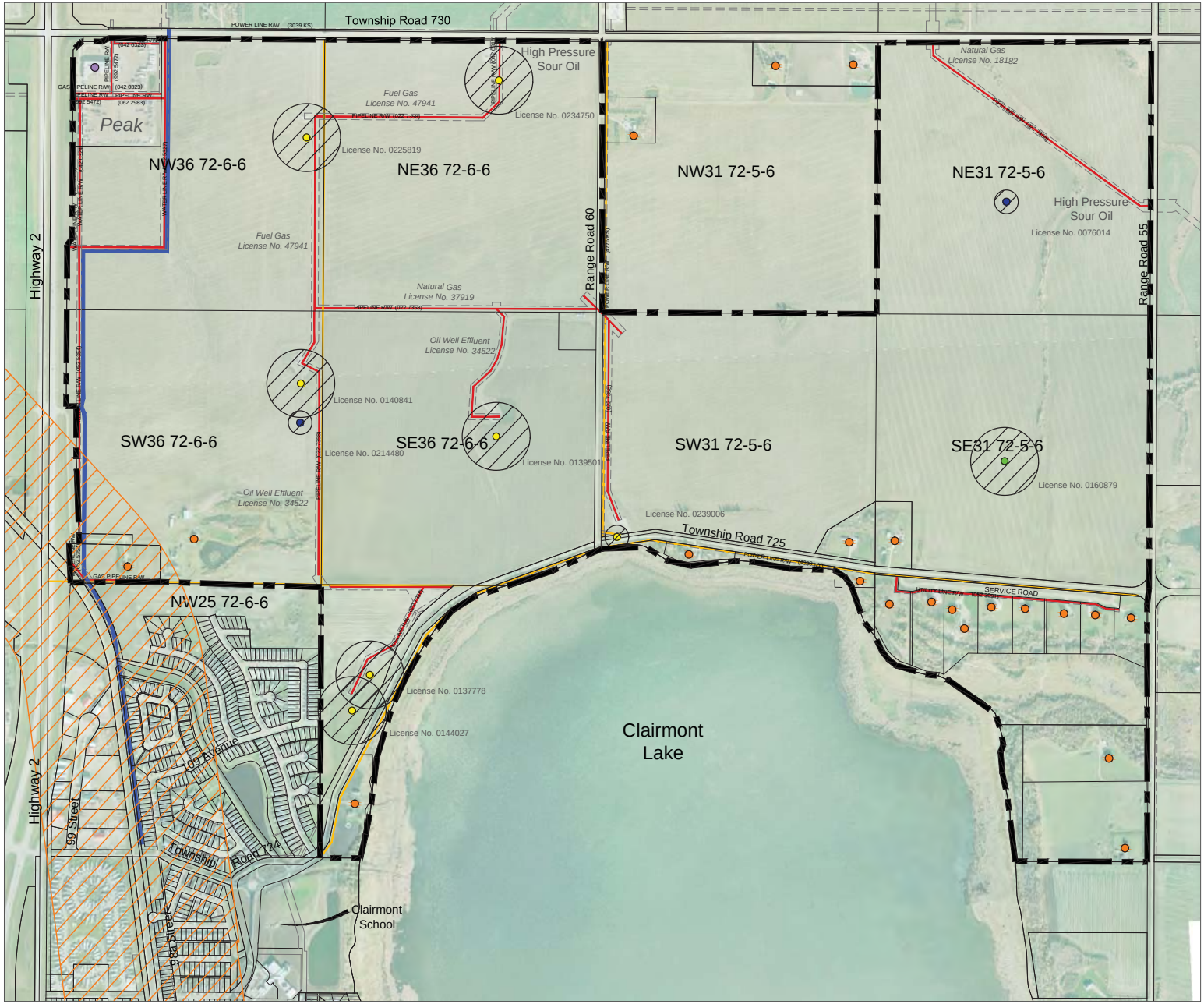
0 125 250 500m

parioplan

In association with

EIDOS

Lehners Ketchum



Project No.: 10-066

Date: November 2012

Clairmont Heights Area Structure Plan

County of Grande Prairie No. 1, Alberta

Legend

- ASP Boundary
- Pipeline
- Power Line
- Pipeline Right-of-Way
- Regional Waterline
- Abandoned Well
- Active Well
- 100m Active Well Site Buffer
- 35m Abandoned Well Site Buffer
- Existing Residence
- Existing Industrial Building
- 250m Railway Referral Distance

Map 4

Man Made Constraints

N

0 125 250 500m

parioplan

In association with

EIDOS

Reid Crowther Lehners Ketchum

Clairmont Heights Area Structure Plan

County of Grande Prairie No. 1, Alberta

Township Road 730

Clairmont (Grand) Boulevard

Highway 2

CP Railway

Potential Future Connection

Clairmont Parkway

Clairmont Lake

Clairmont School

Areas have been generalized and are conceptual in nature.

Legend

- Existing Estate Residential
- Estate Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Seniors Housing Complex
- Village Centre (Commercial / Residential)
- Mixed Use
- Commercial
- Parks and Open Space
- Environmental Reserve (ER)
- Proposed Environmental Reserve (ER)
- Pipeline Right-of-Way / Well Buffer
- Stormwater Management Facility / Swale
- Water Reservoir
- Religious Assembly
- School Site
- Recreation Facility
- Potential Eco-recycling Facility
- Abandoned Well
- Active Well
- Arterial Grand Boulevard
- Arterial Roadway Upgrade
- Collector Roadway
- Collector Roadway Upgrade
- Potential Trail
- Proposed Potential Access Road
- ASP Boundary

Map 5

Development Concept

N

0 125 250 500m

Project No.: 10-066

Date: June 2025

Clairmont Heights Area Structure Plan

County of Grande Prairie No. 1, Alberta

Township Road 730

Clairmont (Grand) Boulevard

Highway 2

CP Railway

Potential Future Connection

Village Centre

Clairmont Parkway

Clairmont Lake

Trail Connection to City of Grande Prairie

Clairmont School

Trail Connection to City of Grande Prairie

Parks, Trails and Open Spaces have been generalized and are conceptual in nature

Legend

- Existing Water Source/Outlet
- Existing Trail
- Proposed Class 1 Trail
- Proposed Class 2 Trail
- Proposed Class 3 Trail
- Proposed Multi-use Trail Network for ASP Area
- Parks and Open Space
- Environmental Reserve (ER)
- Stormwater Management Facility / Swale
- Well Sites / Pipeline Right-of-ways
- Religious Assembly
- School Site
- Recreation Facility
- ASP Boundary

Map 6

Parks, Trails and Open Space

N

0 125 250 500m

Bearisto & Associates ENGINEERING LTD

Source: Clairmont Open Space Plan 2003

Project No.: 10-066

Date: April 2016

K:\2014\14293 Clairmont Heights Outline Plan\Municipal Engineering\Design\Reports\Area Str\ASP amendment\10-066 Map 6 - Parks, Trails and Open Space-Revised10.dwg, 05/06/2019 9:16:30 AM, Mikel

Clairmont Heights Area Structure Plan

County of Grande Prairie No. 1, Alberta

Township Road 730

Interim access to Highway 2

Highway 2

Clairmont (Grand) Boulevard

Range Road 60

Range Road 55

Range Road 54

Township Road 725

Clairmont Parkway

Clairmont Lake

Clairmont School

Township Road 724

Municipal Services Building / Clairmont Fire Station

County of Grande Prairie No. 1 Administration Building

Township Road 723

Township Road 722A

Highway 43

To City of Grande Praire

Roadways have been generalized and are only approximate. Exact locations will be determined at the detailed design stage. Clairmont Parkway shall be subject to a functional plan.

Legend

- Provincial Highway
- Proposed Major Arterial Road
- Proposed Major Collector Road
- Proposed Interim Access Road
- Proposed Signalization of Intersection
- Building

Map 7

Proposed Regional Transportation Network

Project No.: 10-066

Date: April 2016

Bearisto & Associates ENGINEERING LTD

K:\2014\14293 Clairmont Heights Outline Plan\Municipal Engineering\Design\Reports\Area Str\ASP amendment\10-066 Map 7 - Transportation Network-Revised10.dwg, 05/06/2019 9:16:47 AM, Mikel

Clairmont Heights Area Structure Plan

County of Grande Prairie No. 1, Alberta

Township Road 730

Highway 2

Clairmont (Grand) Boulevard

Range Road 55

CP Railway

Clairmont Parkway

Potential alternative alignments due to limitations on the current site & right of way. To be determined in greater detail with the design undertaken by Genivar.

109 Avenue

99 Street

Township Road 724A

98a Street

Clairmont School

Clairmont Lake

Roadways have been generalized and are only approximate. Exact locations will be determined at the detailed design stage. Clairmont Parkway shall be subject to a functional plan.

Legend

- Provincial Highway
- Proposed Major Arterial Road
- Proposed Major Collector Road
- Proposed Interim Access Road
- ASP Boundary

Map 7A

Proposed Internal Transportation Network

N

0 125 250 500m

Bearisto & Associates ENGINEERING LTD

Project No.: 10-066

Date: April 2016

Clairmont Heights Area Structure Plan

County of Grande Prairie No. 1, Alberta

Township Road 730

Clairmont (Grand) Boulevard

Area To 375Ø Main

Area To New Sanitary Main

Highway 2

CP Railway

Clairmont Parkway

109 Avenue

99 Street

Township Road 724

98a Street

Existing Lift Station

Clairmont School

Clairmont Lake

Sanitary Servicing has been generalized and will be refined at the detailed design stage.

Legend

- Proposed Sanitary Sewer
- Existing Lift Station
- Area To New Sanitary Main and Existing Lift Station
- Area Dedicated to 375mm Oversize Sanitary in Wynngale
- ASP Boundary

Map 8

Conceptual Sanitary Servicing Plan

N

0 125 250 500m

Bearisto & Associates ENGINEERING LTD

Project No.: 10-066

Date: April 2016

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Clairmont Heights Area Structure Plan

County of Grande Prairie No. 1, Alberta

Water Connection To SW1 73-6-6

Township Road 730

Clairmont (Grand) Boulevard

Water Reservoir

Water Connection To SE1 73-6-6 & SW6 73-5-6

Water Connection To SE6 73-5-6

Water Connection To NW32 72-5-6

Water Connection To SW32 72-5-6

Water Connection To SW32 72-5-6 & NW29 72-5-6

Highway 2

CP Railway

Clairmont Parkway

109 Avenue

99 Street

Township Road 724

98a Street

Highway 2

Clairmont Lake

Water Connection To Existing Development

Clairmont School

Water Servicing has been generalized and will be refined at the detailed design stage.

Legend

- Proposed 250mm Dia. Watermain
- Existing Regional Water Line
- Proposed Pressure Reducing Valve (PRV)
- Water Reservoir
- ASP Boundary

Map 9

Conceptual Water Servicing Plan

N

0 125 250 500m

Project No.: 10-066

Date: April 2016

Bearisto & Associates ENGINEERING LTD

K:\2014\14293 Clairmont Heights Outline Plan\Municipal Engineering\Design\Reports\Area Str\ASP amendment\10-066 Map 9 - Conceptual Water Servicing Plan-Revised10.dwg, 05/06/2019 9:17:31 AM, Mikel

Clairmont Heights Area Structure Plan

County of Grande Prairie No. 1, Alberta

Township Road 730

Clairmont (Grand) Boulevard

Highway 2

HWY 2

NE35 72-6-6

SE35 72-6-6

NW36 72-6-6

NE36 72-6-6

SW36 72-6-6

SE36 72-6-6

NW31 72-5-6

SW31 72-5-6

NW31 72-5-6 to be held to Predevelopment Flows

Catchment Area 1

Catchment Area 2

Catchment Area 3

Catchment Area 4

Catchment Area 5

Catchment Area 5

Catchment Area 6

Catchment Area 7

Outfall to Offsite Pond

CP Railway

Clairmont Parkway

Clairmont Lake

109 Avenue

99 Street

Township Road 724

98a Street

Clairmont School

Stormwater Servicing has been generalized and will be refined at the detailed design stage
Catchment Area 6 requires on-site treatment prior to being released into Clairmont Lake.

Legend

- Proposed Pond Outlet / Inlet
- Proposed Bio-swale Road Crossing
- Proposed Storm Sewer
- Outlet to Clairmont Lake
- Stormwater Management Facility / Swale
- Catchment Areas
- ASP Boundary

Map 10

Conceptual Stormwater Servicing Plan

N

0 125 250 500m

Bearisto & Associates ENGINEERING LTD

Project No.: 10-066

Date: April 2016

K:\2014\14293 Clairmont Heights Outline Plan\Municipal Engineering\Design\Reports\Area Str\ASP amendment\10-066 Map 10 - Conceptual Stormwater Servicing Plan-Revised10.dwg, 05/06/2019 9:17:41 AM, Mikel

Clairmont Heights Area Structure Plan

County of Grande Prairie No. 1, Alberta

Township Road 730

Clairmont (Grand) Boulevard

Stage 5

Stage 6

Stage 9

Stage 3

Stage 7

Stage 8

Stage 4

CP Railway

Clairmont Parkway

Stage 1

Stage 2

Existing Development

109 Avenue

99 Street

Township Road 724

98a Street

Clairmont Lake

Clairmont School

Development Staging has been generalized and based on efficient / cost effective extension of infrastructure, solely based upon engineering principles.

Legend

- Staging Areas
- Existing Development
- ASP Boundary

Map 11
Staging

N

0 125 250 500m

Project No.: 10-066

Date: April 2016

Bearsto & Associates ENGINEERING LTD

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APPENDIX A
CLAIRMONT HEIGHTS
LAND OWNERSHIP INFORMATION

Clairmont Heights Land Ownership Information

Section	Ownership	Area (ha)
NW 36 72-6-W6M		
NW ¼ 36 72-6-W6M	Private	51.19
NW ¼ 36 72-6-W6M, Lot 1A; Block 1; Plan 0525329	Private	8.14
SW 36 72-6-W6M		
SW ¼ 36 72-6-W6M	Private	55.68
SW ¼ 36 72-6-W6M, Lot A; Plan 7921819	Private	2.95
NE 36 72-6-W6M		
NE ¼ 36 72-6-W6M	Private	64.29
SE36 72-6-W6M		
SE ¼ 36 72-6-W6M	Private	61.80
SE ¼ 36 72-6-W6M	Private	1.21
NE25 72-6-W6M		
NE ¼ 25 72-6-W6M	Private	10.81
NE ¼ 25 72-6-W6M; Lot 51; Block 100; Plan 1023622	Private	2.60
NE ¼ 25 72-6-W6M; Lot 52MR; Block 100; Plan 1023622	The County of Grande Prairie NO. 1	1.34
NW 31 72-5-W6M		
NW ¼ 31 72-5-W6M	Private	57.52
NW ¼ 31 72-5-W6M; Lot 1; Plan 9621184	Private	4.73
NW ¼ 31 72-5-W6M	Private	2.03
SW 31 72-5-W6M		
SW ¼ 31 72-5-W6M; Plan 7721348	Private	52.57
SW ¼ 31 72-5-W6M; Lot 1; Plan 0122294	Private	1.92
SW ¼ 31 72-5-W6M; Lot R-2; Plan 7721348	The County of Grande Prairie NO. 1	0.82
SW ¼ 31 72-5-W6M; Lot 1; Plan 7721348	Private	0.82
SW ¼ 31 72-5-W6M	Private	
NE 31 72-5-W6M		
NE ¼ 31 72-5-W6M	Private	64.29
SE 31 72-5-W6M		
SE ¼ 31 72-5-W6M	Private	60.04
SE ¼ 31 72-5-W6M NE30 72-5-W6M; Lot 2; Block 1; Plan 0523090	Private	2.17
SE ¼ 31 72-5-W6M NE ¼ 30 72-5-W6M Lot 7; Block 1; Plan 0523090	Private	1.57

NE 30 72-5-W6M		
NE ¼ 30 72-5-W6M ; Lot 13MR; Block 1; Plan 0523090	The County of Grande Prairie NO. 1	10.70
NE ¼ 30 72-5-W6M; Lot 1B; Plan 0125496	Private	6.06
NE ¼ 30 72-5-W6M; Lot 3; Block 1; Plan 0523090	Private	2.20
SE ¼ 31 72-5-W6M; Lot 1; Plan 9524525	Private	2.07
NE ¼ 30 72-5-W6M; Lot 4; Block 1; Plan 0523090	Private	2.02
NE ¼ 30 72-5-W6M; Lot 2MR; Plan 0125496	The County of Grande Prairie NO. 1	1.92
NE ¼ 30 72-5-W6M; Lot 9; Block 1; Plan 0523090	Private	1.78
NE ¼ 30 72-5-W6M; Lot 5; Block 1; Plan 0523090	Private	1.75
NE ¼ 30 72-5-W6M; Lot 6; Block 1; Plan 0523090	Private	1.55
NE ¼ 30 72-5-W6M; Lot 8; Block 1; Plan 0523090	Private	1.44
NE ¼ 30 72-5-W6M	Private	0.56
NE ¼ 30 72-5-W6M Lot 10ER; Block 1; Plan 0523090	The County of Grande Prairie NO. 1	
Residual Areas (Right of Way, Rail Right of Way)		26. 46
TOTAL		567.00

APPENDIX B

SUMMARY OF RECOMMENDATIONS -
THE FACILITY NEEDS OF THE CLAIRMONT COMMUNITY, 2005,
WIEBE ADMINISTRATIVE SERVICES

THE FACILITY NEEDS

OF THE

CLAIRMONT COMMUNITY

A Study of Educational, Social, Health, Cultural, Recreational, Protective Service, and Public Transportation Needs and Facility Requirements

A FINAL REPORT PRESENTED TO THE

BOARD OF TRUSTEES, PEACE WAPITI SCHOOL DIVISION NO. 76
COUNTY COUNCIL, COUNTY OF GRANDE PRAIRIE NO. 1

PREPARED BY
WIEBE ADMINISTRATIVE SERVICES
DECEMBER 2005

Executive Summary

This study examined the facility requirements of Clairmont for providing educational, social, health, cultural, recreational, public transportation, and protective services.

The study based its findings and recommendations on a questionnaire survey of 222 Clairmont households, 32 focus group participants, and meetings with 51 Clairmont students and adults, 19 Peace Wapiti School Division and County of Grande Prairie officials, and 16 government and private sector agencies.

Background

Clairmont was found to be a community in transition. As a 'bedroom community' of Grande Prairie it had few public services and lacked an identity. Clairmont's strengths were its young population, 'small town' ambiance, and potential for residential, commercial, and industrial growth. In 20 years Clairmont's residential population could exceed 7000 people.

Educational Facilities

The new K – 8 school in Clairmont was expected to open September 2007 and eventually accommodate 600 students. It was recommended that the school:

- have specialized areas for Art, Band, Industrial Education, and Home Economics
- have fully developed playgrounds, playing fields, and over-sized gymnasium and kitchen for community use
- be located on a larger site in north Clairmont, capable of accommodating other facilities

Costs for the gymnasium, kitchen, playground, and playing fields in excess of the $9.3 million allocated for the school would be fundraised by the community.

Social, Health, and Cultural Facilities

It was recommended that Peace Wapiti School Division and County of Grande Prairie partner to build a joint services facility in Clairmont. The joint facility would consist of the Clairmont school and a County section that included:

- a day care
- a multi-purpose room for before and after school care and community use
- a playschool room
- a 'Neighbourhood Resource Centre' for regional services provided by the Health Unit, Child and Family Services, and Family and Community Support Services
- a public library

The portable classroom in Clairmont would be used as a youth centre after it was vacated by the playschool. A decision on whether to build a community hall would be deferred for 3 to 5 years. The County would recover operating and capital costs for its portion of the joint facilitiy depending on the user group.

Recreational Facilities

Clairmont residents preferred new recreational facilities to be part of a recreation centre and located close to Clairmont school. Recreation in Clairmont lacked coordination and required leadership from a recreation director employed by the County.

It was recommended that the County build and operate a new recreation centre in Clairmont by 2010 and include:

- an indoor swimming pool
- a fitness centre
- an indoor ice arena
- a curling rink – subject to agreement with the curling club
- an outdoor skateboard park

The recreation centre would be paid for from community fund raising, private sector donations, government grants, and County taxation. The Clairmont Citizens Coalition could assist the County with planning and fundraising.

It was also recommended that the County complete a trail system in Clairmont and upgrade Clairmont Park.

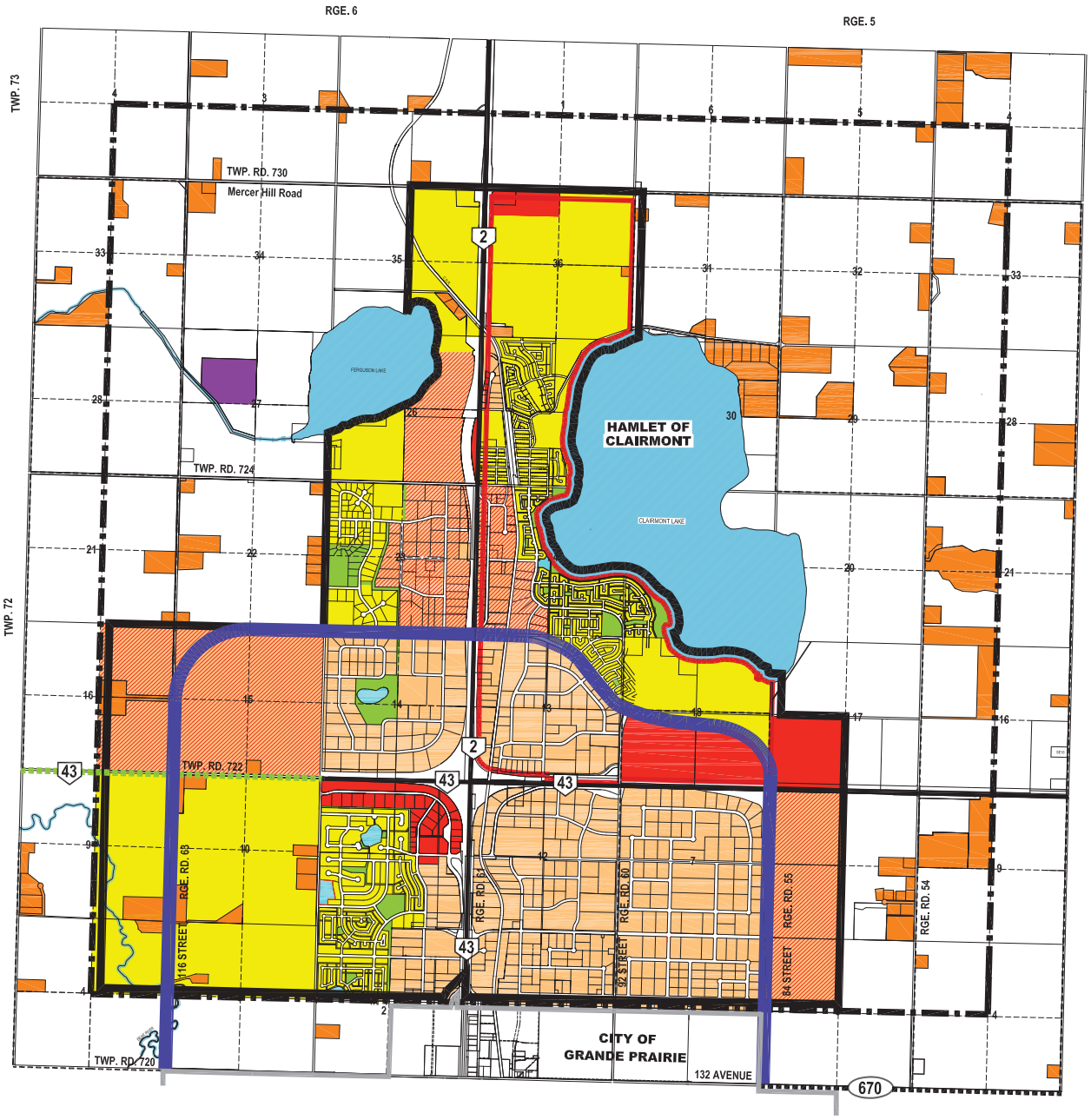
Protective Services and Public Transportation

Clairmont residents indicated that there was more crime, traffic violations, and bylaw infractions in Clairmont than known to RCMP and County constables. They believed a stronger police presence would serve as a deterrent and make Clairmont a safer place to live.

It was recommended that the County look into the possibility of having the RCMP Rural Unit relocate to a facility in Clairmont that could be shared with County Protective Services.

Fire protection was a high priority for Clairmont residents. The fire protection services provided by the Grande Prairie fire department were considered adequate now, but requirements could change as Clairmont grows.

There was an expressed need for public transportation between Clairmont and Grande Prairie. It was recommended that a public transportation service be initiated on a trial basis to determine whether it was viable.



MAP 1

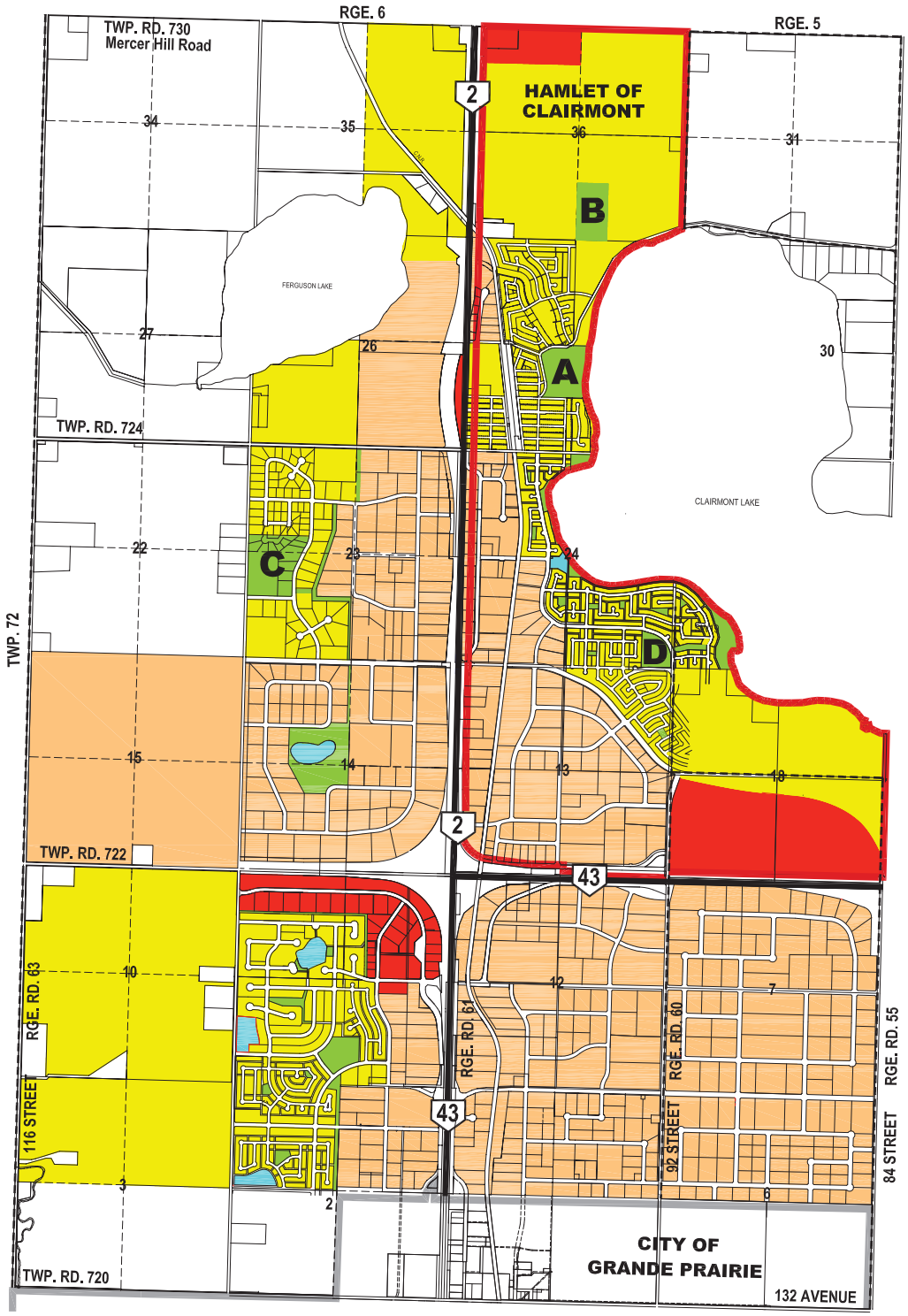
CLAIRMONT URBAN AREA FUTURE LAND USE

LEGEND

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- INDUSTRIAL/COMMERCIAL
- OPEN SPACE
- STORM WATER MANAGEMENT
- COUNTRY RESIDENTIAL
- AGRICULTURE
- LANDFILL / LAGOON
- WATER
- PROPOSED 20 YEAR BOUNDARY
- PROPOSED 50 YEAR BOUNDARY
- ARTERIAL ROAD
- PROPOSED PROVINCIAL HIGHWAY SYSTEM
- EXISTING CLAIRMONT BOUNDARY
- CITY OF GRANDE PRAIRIE BOUNDARY
- COUNTY ROAD
- 43 HIGHWAY
- 670 SECONDARY HIGHWAY

COUNTY OF GRANDE PRAIRIE No.1

FILE: CLAIRMONT STUDY MAP 1.DWG
MAPPING: ADRIAN-CLARK DESIGN
11/30/2005



MAP 2

CLAIRMONT URBAN AREA
POTENTIAL SITES FOR THE NEW CLAIRMONT SCHOOL

LEGEND

- **A** — POTENTIAL SCHOOL SITES
- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- OPEN SPACE
- EXISTING CLAIRMONT BOUNDARY
- CITY OF GRANDE PRAIRIE BOUNDARY
- COUNTY ROAD
- 43 — HIGHWAY
- 670 — SECONDARY HIGHWAY

COUNTY OF GRANDE PRAIRIE No.1

FILE: CLAIRMONT STUDY MAP 2.DWG
MAPPING: ADRIAN-CLARK DESIGN
11/30/2005