

Bylaw #3174 of the County of Grande Prairie No. 1



A bylaw for the County of Grande Prairie No. 1 in the Province of Alberta to amend Bylaw 3074 Municipal Development Plan in accordance with the Municipal Government Act.

WHEREAS Section 632 of the Municipal Government Act, being chapter M-26 Revised Statutes of Alberta, 2000 and amendments thereto, requires that the Council of a municipality must adopt a Municipal Development Plan by way of bylaw;

AND WHEREAS the Council has the authority pursuant to the provisions of the Municipal Government Act, Statutes of Alberta, 2000, Chapter M-26 and amendments thereto, to amend said bylaws,

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


1. This bylaw shall come into effect on the date of it finally being passed.
2. The following amendments to bylaw 3074 are hereby proposed:
 - a. Replace page ii Table of Contents with a new Table of Contents attached as Schedule A,
 - b. Replace page iii List of Maps by adding 3 new maps to the list and adjusting page numbers as outlined in the attached Schedule B,
 - Map 9 Hythe Future Land Use,
 - Map 10 Hythe Transportation,
 - Map 11 Hythe Future Growth Directions.
 - c. To repeal all of Section 5 Urban Areas and replace with a new Section 5 Urban areas as attached as Schedule C,
 - d. To add 3 new maps to the bylaw identified as follows and attached as Schedule D:
 - i) Map 9 Hythe Future Land Use,
 - ii) Map 10 Hythe Transportation
 - iii) Map 11 Hythe Future Growth Directions
 - e. To Section 9 Hamlets/ Rural Residential, Policy 9.1 add *“(I) Hythe (see Hythe Urban Area)”*
 - f. Renumber pages in the bylaw to reflect the additions.
 - g. Modify Policy 12.4 by deleting the words “and the Village of Hythe” from the policy.

PUBLIC HEARING held this 24th day of January, 2022.

Read a FIRST time this 10th day of January, 2022.

Read a SECOND time this 24th day of January, 2022.

Read a THIRD and FINAL time this 24th day of January, 2022.



Leanne Beaupre, Reeve



Joulia Whittleton, Chief Administrative Officer

ATTACHMENTS:

Schedule A – Revised Table of Contents
Schedule B – Revised List of Maps
Schedule C – Revised Section 5 Urban Areas
Schedule D – Additional Maps

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5.0 URBAN AREAS

This section is intended to provide policies that direct growth and development in areas designated "Urban Area" on the Land Use Map. Urban Areas are intended to accommodate more comprehensive and intense forms of municipally serviced urban development than has traditionally been found within the County's hamlets. New Urban Areas may be identified by amendment to the Municipal Development Plan.

Urban Areas are intended to be focal points for major subdivision and development activity in the County and designed to accommodate much of the County's overall demand for growth. By concentrating growth in these areas, the County will be encouraging the preservation of its rural land base for rural based uses.

Urban Areas in the County will be of sufficient size to accommodate approximately 50 years of growth. The purposes of these area will include the need to protect these areas from premature and inappropriate subdivision and development activity. It is not the intent of this Plan to prevent subdivision and development activity from occurring within the 50-year boundary, but any such development must be considered in the light of the broader community planning objectives that have been identified for the specific urban area within which the development is proposed.

OBJECTIVES URBAN AREAS

- To identify Urban Areas that are designed to be the focal points for serviced development in the County
- To protect areas suited for long term serviced development from premature subdivision and development
- To ensure that Urban Areas are comprehensively planned to reduce the potential for land use conflicts
- To identify growth areas of sufficient size that will provide a suitable urban land inventory for urban growth for up to 50 years.
- To protect urban areas from incompatible rural development
- To provide policies that will assist the promotion of economic development by providing the flexibility to accommodate growth and development.

5.1 URBAN AREA POLICIES

- 5.1.1 New or expanded Confined Feeding Operations shall not be permitted within 3.2 km (2 miles) of an area designated as an Urban Area.
- 5.1.2 Existing Agricultural operations shall be permitted to continue and may be permitted to and expand within an Urban Area.
- 5.1.3 New Urban Areas boundary shall be considered as a 50-year growth boundary.
- 5.1.4 The 50-year growth boundaries shall be used as the basis for establishing a hierarchy of land uses for the Urban Areas of the County.
- 5.1.5 The growth boundaries may be identified as growth boundaries for projected population and other growth over the next 50-year timeframe.
- 5.1.6 General or broad industrial, commercial and residential land use designations and preliminary collector and arterial road patterns may be established in the MDP for lands located in the growth boundary of every Urban Area.
- 5.1.7 More specific land use designations and collector and arterial road patterns shall be established as part of an Area Structure Plan prepared for developing areas within an Urban Area and shall be consistent with the Municipal Development Plan.
- 5.1.8 Area Structure Plans should generally be prepared for no less than one Section of land, but smaller areas may be considered.
- 5.1.9 Area Redevelopment Plans may be prepared for existing developed areas within an Urban Area.
- 5.1.10 Subdivision activity within the 50-growth boundary may be permitted, but shall be limited by more specific policies in the Municipal Development Plan for each specific Urban Area.

5.2 CLAIMONT URBAN AREA

The County considers Clairmont to be one of its key urban areas for which long term investment will continue to be made to help ensure long term economic prosperity for the municipality as a whole, in combination with its rural land base.

Area Structure Plans have been prepared for most of the Clairmont area. It is intended that future development will follow the land use patterns outlined in the Area Structure Plans. For areas that are not covered by an Area Structure Plan, it is expected that such plans will be prepared prior to any growth and development.

The Clairmont Heights Area Structure Plan, adopted in 2013, outlines a remarkably unique community in the region that offers a wide variety of housing choice, a vibrant and attractive downtown corridor and a variety of recreational amenities including parks, trails and an amphitheatre, to serve the anticipated 20,000 residents.

OBJECTIVES CLAIMONT URBAN AREA

- To ensure that the Clairmont Urban Area is comprehensively planned to integrate a wide range of existing and proposed land uses into a cohesive urban fabric that limits potential for land use conflicts and contributes to the creation of a strong sense of community while offering clear guidance for future development decisions.
- To encourage private investment in urban development and redevelopment within the Clairmont Urban Area
- To promote a wider range of residential development opportunities and housing styles in the Clairmont Urban Area.
- To identify and protect key or strategic urban transportation routes within the Clairmont Urban area including future accesses to Highways #2 and #43.
- To protect public access to and along the Clairmont Lake shoreline.
- To ensure that sufficient land area is set aside for schools.
- To ensure that the Clairmont Urban Area has sufficient land for urban parks and recreation facilities that can serve County residents.
- To ensure that appropriate stormwater management controls are completed for all future development in order to manage both quantity and quality of urban storm water runoff into Clairmont Lake and the Bear Creek watershed.
- To ensure that there are appropriate and suitable land use transitions and buffers between incompatible uses.
- To identify major transportation routes through and within the Clairmont Urban Area,
- To set aside or protect sufficient ROW widths for major roads in the Clairmont Urban Area,
- To plan for pedestrian/ bike trails throughout the Clairmont area,
- To plan for rail access to Clairmont industrial areas.
- To maintain environmental reserve lands in a natural state,

- To allow for public access to along the Clairmont Lake lakeshore in a manner that preserves these areas in a predominately natural state,
- To allow for public access to and along all natural or manmade water features (e.g. recreation ponds/lakes/and stormwater management ponds) and encouraging the intergration of these features with Municipal Reserve as part of the County's parks system.
- To recognize the role Clairmont Lake plays in stormwater management in the area and to protect that function.
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5.3 CLAIRMONT LAND USE POLICIES

5.3.1 The Clairmont Urban Area is established as shown on Map 2, and shall include a 50-year growth boundary.

5.3.2 Area Structure Plans (ASP's) shall be prepared to guide all future development in the Clairmont Urban Area.

5.3.3 All Area Structure Plan shall ensure that each new residential community has a clear community/neighbourhood focal point. This focal point may be open space or parks related, a commercial core (i.e. Town Centred concept), a combination of parks, commercial and medium or high-density housing or some other concept that achieves the objective of creating a community focus in each new neighbourhood.

5.3.4 All Area Structure Plans shall be consistent with general land use pattern established in the MDP for the Clairmont area.

5.3.5 Manufactured housing in the new residential growth areas of Clairmont Heights and Clairmont south may be accommodated but areas for more traditional housing styles shall be specifically planned in each new community. The County will discourage development of larger new communities designed exclusively for manufactured housing.

5.3.6 Lands described as "Residential" on Map 3 are intended to be interpreted generally and may include lands that are to be used as open space, local commercial uses, as well as low, medium and high density residential as part of comprehensively planned neighbourhoods as provided for in Area Structure Plans.

5.3.7 Lands designated residential include the existing hamlet of Clairmont, as well as proposed growth areas identified as Clairmont Heights and Clairmont south.

5.3.8 An Area Redevelopment Plan may be prepared to guide future redevelopment in the established areas of Clairmont

5.3.9 Municipal Reserve may be acquired adjacent to the railway in Clairmont as part of a public trail system for this community. This may be addressed in greater detail as part of a Recreation Study or Area Redevelopment Plan (or both) for Clairmont.

- 5.3.10 Residential and commercial uses may be considered for lands located adjacent to the railway in Clairmont.
- 5.3.11 All statutory documents shall promote the development of a wide range of housing styles and residential densities, including traditional stick built single family dwellings and factory built housing.
- 5.3.12 All ASP's shall include policies that require minimum separation distances between residential and industrial land uses. Guidance shall be provided for buffering between uses and provisions for noise attenuation and aesthetic enhancement of residential areas.
- 5.3.13 ASP's for land adjacent to Clairmont Lake shall include policies that address the protection of public access to and along the shoreline of the lake.
- 5.3.14 All ASP's in the Clairmont Urban Area shall address the acquisition and development of Municipal Reserve for parks, recreation and schools.
- 5.3.15 All ASP's should be consistent with the County's parks and recreation plans.
- 5.3.16 Development and subdivision shall be prohibited on lands needed for future interchanges with and overpasses over Highways #2 and #43.
- 5.3.17 All ASP's shall address stormwater management issues for both water quality and quantity controls
- 5.3.18 Noise attenuation measures shall be required for all residential development located adjacent to industrial areas and major urban collector roads and arterial roads and highways.

5.4 CLAIRMONT TRANSPORTATION

Increased economic activity has already impacted the County road system in this area. Given the proximity of both Provincial Highways #2 and #43, there is tremendous pressure and opportunity to develop commercial and industrial uses along these important highway corridors. However, in order to maintain the effectiveness of these routes for the transportation of goods in and out of these areas, a Transportation Master Plan is needed that provides the County and the Province with direction with regard to planning access/egress points to and from these highways.

For example, 84 Street (RR 55) has been planned by the City as a dangerous good route. Given the County has plans to expand Clairmont, there is a need to ensure that Clairmont will always have a southern exit onto the highway system. These two independent planning objectives can be best fulfilled over the long term through the protection of land for an interchange at the intersection of Highway #43 and 84th Street (RR 55).

As shown on Map 3, 84th Street (RR 55) will serve the County's interests if developed as an urban arterial that ultimately extends north and east eventually connecting with RR 54 (74th Street). It is anticipated that sufficient right of way be required for the eventual development of a 6 lane arterial roadway within the 50 year growth plan.

It is also proposed that the eastern extension of Bauman Road will run east and south to connect with the 84th Street (RR 55) north of Highway #43. Bauman Road is planned as a major urban collector (4 lanes undivided) with controlled access to protect the character of the residential development proposed on the north side of this major road from industrial traffic. Roads running north from Bauman Road and east of the railway ROW, will be designated as residential collector roads and those south of Bauman road will be industrial for roads.

5.4.1 A road hierarchy for Clairmont is hereby established:

1. Urban Arterial (6 lane divided)
2. Urban Collector (4 lane undivided designed to accommodate both residential and industrial traffic),
3. Residential Collector, and
4. Residential Local.

5.4.2 The County will acquire sufficient rights of way at the time of subdivision to accommodate the proposed hierarchy.

5.4.3 The future proposed transportation system is identified on Map 3.

5.5 CLAIRMONT ENVIRONMENT AND RECREATION

Clairmont Lake is perhaps the most significant environmental feature in the Clairmont area. In addition to being the largest water body in the immediate area, it provides a natural setting for a variety of wetland species. It also acts an important part of the stormwater management system for the area. As a large body of open water, it provides an aesthetic view to many who live close to it. It also has a large potential for recreation opportunities on a year round basis as part of a recreation master plan.

The purpose of this section is to develop policy with respect to development in the vicinity of the lake.

5.5.1 Environmental buffers between the high-water mark of all water bodies and edge of development shall be provided at the time of subdivision for the purposes of providing public access to and beside these water bodies and to reduce pollution from urban stormwater runoff.

5.5.2 Environmental buffers shall be no less than 30 metres wide but may be reduced as part of a comprehensive open space and parks plan prepared at Area Structure Plan and subdivision stages of development review but in no case shall the requirement be reduced to less than a minimum of 6 metres.

5.5.3 Appropriate stormwater quality and quantity controls shall be provided for all new development in the Clairmont Urban Area.

5.5.4 Land protected as Environmental reserve is to be preserved in its natural state except where public trails and access points to water bodies are specifically planned with the environmental reserve area and are part of a broader parks plan approved at the Area Structure Plan stage. All public access to and beside water bodies is to be designed in an environmentally responsible manner.

5.5.5 Each developer shall be responsible for addressing stormwater runoff. The construction and financing of stormwater management may be coordinated amongst developers, in cooperation with the County, through the use of regional wet ponds. Specific treatment targets and methods may be established in an Area Structure Plan and shall be determined in cooperation with the County and Alberta Environment.

5.6 HYTHE URBAN AREA

Hythe is the second “Urban Area” in the County. A thriving community of just under 1,000 people located approximately 75 km west of the City of Grande Prairie. Hythe presents an exceptionally attractive living environment with the advances of a modern urban community within a vast agricultural and forested area.

Hythe has a service area which encompasses the west end of the County of Grande Prairie and the northern east portion of British Columbia and the Horse Lake Nation. As a result, Hythe has all of the modern amenities available to its citizens, including wide streets, modern schools, churches, a variety of senior citizen housing complexes, motels, a large park with several ball diamonds and large recreational facilities such as an arena, curling rink, and automobile race track.

The people of Hythe comprise an industrious, well-trained labor force with experience in a broad scope of operations, and a strong community spirit.

It is in the best interests of the County to have an economy in the Hythe area that is stable, viable, and growing. Community planning can complement the economic development of a municipality, as the physical growth of a municipality plays a significant role in its economic development. A coordinated approach to community planning and economic development will be beneficial to the Hythe area.

In terms of coordinating the physical and economic development of the municipality, the County will:

1. Work towards improving the quality of life for existing and future residents of the hamlet.
2. Work cooperatively with residents and businesses, community groups and other governments.
3. Provide an environment in which the hamlet and business can operate and grow.
4. Play an active role in the promotion of the municipality.
5. Continually encourage business, industry and government to locate in the hamlet, at locations that benefit the operation of the municipality.
6. Take steps to ensure that there is an adequate supply of serviced land to meet residential, commercial, industrial, and institutional development needs.
7. Continue to evaluate development standards to ensure that the standards are conducive to attracting development including the use of Direct Control districts to facilitate innovative and unique development and to better utilize the existing land base.
8. To explore the opportunities that rail service may provide to the Hythe area.

OBJECTIVES

- To improve the municipality as a place for living, working, and leisure activities by creating an environment that encourages a sense of community pride.
- To continue to diversify the Hythe economy by encouraging commercial, industrial, and institutional operations to locate within the hamlet.
- To strengthen and improve the Hythe central business district as a key residential, commercial and business area.
- To provide for a wide variety of housing styles and opportunities to attract a residential land base.
- To encourage residential development to occur in a manner that will provide for a variety of housing accommodations.
- To provide policy directions that will guide the location of new development within Hythe.
- To provide convenient access to places of work, residence, shopping, education, and recreation.
- To establish land use patterns that will encourage compatibility between existing and future development.
- To develop a cost-effective maintenance and rehabilitation program for all existing infrastructure in Hythe.
- To develop an overall transportation strategy which recognizes the importance of roads to the future growth of the hamlet.
- To ensure effective integration of future land use in the Highway #43 Corridor with the safe and efficient movement of traffic through the corridor.

5.7 HYTHE LAND USE POLICIES

Where applicable, the following policies will apply to all development that occurs in Hythe:

- 5.71 Development shall have the appropriate municipal services and utilities.
- 5.7.2 The County may enter into agreements with developers for the provision of on-site and off-site municipal services and utilities.

- 5.7.3 The County shall take the compatibility of existing and future land uses into consideration when reviewing zoning, subdivision, and/or development proposals.
- 5.7.4 Adequate open space, recreation land, and land for school purposes shall be provided as part of subdivision and/or development proposals.
- 5.7.5 Satisfactory arrangements shall be made for parking and loading facilities for all new development, particularly in highway commercial areas.
- 5.7.6 Land that can be easily provided with municipal services and utilities within the hamlet shall be used for urban development.
- 5.7.7 In all cases, the appearance of development and its effect on the visual amenity of the municipality will be an important factor for the County to consider.
- 5.7.8 The development of a community wide trail system that will link all areas of the hamlet, particularly residential areas, is an important objective of the hamlet at the time of subdivision.

5.8 HYTHE RESIDENTIAL

The intent of the “Residential” designation is to ensure the predominant land use in these areas of Hythe is for housing accommodation. Housing can take many forms. The plan will be to address the many aspects of residential development in Hythe; to formulate policy which will provide direction for the development of new single-family areas, the provision for manufactured homes, policy for the location of multi-unit residential and guidelines for the redevelopment of older established areas. One of the objectives of the Municipal Development Plan is to ensure the character of residential areas is preserved, especially in relation to existing, lower density residential neighborhoods.

The policy directions to be used for the development of residential areas in Hythe as identified on the Future Land Use Map are:

- 5.8.1 Future residential development shall occur in a manner that allows for the orderly and economic provision of municipal services.
- 5.8.2 Residential uses, where possible, should be separated from incompatible land uses and, where not possible, be separated by a proper landscaped buffer.
- 5.8.3 High density residential development, such as apartments, townhouses and row dwellings, shall locate in accordance with the following:
 - a. Preference will be given to sites which have direct access to an arterial road or a major residential road;
 - b. Where the visual amenity of an existing residential neighborhood is not adversely affected by the scale of the building;

- c. Provides a transition from the downtown area to other residential areas or is located in the downtown area;
- d. Is identified in an area structure plan or an existing site which is currently zoned for same;
- e. The development of the multi-family unit will not adversely impact on the character of the neighborhood.

5.8.4 When the expansion of new residential development with established residential neighborhoods is proposed, the hamlet shall consider the following:

- a. The visual impact of the new development on the established residential neighborhood;
- b. The zoning of the area in order to ensure housing types are compatible in appearance and density;
- c. The buffering and landscaping of new development in a manner suitable to the character and appearance of the established residential neighborhood.

5.8.5 The County will encourage the development of a variety of housing styles and types. However, the County will also ensure that there is compatibility between housing types being located in the same area.

5.8.6 Areas identified as Residential on the Future Land Use Map should develop as predominately single-family areas. Multi-family residential units will be considered in accordance with the criteria identified in Policy 5.8.3 above.

5.8.7 The development of manufactured homes in the areas identified as Residential will be directed to manufactured home parks or manufactured home subdivisions. The Town will discourage the development of mixed housing areas.

5.8.8 Infill housing in older areas will be encouraged. To this end, double wide manufactured homes or modular homes will be allowed to locate in residential areas that are undergoing redevelopment. The County may place restrictions on the development of such housing by way of regulating the age of said buildings to ensure modern building codes and restrictions are met.

5.8.9 Higher density residential development including seniors housing will be encouraged in the downtown area. Areas currently used as seniors housing complexes will be allowed to expand to meet future demands.

5.8.10 Neighborhood convenience-type commercial uses and other compatible uses, such as churches and home-based businesses, may be allowed to develop in a residential area.

5.8.11 The redevelopment of older housing areas will be encouraged.

5.8.12 At the present time, there are some areas of un-serviced residential housing in the Hythe. The County will not allow for the development of new residential areas unless the

development can be serviced with municipal water and sewer services. However, existing un-serviced residential development may be upgraded and renovated, but the density of development may not be increased unless municipal services are provided.

- 5.8.13 The County will encourage the upgrading and redevelopment of existing manufactured home parks in Hythe.
- 5.8.14 The County will ensure the adequacy of a safe and healthy housing supply and the preservation of residential neighborhoods. To this end, the County will ensure that minimum standards are being met through the enforcement of municipal bylaws and other legislative mechanisms.
- 5.8.15 Home based businesses will be allowed in residential areas provided that the business is a subordinate use to the principle use of the dwelling as a residence.
- 5.8.16 The County will develop a Residential Direct Control district in the Land Use Bylaw to enable the development of residential development that cannot be accommodated in traditional residential zones. A direct control district can be used for a variety of purposes including but not limited to residential development on undersized lots or for infill purposes.

5.9 HYTHE COMMERCIAL

The commercial areas of the hamlet play an important role in the economic base of the municipality. The County wants to ensure that locations are available for a wide range of commercial activities that are compatible with urban development.

Recently, much of the commercial development, which has occurred in Hythe has located along Highway #43 and in the downtown area. The trend for commercial development to continue to seek these locations will likely continue to occur, and the County recognizes the importance of the corridor to the future growth of the municipality. The locations have many advantages to businesses and include increased traffic volumes and visibility and larger lots, which provide greater opportunities for site design and parking.

The policy directions to be used for the development of commercial areas in Hythe identified as Downtown Development and Highway Commercial on the Future Land Use Map are:

Downtown Development District

- 5.9.1 The County shall allow for commercial, residential, institutional and business uses that will result in the development of a vibrant, multi-functional downtown area.
- 5.9.2 Development in the downtown area will be made as attractive as possible in appearance, design, and style.

5.9.3 Mixed-use development (residential and commercial) and high density residential development including seniors housing will be encouraged in the downtown area when approved by the County.

5.9.4 The downtown area will be zoned as direct control to enable each development to be evaluated individually. In evaluating development proposals, the County should consider some or all of the following criteria:

- a) The suitability of the site to accommodate the proposed land use,
- b) The impact on traffic movement and safety,
- c) The availability and adequacy of municipal services,
- d) The impact on and compatibility with surrounding land uses and buildings,
- e) The availability of ample parking for the proposed use either on site or nearby,
- f) The ability to accommodate truck traffic for loading and unloading purposes,
- g) The location and impact of signage,
- h) The design, structure and building materials to be used

Highway No. 43 Corridor (Highway Commercial)

5.9.5 Commercial land uses that serve the travelling public and/or require direct access to a highway may be allowed to develop in areas designated for highway commercial purposes.

5.9.6 When considering zoning, subdivision and development proposals on property fronting onto Highway #43, the County will consider the impact of the proposal on the overall highway system in the Hythe area.

5.9.7 Landscaped buffers or fencing shall be provided between highway commercial development and residential, community, and/or institutional land uses.

5.9.8 Access points shall be located in a manner that protects the integrity of the highway system and ensure the safe movement of traffic.

5.9.9 Service roads may be required for highway commercial development.

5.9.10 Highway commercial and light industrial land uses requiring larger parcels of land shall be directed to locate in areas designated for highway commercial purposes.

5.9.11 A non-residential Direct Control District will be provided in the Land Use Bylaw. The purpose of the district will be to provide an alternative to traditional zoning districts to accommodate commercial development that is unique or innovative and that brings benefit to Hythe.

5.10 HYTHE INDUSTRIAL

Industrial development has had a positive impact on the assessment base and is an important part of the economic activity that occurs in the Hythe area. The County wants to continue to develop its industrial land base and provide opportunities for operations of this kind including potential for additional rail and rail related development.

- 5.10.1 Industrial areas shall be located in the south, northwest and west areas of the hamlet. The areas are identified on the Future Land Use Map.
- 5.10.2 The County will ensure an adequate provision of industrial land within the hamlet boundaries. An adequate supply includes the quality of the available land, the quantity of land that may be available, serviceability, and reasonably priced.
- 5.10.3 Landscaped buffers shall be provided between industrial areas and other land uses, when required by the County.
- 5.10.4 Internal roads for industrial parks and industrial areas shall be designed in a manner that allows for easy access and turning space for larger vehicles.
- 5.10.5 All storage areas in industrial areas should be appropriately screened or fenced.
- 5.10.6 Any industry, which may be hazardous or obnoxious, shall be directed away from other land uses that would result in a conflict being created.
- 5.10.7 Although it is desirable to provide municipal services to all industrial land, the County may allow for the development of industrial properties with private sewage disposal systems and water systems. Industrial areas where this provision may be allowed must be beyond reasonable and economic means of providing municipal services.
- 5.10.8 A non-residential Direct Control district will be included in the Land Use Bylaw for the purposes of provide an alternative to tradition industrial districts to allow the County to accommodate unique or innovative development that requires special conditions.

5.11 HYTHE INSTITUTIONAL

There are a number of institutional facilities located in Hythe including a schools, churches, seniors housing and various public buildings.

The following policy directions to be used for the development of institutional land uses in Hythe.

- 5.11.1 Institutional uses shall be encouraged to locate in areas of the hamlet that are compatible with the type of institutional use.

5.11.2 New institutional uses will be allowed in all districts in the hamlet. However, prior to any approvals, the County will ensure that the institutional use is compatible with the surrounding land uses, is serviceable with County services and will not create any adverse impacts with transportation networks.

5.12 HYTHE COMMUNITY

Hythe has a number of community uses including parks, playgrounds, ballfields, arena, curling rink. These types of land uses may be developed in expansion areas with the hamlet.

The following policy directions are to be used for the development of community land uses in Hythe.

5.12.1 All parks and playgrounds shall be landscaped.

5.12.2 Playgrounds (tot lots) should be developed in close proximity to residential areas in order to allow convenient and safe access to them for children.

5.12.3 When evaluating proposals for residential development, the County shall determine the need for community areas and the location of them within the area.

5.12.4 The County will continue to evaluate the recreational needs of the residents of the County and to respond to the needs as required.

5.12.4 The County will establish a 10-metre buffer along the Beaverlodge River as Environment Reserve. The County will acquire the land at the time of subdivision. In addition all development must be setback a minimum of 10 metres from the top of the bank of the Beaverlodge River.

5.12.5 The County may also require any developer along any other watercourse in Hythe to dedicate the watercourse as Environmental Reserve at the time of subdivision.

5.12.6 All land taken as Environmental Reserve will be incorporated into the open space and trail system for the hamlet.

5.13 HYTHE TRANSPORTATION

The transportation system plays a key role in the development of the municipality and in the implementation of this Municipal Development Plan. The County wants to ensure the safe and effective movement of people, goods, and services throughout the hamlet.

The following policy directions are to be used to develop the transportation system.

5.13.1 The County shall ensure that the planning and design of the various elements of the transportation system complement the implementation of the Municipal Development Plan.

5.13.2 The following types of roads will be designated by the County as part of this Municipal Development Plan, as outlined on Map # to this Plan:

Highway #43

Collector Roads

Local Roads

5.13.3 The construction and maintenance of roads shall be coordinated with other projects related to the provision of municipal services.

5.13.4 The County shall ensure that collector roads serve new residential areas.

5.13.5 The County may require buffers along transportation corridors as a method to reduce the impact on adjacent land uses.

5.13.6 The County shall protect land that may be required for future road rights-of-way through the planning and development processes used by the municipality.

5.13.7 Collector roads shall collect traffic from local roads and move the traffic to Highways or Secondary roads. The right-of-way for a collector road shall be a minimum of 22.5 metres.

5.13.8 Local roads shall provide access to the majority of areas in the hamlet. Through traffic shall be discouraged through the planning and design of these roads. The right-of-way for a local road shall be 20 metres.

5.13.9 Lanes may be developed in certain areas of the hamlet and shall have a right-of-way of at least 6 metres.

5.13.10 The County will work closely with the Provincial government in the development, maintenance and upgrading of Highways in the hamlet when considering projects aimed at the enhancement of transportation system for Hythe.

5.13.11 The County may require roads within residential areas to have sidewalks along at least one side of the roads.

5.13.12 The County may explore the development of a pedestrian-bicycle walkway system that will connect community facilities and residential areas of the municipality.

5.13.13 The County will give priority to the maintenance and upgrading of the roads identified as collector roads.

5.13.14 The County may develop a system of truck routes if necessary.

5.13.15 The County will explore and support the expanded use of rail opportunities in the Hythe area.

5.14 HYTHE MUNICIPAL SERVICES AND UTILITIES

The provision of municipal services and utilities is a key factor in the planning and development of the hamlet. The County wants to ensure that municipal services and utilities are developed in a manner that complements the planning of the municipality.

The following policy directions that will be used to develop the hamlet's municipal services and utilities.

- 5.14.1 Land required for municipal services and utilities shall be identified as part of the planning process for urban expansion areas or areas to be re-developed in Hythe.
- 5.14.2 The County may require the provision of easements or public utility lots for municipal services and utilities as part of a proposal to subdivide and/or develop land.
- 5.14.3 The County will work closely with utility companies on the planning for the installation of municipal services and utilities.
- 5.14.4 The County will attempt wherever possible to create a looped system for all utility services.

5.15 HYTHE FUTURE DEVELOPMENT AREAS

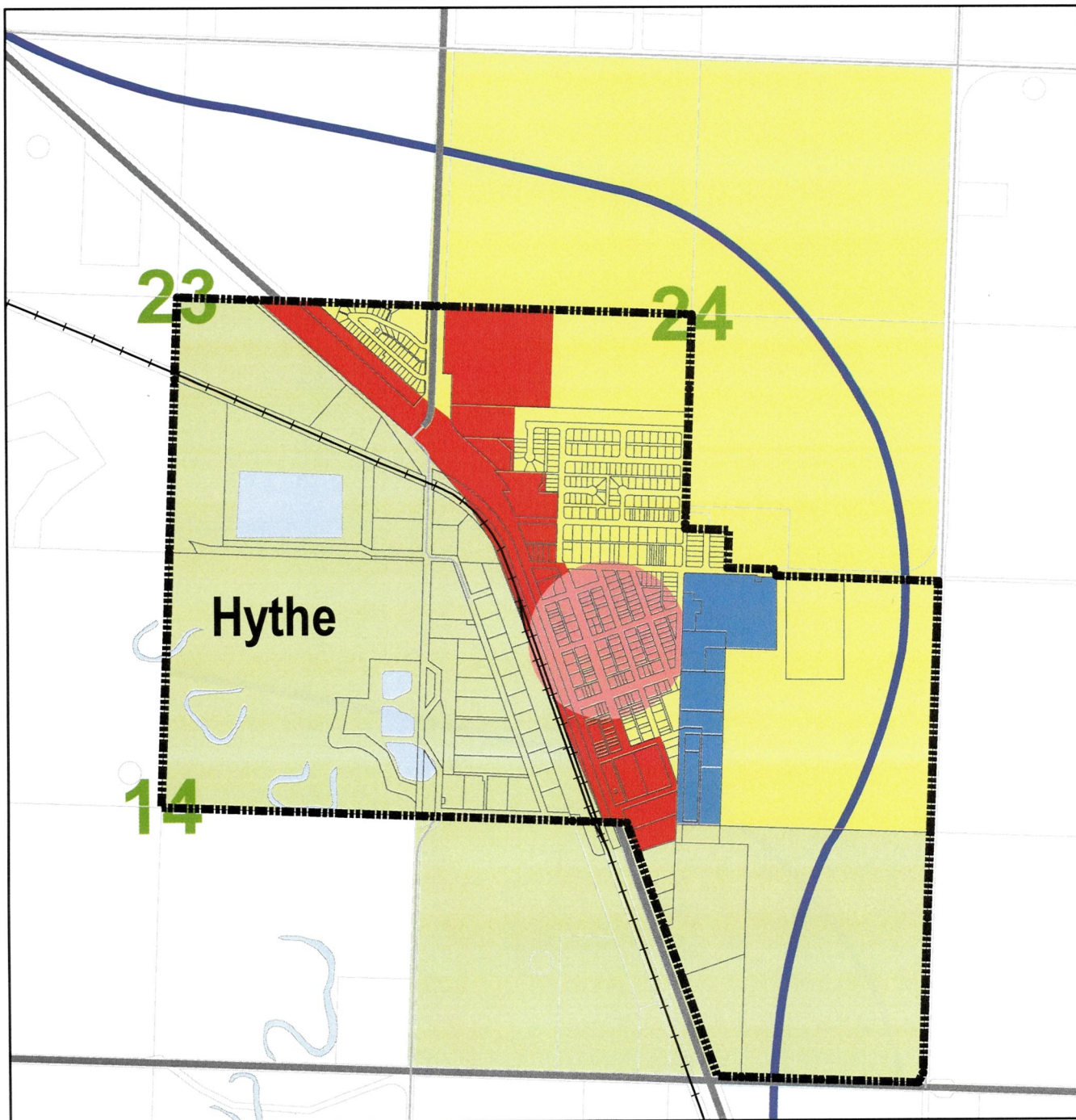
Hythe has a good supply of land for future urban expansion within its current municipal boundaries. This land supply provides the Hythe with flexibility in terms of future land use patterns, while ensuring that proper planning can take place in these areas of the hamlet. However, the County may consider the development of additional areas in order to enhance economic opportunities. For the purposes of considering future growth areas, the land identified as the Rural Urban Fringe on Map 6, Future Land Use area will be utilized as said growth areas.

Future development areas refer to both un-serviced and undeveloped land within the hamlet boundary and to land beyond the hamlet boundary that is identified as a future growth direction. Most of the land, which is undeveloped, is used for agricultural purposes. It is expected that the land will remain in agricultural production until there is a proposal for a more intense use. The policy directions that will be used for the development of Future Development Areas within Hythe are:

- 5.15.1 Future Development Areas shall require the adoption of an area structure plan by Council prior to their subdivision and/or development that includes:
- a) Proposed land uses;
 - b) The general pattern of subdivision;
 - c) Location of roads, municipal services and utilities;
 - d) Phasing of development
 - e) Proposed lot sizes; and
 - f) Any other matters deemed necessary by Council.
- 5.15.2 In all Future Development Areas, the allocation of municipal and/or school reserve shall be addressed by the adopted area structure plan.
- 5.15.3 Agricultural operations within the hamlet boundaries will be limited to the following activities: the cultivation of land, the production of agricultural field crops, the production of fruits, vegetables, sod, trees, shrubs, and other specialty horticultural crops, the operation of agricultural machinery and equipment to support the above operations. Agricultural operations may be allowed in Future Development Areas, but intensive agricultural uses, such as intensive livestock operations, shall not be allowed.

BYLAW 3174 – SCHEDULE “D”

ADDITIONAL MAPS



MAP 9
HYTHE FUTURE LAND USE
COUNTY OF GRANDE PRAIRIE NO. 1

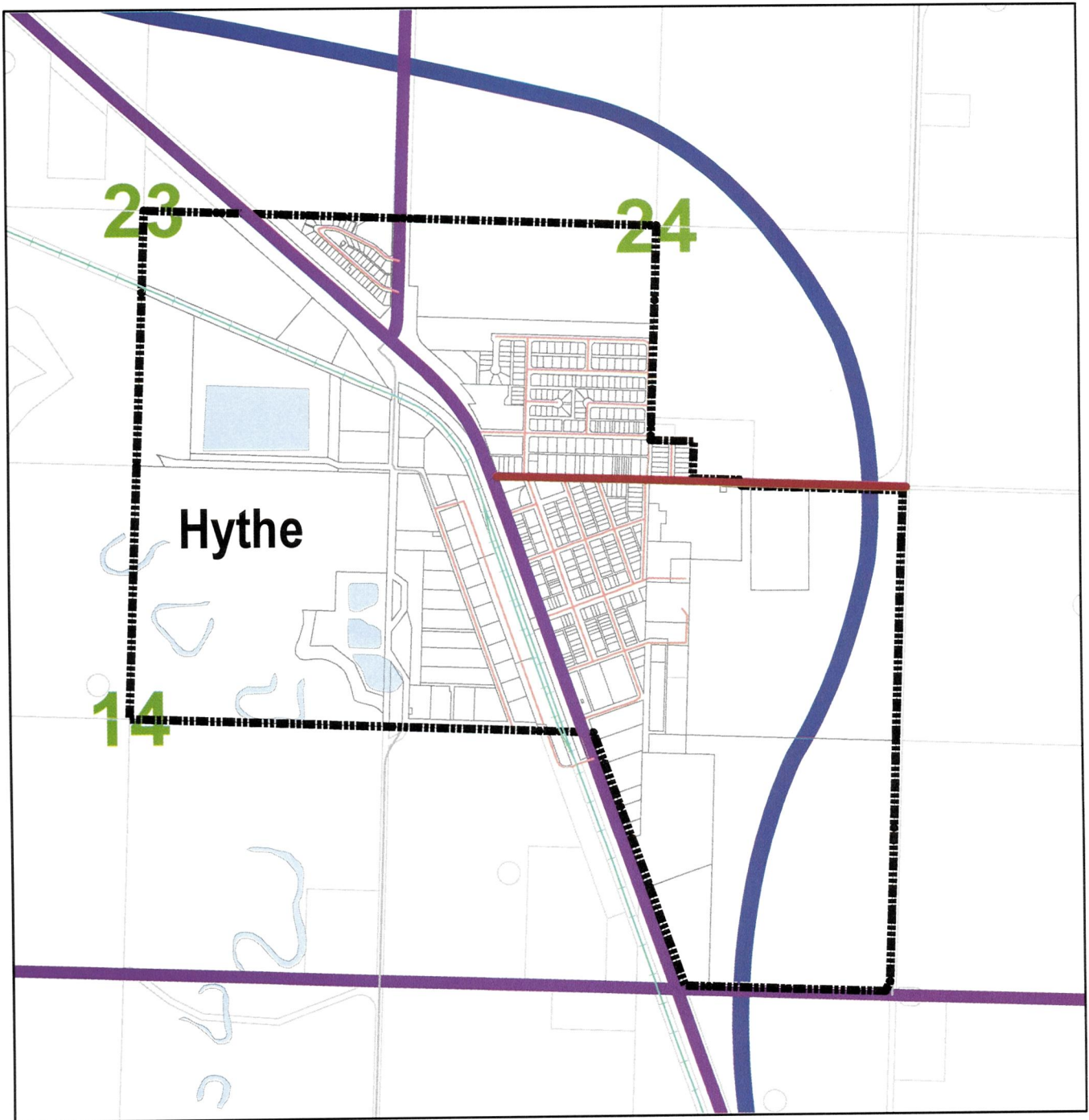
Legend

- | | |
|--|--|
| Primary Commercial | Hamlet of Hythe Boundary |
| Highway Commercial | Highways |
| Industrial | Proposed HWY 43 Bypass |
| Residential | + Rail |
| Institutional | |

1:18,500



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MAP 10
HYTHE TRANSPORTATION
COUNTY OF GRANDE PRAIRIE NO. 1



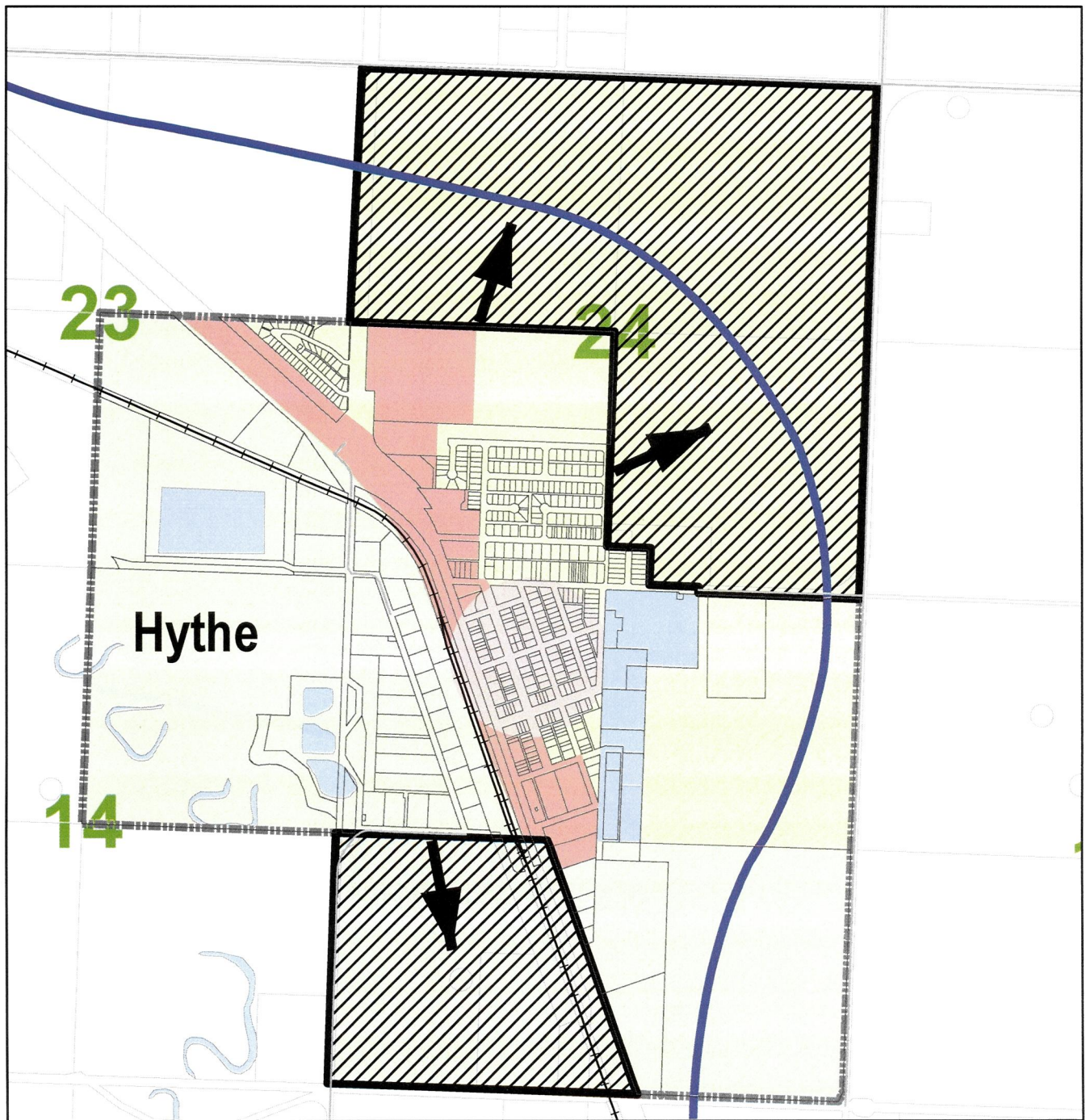
Legend

- Highway
- Proposed HWY 43 Bypass
- Collector
- Rail
- Local
- Hamlet of Hythe Boundary

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MAP 11
HYTHE GROWTH DIRECTIONS
COUNTY OF GRANDE PRAIRIE NO. 1

Legend

- Primary Commercial
- Highway Commercial
- Industrial
- Residential
- Institutional
- Future Growth Areas
- Hamlet of Hythe Boundary
- Proposed HWY 43 Bypass

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