



BYLAW # 3276

Windsor Area Structure Plan

A Bylaw of the County of Grande Prairie No. 1 in the Province of Alberta for the purpose of adopting the Windsor Area Structure Plan.

WHEREAS: pursuant to the Municipal Government Act, RSA 2000, c. M-26 and amendments thereto, a Council may adopt an Area Structure Plan by way of Bylaw; and

WHEREAS: the County of Grande Prairie wishes to establish the Windsor 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 the Windsor Area Structure Plan document is attached to this Bylaw as Schedule “A” and forms part of this Bylaw.

INTERPRETATION

2. This Bylaw shall be cited as the “Windsor Area Structure Plan”.
3. Headings in this Bylaw are for reference purposes only.
4. Words in the masculine gender will include the feminine gender whenever the context 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

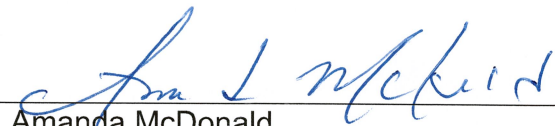
7. This Bylaw shall come into force and effect on the third and final reading thereof.

PUBLIC HEARING held this 22nd day of June 2026.

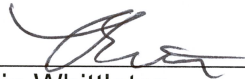
Read a FIRST time this 22nd day of June 2026.

Read a SECOND time this 22nd day of June 2026.

Read a THIRD time and finally passed this 10th day of August, 2026.



Amanda McDonald
Reeve



Joulia Whittleton
County Manager

ATTACHMENTS

Schedule A – Windsor Area Structure Plan



WINDSOR

Area Structure Plan



ADOPTED: August 10, 2026

OFFICE CONSOLIDATION: N/A

BYLAW: 3276

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1.0 INTRODUCTION



1.1 Background

The Windsor Area Structure Plan (ASP) encompasses approximately 372 hectares of land within the Hamlet of Clairmont in the County of Grande Prairie No. 1. Located immediately south of Highway 43, between Range Road 62 (108 Street) and Range Road 63 (116 Street), the Plan Area occupies a highly strategic location adjacent to the City of Grande Prairie (see **Map 1 – Location**). This area has experienced increasing development interest in recent years due to its proximity to major regional transportation corridors, access to municipal infrastructure, and its importance in supporting residential, commercial, and institutional growth within the region.

Historically, the lands within the Plan Area were primarily used for agricultural purposes, with some scattered residential and industrial development. However, continued regional growth and ongoing investment in infrastructure and services have shifted land use demand in the area. The need for a thoughtfully designed and comprehensively planned community to accommodate this growth has led to the preparation of the Windsor ASP.

The Windsor ASP establishes a development vision for a complete, connected, and livable community that integrates a mix of residential densities, commercial nodes, schools, parks, trails, and supporting municipal infrastructure. The Plan provides a clear framework to guide subdivision, zoning, and servicing decisions, ensuring development proceeds in a coordinated, efficient, and sustainable manner.

Originally known in draft form as the Southwest Clairmont ASP, the Plan was renamed the Windsor Area Structure Plan in 2022 to commemorate Her Late Majesty Queen Elizabeth II's Platinum Jubilee, honouring her 70 years of service.

1.2 Objectives

The specific objectives of the Windsor Area Structure Plan (ASP) are to:

- a. Provide a clear framework to guide the subdivision and development of the subject lands as part of the Clairmont Urban Area.
- b. Create a comprehensively planned residential community with ample public and recreational spaces that promote social interaction and community well-being.
- c. Establish a connected greenway system that supports both recreational use and stormwater management functions.
- d. Identify and protect significant environmental features to minimize potential impacts from development.
- e. Assess servicing constraints and evaluate the costs associated with required mitigation measures.

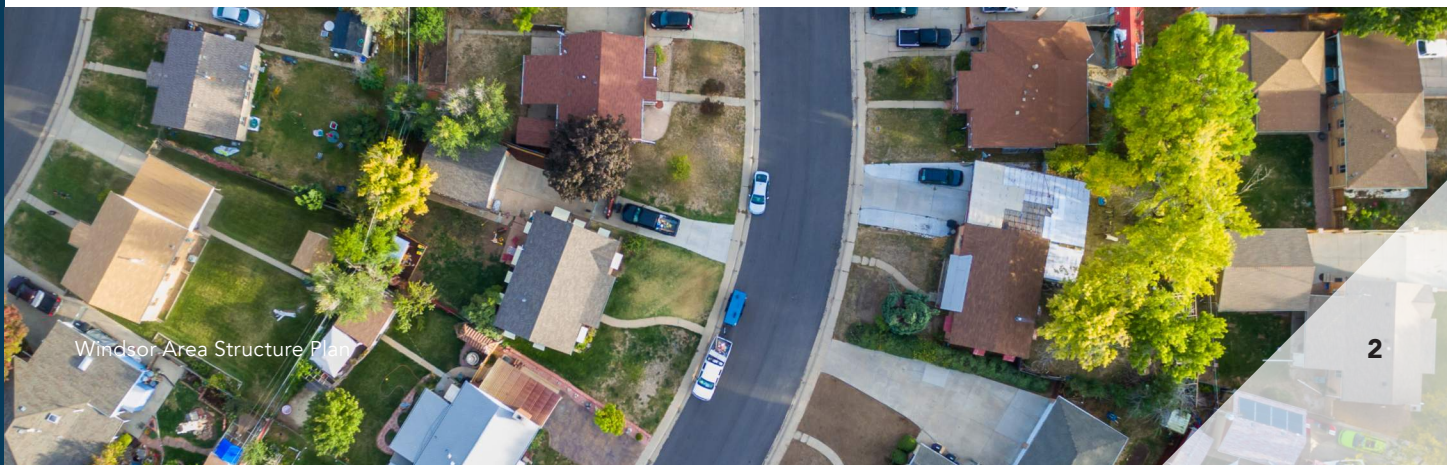
As part of the Clairmont Urban Area and adjacent to the City of Grande Prairie, the Plan Area will be designed and developed to urban standards, including the provision of full municipal water and sanitary sewer services.

1.3 Historical Development

With the arrival of the Edmonton, Dunvegan and British Columbia Railway in 1916, two townsites were subdivided along the line: Benville (now known as Sexsmith) and Clairmont, which was named after the adjacent Clairmont Lake. Before long, Clairmont developed into a prototypical northern farming community featuring grain elevators, stores, blacksmiths, lumber yards, and churches. Growth was so rapid that Clairmont became the second village to be incorporated in the Grande Prairie region on May 31, 1917.

In 1943, the Rural Municipality of Bear Lake No. 740 and the Rural Municipality of Grande Prairie amalgamated to form the new Municipal District of Grande Prairie. Residents of the district were instrumental in lobbying the provincial government to adopt the County system of local government, resulting in the creation of the County of Grande Prairie No. 1—the first County established in Alberta.

By the late 1970s, the County experienced significant growth accompanied by increasing demand for country residential development. Industrial and residential expansion within the Hamlet of Clairmont led to boundary extensions through the 2000s, while development within the City of Grande Prairie advanced northward. Today, growth from both municipalities is beginning to converge between the two urban areas.



1.4 Plan Area

The land affected by this Area Structure Plan (ASP) is located immediately south of Highway 43, between Range Road 62 (108 Street) and Range Road 63 (116 Street), within the Hamlet of Clairmont. **Map 1 – Location** identifies the Plan Area boundaries. The Plan Area comprises six quarter sections of land, including all of Section 10-72-6-W6M and the north half of Section 3-72-6-W6M, totaling approximately 372 hectares.

1.5 Enabling Legislation

The Windsor Area Structure Plan has been prepared in accordance with Section 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.
- b. may contain any other matters the council considers necessary.

1.6 Planning Process

The Windsor Area Structure Plan was prepared in four phases, beginning in September 2017 and continuing through to Summer 2025. Opportunities for stakeholder and public engagement were provided throughout each phase of the process.

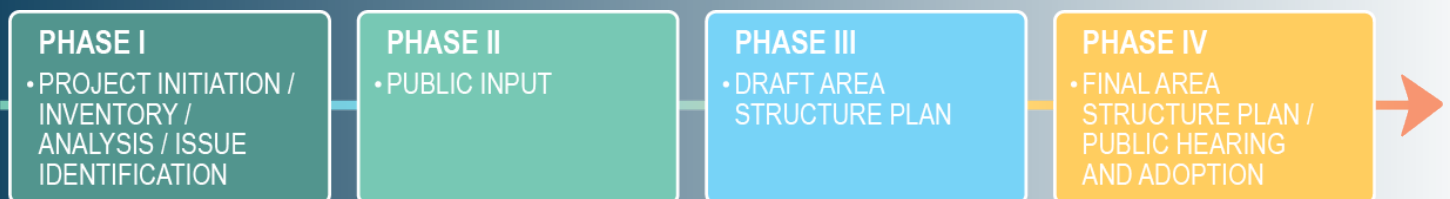


Figure 1: Planning Process

1.7 Community Consultation

Community and stakeholder engagement played a key role in shaping the Windsor Area Structure Plan (ASP). Engagement efforts included direct communication with landowners within the Plan Area to gather site-specific feedback and to better understand individual interests, opportunities, and concerns.

Public engagement also included open house events designed to involve the broader community. These sessions provided opportunities for participants to review draft concepts, ask questions, and share their perspectives. Feedback received during this process informed revisions to the draft plan and helped ensure the final document reflects a balance between local values and long-term planning objectives.

The consultation process was further supported by a review of guiding policy documents, including the Alberta Land-Use Framework, the Intermunicipal Development Plan, and the Municipal Development Plan, to ensure consistency with broader regional and municipal goals.

1.8 Plan Organization

The Windsor Area Structure Plan (ASP) is organized into the following sections:

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

Section 2.0 – Statutory Plan and Policy Context: Summarizes the higher-level planning policy documents and their influence on the development of this ASP.

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

Section 4.0 – Development Concept: Presents the overall development concept based on planning principles, opportunities, and constraints.

Section 5.0 – Parks, Open Space and Trails: Describes the provision of parks, open space, and trail connections, as well as policies related to environmental reserve dedication.

Section 6.0 – Transportation: Outlines the external and internal roadway network and establishes road development standards for the ASP area.

Section 7.0 – Municipal Services: Details the proposed servicing strategy, including water distribution, sanitary sewer, stormwater management, shallow utilities, and lot grading.

Section 8.0 – Implementation: Identifies implementation actions, including phasing, subdivision and rezoning requirements, and procedures for plan amendments.



2.0 STATUTORY PLAN & POLICY CONTEXT

2.1 Alberta Land-Use Framework

The Alberta Land-Use Framework (LUF) provides a province-wide approach to managing growth and sustaining Alberta's economy while balancing social and environmental priorities. It establishes a coordinated system for managing both public and private lands and natural resources to achieve long-term economic, environmental, and social objectives. The LUF serves as a blueprint for land-use management and decision-making across Alberta, guiding how future development should occur in a manner consistent with regional plans and the principles of Smart Growth.

The Framework identifies seven key strategies to improve land-use decision-making in Alberta:

1. Develop seven regional land-use plans based on seven new land-use regions.
2. Create a Land-Use Secretariat and establish a Regional Advisory Council for each region.
3. Implement cumulative effects management at the regional level to address development impacts on land, water, and air.
4. Develop a conservation and stewardship strategy for both private and public lands.
5. Promote efficient land use to minimize the human footprint on Alberta's landscape.
6. Establish an information, monitoring, and knowledge system to support continuous improvement in land-use planning and decision-making.
7. Ensure the inclusion of Indigenous peoples in land-use planning processes.

The County of Grande Prairie, including the Windsor ASP area, is located within the Upper Peace Regional Plan boundary. This regional plan has not yet been developed.

2.2 Intermunicipal Development Plan, Bylaw No. 3085

The Windsor Area Structure Plan (ASP) conforms with the policies and objectives of the 2024 Intermunicipal Development Plan (IDP) adopted under Bylaw No. 3085. The IDP emphasizes coordinated growth, compatible land use transitions, integrated infrastructure planning, and environmental stewardship within the intermunicipal area. The Windsor ASP supports these objectives by identifying future residential and commercial land uses that align with the IDP's Future Land Use Concept and by establishing development patterns that complement adjacent land uses within both the County and the City. It promotes orderly growth through logical phasing, coordinated transportation networks, and integration with regional servicing strategies.

The ASP also reflects key IDP policies related to environmental management, parks and recreation, and transportation. It provides open space linkages and trail connections in accordance with Policy 6.2.4 of the IDP, which encourages an integrated trail network linking Clairmont and the City of Grande Prairie. Stormwater and utility servicing within the ASP area are designed to be self-contained and compatible with regional systems, consistent with Policies 6.5.1 and 6.5.4 within the IDP.

Furthermore, the Windsor ASP has been prepared in accordance with the requirements for a local ASP as outlined in Section 7.4 of the IDP, ensuring it functions as a detailed, site-specific plan that advances the broader objectives of intermunicipal coordination, responsible land use, and sustainable regional growth.

2.3 Municipal Development Plan, Bylaw No. 3174

The County of Grande Prairie No. 1 Municipal Development Plan (MDP), Bylaw No. 3174, was adopted in 1998 and has been amended periodically since. The County is currently undertaking a comprehensive update to the MDP to reflect evolving development trends, regional partnerships, and long-term growth objectives. Until the updated MDP is adopted, Bylaw No. 3174 remains the guiding policy document for land use and development within the County. In accordance with the Municipal Government Act, all statutory plans must be consistent with the MDP; therefore, the Windsor ASP has been prepared in alignment with its policies and direction.

Section 5 of the MDP identifies the Clairmont Urban Area as the County's primary growth node, intended to accommodate long-term, urban-scale development. The MDP establishes an expanded Hamlet boundary for Clairmont to support comprehensive planning and coordinated infrastructure investment. Within this context, the Windsor ASP area is designated in MDP Map 3 as predominantly residential, with commercial and light industrial uses strategically located along Highway 43 and Range Road 63 (116 Street) to provide appropriate land use transitions and support local and regional economic activity.

The MDP also emphasizes the creation of vibrant, complete communities. Policy 5.13 encourages the inclusion of neighbourhood focal points within residential areas, such as park spaces, commercial nodes, and medium- or high-density housing. The Windsor ASP reflects this direction through its mixed-use nodes and integrated open space network, ensuring each neighbourhood has a defined centre that promotes walkability, social interaction, and access to community amenities.

The Windsor ASP is consistent with the current MDP and remains adaptable to align with the County's emerging policies as part of the ongoing MDP update process.

2.4 Land Use Bylaw, No. 2680

The County of Grande Prairie No. 1 Land Use Bylaw (LUB) regulates day-to-day land use and development within the County. It establishes a range of land use districts, each with defined permitted and discretionary uses, development regulations, and standards. These districts provide the regulatory framework that will guide future zoning as subdivision and development proceed within the Windsor ASP area.

The anticipated zoning includes districts appropriate for serviced residential, commercial, and light industrial development. The residential areas will support a range of housing forms and densities, while the commercial and light industrial areas will accommodate business, retail, and employment uses that complement the surrounding community. Some areas may initially remain under a holding or transitional designation until detailed planning and servicing are in place.

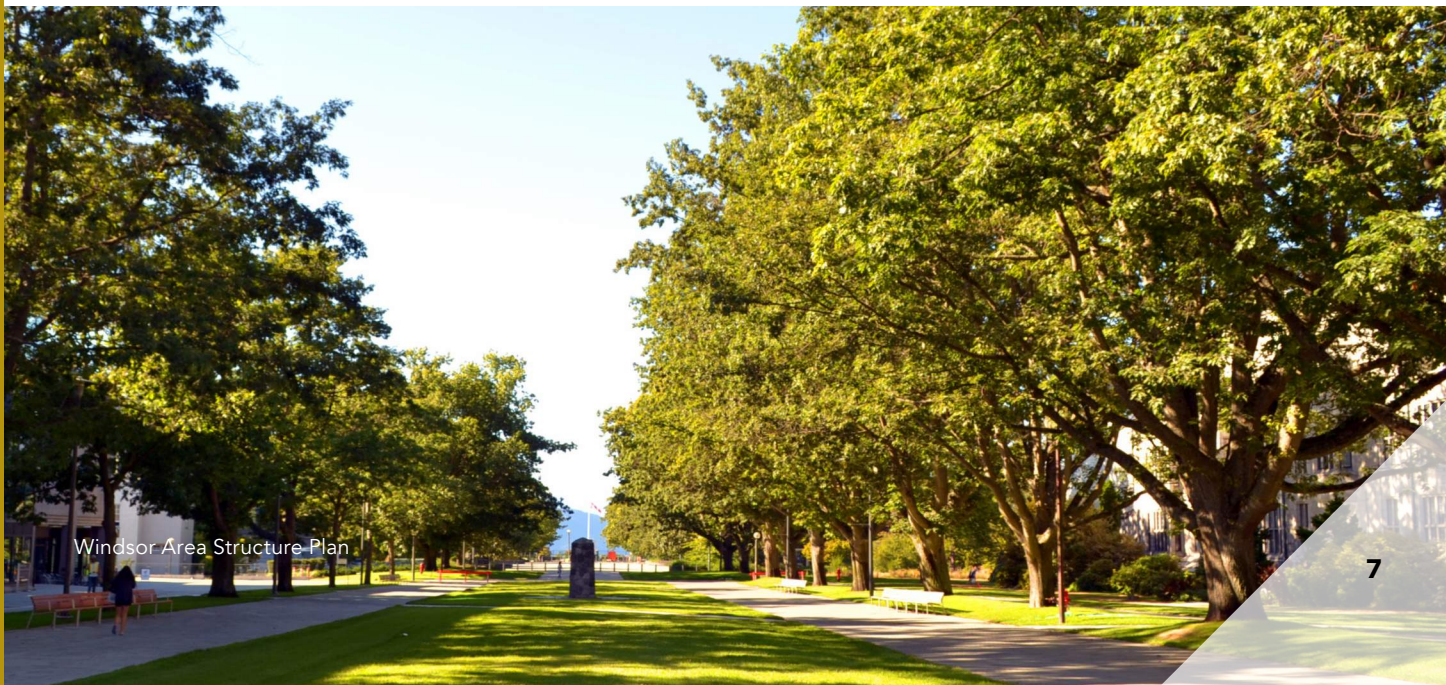
No new or site-specific land use districts are proposed at this time. Development will proceed under the framework of the existing LUB.

Map 3 - Existing Land Use and Zoning identifies the current zoning within the Plan Area. These existing districts will remain in effect until subdivision or rezoning is initiated. At that time, lands proposed for development will be rezoned to the appropriate district(s) to accommodate the intended use and density. For the purposes of this ASP, proposed land uses and density assumptions are conceptual, and zoning boundaries illustrated within the Plan are general in nature and may be refined through future subdivision or rezoning applications.

Until development begins, most lands within the ASP area will continue to be used for agriculture and other existing rural activities. These uses are expected to remain in place under their current zoning designations until such time as development proceeds and the lands are redesignated to align with the land uses identified in this Plan.

2.5 Matters Related to Subdivision and Development Regulation

The preparation of this Plan is consistent with Section 14 of the Matters Related to Subdivision and Development Regulation under the Province of Alberta. It is intended that the Plan receive approval from the Minister of Transportation and Economic Corridors in accordance with this section.



3.0 SITE & DEVELOPMENT CONSIDERATIONS



3.1 Land Suitability and Physical Conditions

The Plan Area generally slopes from northeast to southwest, with gently undulating topography. The highest elevations occur in the southeast corner, while the lowest areas are located in the southwest portion of the Plan Area. As the land is largely cultivated, areas that may be unsuitable for development are primarily those that are low-lying and function as natural water retention zones. Much of this land is situated in the southwest portion of the Plan Area adjacent to Bear Creek. In addition, several smaller low-lying pockets that tend to retain water are located along Range Road 63 (116 Street). It is intended that many of these areas will be incorporated into the stormwater management system, taking advantage of their natural drainage features and ecological functions.

Map 2 – Topography illustrates existing conditions and the natural features of the area. Beyond the identified lowlands, drainage courses are generally delineated by vegetation such as tree stands. Overall, there are few significant constraints to development within the Plan Area.

A biophysical inventory of the subject lands was completed by Matrix Solutions Inc. in April 2017. The study identified various wetland classifications within the Plan Area and concluded that the anticipated development of residential and commercial lands, along with the proposed stormwater management systems in N½ 3-72-6-W6M and 10-72-6-W6M, would result in the permanent loss of approximately 14.28 hectares of wetlands. As part of the mitigation strategy, two existing wetlands are proposed to be integrated into two of the six stormwater management (SWM) ponds, each designed to include approximately 20% littoral zone to provide partial wetland replacement.

No changes are anticipated to the species composition of aquatic flora and fauna or to surface water quality in wetlands located outside the Plan Area. The use of these wetlands for stormwater discharge will help ensure they continue to receive runoff from the broader catchment area including adjacent agricultural lands and the business park, thereby maintaining natural wetland hydrology.

In addition, a geotechnical investigation conducted by Parkland Geotechnical Ltd. in 2016 found no significant soil constraints that would limit development potential within the Plan Area.

3.2 Land Ownership

The Windsor Area Structure Plan is comprised entirely of privately owned lands, and those landowners were consulted throughout the planning process in the preparation of this document.

3.3 Existing Land Use and Zoning

The Plan Area currently contains a range of land uses. The predominant use is agriculture, with a significant portion of the land remaining under active cultivation. Associated with these agricultural operations are farm-related uses such as residences, barns, and storage buildings.

In the northwest corner of the Plan Area, at the junction of Range Road 63 (116 Street) and Highway 43, there are two residential properties with several associated outbuildings. Access to these properties is provided via an existing service road.

Three existing industrial uses are located along the west side of the Plan Area adjacent to Range Road 63 (116 Street). One of these sites currently has direct access to the roadway, while the others are accessed via internal subdivision roads.

Bear Creek traverses the southwest corner of NW-3-72-6-W6M, defining the Plan Area boundary within this quarter section.

Along Range Road 62 (108 Street), the southern portion of the Plan Area remains under active cultivation. Moving north into SE-10-72-6-W6M, three residential parcels have been subdivided over time, reducing agricultural operations on that quarter. Several residences and accessory buildings are located within this area, along with limited pasture lands.

In NE-10-72-6-W6M, a farmstead occupies the southern portion of the quarter section, with the remainder largely cultivated.

Surrounding land uses are as follows:

- **West:** Lands within the City of Grande Prairie, identified in the Bear Creek North Area Structure Plan, currently used for agriculture but planned for future residential and commercial development.
- **South:** The Bear Creek Golf Course and the City's Arbour Hills residential area.
- **East:** Residential subdivisions of Whispering Ridge and Westlake Village, located within the County. Existing plans identify Whispering Ridge as extending southward toward the City.
- **North:** Highway 43, with lands north of the highway designated for future industrial development.

There is one identified historical oil and gas well within the Plan Area.

3.4 Protective and Emergency Services

The safety and well-being of residents and businesses within the Plan Area depend on the availability of efficient and reliable protective and emergency services. This subsection provides an overview of the current policing, emergency medical, and fire protection services available to the Hamlet of Clairmont, as well as anticipated future service needs associated with population growth and development in the area.

Policing: The Hamlet of Clairmont is currently policed and patrolled by the Grande Prairie Rural RCMP, operating from the detachment located in the City of Grande Prairie. Current staffing levels are considered adequate for the existing population. However, as the population increases by an estimated 9,700 people, additional human resources will be required, including both police officers and administrative support staff.

Emergency Medical Services: The Plan Area is located approximately 1.75 miles (2.82 kilometers) north of the Grande Prairie Regional Hospital. Range Road 62 (108 Street) provides a nearly direct connection between the Plan Area and the hospital. Current service capacity is adequate and generally based on regional EMS demand. Should demand in the region exceed existing capacity, the establishment of a new EMS station will be considered.

Fire Services: Fire protection services for the Hamlet of Clairmont are provided by the County of Grande Prairie No. 1 Fire Department. The nearest fire hall is located in the Community Services Building in Clairmont, approximately three miles from the Plan Area. With the anticipated future construction of a flyover at Range Road 62 (108 Street) and Highway 43, travel distance will be reduced to approximately two miles.

Fire protection remains a high priority for Clairmont residents. The County's fire services are considered adequate at this time; however, service requirements may evolve as the Hamlet's population exceeds 10,000 residents. The estimated response time from the nearest fire hall to the Plan Area is approximately five minutes.

3.5 Historic 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 April 2025. The department advised that a Historic Resources Impact Assessment (HRIA) may be required prior to development proceeding on certain lands within the Plan Area. All development proposals within the Windsor ASP area must be referred to the Historic Resources Management Branch for review and clearance prior to approval.



4.0 DEVELOPMENT CONCEPT



4.1 Overview

Map 4 – Development Concept illustrates the overall development pattern for the Plan Area, while Maps 4A through 4F provide more detailed concepts for each quarter section. This Plan establishes a general framework to guide future subdivision and development, with exact land use boundaries and configurations to be confirmed at subsequent planning stages. The intent is to create a high-quality residential community that meets or exceeds County standards for servicing, accessibility, and recreation, while incorporating sustainable and environmentally responsible design practices.

Given the proximity to Highway 43 and Range Road 63 (116 Street), there are opportunities for commercial development along these corridors. Municipal Reserve areas will accommodate trails, parks, and school sites, and may also serve as buffers between residential and commercial uses. Low-lying lands prone to flooding will be designated as Environmental Reserve, and drainage courses will be protected through easements or Public Utility Lots (PULs) where appropriate.

A quarter-by-quarter breakdown of proposed land uses is provided below.

4.2 Goal

To develop the Windsor ASP area into a desirable, family-friendly urban community where residents enjoy a high quality of life.

4.3 Objectives

- a. Provide a clear and consistent planning framework to guide the future development of the Plan Area in alignment with the goals of the County of Grande Prairie No. 1 and the Clairmont Urban Area.
- b. Support the continued growth of the Clairmont area through the development of a balanced mix of residential and commercial land uses.
- c. Foster a strong sense of community through an integrated mix of complementary land uses.
- d. Accommodate a variety of residential densities to support housing diversity and choice.
- e. Incorporate the natural landscape into the design of the community, taking advantage of existing topography and environmental features.
- f. Establish an efficient, economical, and sustainable development concept for the Plan Area.
- g. Ensure that new development integrates compatibly with adjacent lands and existing uses beyond the Plan boundary.
- h. Develop a safe and efficient transportation system that serves the mobility needs of the community and connects seamlessly with the surrounding network.

4.4 Concept for NW-10-72-6-W6M

The majority of this quarter section is identified for future low-density residential development. The final zoning designation will be confirmed at the time of subdivision approval. The detailed development concept for this quarter section is illustrated in **Map 4A – Development Concept – NW-10-72-6-W6M**.

Given the proximity to Range Road 63 (116 Street), Highway 43, and the proposed interchange at this location, lands adjacent to these key transportation corridors are intended for commercial development to serve both local residents and highway traffic.

An existing service road bisects the quarter section, forming a logical boundary between the primary residential area and the Highway 43/Range Road 63 (116 Street) interface. Lands west and north of this service road are identified for commercial development, with some additional commercial / industrial uses anticipated along the west side of the service road leading into the neighbourhood. Existing country residential in this area are expected to transition over time, with future development emphasizing commercial uses compatible with adjacent residential areas.

The Plan also includes medium-density housing along major collector roads and near the proposed roundabout in proximity to the joint school site. This area may include a range of housing forms such as townhomes, duplexes, and multi-unit dwellings, with opportunities for seniors housing depending on market demand.

Existing low-lying areas will be integrated into the stormwater management system for this quarter section. Further details are provided in **Section 7 – Municipal Services** and in the Windsor Stormwater Management Strategy.

Municipal Reserve (MR) will be dedicated in a manner that provides accessible parks and open spaces for local residents. It is anticipated that 100% of the MR requirement will be provided as land, and all park spaces developed on MR lands will be constructed to County standards.

A portion of the MR dedication will be directed to the southeast portion of this quarter to help assemble a larger site for school development, utilizing MR allocations from both NW-10 and SW-10.

4.5 Concept for NE-10-72-6-W6M

This quarter section is planned primarily for low-density residential development, similar to the adjacent quarter section in NW-10-72-6-W6M. A service road divides the quarter, creating a logical boundary for a commercial buffer between residential uses and Highway 43. The detailed development concept for this quarter section is illustrated in **Map 4B – Development Concept – NE-10-72-6-W6M**.

Lands south of the service road are intended for low-density residential use. The final zoning designation will be determined at the time of subdivision approval in accordance with the County's Land Use Bylaw.

Two medium-density residential areas are identified adjacent to Range Road 62 (108 Street) at the main entrances to the Plan Area and near the proposed elementary school site. These locations may also support seniors housing, taking advantage of their proximity to the future school and the complementary relationship between these land uses. A range of housing forms such as duplexes, townhomes, and multi-unit dwellings may be accommodated depending on market demand.

Lands along Highway 43 and north of the service road are identified for commercial development. This area may accommodate a mix of retail, service commercial, business park, or light industrial uses, given its high visibility and access to major transportation corridors, including the planned Range Road 62 (108 Street) flyover.

An alternate or temporary stormwater management facility may be required within this quarter section and is proposed in the southwest corner. This configuration would allow the proposed joint school site in NW-10-72-6-W6M to extend across the quarter boundary, forming a larger shared park and stormwater feature. Final sizing of the facility will be confirmed through detailed design.

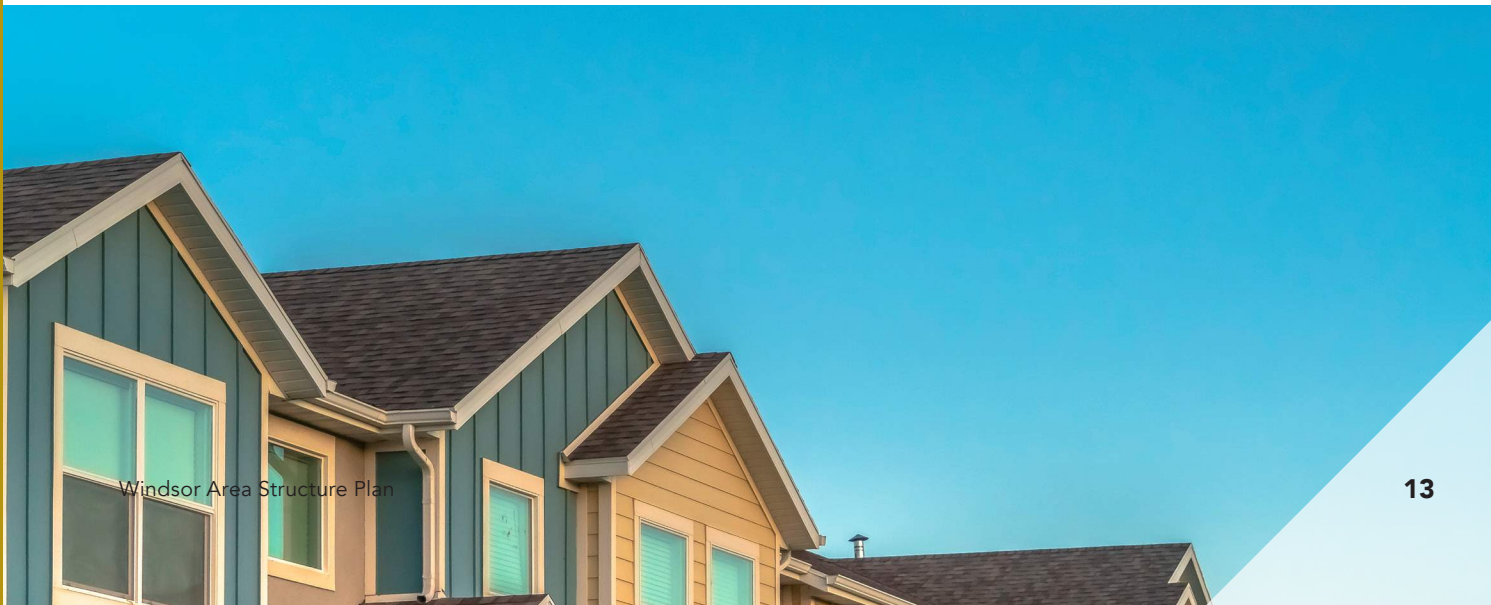
Municipal Reserve (MR) will be allocated throughout the quarter to provide local parks and green spaces. All parks and playgrounds will be developed to County standards. A school site is proposed in the eastern portion of the quarter, adjacent to Range Road 62 (108 Street) and the internal collector roadway.

4.6 Concept for SW-10-72-6-W6M

This quarter section presents several challenges for residential and commercial development due to existing industrial land uses along Range Road 63 (116 Street). These industrial sites are currently serviced by an internal subdivision road. The detailed development concept for this quarter section is illustrated in **Map 4C – Development Concept – SW-10-72-6-W6M**.

As the Windsor Area Structure Plan (ASP) area is primarily residential in nature, there is potential for land use conflict between existing industrial operations and future residential neighbourhoods.

While the ASP recognizes the continued operation of existing industrial uses, expansion of industrial activity in this area is not supported. A transition between industrial and residential areas will be achieved through the introduction of green spaces, roadway systems, and landscaped berms to provide effective buffering (see **Figure 2: Industrial Buffer Concept**).



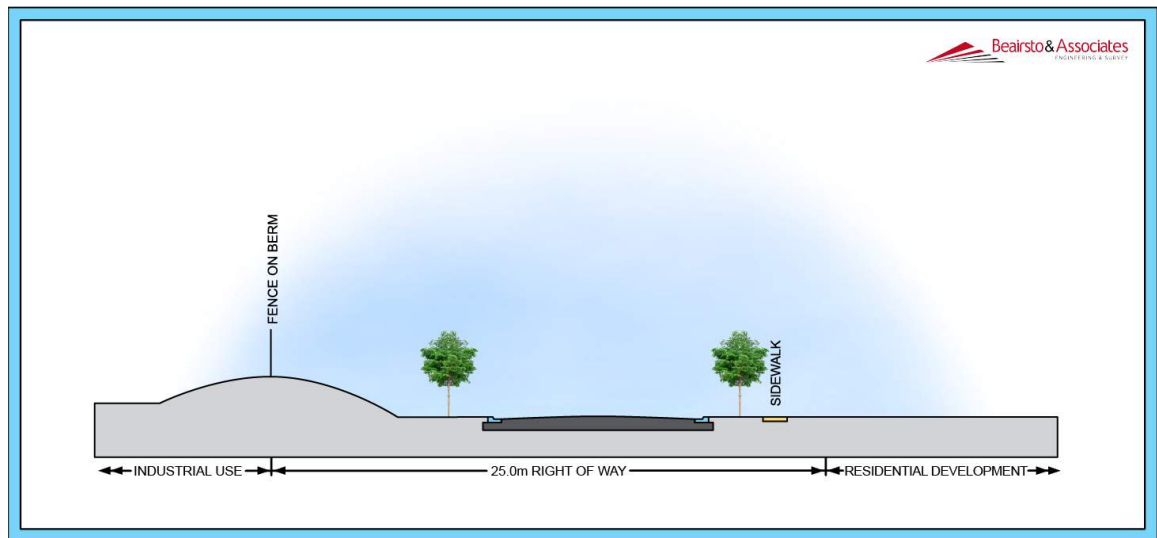


Figure 2: Industrial Buffer Concept

In the longer term, as the external road network expands and regional traffic volumes increase, it is anticipated that industrial demand in this area will decline while commercial opportunities will become more viable. The transition from industrial to commercial uses is supported without requiring an amendment to this ASP. The proposed buffering between residential and industrial uses will also function effectively between residential and commercial developments.

Residential development within this quarter will occur at low density, with the final zoning designation to be determined at the time of subdivision approval in accordance with the County's Land Use Bylaw.

Commercial development within this quarter will be focused along major transportation corridors and key intersections to serve both local residents and regional traffic.

Existing low-lying and wet areas along Range Road 63 (116 Street) will be incorporated into the stormwater management system for this area.

Municipal Reserve (MR) dedication will be directed toward the northeast portion of the quarter to contribute to the joint school site, and will also align with the stormwater corridor (Windsor Parkway) traversing the southeast portion of the quarter. Additional neighbourhood park space is proposed in the northern area of the quarter to complement these larger MR parcels. Further details regarding the stormwater corridor are provided in Section 7 – Municipal Services.



4.7 Concept for SE-10-72-6-W6M

The majority of this quarter section is identified for low-density residential development. The final zoning designation will be determined at the time of subdivision approval in accordance with the County's Land Use Bylaw. The detailed development concept for this quarter section is illustrated in **Map 4D – Development Concept – SE-10-72-6-W6M**.

This quarter contains the primary drainage outlet for lands to the east, which will form an integral part of the stormwater management system for the overall Plan Area. A stormwater management pond will be located on the west side of the quarter, serving as part of the proposed stormwater corridor. This corridor will also function as a green space and trail network, linking multiple areas within the Plan Area.

To reflect the importance of this drainage corridor and the opportunity it presents as a multi-purpose park and stormwater facility, the area will be known as Windsor Parkway. Neighbourhood parks will be located adjacent to Windsor Parkway to enhance connectivity and maximize open space. All Municipal Reserve (MR) sites will be developed to County standards.

A Neighbourhood Commercial site is proposed in the southeast corner of the quarter section, adjacent to the primary collector road through SE-10, Range Road 62 (108 Street), and the proposed school site within the adjacent quarter section to the south.

4.8 Concept for NW-3-72-6-W6M

The NW-3-72-6-W6M quarter section is bounded by Range Road 63 (116 Street) to the west and Bear Creek to the south. The proximity to Bear Creek, combined with the area's topography, presents certain development challenges. Lands adjacent to Bear Creek and those within the flood fringe will be preserved in their natural state through dedication as Environmental Reserve (ER). The detailed development concept for this quarter section is illustrated in **Map 4E – Development Concept – NW-3-72-6-W6M**.

Similar to the rest of the Plan Area, the majority of this quarter is identified for low-density residential development. Should any manufactured housing be proposed, it will be appropriately buffered and screened from adjacent land uses to ensure compatibility with surrounding residential development.

Existing development within this quarter is limited. A single detached dwelling is located in the southwest corner, and an irregularly shaped parcel containing a shop also exists within the quarter section.

Stormwater management for this area includes the extension of Windsor Parkway from the north. A stormwater management pond will be located near the flood fringe to take advantage of the natural topography. Final pond sizing and outflow design will be determined at the detailed design and subdivision stages, based on the established outflow elevation to Bear Creek.

Due to the area's topography, overland stormwater conveyance will be required for lands located south of the major collector roadway. Further detail is provided in the Southwest Clairmont Stormwater Management Strategy Report.



A major collector road connecting to Range Road 63 (116 Street) traverses this quarter. The intersection of this roadway with Range Road 63 (116 Street) serves as a primary entrance to the Plan Area and offers an opportunity for high-quality commercial development. Every effort should be made to create an attractive gateway with attention to the design and character of municipal infrastructure. The remaining frontage along Range Road 63 (116 Street) is also intended for commercial uses, taking advantage of its exposure to this major arterial corridor. Commercial development in this area should demonstrate a high standard of building design and landscaping, consistent with the County's Design Guidelines.

There is an opportunity to establish a trail corridor along the Bear Creek area, with pedestrian linkages connecting development within the County to that of the City. The ASP supports collaboration with the City of Grande Prairie to integrate these connections into the broader regional trail network.

4.9 Concept for NE-3-72-6-W6M

This quarter section contains the highest elevation within the overall development area. Similar to other lands in the Plan Area, the predominant land use will be low-density residential. The detailed development concept for this quarter section is illustrated in **Map 4F – Development Concept – NE-3-72-6-W6M**.

A large Municipal Reserve (MR) site is identified in the northeast corner of the quarter section to accommodate a joint school site, consisting of a Public Division High School and a Separate Division Elementary School. To assemble this joint site, additional MR allocation from other lands owned by the same landowner will be required. As a result, this quarter section will contain more than 10% MR dedication, while other lands held by the same landowner will contain proportionately less.

The drainage course running westward will be protected and integrated into the stormwater management system for this area. It will also serve as a trail and open space corridor, providing pedestrian connectivity to Whispering Ridge, located east of the Plan Area.

A small area of medium-density residential development is identified in the southeast portion of the quarter, adjacent to the major collector road and its intersection with Range Road 62 (108 Street).

Lands located adjacent to the south boundary of the Plan Area, illustrated as white (unshaded) lands on the Development Concept, may present opportunities for future residential development. These lands have the potential to connect to the Arbour Hills Area Structure Plan within the City of Grande Prairie. Should annexation occur, they may ultimately form part of the Arbour Hills development area. Alternatively, the lands may be developed for residential purposes within the County, subject to a developer proceeding under the applicable municipal planning framework.

4.10 Residential Policies

The predominant land use within the Plan Area will be single-detached (low-density) residential development. Any manufactured home development within the Plan Area will be appropriately buffered and screened from adjacent land uses to ensure compatibility.

Select areas will accommodate medium-density residential development, the timing and extent of which will depend on market conditions. The ASP identifies locations best suited for medium-density housing, which may include duplexes, triplexes, row housing, and other similar forms, as well as seniors housing where appropriate.

Low-Density Residential: The majority of the ASP area will be developed as low-density, single-detached housing. These areas will provide a variety of lot sizes and housing options designed to complement the surrounding rural character while allowing for efficient servicing and logical subdivision design.

Medium-Density Residential: Medium-density housing will be strategically located near the intersections of collector and arterial roadways to enhance accessibility and support walkability. These areas will accommodate a range of housing forms and densities that contribute to neighbourhood diversity and provide opportunities for affordable and alternative housing types.

4.11 Commercial Policies

Commercial development within the Plan Area will occur in two primary forms, each serving a distinct purpose within the broader community framework.

Corridor Commercial: Lands designated along the north and west boundaries of the Plan Area, adjacent to Highway 43 and Range Road 63 (116 Street), are intended to accommodate high-visibility, corridor-oriented commercial uses that serve both regional traffic and local needs. These areas may include professional offices, small-scale retail outlets, service stations, and other complementary commercial services within a well-designed, visually cohesive setting.

Neighbourhood Commercial: Additional neighbourhood-scale commercial development is anticipated to serve local residents. While specific locations have not yet been finalized, one potential site has been identified along Range Road 62 (108 Street), though this may be refined or expanded as market conditions evolve. Limited local commercial uses may also be accommodated at key intersections of collector roads and other significant routes within the Plan Area. These neighbourhood commercial uses will not require an amendment to this ASP.

Commercial sites located at major entrances to the Plan Area will be required to achieve a high standard of design and landscaping in accordance with the County's Design Guidelines. Building design, site layout, and landscaping will be reviewed at the development permit stage to ensure that entryway commercial sites contribute positively to neighbourhood character, aesthetics, and visual appeal.

4.12 Industrial Policies

There are a limited number of existing industrial uses within the Plan Area, primarily located in the southwest and northwest portions. Significant areas for industrial development have already been identified elsewhere within the Hamlet of Clairmont; therefore, this ASP does not contemplate additional industrial development beyond the recognition of existing sites.

Given that the predominant land use within the Plan Area is residential, industrial activity will remain restricted to existing locations, with no expansion permitted.

Appropriate transition measures—such as green space buffers, berms, and roadway separation—will be incorporated between existing industrial sites and new residential development to ensure compatibility and visual screening.

Should existing industrial operations cease, the affected lands are expected to transition to commercial use, supporting future redevelopment that aligns with the surrounding commercial and residential character of the area.

4.13 Population Projections

Based on the land area designated for low-density and medium-density housing, the projected population yield within the Windsor Area Structure Plan (ASP) area is approximately 9,600 residents.

The population projections are derived from assumptions informed by the most recent Statistics Canada Census, which identifies an average household size of 2.9 persons per dwelling for low-density housing and 2.6 persons per dwelling for medium-density housing.

For calculation purposes, residential density factors of 18 units per hectare for low-density housing and 44 units per hectare for medium-density housing were applied.

4.14 School Enrollment Projections

School enrollment projections for the Windsor Area Structure Plan (ASP) are based on the following assumptions:

- Enrollment is divided between Public and Separate (Catholic) systems, with approximately two-thirds (2/3) of students attending Public schools and one-third (1/3) attending Catholic schools.
- The school-age population is estimated at 22% of the total projected population.
- Schools are organized under K–8 and 9–12 grade configurations.
- The total population at full build-out is projected to be approximately 9,600 residents.

Based on these assumptions, total school enrollment at full build-out is projected to be approximately 2,112 students, with 1,408 students in the Public system and 704 students in the Catholic system.

TABLE 1: TOTAL SCHOOL ENROLLMENTS		
	PUBLIC (PEACE WAPITI)	SEPARATE (GP CATHOLIC)
K-8	986	493
9-12	422	211
TOTAL	1,408	704

To accommodate the projected student population within the Windsor ASP area:

- The Public system will require two K–8 schools, each with a capacity of approximately 500 students.
- The Separate system will require one K–8 school of similar capacity.
- Public Division high school students (Grades 9–12) will be accommodated in a proposed Public High School site located in NE-3-72-6-W6M. This facility will also serve a larger attendance area beyond the Windsor ASP and is preliminarily designed for 1,200 students.
- GP Catholic high school students will be accommodated at St. John Paul II Catholic High School, located approximately 400 metres south of the Windsor ASP area.

Site requirements:

- K–8 schools: Minimum of 7–8 acres per site.
- 9–12 school: Minimum of 14 acres.



4.15 Estimated Land Use Areas

TABLE 2: LAND USE STATISTICS – NW-10-72-6-W6M (SEE MAP 4A)		
LAND USE TYPE	HECTARES	% OF NET DEVELOPABLE AREA
MUNICIPAL RESERVE	7.27	11.2 %
ROADWAYS	16.75	25.9 %
RESIDENTIAL - LOW DENSITY	19.80	30.6 %
RESIDENTIAL - MEDIUM DENSITY	1.59	2.5 %
COMMERCIAL / INDUSTRIAL	17.00	26.3 %
STORMWATER MANAGEMENT	2.29	3.5 %
TOTAL NET DEVELOPABLE AREA	64.70	100 %

RESIDENTIAL TYPE	AREA (HA)	UNITS	POPULATION	DENSITY	PERSONS / UNIT
LOW DENSITY	19.80	356	1,032	18 UPH	2.9 PPL/UNIT
MEDIUM DENSITY	1.59	70	182	44 UPH	2.6 PPL/UNIT
TOTAL	21.39	426	1,214	-	-





TABLE 3: LAND USE STATISTICS – NE-10-72-6-W6M (SEE MAP 4B)

LAND USE TYPE	HECTARES	% OF NET DEVELOPABLE AREA
MUNICIPAL RESERVE	5.87	9.1 %
ROADWAYS	16.15	25.0 %
RESIDENTIAL LOW DENSITY	27.41	42.4 %
RESIDENTIAL MEDIUM DENSITY	2.73	4.2 %
RESIDENTIAL - REDEVELOPMENT ¹	1.86	2.9 %
COMMERCIAL	10.69	16.5 %
TOTAL NET DEVELOPABLE AREA	64.71	100 %

RESIDENTIAL TYPE	AREA (HA)	UNITS	POPULATION	DENSITY	PERSONS / UNIT
LOW DENSITY	29.27	527	1,528	18 UPH	2.9 PPL/UNIT
MEDIUM DENSITY	2.73	120	312	44 UPH	2.6 PPL/UNIT
TOTAL	32.00	647	1,840	-	-

¹ Residential – Redevelopment lands are included within Low Density Residential for calculation purposes.

TABLE 4: LAND USE STATISTICS – SW-10-72-6-W6M (SEE MAP 4C)

LAND USE TYPE	HECTARES	% OF NET DEVELOPABLE AREA
MUNICIPAL RESERVE	7.91	12.2 %
ROADWAYS	12.89	20.0 %
RESIDENTIAL - LOW DENSITY	25.12	38.8 %
COMMERCIAL / INDUSTRIAL	14.20	22.0 %
STORMWATER MANAGEMENT	4.57	7.1 %
TOTAL NET DEVELOPABLE AREA	64.69	100 %

RESIDENTIAL TYPE	AREA (HA)	UNITS	POPULATION	DENSITY	PERSONS / UNIT
LOW DENSITY	25.12	452	1,311	18 UPH	2.9 PPL/UNIT
TOTAL	25.12	452	1,311	-	-





TABLE 5: LAND USE STATISTICS – SE-10-72-6-W6M (SEE MAP 4D)

LAND USE TYPE	HECTARES	% OF NET DEVELOPABLE AREA
MUNICIPAL RESERVE	4.64	7.2 %
ROADWAYS	12.02	18.5 %
RESIDENTIAL LOW DENSITY	28.20	43.6 %
RESIDENTIAL - REDEVELOPMENT ¹	13.01	20.1 %
COMMERCIAL	2.06	3.2 %
STORMWATER MANAGEMENT	4.81	7.4 %
TOTAL NET DEVELOPABLE AREA	64.74	100 %

RESIDENTIAL TYPE	AREA (HA)	UNITS	POPULATION	DENSITY	PERSONS / UNIT
LOW DENSITY	41.21	742	2,151	18 UPH	2.9 PPL/UNIT
TOTAL	41.21	742	2,151	-	-

¹Residential – Redevelopment lands are included within Low Density Residential for calculation purposes.



TABLE 6: LAND USE STATISTICS – NW-3-72-6-W6M (SEE MAP 4E)

LAND USE TYPE	HECTARES	% OF NET DEVELOPABLE AREA
GROSS DEVELOPABLE AREA	64.77	
ENVIRONMENTAL RESERVE	10.28	
TOTAL NET DEVELOPABLE AREA	54.49	100 %
MUNICIPAL RESERVE	5.18	9.5 %
ROADWAYS	10.51	19.3 %
RESIDENTIAL LOW DENSITY	20.58	37.8 %
RESIDENTIAL - REDEVELOPMENT ¹	4.64	8.5 %
COMMERCIAL / INDUSTRIAL	6.32	11.6 %
STORMWATER MANAGEMENT	7.26	13.3 %

RESIDENTIAL TYPE	AREA (HA)	UNITS	POPULATION	DENSITY	PERSONS / UNIT
LOW DENSITY	25.22	454	1,316	18 UPH	2.9 PPL/UNIT
TOTAL	25.22	454	1,316	-	-

¹Residential – Redevelopment lands are included within Low Density Residential for calculation purposes.

TABLE 7: LAND USE STATISTICS – NE-3-72-6-W6M (SEE MAP 4F)		
LAND USE TYPE	HECTARES	% OF NET DEVELOPABLE AREA
MUNICIPAL RESERVE	4.00	7.7 %
ROADWAYS	13.83	26.8 %
RESIDENTIAL LOW DENSITY	27.60	53.4 %
RESIDENTIAL - MEDIUM DENSITY	2.96	5.7 %
STORMWATER MANAGEMENT	3.30	6.4 %
TOTAL NET DEVELOPABLE AREA	51.69	100 %

RESIDENTIAL TYPE	AREA (HA)	UNITS	POPULATION	DENSITY	PERSONS / UNIT
LOW DENSITY	27.60	497	1,441	18 UPH	2.9 PPL/UNIT
MEDIUM DENSITY	2.96	130	338	44 UPH	2.6 PPL/UNIT
TOTAL	30.56	627	1,779	-	-



5.0 PARKS, TRAILS AND OPEN SPACE



5.1 Overview

A network of interconnected parks and open spaces contributes significantly to the livability and sustainability of the Windsor community. Park sites with playfields are incorporated as part of school sites within the Plan Area and are complemented by smaller pocket parks and tot lots located throughout residential neighbourhoods.

A central parkway corridor traverses much of the Plan Area from northeast to southwest, integrating stormwater management facilities, passive recreation areas, and an interconnected trail system. This corridor provides the framework for an extensive multi-use trail network that supports walking, cycling, and cross-country skiing in winter, linking residential areas with parks, schools, and the regional trail system.

The general size and location of all school sites identified in this ASP were determined in consultation with the County of Grande Prairie No. 1, the Peace Wapiti Public School Division, and the Grande Prairie Catholic School Division. Each school site has been planned to include appropriate playfields and playgrounds to support active recreation.

5.2 Goals

- a. Provide opportunities for recreation, education, and social gathering within the ASP area, interconnected through a comprehensive multi-use trail network.
- b. Establish connections between the parks and open space system, school sites, and the multi-use trail network, linking them to the broader regional trail system.

5.3 Objectives

- a. Locate schools, playfields, parks, and community facilities so they are highly visible and easily accessible through a well-designed, interconnected network of roads, trails, and open space.
- b. Provide opportunities for both indoor and outdoor recreation, including parks, gathering spaces, and social areas that can accommodate community events and activities.

5.4 Community Open Space Framework

Neighbourhood Parks: Neighbourhood parks, shown on **Map 5 – Parks, Trails and Open Space Concept**, are strategically distributed throughout the ASP area to ensure that most residents are within a five-minute walk of a park or school site.

Windsor Parkway: A multi-purpose parkway follows the stormwater management facilities and swales within the ASP area. The parkway is designed to preserve natural areas, accommodate stormwater management, provide trail connections and passive recreation opportunities, and maintain wildlife corridors.

Trail Systems: The multi-use trail network connects amenity areas, parks, schools, and open spaces across the ASP area, forming an integrated system that enhances accessibility and community connectivity.

5.5 School Sites

The Windsor Area Structure Plan (ASP) provides a comprehensive framework for accommodating future educational needs within the community. School sites have been strategically located to ensure accessibility, visibility, and integration with adjacent neighbourhoods, parks, and the multi-use trail network.

Elementary Schools:

- A total of four elementary school sites (Kindergarten to Grade 8) are proposed within the Plan Area.
- The first site is situated in the southeast portion of the Plan Area, adjacent to the proposed high school site and Range Road 62 (108 Street).
- The second site is located in the northeast portion of the Plan Area, adjacent to Range Road 62 (108 Street) and two collector roadways, directly across from existing residential areas within Westlake Village.
- A large, centrally located joint school site in the northern half of the Plan Area will accommodate two additional elementary schools, designed to serve multiple neighbourhoods and provide strong pedestrian connectivity via the trail and open space network.

High School:

- The proposed high school site is located in the southeast portion of the Plan Area, adjacent to Range Road 62 (108 Street). This location provides excellent accessibility from both local neighbourhoods and the surrounding rural area. The site is designed to serve not only Windsor residents but also a broader regional student population.

5.6 Municipal Reserve

At the time of subdivision, 10 percent of the developable land shall be dedicated as Municipal Reserve (MR) in accordance with the Municipal Government Act (MGA). All MR shall be taken as land, unless it can be demonstrated that the acceptance of cash-in-lieu or deferral will not compromise the provision of parks, recreation areas, or school sites required to meet the long-term needs of the community.

Municipal Reserve shall be provided in accordance with Sections 666, 667, and 668 of the Municipal Government Act, and Section 17 of the Matters Related to Subdivision and Development Regulation.

The provision of parks, playgrounds, and trail systems is an essential component of creating complete and desirable neighbourhoods. Parks and playgrounds will be strategically located to best serve residents, and the trail and pathway system will link all parts of the development both internally and externally to adjacent trail networks, offering a broad range of recreation and active transportation opportunities.

As the predominant land use within the Plan Area is residential, the ASP proposes a comprehensive system of parks, playgrounds, and trails to serve local residents. All such amenities will be designed and constructed to County standards.

With the dedication of MR required for the proposed high school site in the southeast portion of the Plan Area, additional MR land will be acquired through a combination of cash-in-lieu contributions from elsewhere in the County and deferred MR obligations from the landowner of NE-3-72-6-W6M to ensure sufficient reserve for the school site.

It is anticipated that the majority of MR will be dedicated as land rather than cash-in-lieu. However, final subdivision design may recommend an alternative strategy that combines land dedication and cash-in-lieu, where doing so provides a more efficient or practical reserve allocation within the Plan Area.

Planning for parks, playgrounds, schools, and trails will ensure an integrated system of MR areas that link residential neighbourhoods both within the Plan Area and to adjacent developments on surrounding lands.

Approximate school site sizes within the Plan Area are as follows:

- Joint school site (Section 10-72-6-W6M): 6.42 ha
- Elementary school site (NE-3-72-6-W6M): 3.9 ha
- High school site (NE-3-72-6-W6M): 9.14 ha
- Elementary school site (NE-10-72-6-W6M): 3.25 ha

Trails within the Plan Area shall connect to the regional trail network being developed by the City of Grande Prairie and the County of Grande Prairie No. 1, allowing users to access trails throughout the City and extending south through The Dunes to the Wapiti River and the MD of Greenview No. 16.

The development of the Windsor Parkway will serve as a major recreational feature and aesthetic amenity within the Plan Area, enhancing the community's open space system and overall livability.

5.7 Environmental Reserve

The only area within the Plan Area identified for Environmental Reserve (ER) designation is located in the southwest portion of the Plan Area along Bear Creek. The Bear Creek Corridor Assessment established a flood fringe elevation of 659.55 metres. Development is generally not suitable below this elevation; therefore, these areas have been identified as Environmental Reserve lands.

Stormwater management facilities will be developed adjacent to the ER area. It is the intent that all Environmental Reserve lands remain in their natural state and be used only in accordance with the provisions of the Municipal Government Act (MGA).

5.8 Crime Prevention Through Environmental Design

The County and Developers shall apply Crime Prevention Through Environmental Design (CPTED) principles at the subdivision and development stages to ensure streets, public spaces, and parking areas are well-lit, visible, and designed for safe year-round use.



6.0 TRANSPORTATION

6.1 Overview

The road network serving the Plan Area consists of several classifications of roads. Highway 43, located along the north boundary, forms part of the international CANAMEX and Alaska Highway systems. Range Roads 62 and 63 (108 Street and 116 Street, respectively) function as major arterial roads, providing important regional connections between the County and the City of Grande Prairie. Notably, Range Road 62 (108 Street) provides a direct arterial link to the Grande Prairie Regional Hospital site.

Internal collector and local road systems will serve neighbourhoods within the Plan Area and connect to surrounding lands, as outlined below. As illustrated on **Map 6 – Transportation Concept**, roads within the Plan Area will be developed to the following standards: Urban Arterial, Collector, Residential Local, Pedestrian, and Bicycle Trails.

6.2 Goal

Provide an effective and efficient transportation network for the Plan Area that supports multi-modal travel options, including walking, cycling, and future transit opportunities.

6.3 Objectives

- a. Establish a hierarchy of roads—including arterials, collectors, and local roads—to ensure efficient vehicular movement and accommodate future public transit.
- b. Plan proactively to support future public transit access both to and within the Plan Area.
- c. Provide infrastructure that encourages walking and cycling, enhancing connectivity and active transportation.
- d. Incorporate a parkway along major drainage corridors to serve as a multi-functional transportation and recreational link.
- e. Ensure pedestrian connectivity throughout the Plan Area by linking schools, residential neighbourhoods, and commercial areas through a system of interconnected multi-use pathways and sidewalks

6.4 Roadway Construction Standards

Unless otherwise specified in this ASP, all roadway upgrades within or adjacent to the Plan Area shall be constructed in accordance with the County of Grande Prairie Minimum Design Standards or to the satisfaction of Alberta Transportation and Economic Corridors (ATEC).

6.5 Highway 43

Highway 43 serves as the north boundary of the Plan Area. The highway is part of the Provincial North-South trade corridor and is the bypass for the City of Grande Prairie.

The ASP does not provide for any direct access to the Highway 43. However, there are four access points from Range Road 62 (108 Street) and two access points from Range Road 63 (116 Street). Only Range Road 63 (116 Street) will have direct access to the highway through the existing traffic circle.

The noise factor generated by the traffic on the highway will be addressed in the planning area through land use design which will create a transition between the highway and future residential areas in the form of commercial development. In addition, the use of noise abatement measures such as berms and sound attenuation walls may be developed, as necessary.

The long-term plans for the highway contemplates a full interchange at Range Road 63 (116 Street) and Highway 43. In the short term, the intersection will be treated with a traffic circle with the long-term plan for a full interchange. All the right of way requirements for the interchange have been acquired by Alberta Transportation to accommodate the interchange.

The major impact of the interchange will be the requirement for sufficient land on which to construct the interchange which will impact some existing uses. However, as the highway system develops and the planning area is subdivided, the existing uses will transition to commercial which is compatible with the interchange.

Lastly, the County transportation plans identify a flyover along Range Road 62 (108 Street) connecting the north side of roadway with the south side. Sufficient right of way will be required to be provided at the time of subdivision to accommodate the flyover.

No direct access to Highway 43 will be allowed.

6.6 Arterial Roadways

The two primary access routes serving the Plan Area are Range Road 62 (108 Street) and Range Road 63 (116 Street). The terms Range Road and Street are used interchangeably throughout this ASP.

Both roads are paved two-lane arterials that currently serve as key transportation corridors for both the City and the County, which accounts for the difference in naming conventions. Long-term transportation plans for both municipalities identify these routes as major arterial roadways that will ultimately be upgraded to four lanes.

The total right-of-way requirement for Range Road 63 (116 Street) is 60.0 metres. The lands west of Range Road 63 (116 Street) are located within the City of Grande Prairie, while the County retains ownership and jurisdiction over the roadway itself.

The total right-of-way requirement for Range Road 62 (108 Street) is 45.0 metres.

6.7 Range Road 62 (108 Street)

Range Road 62 (108 Street) forms the eastern boundary of the Plan Area and is currently paved to a two-lane rural standard within the County. The roadway is closed at Highway 43, but continues south into the City of Grande Prairie as 108 Street. The County's Transportation Master Plan identifies this roadway for future widening to a four-lane standard as traffic volumes increase, as well as the construction of a flyover over Highway 43 to connect the north and south segments of Range Road 62 (108 Street). No timeline has yet been established for the overpass construction.

Additional rights-of-way will be required from the Plan Area to accommodate both the future widening and the proposed flyover. The total right-of-way (ROW) width will be 45.0 metres, to be acquired equally from both sides of the roadway. The County has registered caveats on affected properties within the Plan Area to protect for future road widening.

Access to the Plan Area from Range Road 62 (108 Street) will be provided only at strategic, pre-determined locations, aligned with existing and future access points to the east. No direct lot access from individual parcels will be permitted, and existing approaches will be removed as development occurs.

The County also requires the construction of pedestrian trails along both the east and west sides of Range Road 62 (108 Street). Trail construction on the east side has already begun as part of the broader regional trail network. To enhance pedestrian safety, signalized intersections will be incorporated at key crossing points along the roadway.

6.8 Range Road 63 (116 Street)

Range Road 63 (116 Street) forms the western boundary of the Plan Area and functions as a major arterial roadway, serving as a bypass around the City of Grande Prairie. It provides a continuous paved connection from the Correction Line in the south to the Emerson Trail in the north, and serves as the only access point to Highway 43 west of Four Mile Corner.

The long-term transportation plan identifies Range Road 63 (116 Street) for widening to a four-lane arterial standard, with upgrades to occur as traffic volumes increase. At the time of subdivision, the County will acquire land as required to accommodate the future road widening. The total ROW requirement is 60.0 metres, to be obtained equally from both sides of the roadway.

The County also requires the development of a pedestrian trail system along Range Road 63 (116 Street). It has been determined that this trail will be constructed on the east side of the road to serve future residential neighbourhoods.

In accordance with County policy, developers will be responsible for either upgrading the roadway or paying off-site levies toward future improvements.

6.9 Internal Transportation Network

The internal road system within the Plan Area will be developed by the developer to either collector or local road standards. Collector roads will provide access from arterial roads into and throughout the Plan Area, while local roads will serve individual residential lots.

To maintain safety and traffic efficiency, direct residential access to collector roads should be avoided or minimized. However, non-residential developments may be permitted direct access where appropriate.

All internal roads will be constructed to County standards. Collector roads will require a 24.0 m ROW, while local roads will require an 18.0 m ROW with a 13.0 m pavement width.

6.10 Collector Roadways

As shown on **Map 6 – Transportation Concept**, collector roadways are distributed throughout the Plan Area, providing key connections to Range Road 63 (116 Street) and Range Road 62 (108 Street). Parking along collector roads will depend on traffic volumes, adjacent land uses, and development intensity. On-street parking may also be restricted along future public transit routes.

A typical Collector Roadway Cross Section is illustrated in **Figure 3: Collector Roadway Cross Section**.

6.11 Local Roadways

A network of local roadways will provide direct access to individual residential lots, as outlined on **Map 6 – Transportation Concept**. This network will be finalized at the subdivision and detailed design stages. The orientation and layout of local roads will be based on market demand and site conditions, with access generally provided via front driveways, as illustrated in **Figure 5: Residential Local Road (Front Driveway Access) Cross Section**. Where rear lanes are incorporated, access shall be taken from the lane, as shown in **Figure 4: Residential Local Road (Rear Lane Access) Cross Section**.

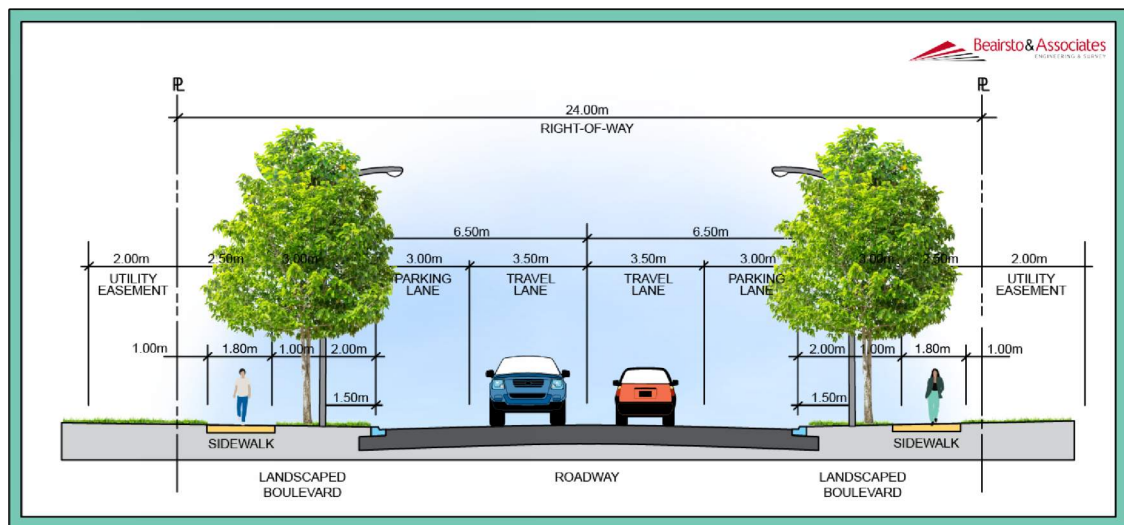


Figure 3: Collector Roadway Cross Section

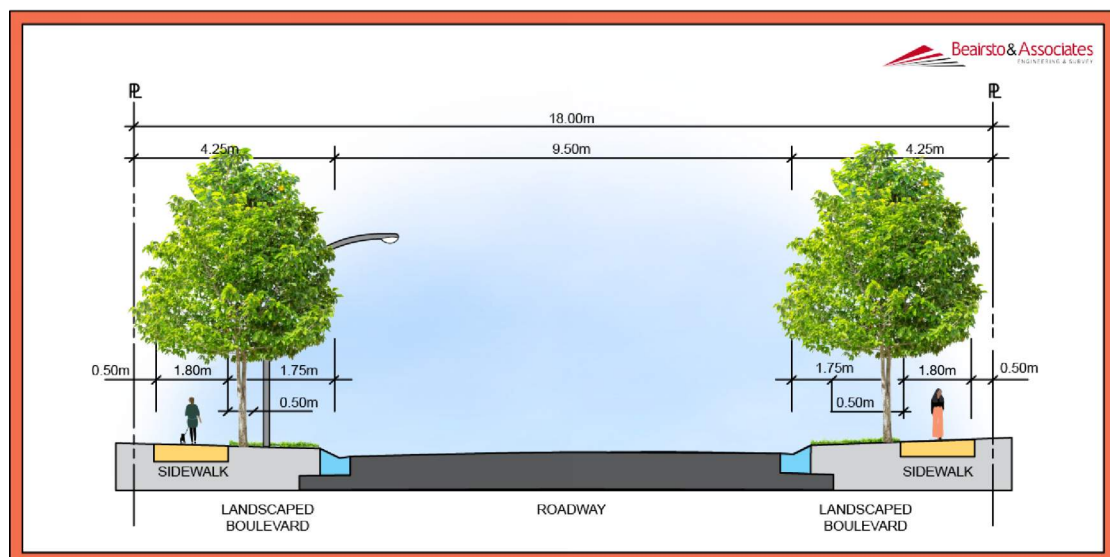


Figure 4: Residential Local Road (Rear Lane Access) Cross Section

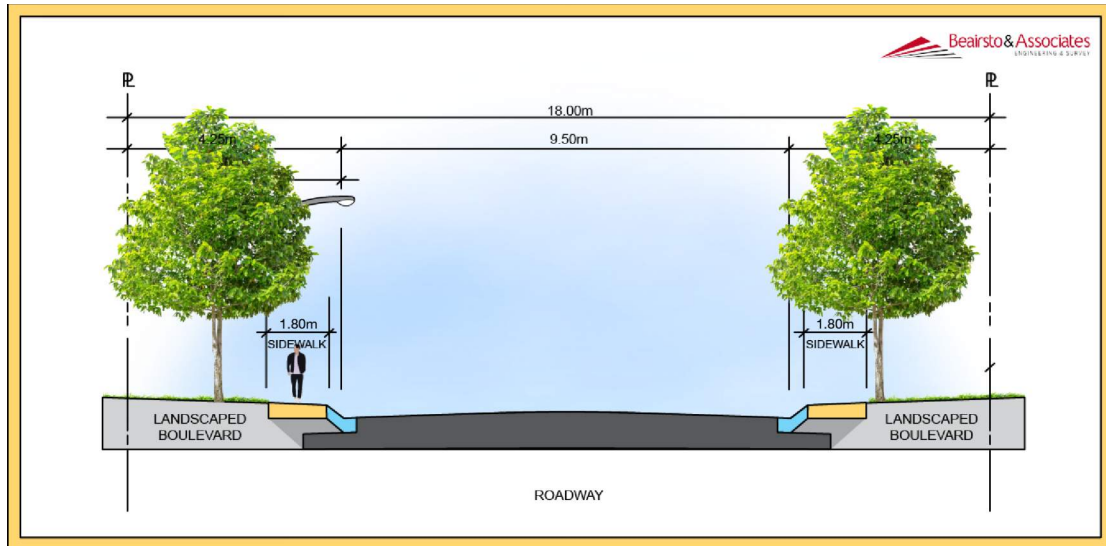


Figure 5: Residential Local Road (Front Driveway Access) Cross Section

At the time of development, the County of Grande Prairie No. 1 should ensure that all local roads are designed as “complete streets”, providing safe, convenient, and efficient movement for pedestrians, cyclists, and vehicles.

6.12 Service Road (162 Avenue)

The Service Road, also known as 162 Avenue, functions as a collector roadway constructed to a rural standard to provide access to commercial developments within the Plan Area.

6.13 Transit Ready Design

The collector roadway network shall be planned and designed to accommodate future public transit stops within a short walking distance of the majority of residential areas.

6.14 Pedestrian Trails and Corridors

A key recreational feature of the Plan Area will be the development of an integrated pedestrian and bicycle trail network. These trails will serve as corridors linking neighbourhoods, schools, parks, and open spaces, while also connecting to the regional trail system being developed collaboratively by the City of Grande Prairie, the County of Grande Prairie No. 1, and the Municipal District of Greenview No. 16. The proposed trail network is illustrated on **Map 5 – Parks, Trails and Open Space Concept**.

6.15 Traffic Impact Assessments

Traffic Impact Assessments (TIAs) may be required at the subdivision stage to evaluate the impact of proposed development on the surrounding transportation network. The ASP identifies all road right-of-way requirements, which may be refined based on findings from supplemental TIAs to ensure consistency with the County Roads Study and applicable road design standards.

6.16 Addressing

The road network within the Plan Area primarily follows a curvilinear design, which will require the use of named roads for several collector and local streets. Road names shall be assigned in accordance with **Map 10 – Named Roadways**. In areas where a road is not identified as a named roadway, the standard addressing grid for streets and avenues may be applied.



7.0 MUNICIPAL SERVICES

7.1 Overview

As the Plan Area lies within the Hamlet of Clairmont, and more specifically within the Clairmont Urban Area, all development will be fully serviced with municipal infrastructure. While the provision of these services presents certain challenges, this section outlines the overall strategy for the efficient and coordinated delivery of municipal servicing to the area.

7.2 Goal

Provide municipal services in an efficient, economical, environmentally responsible, and coordinated manner.

7.3 Objectives

- a. Establish a staging plan to guide the orderly, efficient, and cost-effective extension of roadways and utility services.
- b. Coordinate the phasing of school site development with the progression of surrounding residential neighbourhoods.
- c. Plan utilities and servicing infrastructure comprehensively and collaboratively with utility providers to ensure compatibility and long-term sustainability.

7.4 Sanitary Services

The proposed approach to sanitary servicing for the Plan Area follows the guiding principles of this ASP — to provide efficient, economical, and sustainable municipal infrastructure. According to the Southwest Clairmont ASP Sanitary Basin Study (Helix Engineering Ltd., January 2021), multiple servicing options are available to accommodate development within the Windsor (formerly Southwest Clairmont) area. The study identifies two primary scenarios:

Scenario 1 – Base + FMC

In this scenario, sanitary sewer service is proposed to be provided as follows:

- The northeast portion of the Plan Area (NE-10-72-6-W6M) can be serviced through the existing Four Mile Corner (FMC) Lift Station, located in Westlake Village. Sewage from this area would flow north to the Clairmont Lagoon.
- The majority of the Plan Area, which naturally drains to the southwest, will be serviced by directing flows to a new lift station located in the southwest corner of the Plan Area. This lift station would pump effluent south via a forcemain to the existing Range Road 63 (116 Street) Sanitary Trunk.

Scenario 2 – Base

The alternative scenario considers the elimination of the FMC Lift Station, with its flows redirected to the proposed Windsor system by constructing oversized sanitary mains. All sanitary flows would be conveyed to the new lift station in the southwest corner, which would discharge to the Range Road 63 (116 Street) Sanitary Trunk.

All sanitary systems will be designed and constructed to County standards. Alternative servicing strategies may also be considered at the time of development, provided they meet the servicing objectives of this Plan and satisfy Aquatera's requirements. The base sanitary servicing concept is illustrated on **Map 7 – Sanitary Sewer Concept**.

7.5 Water Services

A full urban municipal water system is proposed to service the Plan Area. The primary water connections will extend from existing and planned developments to the east and south, creating a fully looped system capable of providing adequate fire flows throughout the area. The proposed water servicing network is illustrated on **Map 8 – Water Servicing Concept**.

7.6 Stormwater Management

A Stormwater Management Strategy has been prepared to identify the system and design requirements necessary to accommodate stormwater runoff within the Plan Area. In general, all stormwater will be conveyed to Bear Creek as the ultimate discharge location, consistent with existing drainage patterns.

All stormwater management systems will be developed in accordance with the Water Act and designed to address both quantity and quality control objectives:

- Quantity control is required to mitigate potential impacts of increased runoff on drainage ditches and watercourses (e.g., erosion, flooding during major storm events).
- Quality control is required to reduce the potential for environmental contamination of nearby surface water.

Drainage across the Plan Area generally flows north to south and east to west. The proposed regional stormwater management system will incorporate a series of drainage corridors and ponds that also serve as recreational amenities. This system will form a key element of the Windsor Parkway, combining stormwater infrastructure with trails and open space to create a multi-purpose linear parkway feature. To maintain proper drainage patterns, Public Utility Lots (PULs) will be provided to accommodate overland flows, as shown on **Map 9 – Stormwater Management Concept**. All stormwater ponds will be designated as PULs.

Any development that increases post-development runoff beyond pre-development levels or modifies existing highway drainage ditches will require the approval of Alberta Transportation and Economic Corridors (ATEC), and such modifications shall be undertaken at no cost to ATEC.

All stormwater management facilities shall be designed and constructed to County standards.

7.7 Shallow Utilities

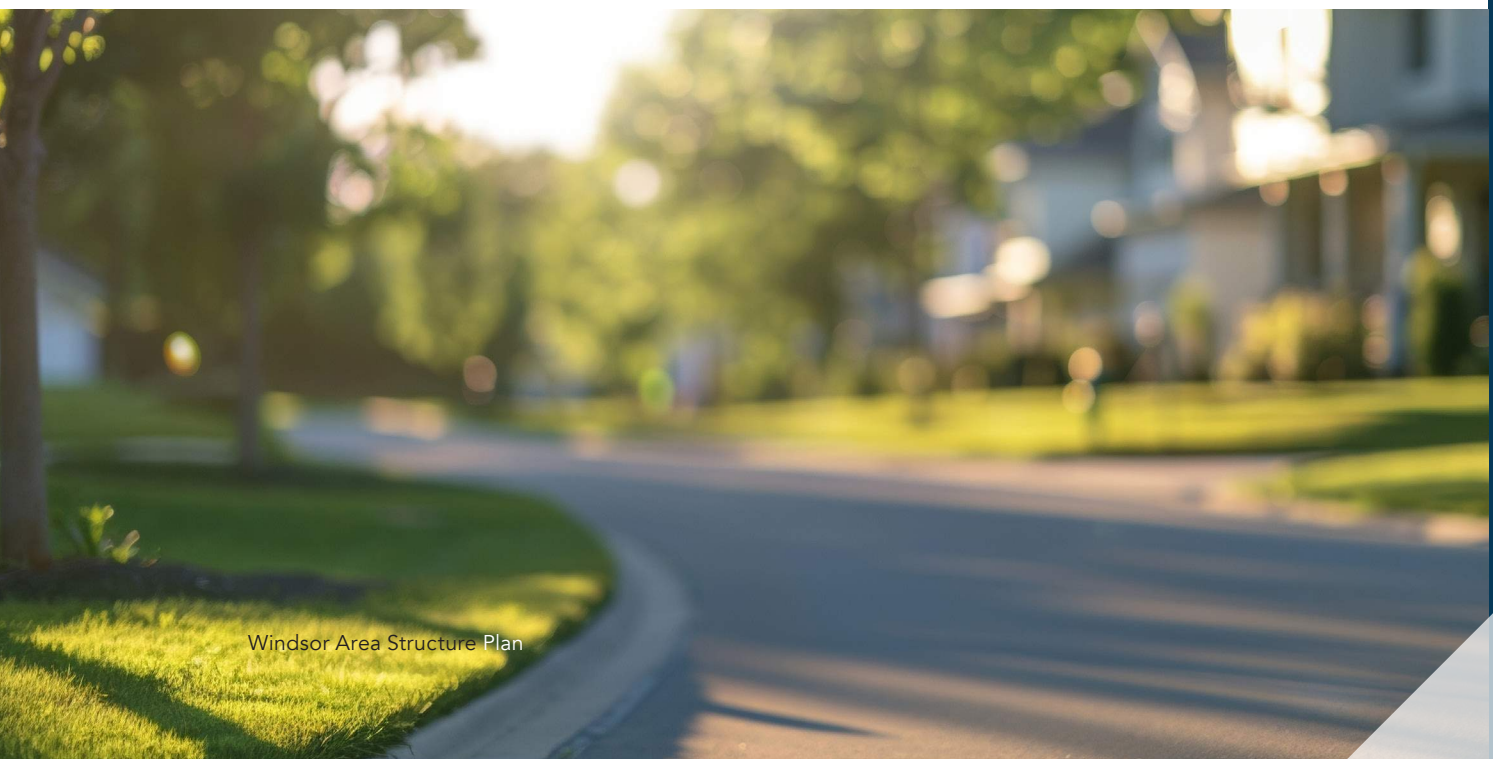
All shallow utilities, including natural gas, power, and telecommunications, will be extended into the Plan Area by the respective franchise holders as required. Fibre optic infrastructure and associated conduits will be installed by the developer at the time of subdivision.

Shallow utilities may be located outside of road rights-of-way within easements registered in the name of the County.

Overhead power lines adjacent to residential areas that are 25 kV or less shall be relocated or installed underground at the developer's expense. Power lines exceeding 25 kV and located adjacent to other land uses may remain overhead, unless otherwise required by the County to be placed underground, in which case costs will be borne by the utility provider.

7.8 Lot Grading

A grading plan for each subdivision shall be prepared by the developer, in accordance with County standards, prior to subdivision approval. The intent of the grading plan is to ensure surface drainage from all lots is properly directed to the stormwater management facilities and that future building elevations conform to the approved design.



8.0 IMPLEMENTATION



8.1 Overview

The Windsor Area Structure Plan (ASP) provides a framework to guide County Council, administration, developers, landowners, and other stakeholders in making informed decisions regarding the future growth and development of the Windsor area. Implementation will occur through a combination of statutory and non-statutory planning tools, consistent with the provisions of the Municipal Government Act (MGA).

All planning approvals should align with the vision, goals, objectives, and policies contained within this ASP. Stakeholder and public engagement will continue throughout subsequent stages of planning and development, including rezoning, subdivision, and the design of infrastructure, parks, trails, and community amenities.

8.2 Goal

To effectively implement the Windsor Area Structure Plan through the Land Use Bylaw (LUB), capital investment in public infrastructure, and the orderly subdivision of land to create a livable and sustainable urban community.

8.3 Objectives

- a. Implement the policies of this ASP to guide decision-making related to land use, zoning, subdivision, and capital investment in infrastructure and community amenities.
- b. Maintain the ASP as a current and relevant planning tool through regular review and amendment as needed.
- c. Define the requirements and responsibilities of individual developers and landowners in advancing detailed zoning, subdivision, and servicing agreements.



8.4 Phasing

The timing of development within the Plan Area will depend on market conditions, the extension of municipal services, and the readiness of individual landowners to pursue development opportunities. The most logical areas for initial development are the southeast and northeast portions of the Plan Area. Actual subdivision and development will ultimately be guided by landowner interest and servicing availability.

8.5 Future Planning Requirements for Adjacent Parcels

Lot A; Plan 8721271, Pt. SW-3-72-6-W6M and Pt. SE-3-72-6-W6M are located within the County along the northern boundary of the City of Grande Prairie. These parcels are not included within the Plan area; therefore, any future development will be required to follow the appropriate planning processes, including but not limited to an amendment to this Plan and any technical studies/reports required by the County. Access for Pt. SE-3-72-6-W6M will need to be coordinated through the roadway network identified in the Arbour Hills 1 Outline Plan approved by the City of Grande Prairie, as access from 108 Street within City limits will not be permitted. No access permitted from Pt. NW-3-72-6-W6M to 116 Street within City Limits.

Given the shared municipal boundary and the potential for neighbouring developments to influence one another, the County of Grande Prairie No. 1 will require the technical studies and reports needed to evaluate future development, consistent with the types of studies typically required by the City for similar development, and the City of Grande Prairie will receive applicable technical studies/reports as they become available. This collaboration will help ensure coordinated planning and successful development for both municipalities.

8.6 Land Use Bylaw Amendments

Developers are responsible for submitting applications to amend the Land Use Bylaw (LUB) within the ASP boundary, where necessary, to rezone land to the appropriate land use district prior to subdivision approval.

8.7 Subdivision and Development

Developers shall obtain approval for a Tentative Plan of Subdivision in accordance with the Municipal Government Act (MGA), the Matters Related to Subdivision and Development Regulation, and applicable County policies and procedures.

- a. All developers must enter into development agreements with the County as a condition of subdivision approval. These agreements will address, but not be limited to, the provision of roads and municipal services, landscaping, construction of stormwater management facilities, and the payment of off-site levies.
- b. Developers shall submit detailed engineering design reports, drawings, and specifications for roads, water, sanitary sewer, and stormwater systems. These must be reviewed and approved by the County prior to subdivision endorsement and registration.
- c. Where municipal infrastructure benefits lands outside the ASP boundary, the County will assist in recovering a proportionate share of costs from benefiting lands at the time of their subdivision or development.
- d. All levies identified in this ASP shall be collected at the time of subdivision approval.
- e. Following subdivision registration, development permit applications for approved land uses may be submitted.
- f. All subdivisions and developments must conform to County Design Standards.

8.8 Development Agreements

Development agreements will be required between the County and developers as a condition of most subdivision approvals, in accordance with Section 655 of the Municipal Government Act. Developers shall prepare detailed engineering design drawings confirming that proposed infrastructure meets County standards. On-site and off-site costs associated with new roadways and infrastructure will be borne by the developer through development charges and levies, as outlined in the applicable development agreement.

8.9 Amending the Plan

An amendment to this Area Structure Plan (ASP) shall be required if, in the opinion of the Approving Authority, a proposed Land Use Bylaw amendment or subdivision application would result in any of the following substantive changes to the Plan:

- a. A change to the general land use pattern within the Plan Area;
- b. A change in the size or location of a school site or major park;
- c. The elimination, reclassification, or significant realignment of proposed collector roads, or the relocation of intersections with major collector roads; or
- d. Significant modifications to the location of major utility networks or stormwater management systems.



APPENDIX A

ESTIMATED LAND USE AREAS

Appendix A : Estimated Land Use Areas

TABLE 8
ESTIMATED LAND-USE AREAS
(HECTARES)

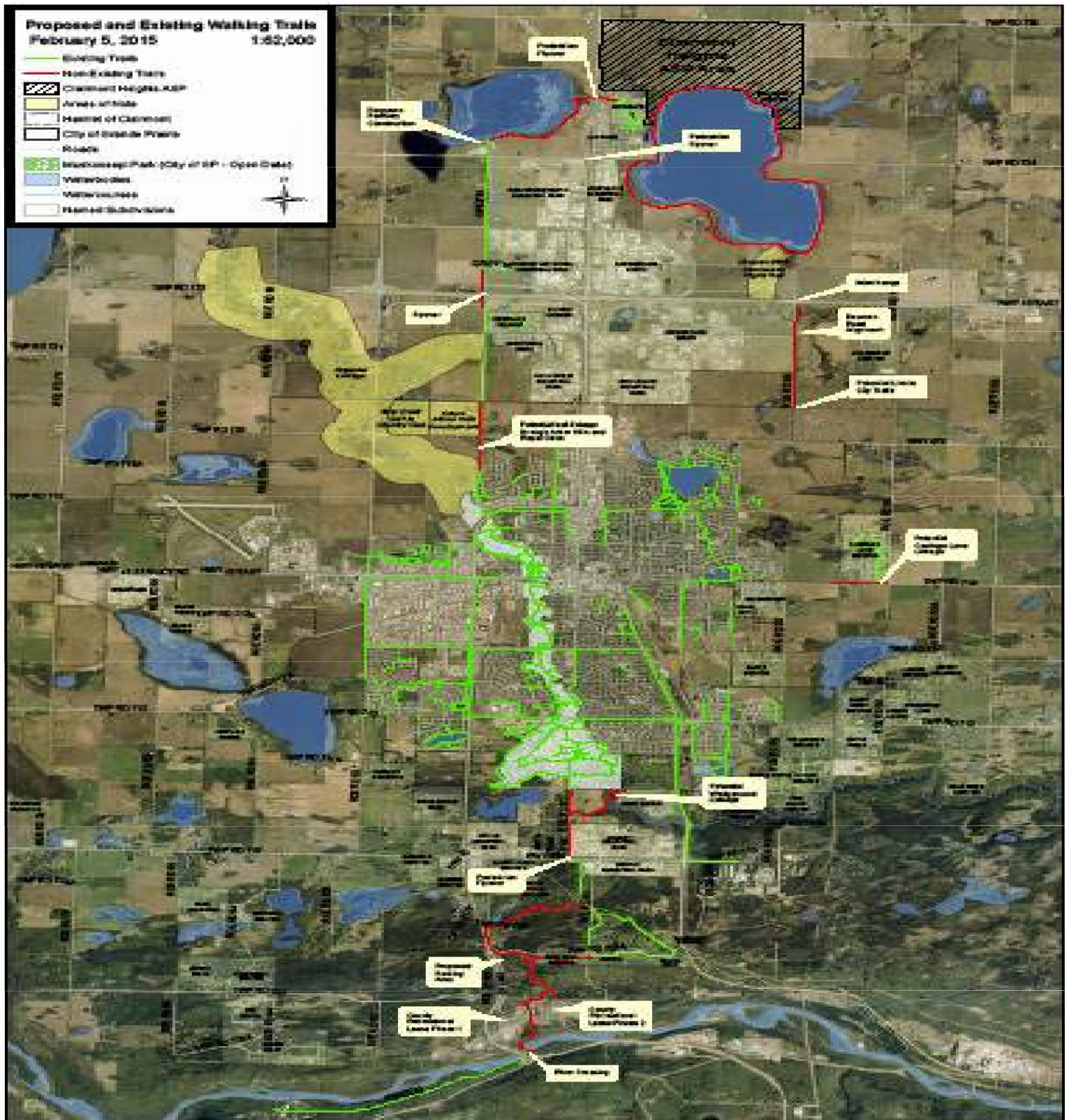
	NW-10	NE-10	SW-10	SE-10	NW-3	NE-3	Total	% of NA
Gross Area	64.70	64.71	64.69	64.74	64.77	51.69	375.30	
Environmental Reserve (ER)	0	0	0	0	10.28	0	10.28	
Net Area (NA)	64.70	64.71	64.69	64.74	54.49	51.69	372.02	100.0%
Municipal Reserve	7.27	5.87	7.91	4.64	5.18	4.00	44.02	11.7%
Roadways	16.75	16.15	12.89	12.02	10.51	13.83	84.59	22.5%
Arterials	3.29	0.97	1.01	0.60	0.40	1.27	7.54	2.0%
Collectors & Local Roads	13.46	15.18	11.88	11.42	10.11	12.56	77.05	20.5%
Residential	21.39	32.00	25.12	41.21	25.22	30.56	175.57	46.6%
Low Density	19.80	27.41	25.12	28.20	20.58	27.60	148.92	39.5%
Medium Density	1.59	2.73	0	0	0	2.96	7.14	1.9%
Re-development of Existing Country Residential	0	1.86	0	13.01	4.64	0	19.51	5.1%
Commercial / Industrial	17.00	10.69	14.20	2.06	6.32	0	50.27	13.3%
Stormwater Management & Public Utility Lots	2.29	0	4.57	4.81	7.26	3.30	22.23	5.9%
Total:	64.70	64.71	64.69	64.74	54.49	51.69	372.02	100%



APPENDIX B

REGIONAL TRAIL CONCEPT MAP

Appendix B : Regional Trail Concept Map





APPENDIX C

REFERENCES

Appendix C : References

- County of Grande Prairie No.1, Bylaw No. 2680, *Land Use Bylaw* (June 2003)
- County of Grande Prairie No. 1, Bylaw No. 2360, *Municipal Development Plan* (April 1998)
- County of Grande Prairie No. 1, *Minimum Design Standards* (2003)
- Delcan Corporation (October 12, 2010), *Functional Plan Report Clairmont Lake Stormwater Management Design and Engineering*
- Environmental Dynamics Inc. (September 2007), *Parks and Open Space Study*
- Infrastructure Systems Ltd. (November 13, 2003), *Clairmont Open Space Final Draft*
- Infrastructure Systems Ltd. (August 2006), *Grande Prairie-Clairmont Corridor 2005 Wastewater Collection System Master Plan*
- Infrastructure Systems Ltd. (September 2006), *Water System Master Plan – Grande Prairie-Clairmont Corridor*
- McElhanney Consulting Services Ltd. (November 2024), *Highway 2 and 43 Transportation / Access Study*
- Province of Alberta (December 2008), *Land Use Framework*
- Wiebe Administrative Services (December 2005), *The Facility Needs of the Clairmont Community*



APPENDIX D

GLOSSARY OF TERMS

Appendix D: Glossary Of Terms



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.

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 Area Structure Plan often refers to density expressed as the number of units per hectare.

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.

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 through-out 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.



APPENDIX E

SUPPLEMENTARY REPORTS

Appendix E : Supplementary Reports

ParklandGEO Ltd. - *SW Clairmont Geotechnical Investigation*

Beirsto & Associates Engineering Ltd. - *Windsor Storm Water Management Strategy*

Beirsto & Associates Engineering Ltd. - *SW Clairmont Traffic Impact Assessment*

Matrix Environmental Technologies Inc. - *Biophysical Assessment*

Aquatera Utilities Inc. - *SW Clairmont Sanitary Sewer Design Report*



APPENDIX F

MAPS

Appendix F : Maps

Map 1: Location

Map 2: Topography

Map 3: Existing Land Use and Zoning

Map 4: Development Concept

Map 4A: Development Concept: NW-10-72-6-W6M

Map 4B: Development Concept: NE-10-72-6-W6M

Map 4C: Development Concept: SW-10-72-6-W6M

Map 4D: Development Concept: SE-10-72-6-W6M

Map 4E: Development Concept: NW-3-72-6-W6M

Map 4F: Development Concept: NE-3-72-6-W6M

Map 5: Parks, Trails and Open Space

Map 6: Transportation Concept

Map 7: Sanitary Sewer Concept

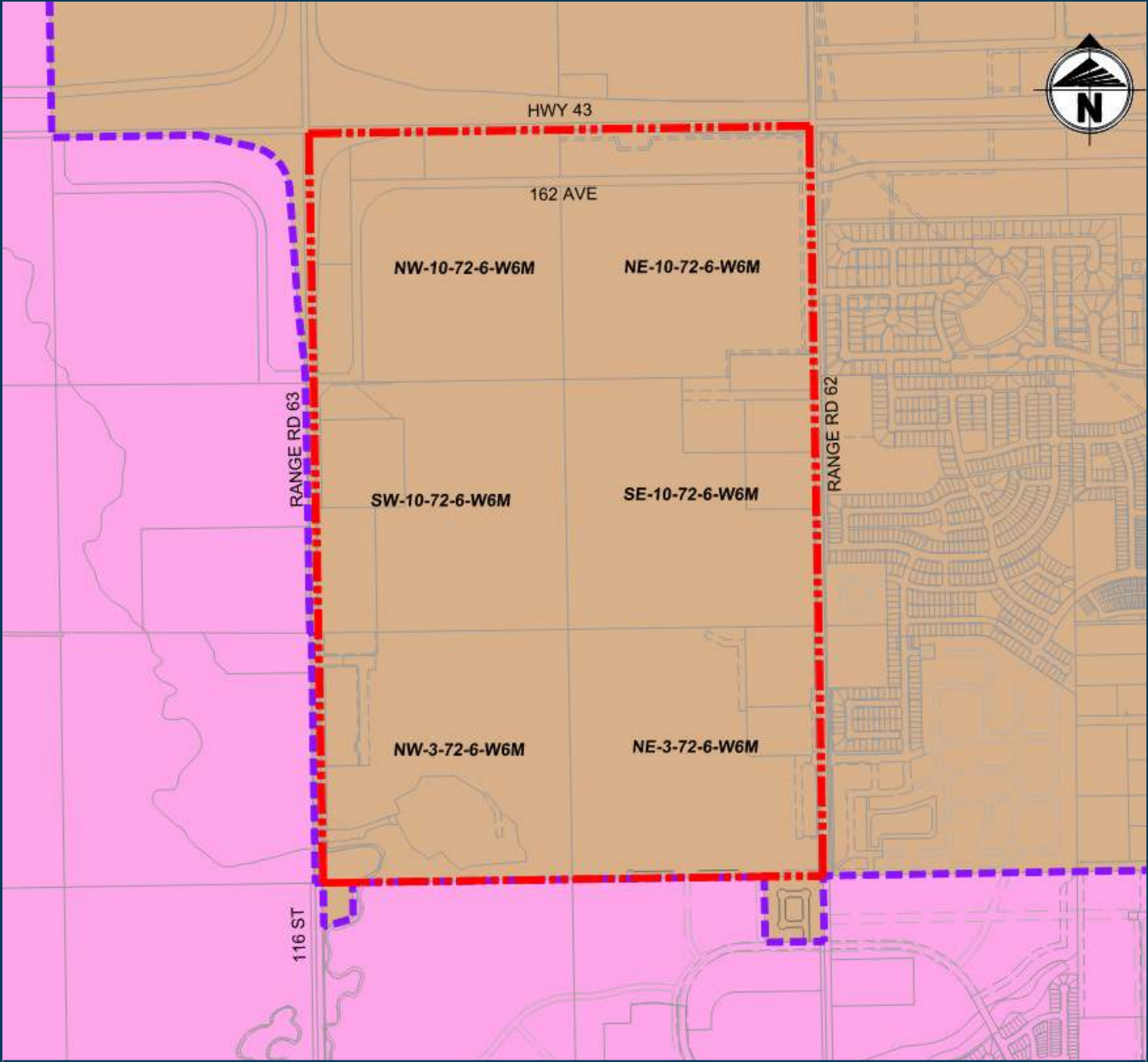
Map 8: Water Servicing Concept

Map 9: Stormwater Management Concept

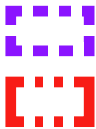
Map 10: Named Roadways

Windsor Area Structure Plan

April 2026



Map 1 - Location



Intermunicipal Boundary

Plan Boundary



County of Grande Prairie No. 1

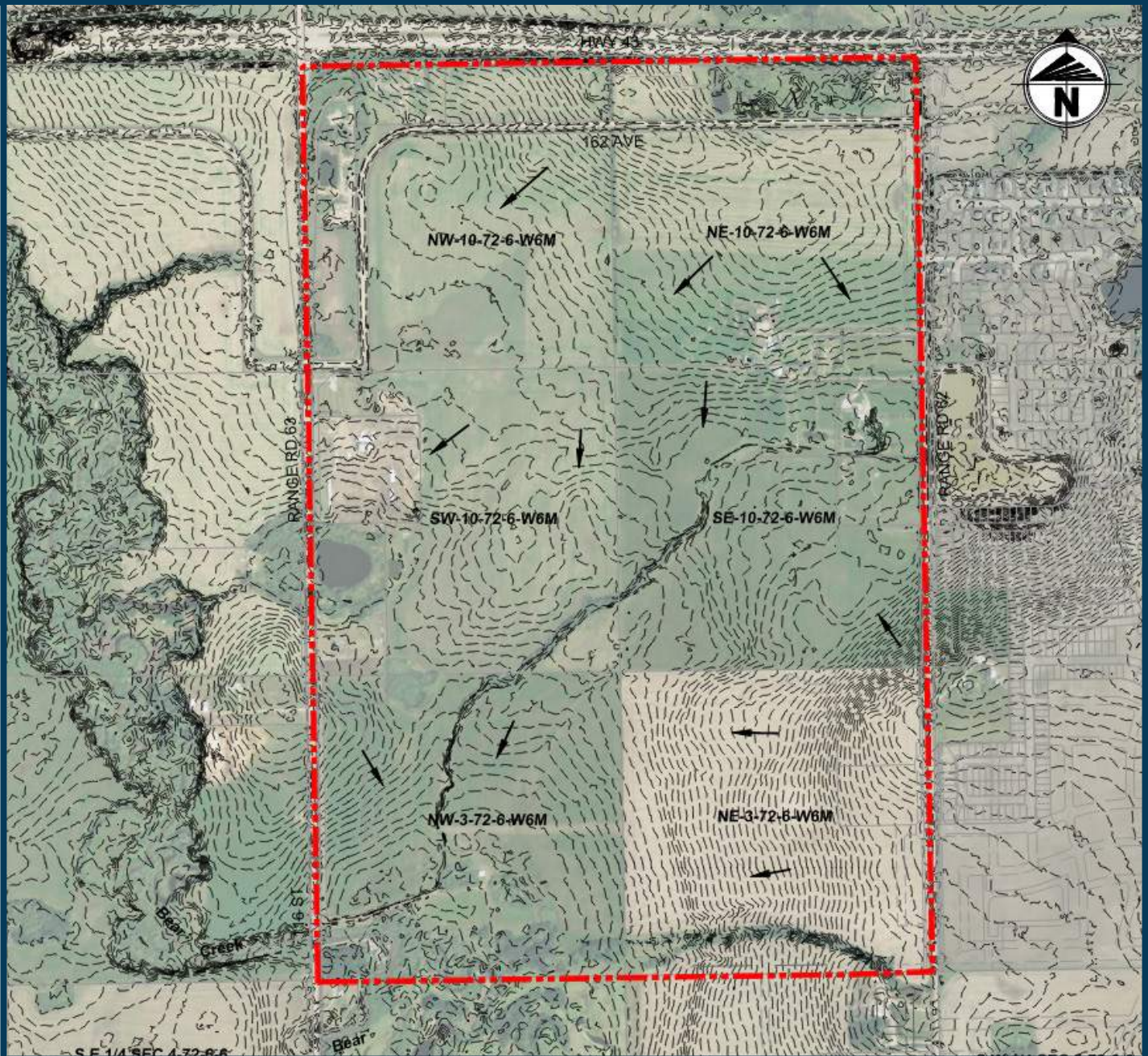
City of Grande Prairie

Windsor Area Structure Plan

April 2026



County of
Grande Prairie No. 1



Map 2 - Topography



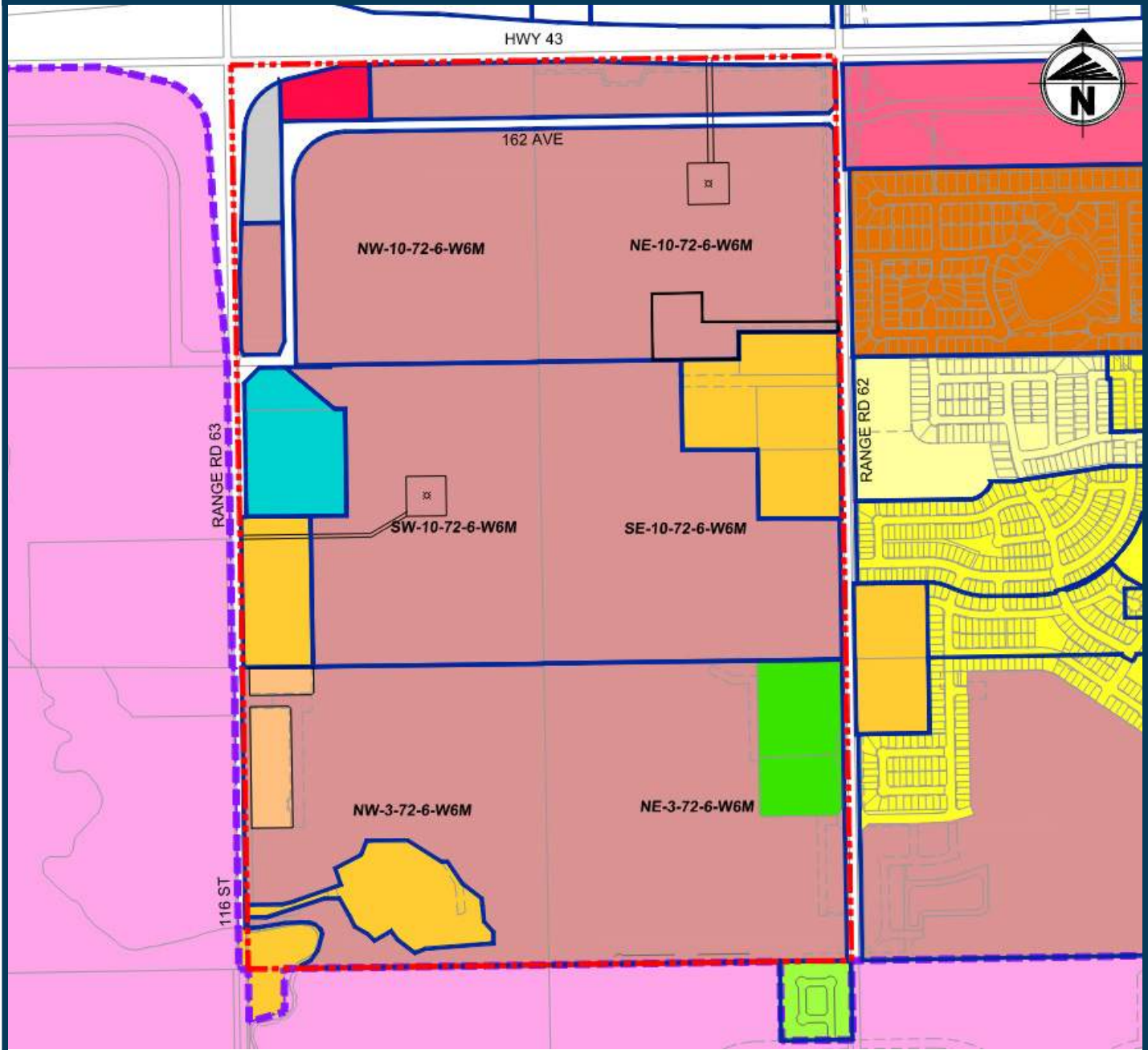
Plan Boundary

Windsor Area Structure Plan

April 2026



County of
Grande Prairie No. 1



Map 3 - Existing Land Use

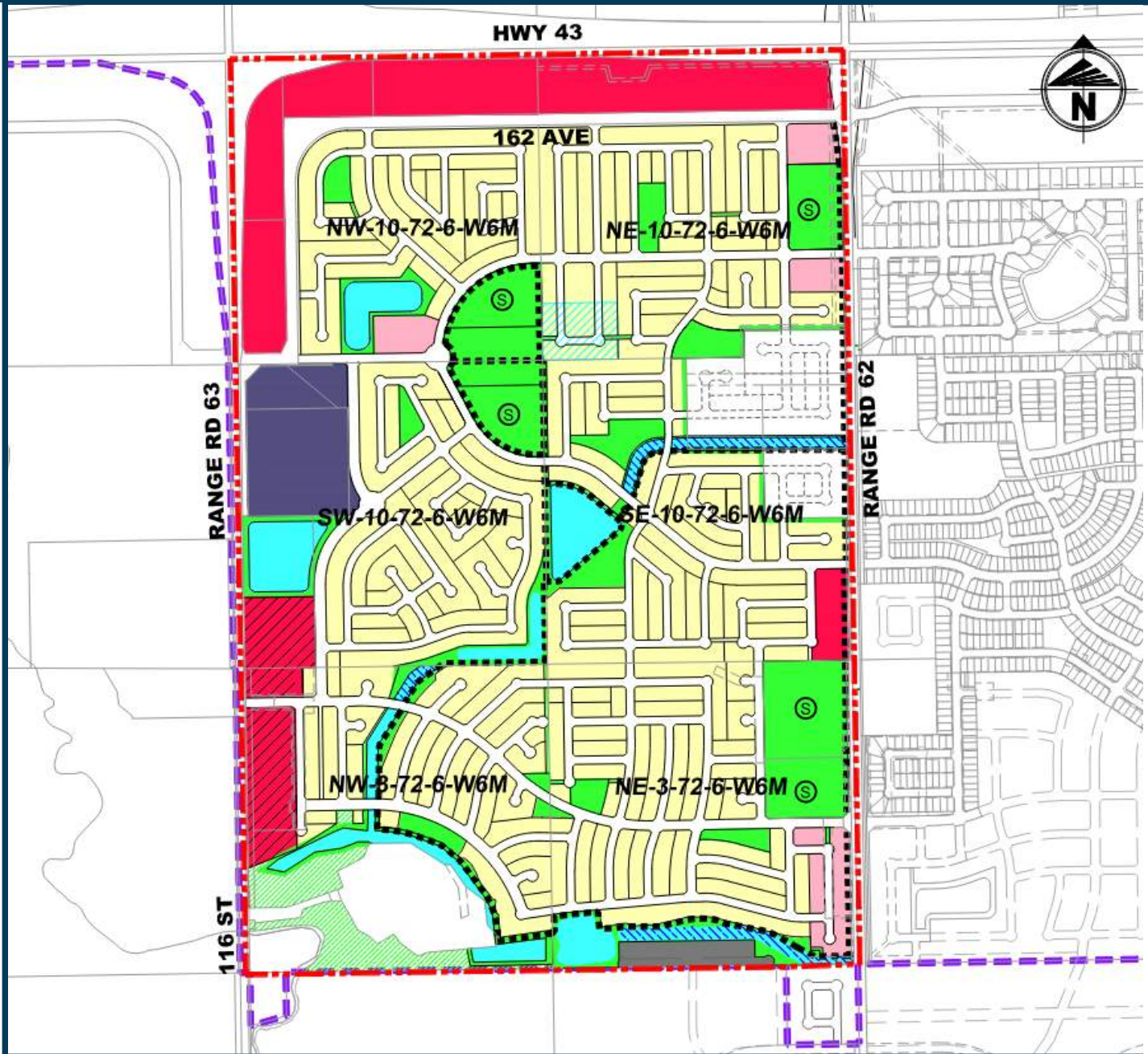
	Intermunicipal Boundary		Country Residential (CR-5)		Rural Residential (RR-1)
	Plan Boundary		Limited Institutional Recreational		Rural Residential (RR-2)
	Agricultural (AG)		Limited Rural Industrial (RM-1)		Rural Estate
	Gateway Commercial (GWC)		Rural Light Industrial (RM)		City of Grande Prairie
	Comprehensive Commercial (CC)		Urban Reserve Residential (UR-R)		

Windsor Area Structure Plan

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County of
Grande Prairie No. 1

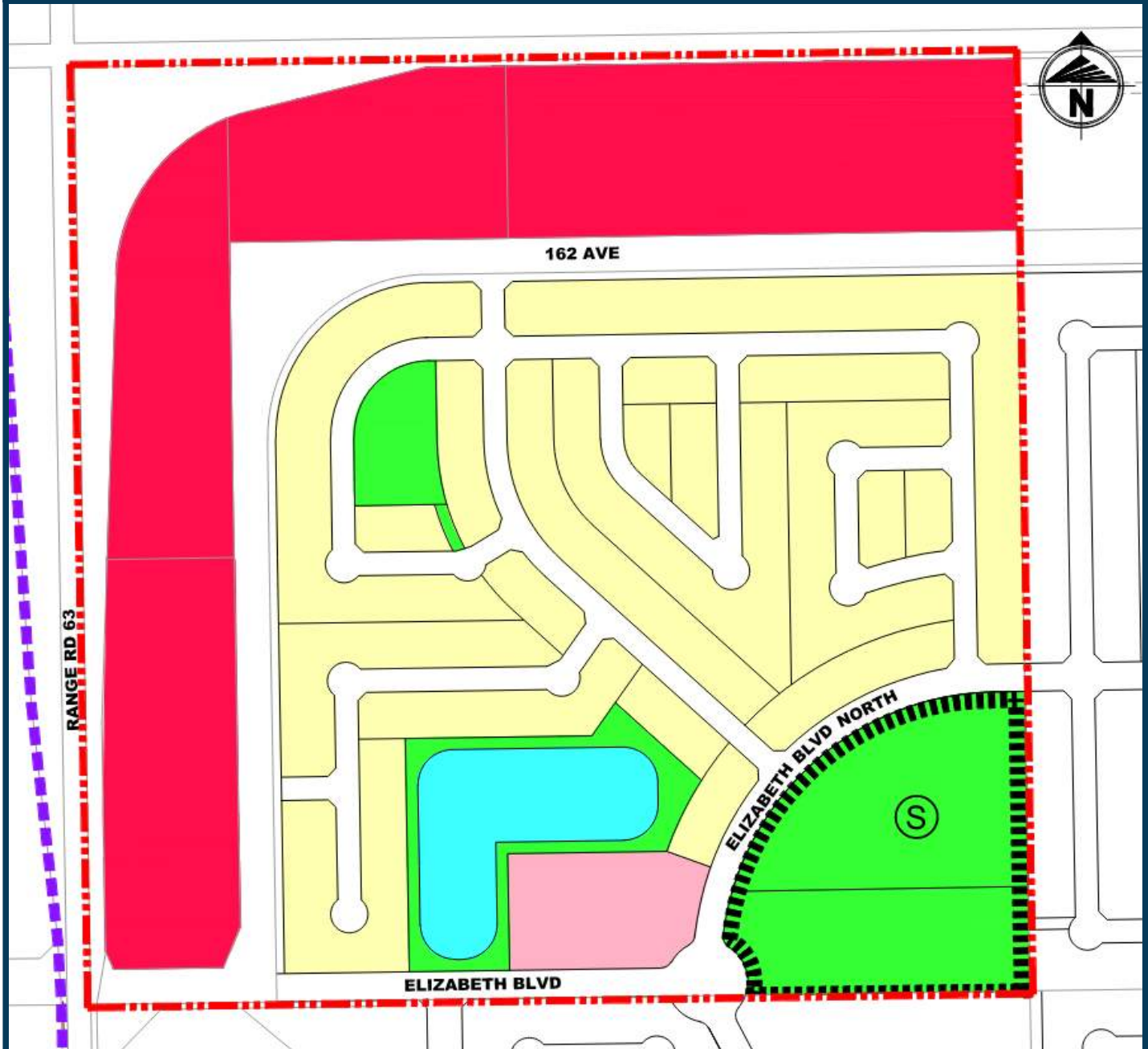


Map 4 - Development Concept

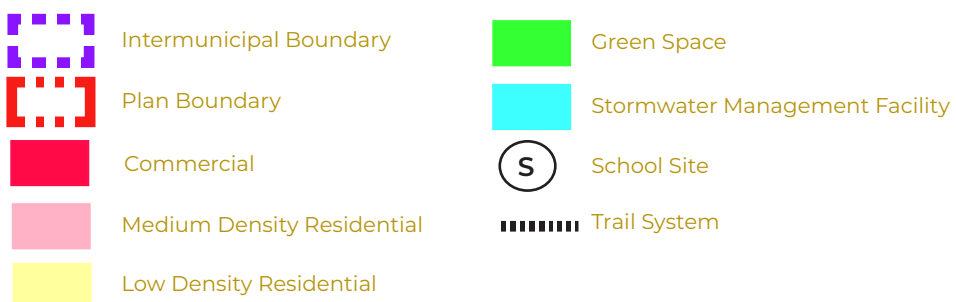
	Intermunicipal Boundary		Low Density Residential		Dry Ditch
	Plan Boundary		Industrial		Environmental Reserve
	Commercial		Green Space		School Site
	Commercial / Industrial		Stormwater Management Facility		Trail System
	Medium Density Residential		Alternate Stormwater Facility		Future Developable Lands

Windsor Area Structure Plan

April 2026

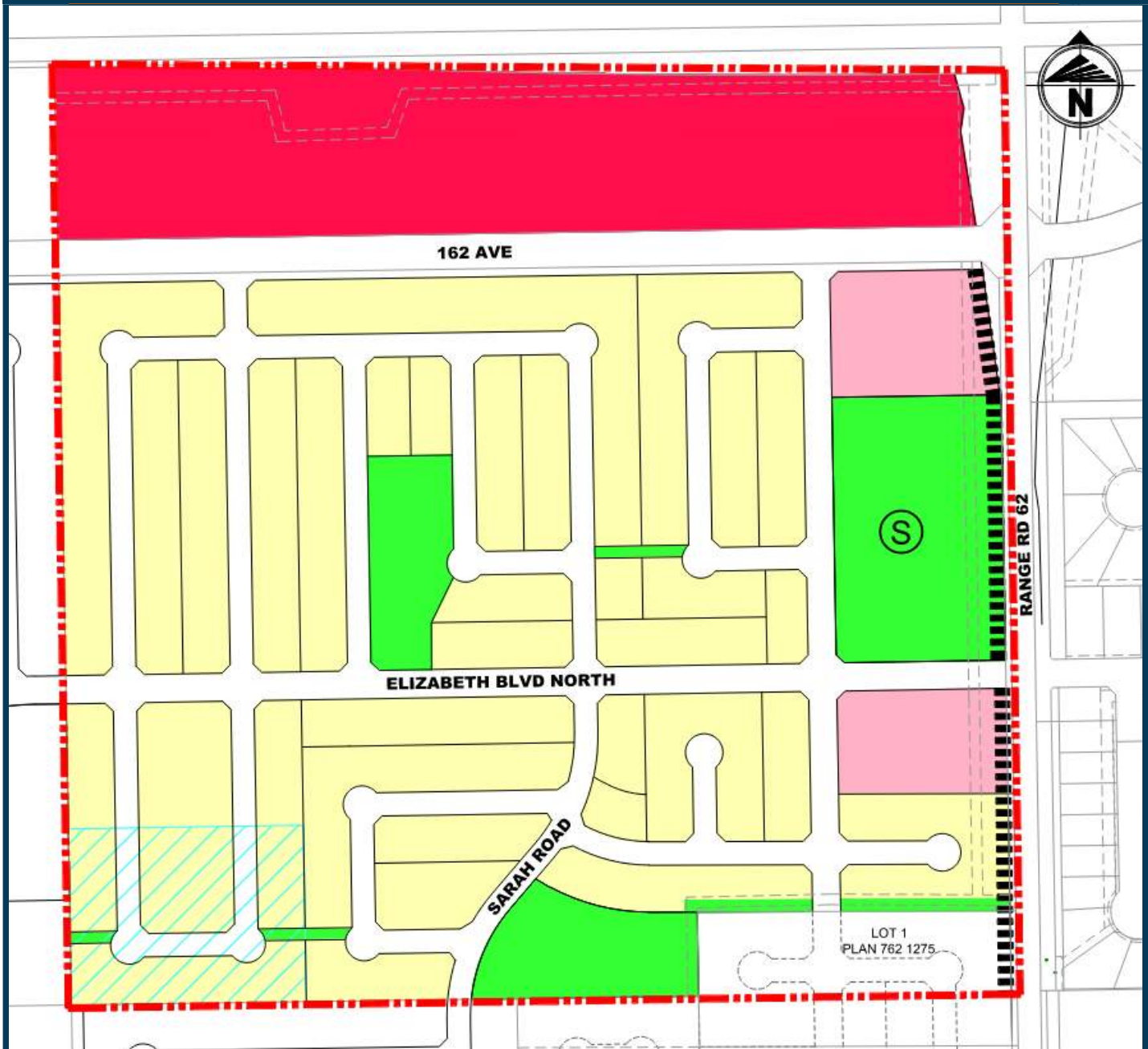


Map 4A - Development Concept - NW-10-72-6-W6M

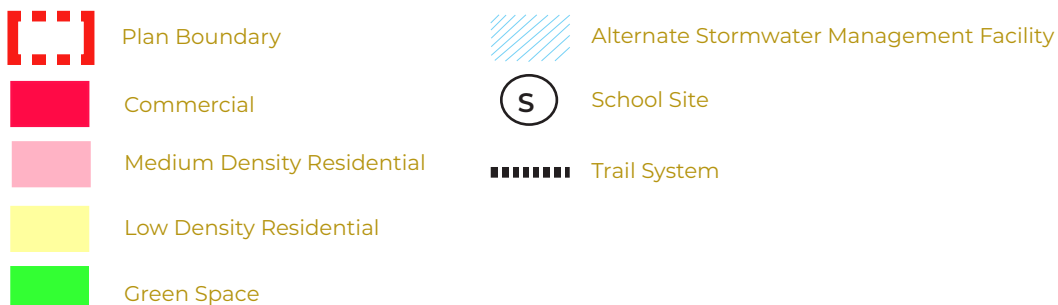


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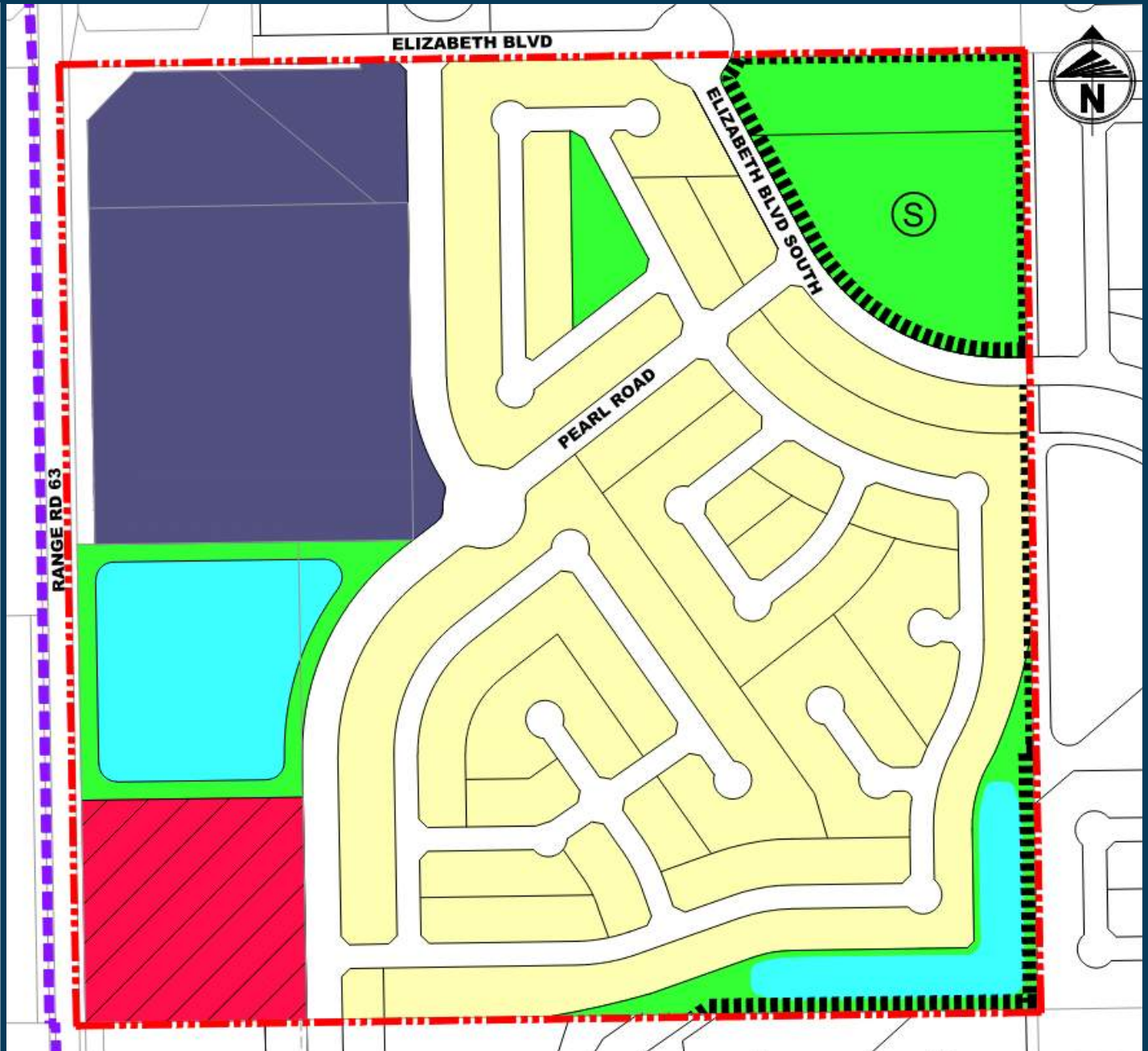


Map 4B - Development Concept - NE-10-72-6-W6M

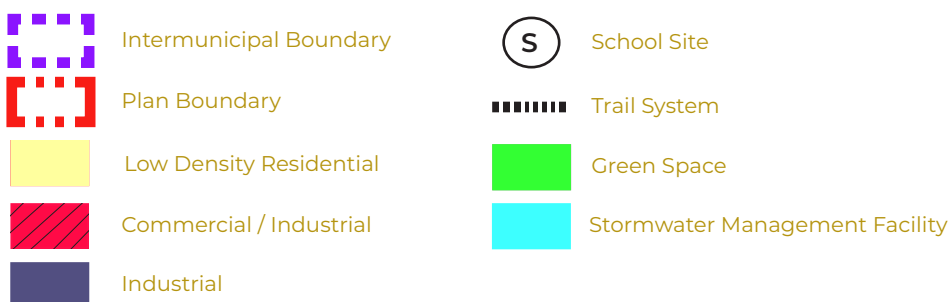


Windsor Area Structure Plan

April 2026



Map 4C - Development Concept - SW-10-72-6-W6M

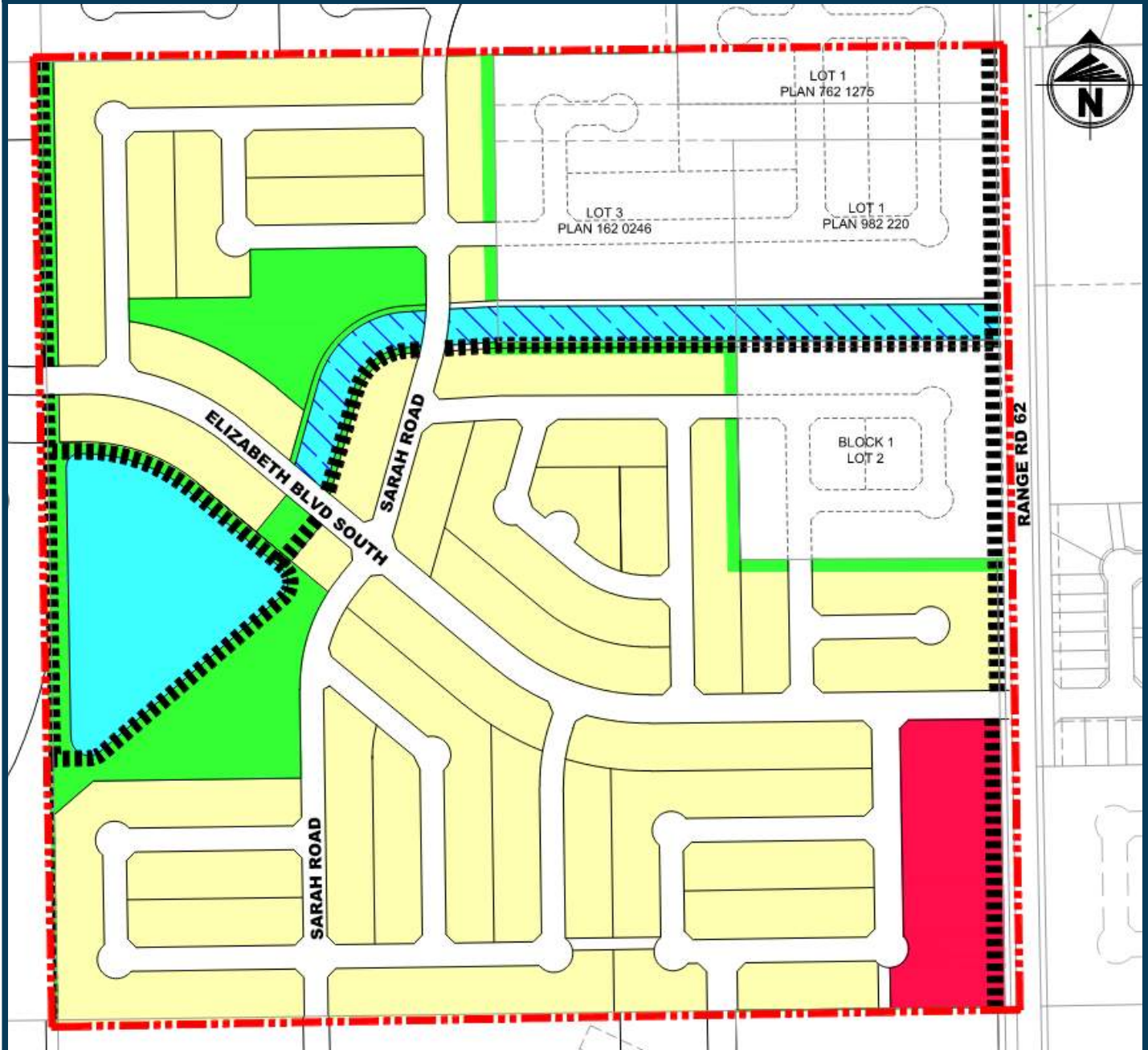


Windsor Area Structure Plan

April 2026



County of
Grande Prairie No. 1

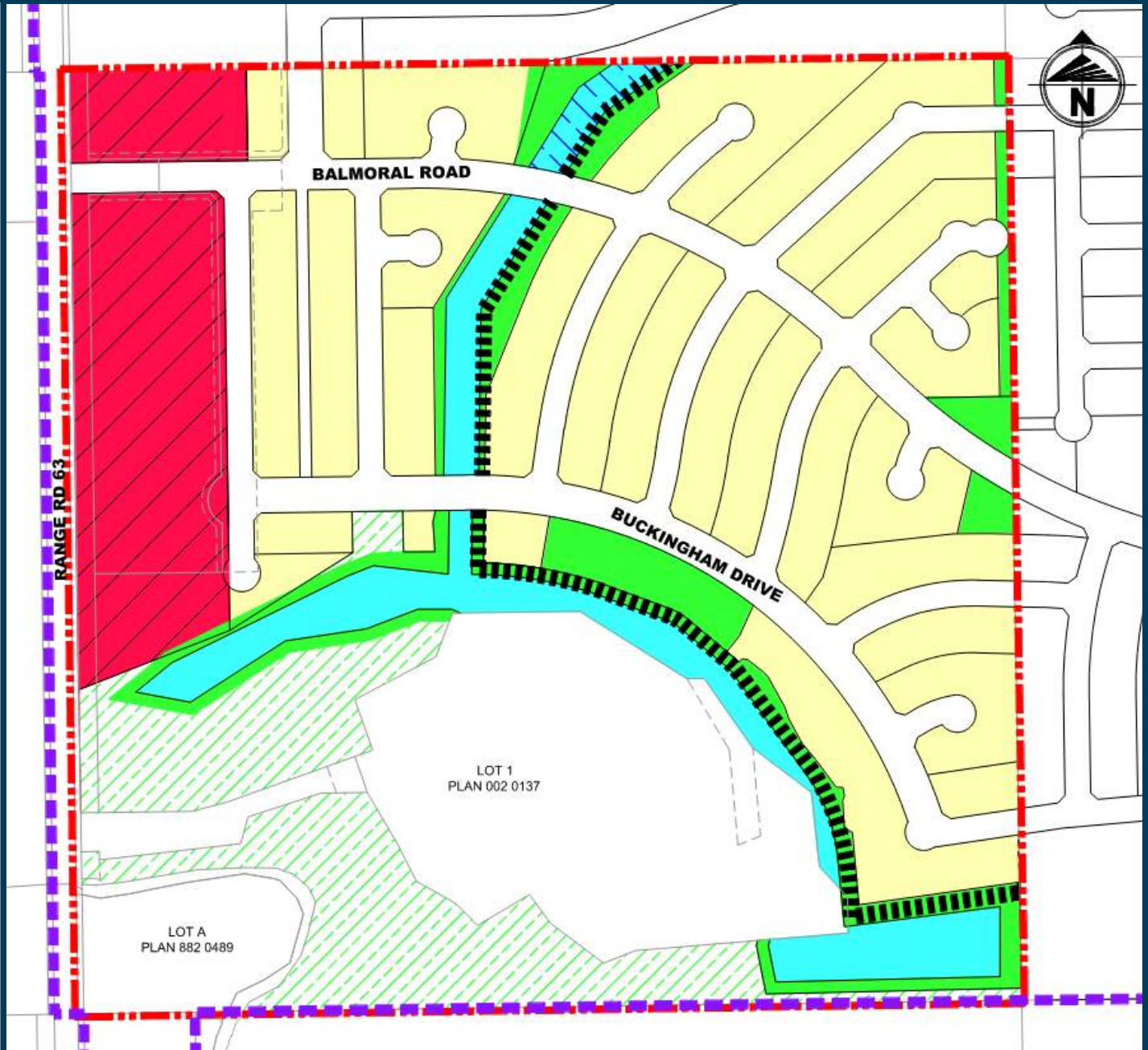


Map 4D - Development Concept - SE-10-72-6-W6M

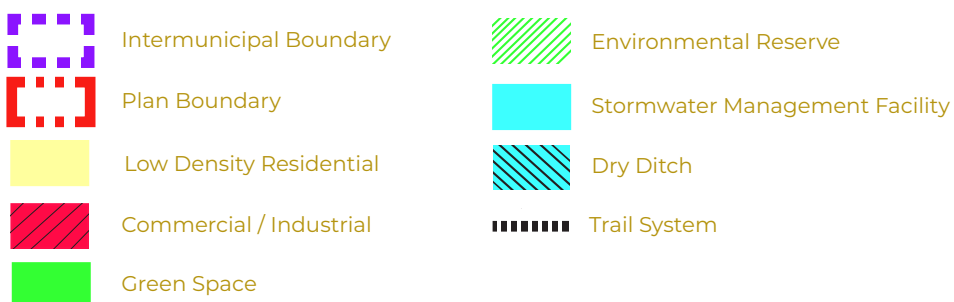


Windsor Area Structure Plan

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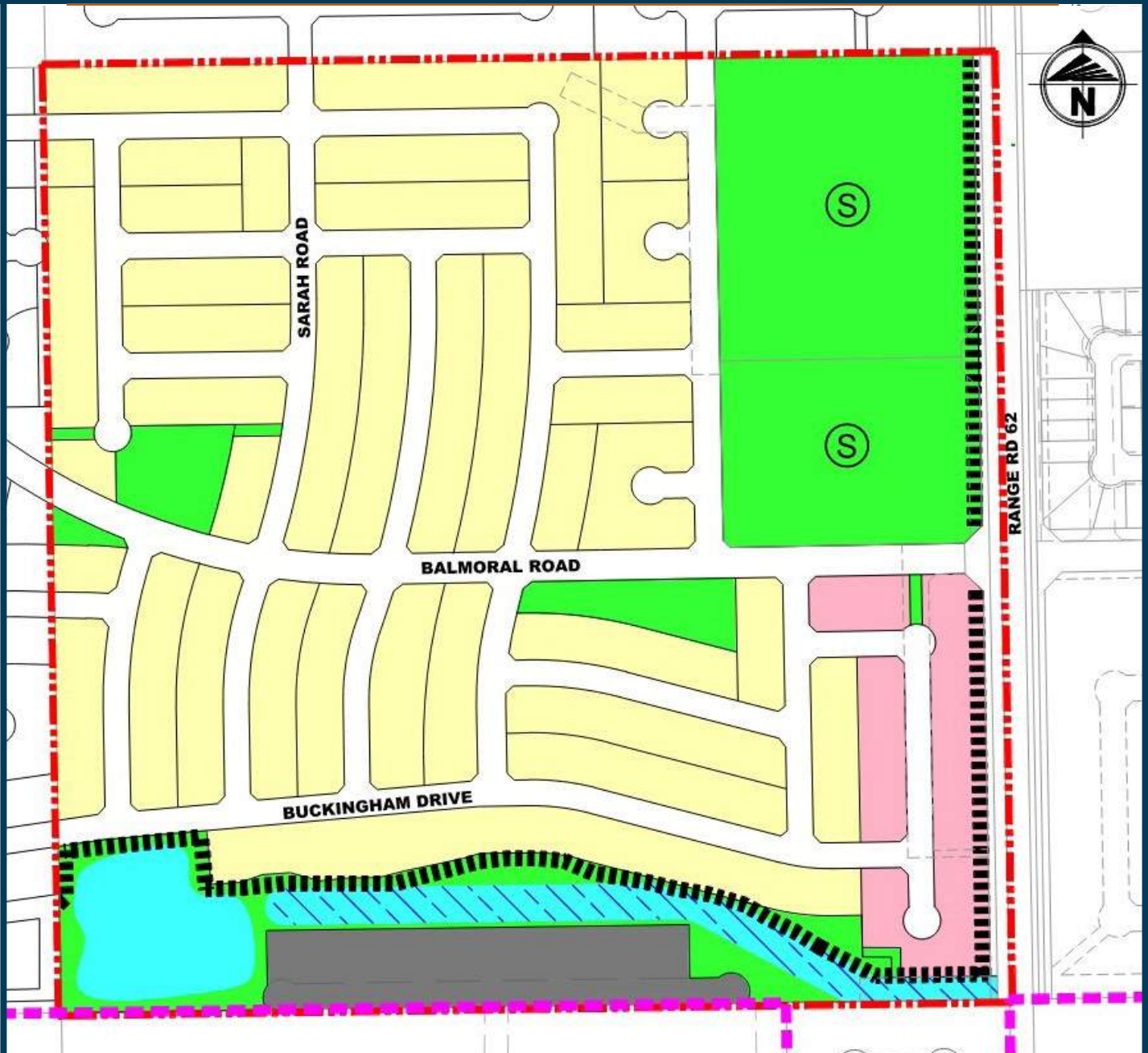


Map 4E - Development Concept - NW-3-72-6-W6M

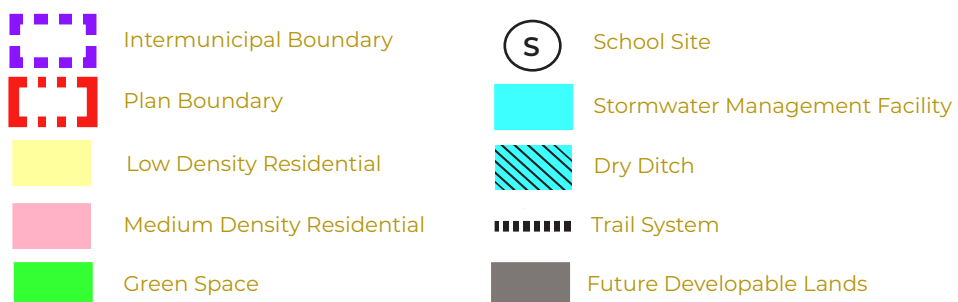


Windsor Area Structure Plan

April 2026



Map 4F - Development Concept - NE-3-72-6-W6M

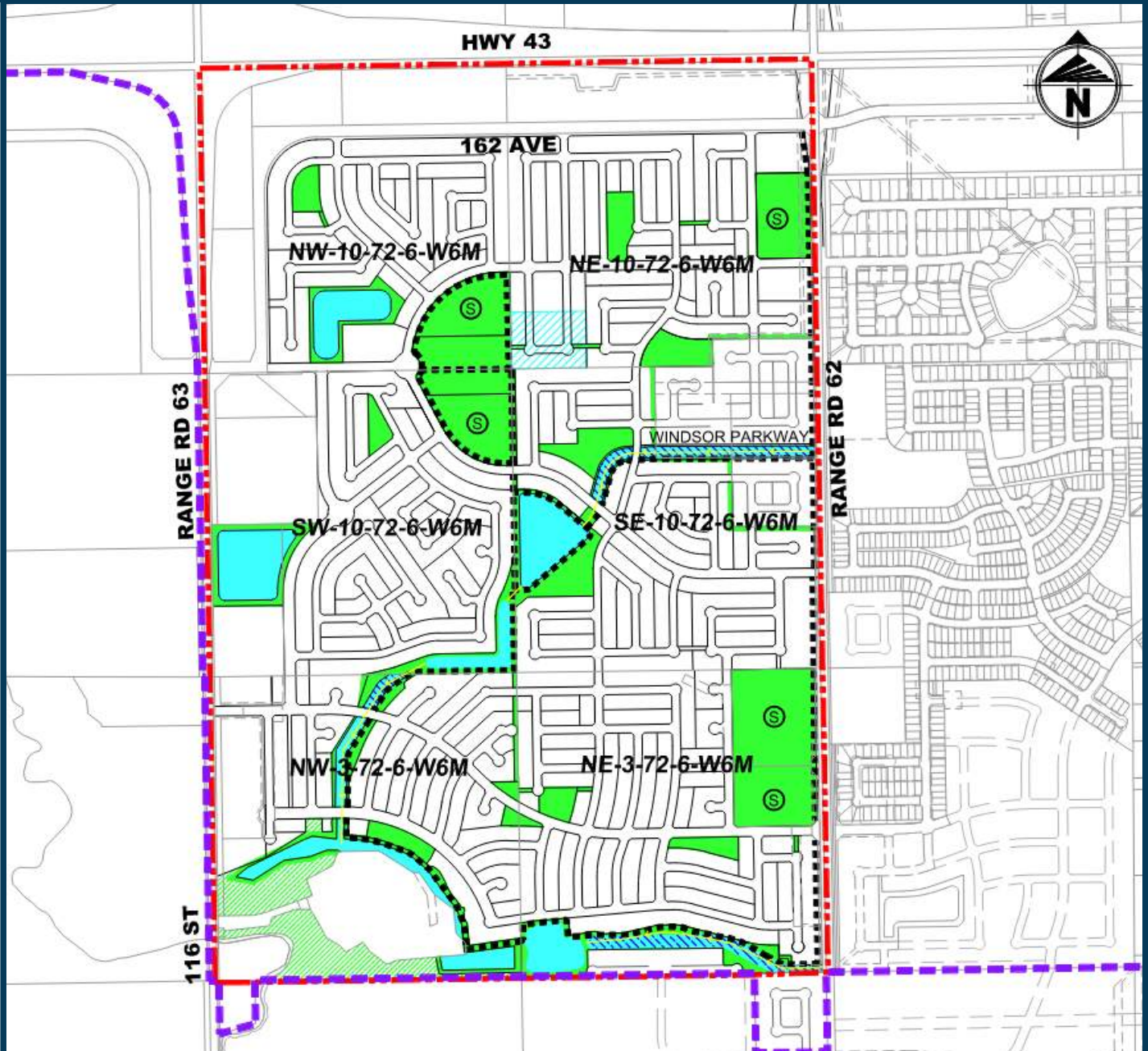


Windsor Area Structure Plan

April 2026



County of
Grande Prairie No. 1



Map 5 - Parks, Trails and Open Space



Intermunicipal Boundary



Plan Boundary



Green Space



School Site



Trail System



Stormwater Management



Stormwater Swale



Dry Ditch



Environmental Reserve



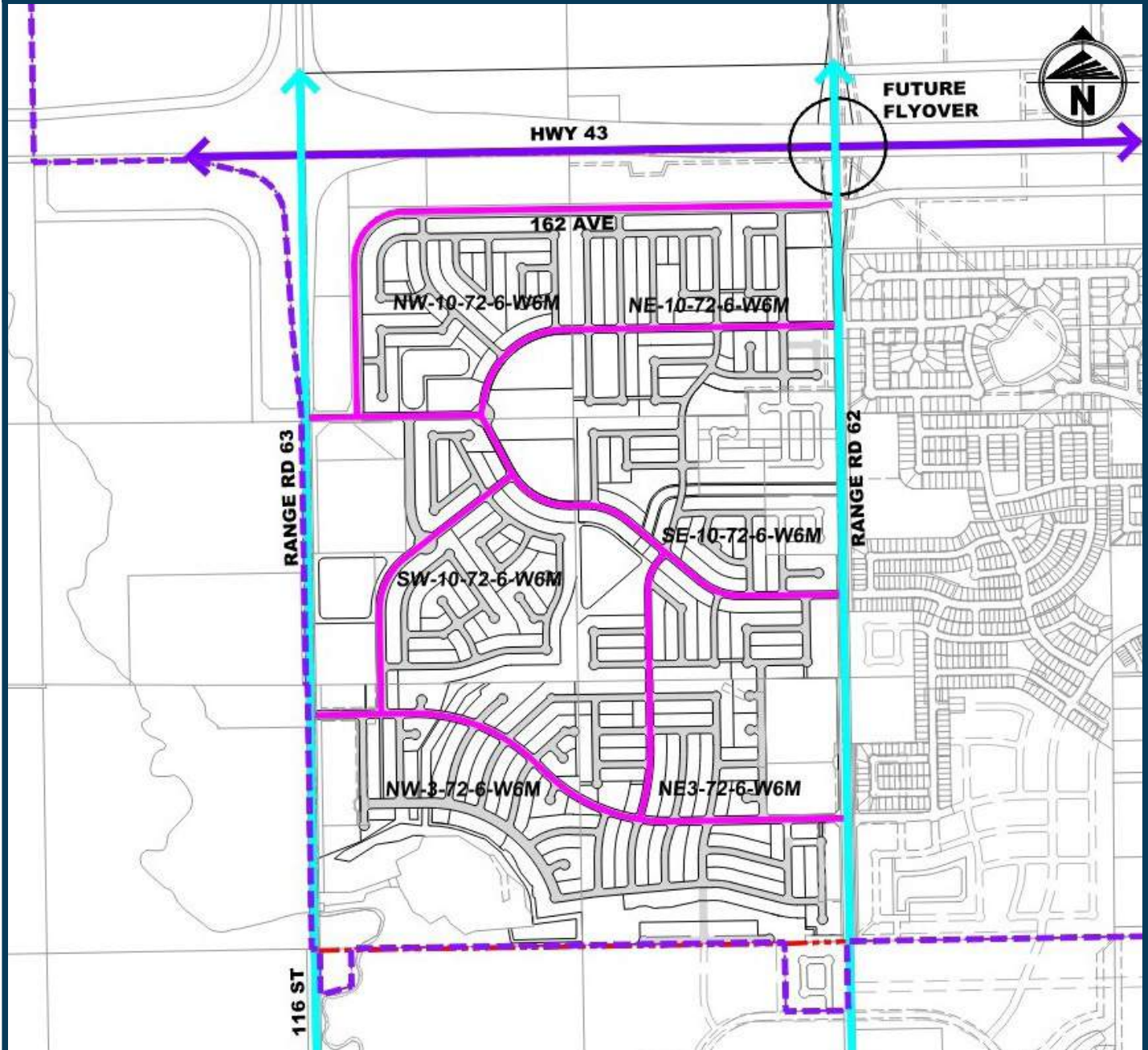
Alternate Stormwater Management Facility

Windsor Area Structure Plan

April 2026



County of
Grande Prairie No. 1



Map 6 - Transportation Concept



Intermunicipal Boundary

Plan Boundary



Local Road



Provincial Highway



Arterial Road



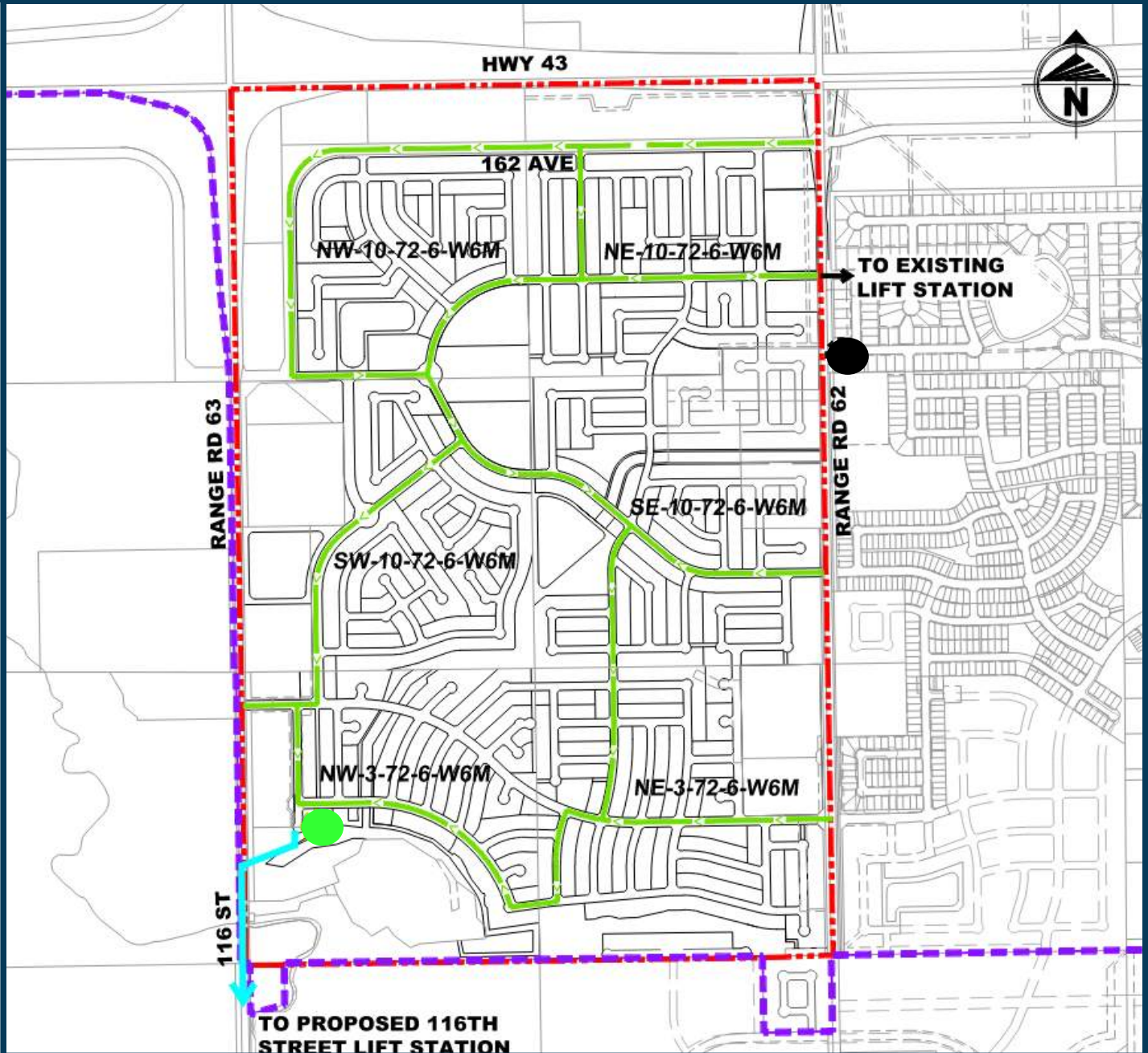
Collector Road

Windsor Area Structure Plan

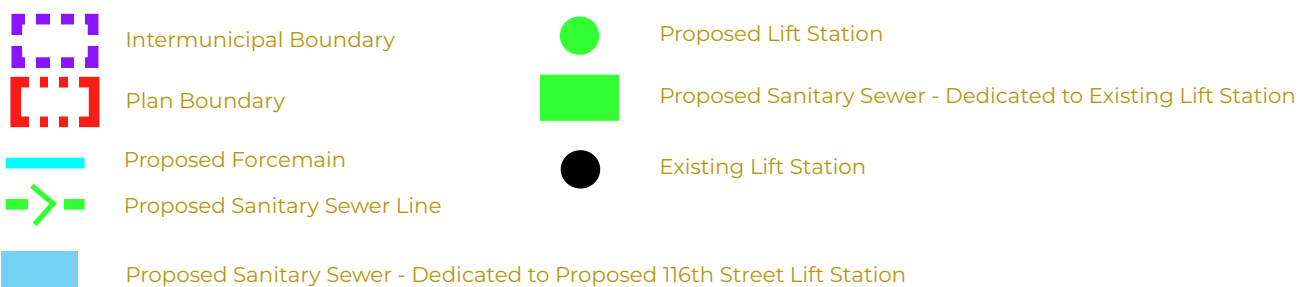
April 2026



County of
Grande Prairie No. 1



Map 7 - Sanitary Servicing Concept

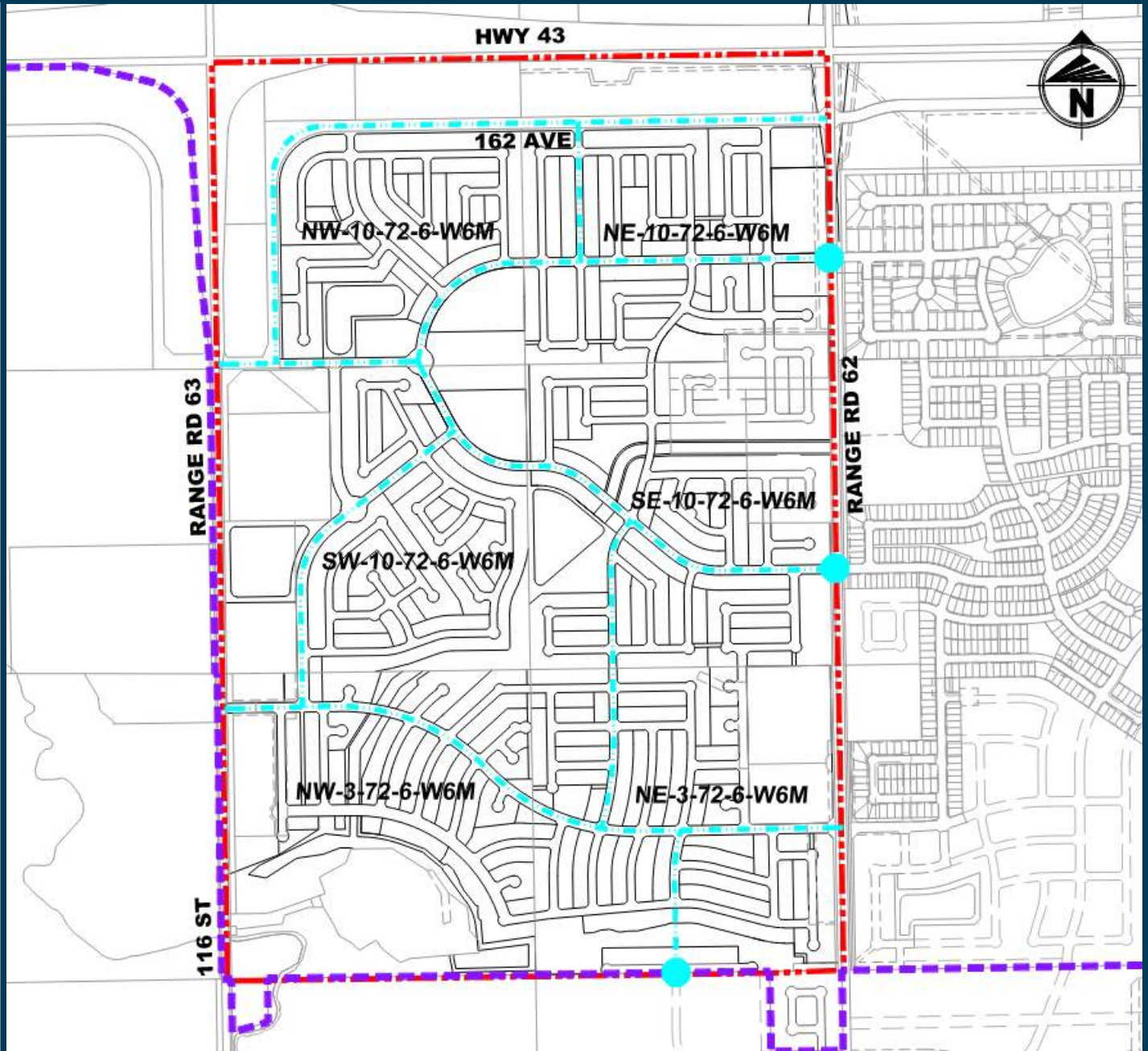


Windsor Area Structure Plan

April 2026



County of
Grande Prairie No. 1



Map 8 - Water Servicing Concept



Intermunicipal Boundary

Plan Boundary



Proposed Water Main Line



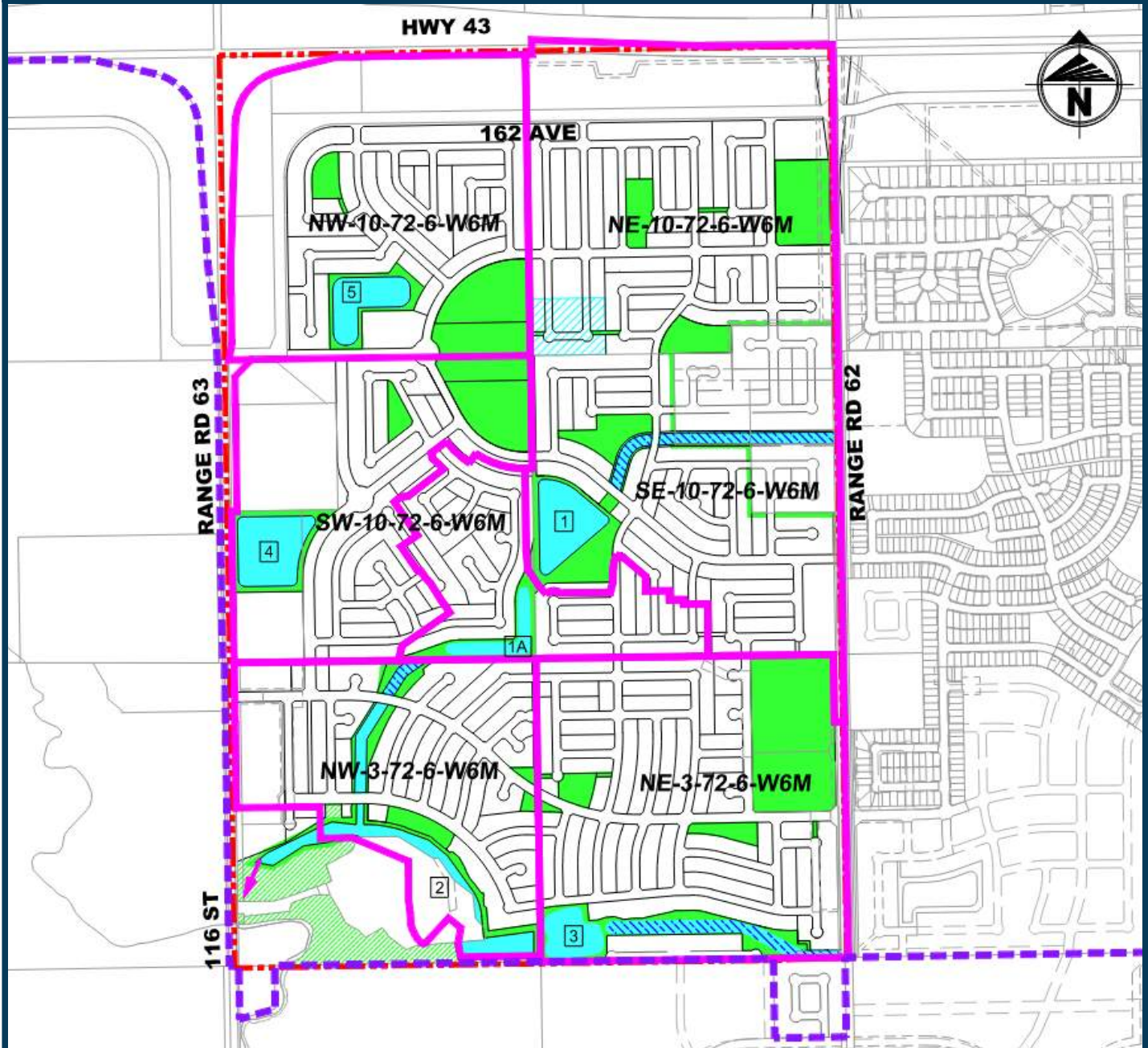
Water Connection

Windsor Area Structure Plan

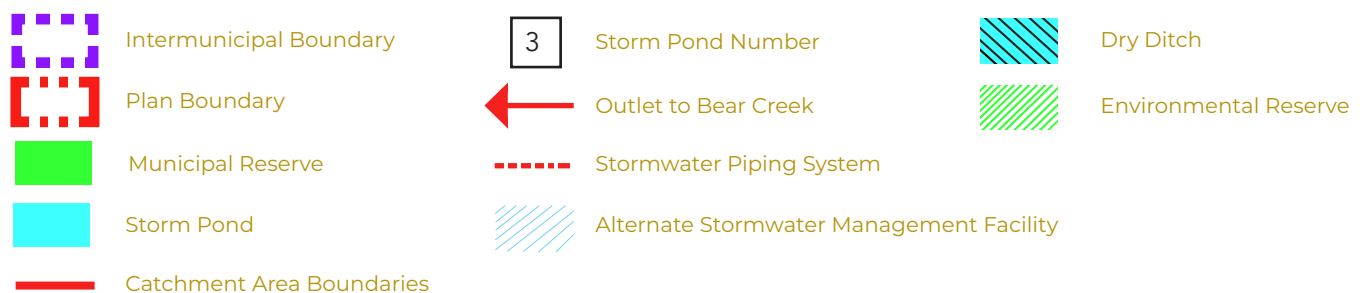
April 2026



County of
Grande Prairie No. 1



Map 9 - Stormwater Management Concept

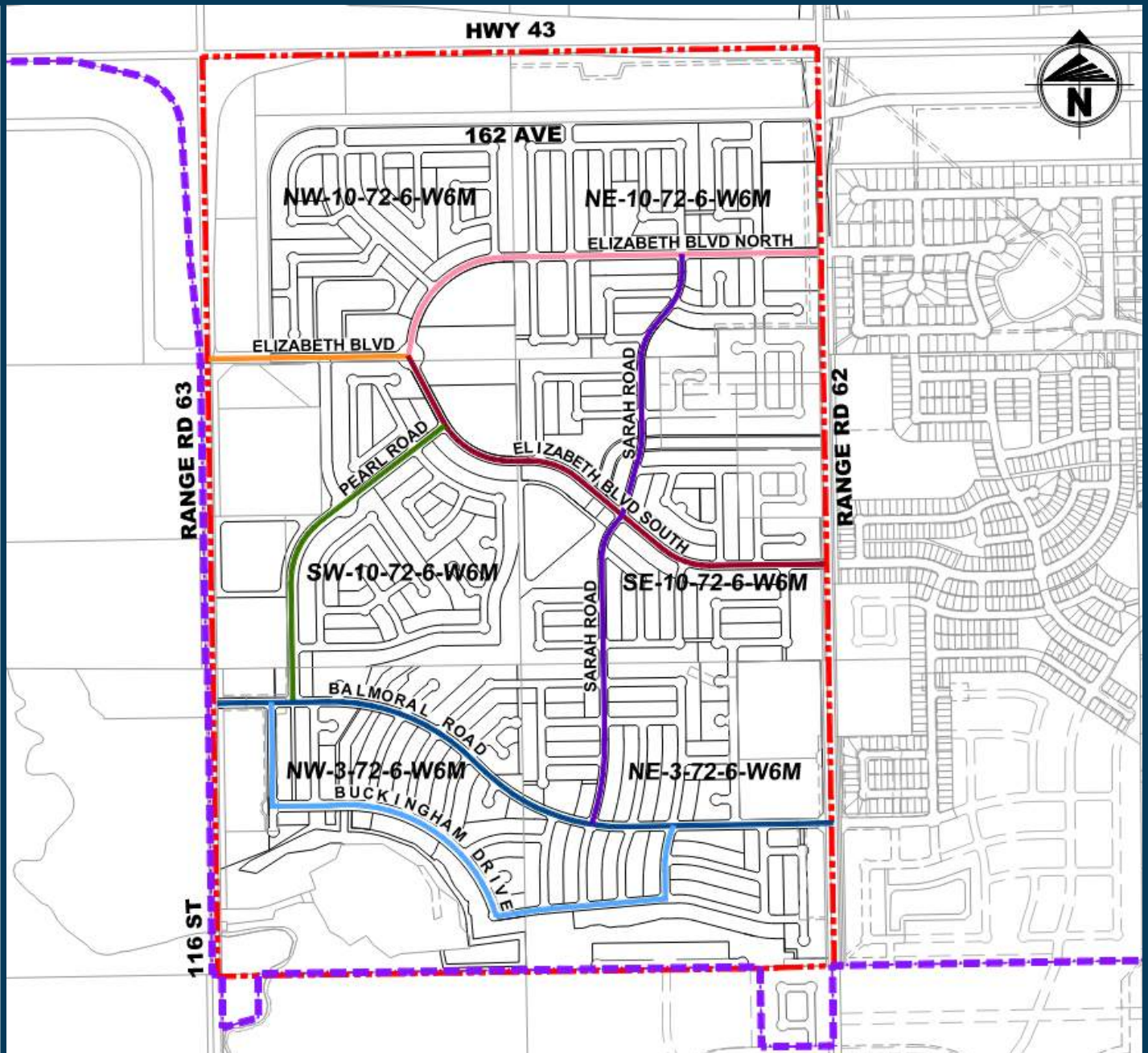


Windsor Area Structure Plan

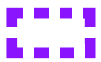
April 2026



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Grande Prairie No. 1



Map 10 - Named Roadways



Intermunicipal Boundary



Plan Boundary