

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

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


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

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


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

1. That the Clairmont Heights Area Structure Plan Bylaw No. 2945 shall be hereby
amended as outlined in the attached Schedule "A"
2. That this bylaw shall take effect on the date of its final passage by Council.

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

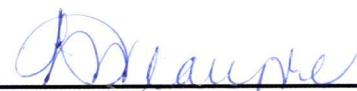


REEVE
Leanne Beaupre




COUNTY ADMINISTRATOR
W.A. (Bill) Rogan

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




REEVE
Leanne Beaupre




COUNTY ADMINISTRATOR
W. A. (Bill) Rogan

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



REEVE
Leanne Beaupre

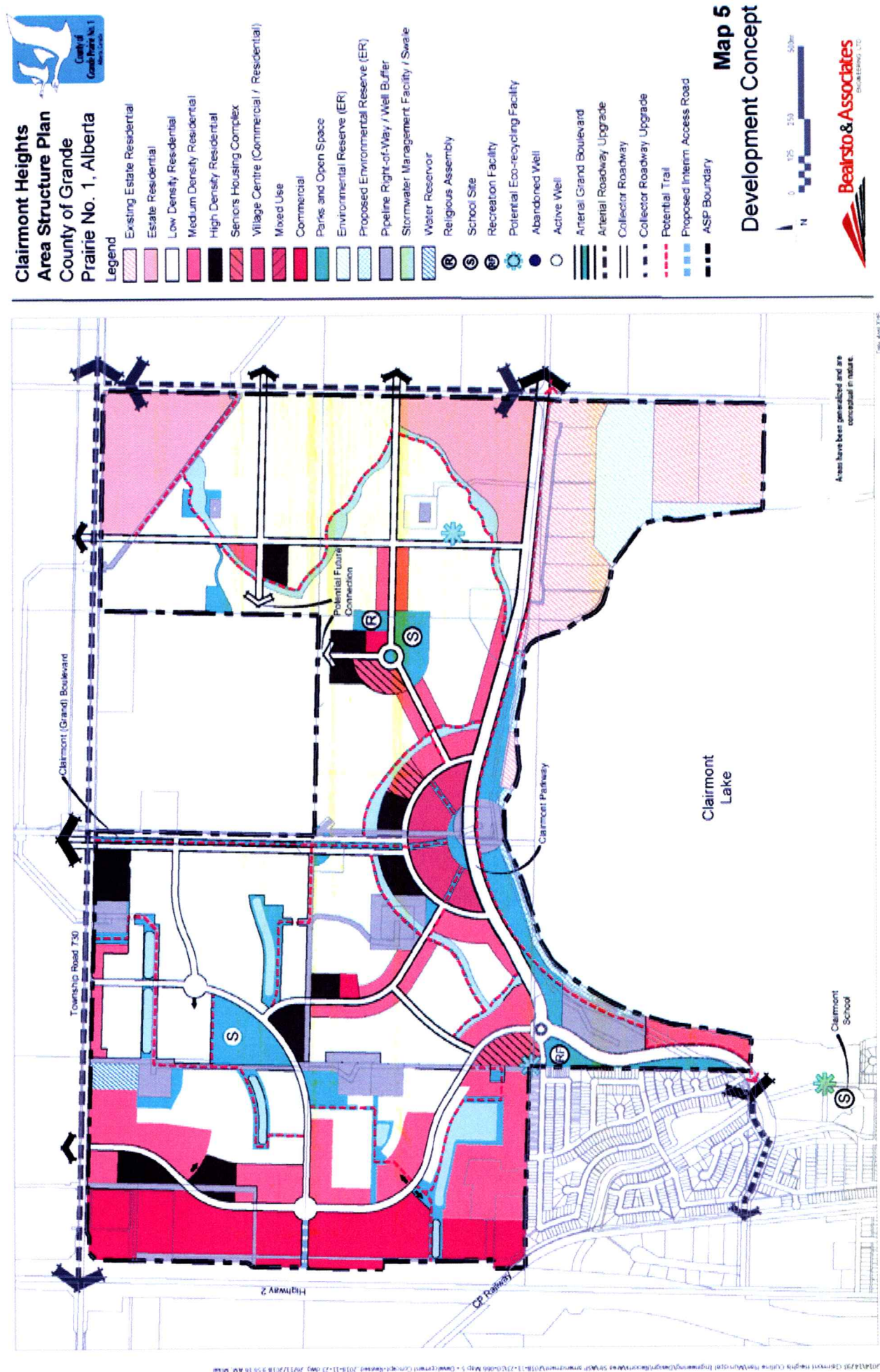


COUNTY ADMINISTRATOR
W.A. (Bill) Rogan

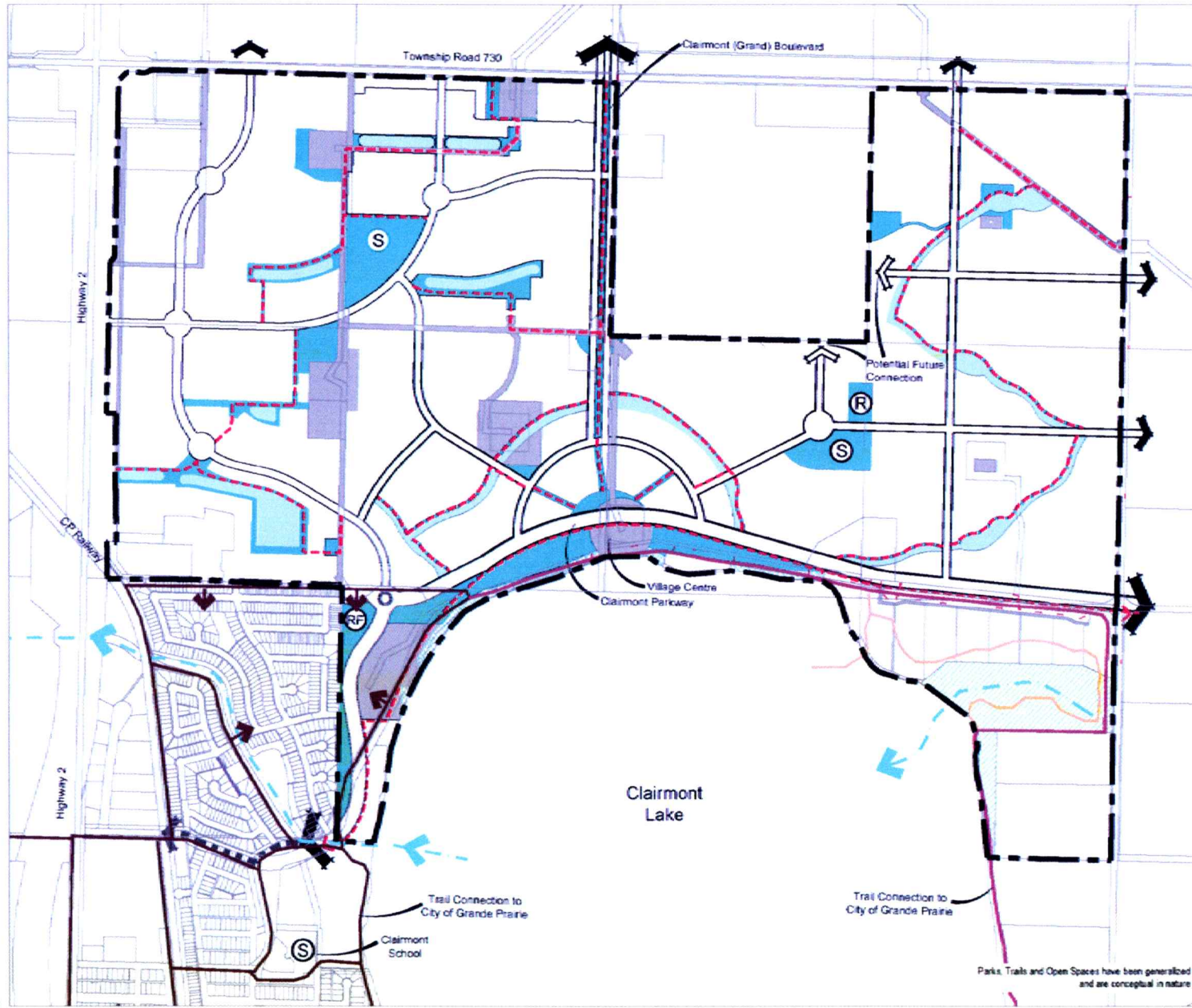
BYLAW 3102 SCHEDULE "A"

Clairmont Heights Area Structure Plan
Summary of Proposed Amendments

1) Delete and replace Maps 5 to 11 as follows:.



K:\01434201 Clairmont Heights Outline Planning\Municipal Engineering\Design\Report\HAWES SH\Map\Implements\0108 11 27\010 066 Map 6 - Parks, Trails and Open Space_2018 11 27.dwg, 2017/11/27 9:54:29 AM, M:\01



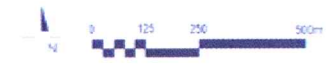
Clairmont Heights Area Structure Plan County of Grande Prairie No. 1, Alberta



Legend

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

Map 6
Parks, Trails and
Open Space



Beairsto & Associates
Professional Engineers
P.E. License No. 1100

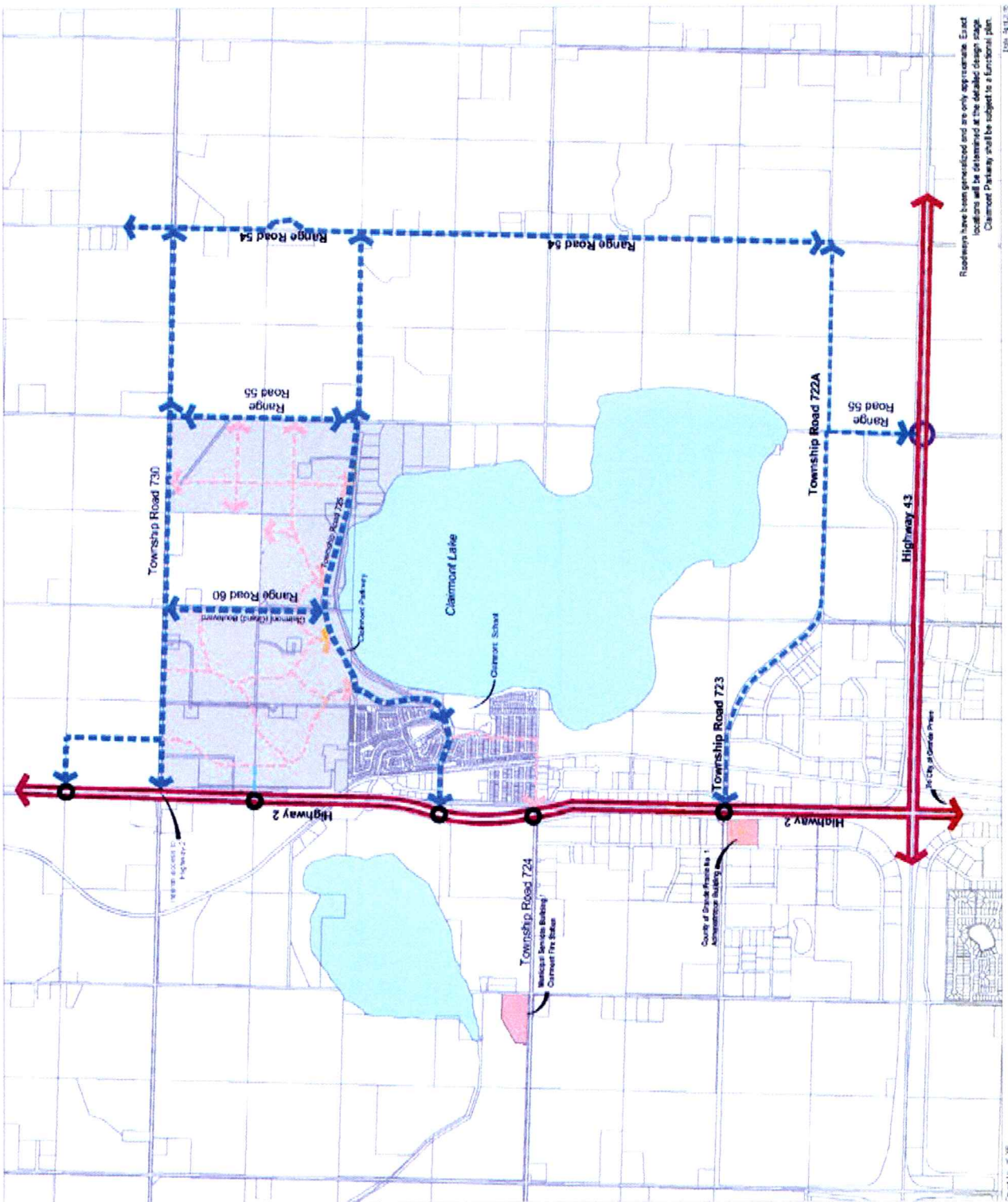
Source: Clairmont Open Space Plan 2003

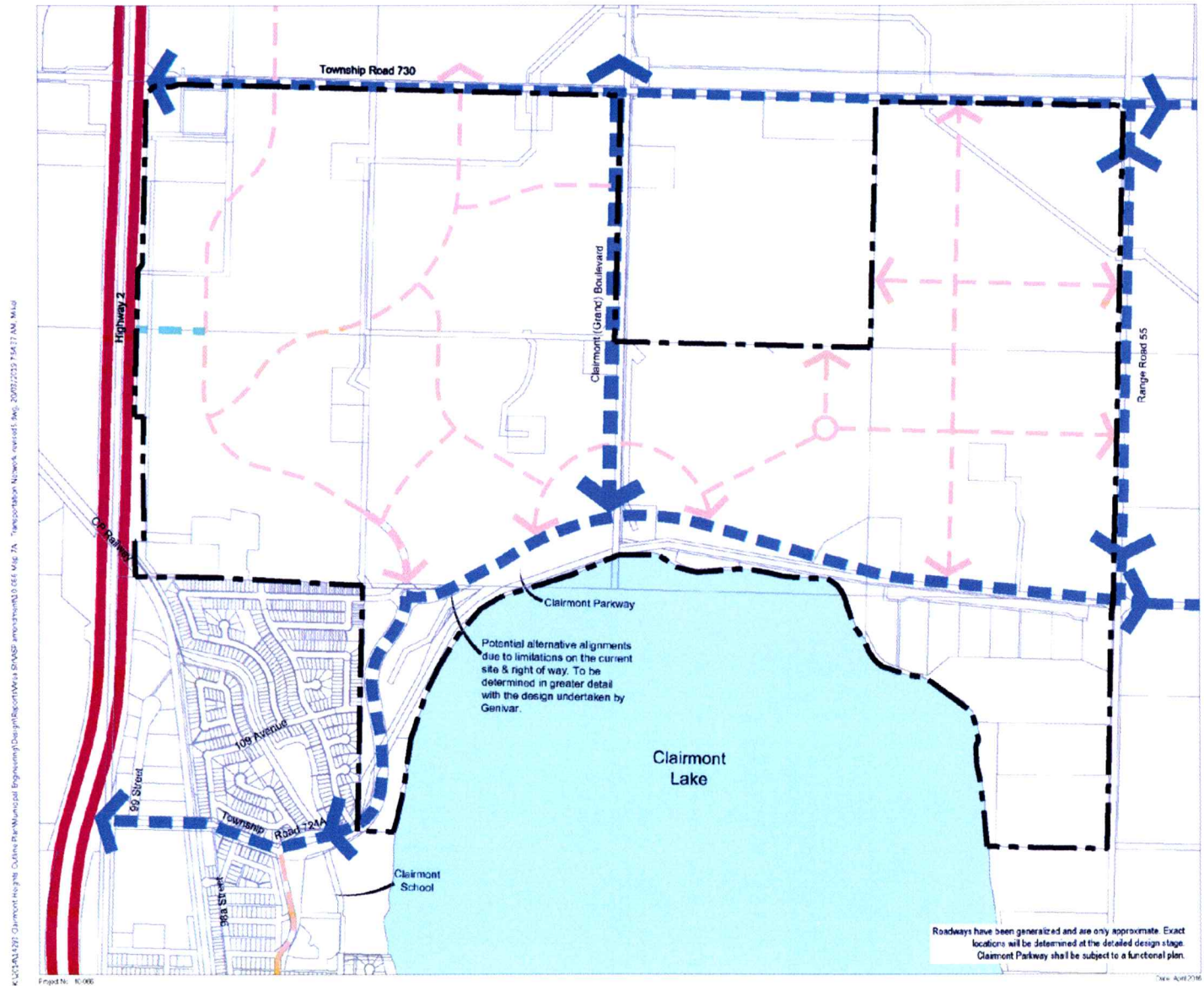


**Clairmont Heights
Area Structure Plan
County of Grande
Prairie No. 1, Alberta**

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

Map 7
**Proposed Regional
Transportation Network**

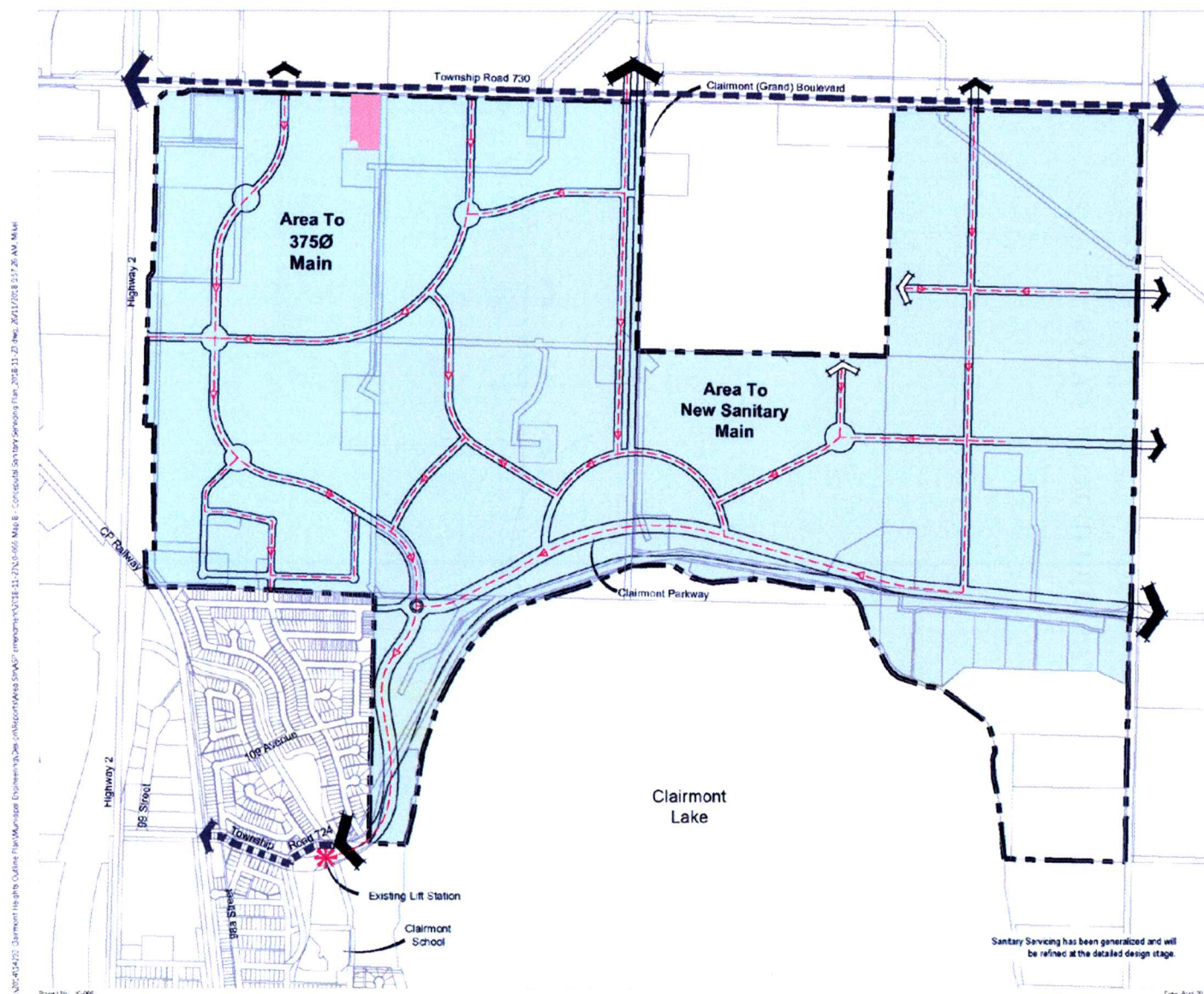




K:\C\AL\197 Clairmont Heights Outline Plan\Municipal Engineering\Design\Report\Map 7A - Transportation Network revised Aug. 2009\2019 75417 AM Map 7A

Project No. 10-000

Date: April 2016



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



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

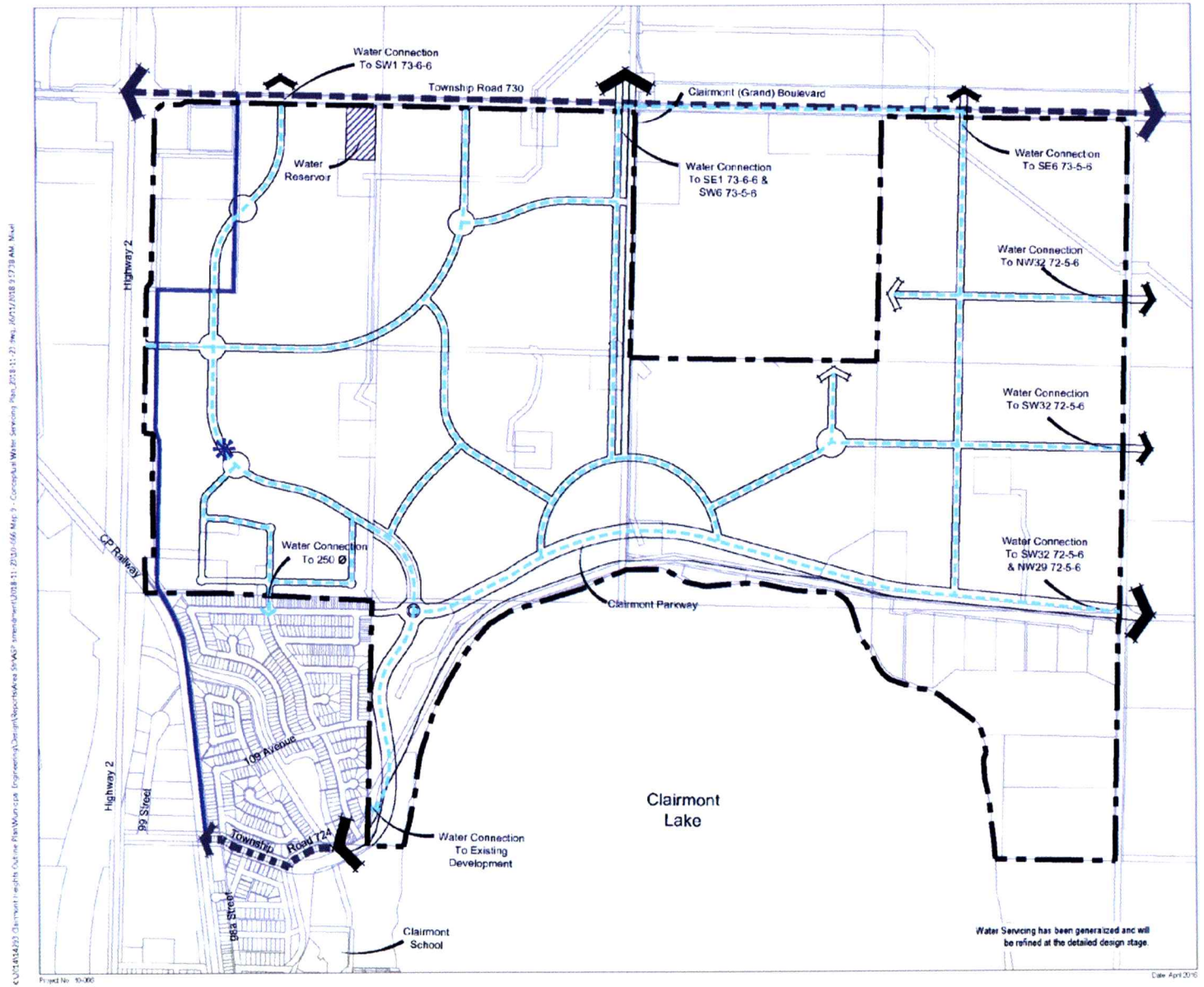
Map 8
**Conceptual Sanitary
Servicing Plan**



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

Date: April 2010

K:\017401201 Clairmont Heights Outline Plan\Municipal Engineering\Map 8 - Conceptual Sanitary Servicing Plan.dwg, 2010/04/20 11:20 AM, 2010/04/20 11:20 AM, Mike
Project No: 10-005



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

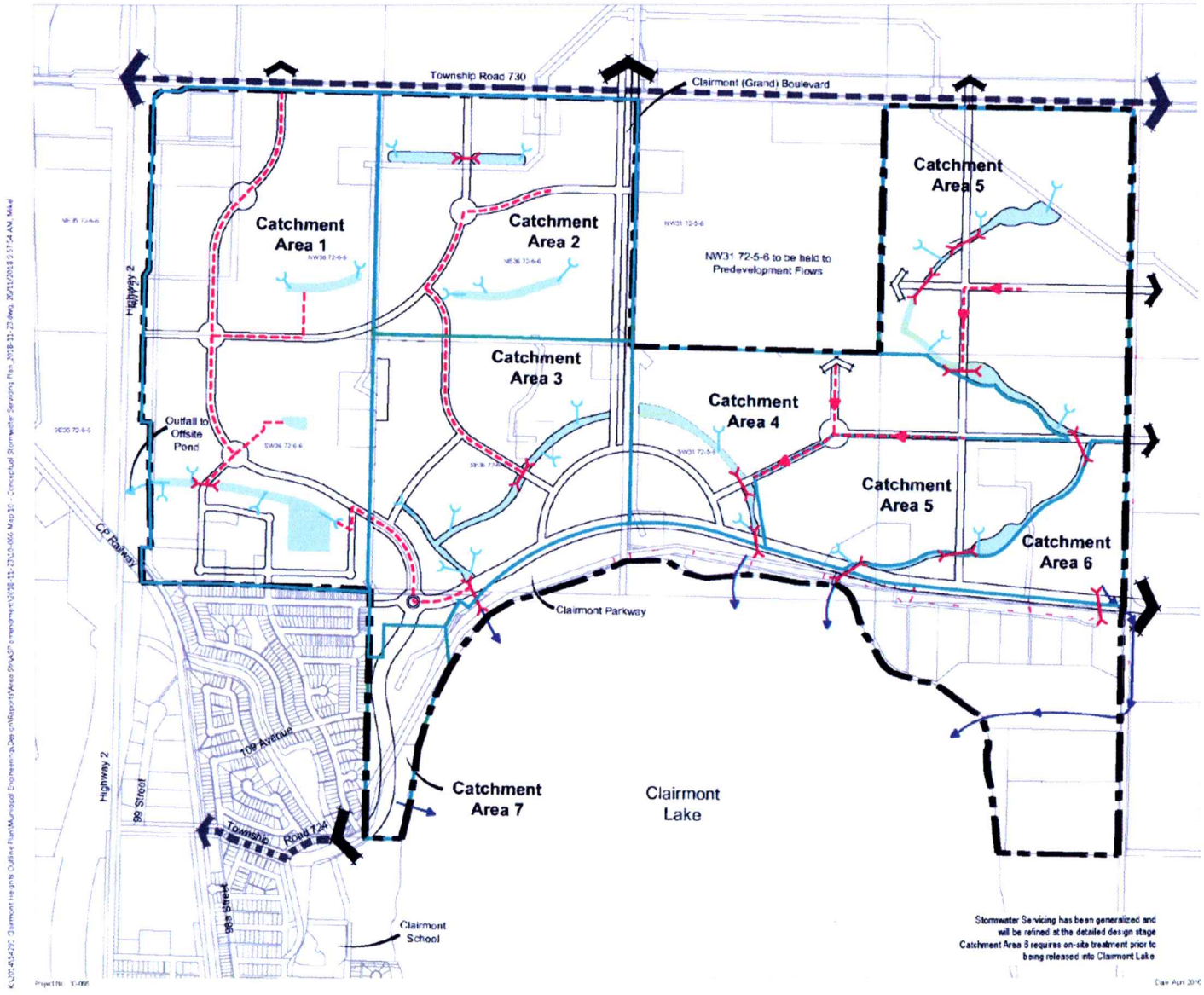


- Legend**
- Proposed 250mm Dia. Watermain
 - Existing Regional Water Line
 - * Proposed Pressure Reducing Valve (PRV)
 - Water Reservoir
 - ASP Boundary

**Map 9
Conceptual Water
Servicing Plan**



BYLAW 3102 SCHEDULE "A"



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



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

Map 10
**Conceptual Stormwater
Servicing Plan**



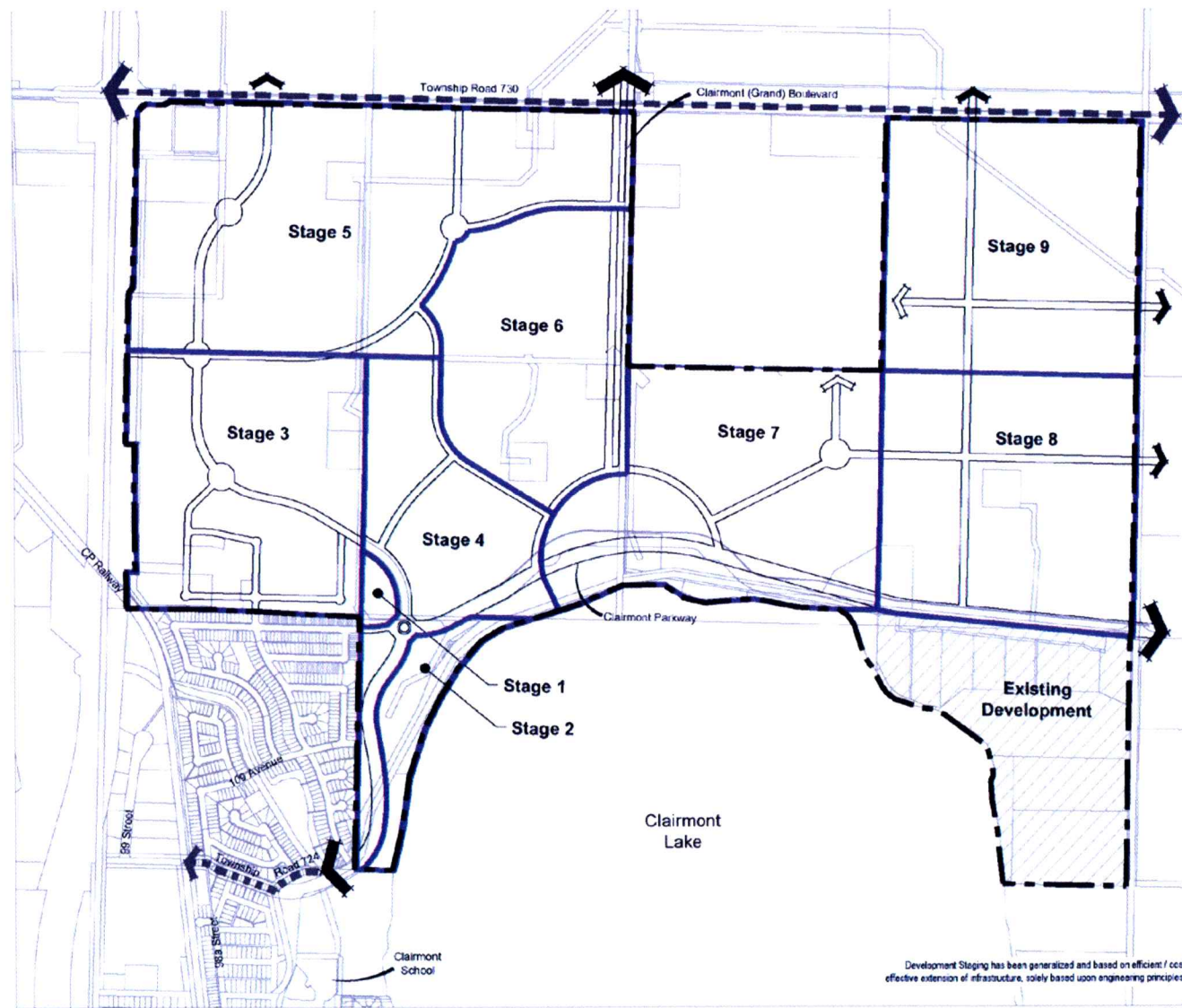
Bealrsto & Associates
ENGINEERING LTD.

K:\2015\24-027 - Clairmont Heights Outline Plan\Municipal Engineering\Design\Report\Area Structure Plan\Map 10 - Conceptual Stormwater Servicing Plan_2016-11-27.dwg, 26/11/2016 5:17:54 AM, Male

Project No: 15-009

Date: April 2016

 Staging Areas
 Existing Development
 ASP Boundary



Map 11 Staging



BYLAW 3102 SCHEDULE “A”

2) Delete Section 5.3.2 Auto Oriented Commercial and replace with the following wording:

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

3) Delete Table 1 – Land Use Statistics – Development Concept and replace with the following:

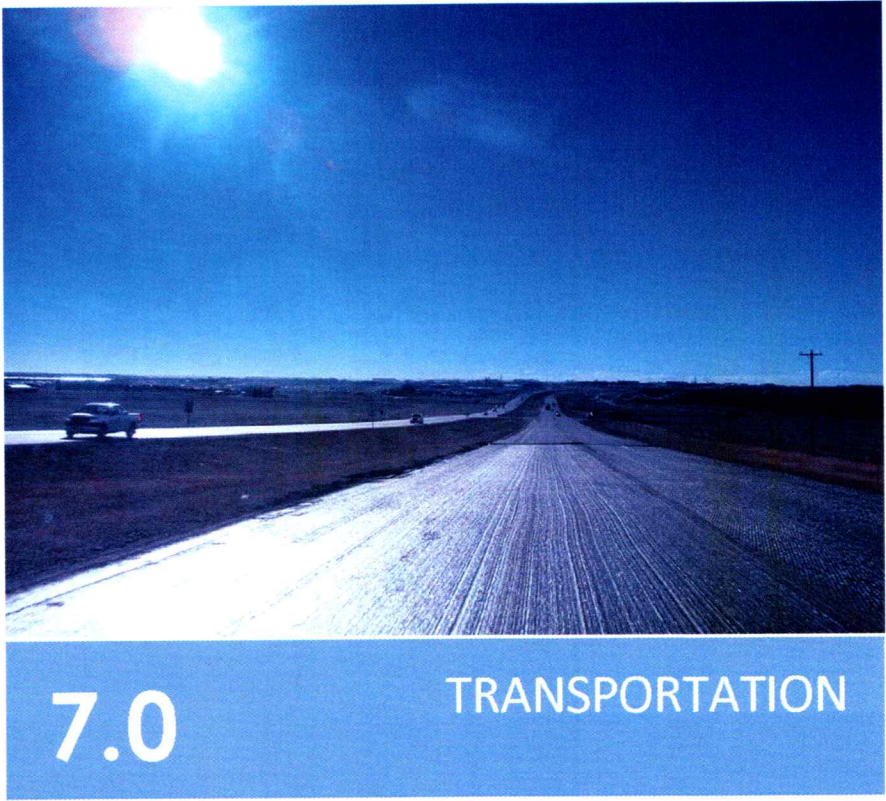
TABLE 1 - LAND USE STATISTICS - Development Concept - Revised
18-Apr-16

	Ha	% of GDA			
GROSS AREA	501				
Utility / Pipelines					
Well Sites / Development Setback	17	4%			
Pipeline Right-of-Way	13	3%			
Circulation					
Arterial Roadways	20	4%			
Other Uses					
Existing Estate Residential Development	34	8%			
Existing Environmental Reserve (ER)	13	3%			
Proposed Environmental Reserve (ER)	3	0%			
GROSS DEVELOPABLE AREA	401	100%			
Non-Residential Uses					
Circulation (20% GDA)					
Collector Roadways	27	6%			
Local Roadway (Estimate)	57	14%			
Parks/Open Space					
Municipal Reserve (MR)	30	7%			
Neighbourhood Parks (MR)	11	2%			
School Sites	8	1%			
Religious Facility	1	0%			
Recreation / Community Service	1	0%			
Stormwater Management Facilities/Swale	17	4%			
Commercial					
Village Centre (Commercial / Residential)	7	2%			
Mixed-Use	4	1%			
Commercial	29	7%			
Other Uses					
Water Reservoir	2	0%			
Total Non-Residential Uses	192	48%			
Residential Uses					
Estate Residential	23	6%			
Low Density Residential	132	33%			
Seniors Housing Complex	4	1%			
Medium Density Residential	39	10%			
High Density Residential	12	3%			
Total Residential Uses	209	52%			
TOTAL	401	100%			
RESIDENTIAL LAND USE ANALYSIS					
	Area (Ha)	Density Units / Ha	Units	Persons /Unit	Population
Estate Residential	23	12	274	2.8	767
Low Density Residential	132	20	2631	2.8	7366
Comprehensive Seniors Development	4	37	149	1.5	223
Medium Density Residential	39	45	1734	2.2	3814
High Density Residential	12	80	968	1.8	1742
TOTAL			5756		13912

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

BYLAW 3102 SCHEDULE “A”

4) Delete Section 7.0 Transportation and replace with the following:



7.1 Overview

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

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

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

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

7.2 Roadway Construction Standards

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

7.3 Intersections with Highway 2

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

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

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

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

7.4 Internal Transportation Network

7.4.1 Arterial Roadways

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

7.4.2 Clairmont (Grand) Boulevard

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

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

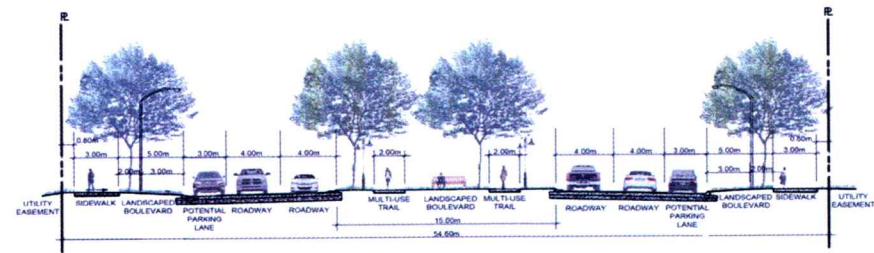


Figure 7-1: Clairmont (Grand) Boulevard Cross Section

7.4.3 Clairmont Parkway

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

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

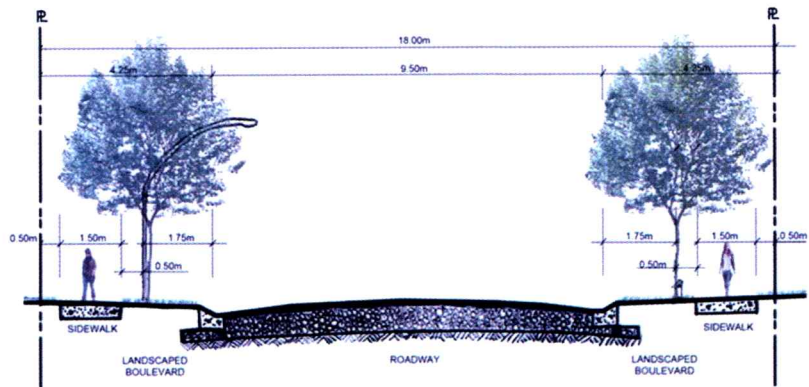


Figure 7-4: Residential Local Road (Rear Lane Access) Cross Section

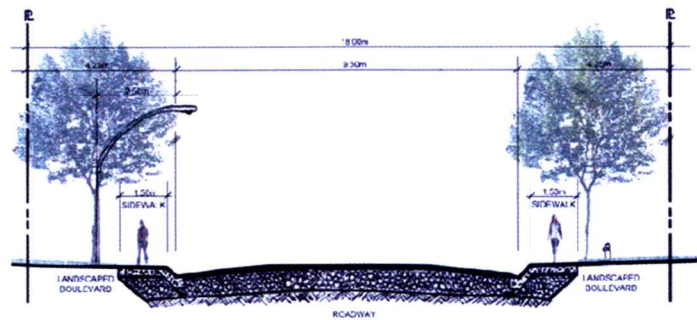


Figure 7-5: Residential Local Road (Front Driveway Access) Cross Section

7.5 Additional Potential Access from Highway 2

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

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

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

7.6 Transit Ready Design

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

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5) Delete and replace Appendix A: Clairmont Heights Land Ownership Information and replace with the following:

Clairmont Heights Land Ownership Information

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

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NE 30 72-5-W6M		
NE ¼ 30 72-5-W6M ; Lot 13MR; Block 1; Plan 0523090	The County of Grande Prairie NO. 1	10.70
NE ¼ 30 72-5-W6M; Lot 1B; Plan 0125496	Private	6.06
NE ¼ 30 72-5-W6M; Lot 3; Block 1; Plan 0523090	Private	2.20
SE ¼ 31 72-5-W6M; Lot 1; Plan 9524525	Private	2.07
NE ¼ 30 72-5-W6M; Lot 4; Block 1; Plan 0523090	Private	2.02
NE ¼ 30 72-5-W6M; Lot 2MR; Plan 0125496	The County of Grande Prairie NO. 1	1.92
NE ¼ 30 72-5-W6M; Lot 9; Block 1; Plan 0523090	Private	1.78
NE ¼ 30 72-5-W6M; Lot 5; Block 1; Plan 0523090	Private	1.75
NE ¼ 30 72-5-W6M; Lot 6; Block 1; Plan 0523090	Private	1.55
NE ¼ 30 72-5-W6M; Lot 8; Block 1; Plan 0523090	Private	1.44
NE ¼ 30 72-5-W6M	Private	0.56
NE ¼ 30 72-5-W6M Lot 10ER; Block 1; Plan 0523090	The County of Grande Prairie NO. 1	
Residual Areas (Right of Way, Rail Right of Way)		26.46
TOTAL		502.72