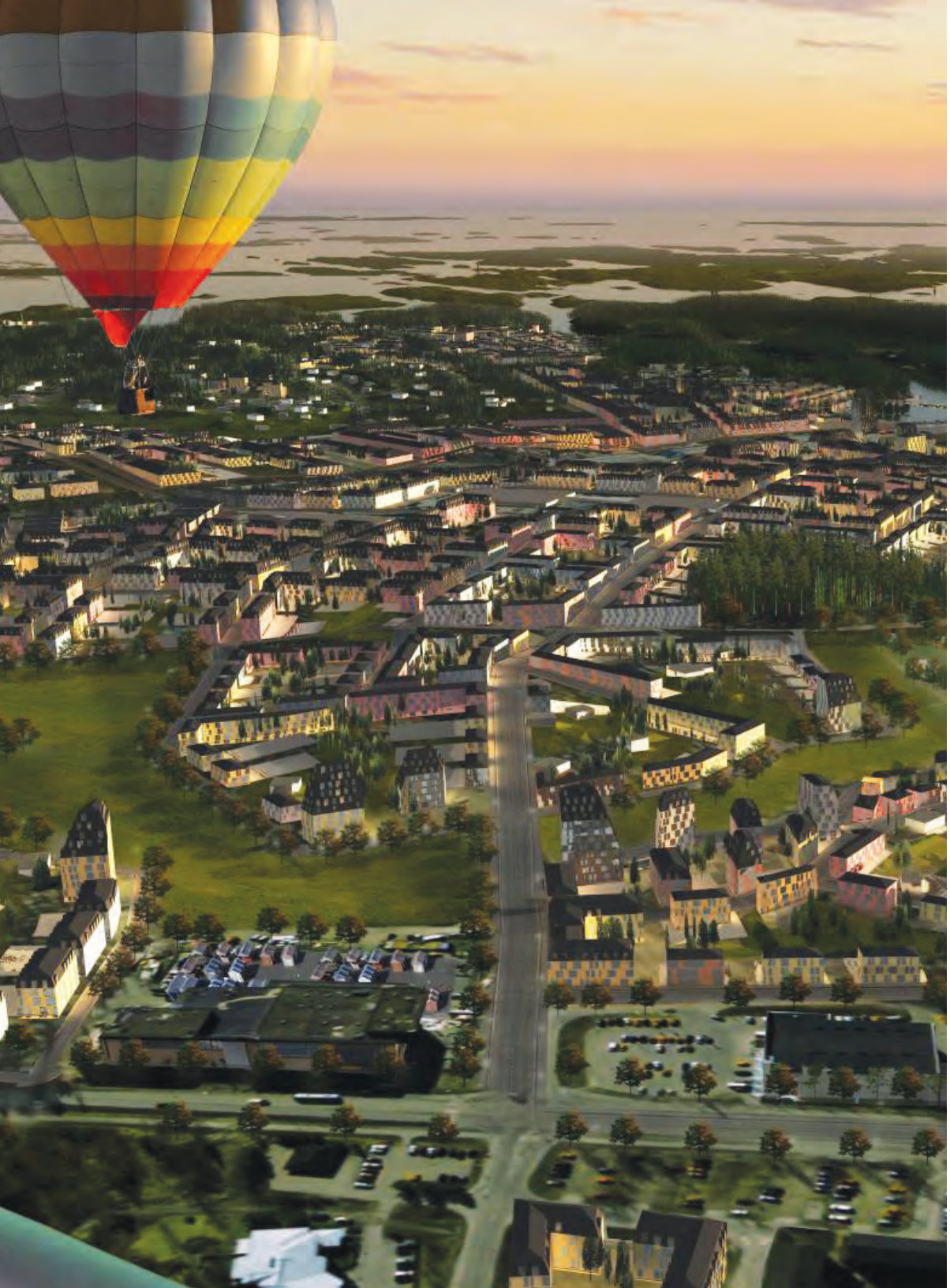


COUNTY OF GRANDE PRAIRIE DESIGN GUIDELINES

2017

County of Grande Prairie No. 1
Alberta, Canada

Letter from Council

Table of Contents

1.0 INTRODUCTION

1.1 URBAN DESIGN

Urban design is a process that gives shape to our communities, through the arrangement and design of streets, blocks, buildings and public spaces. It connects people and places, and blends planning, engineering, architecture and landscape architecture to make unique, attractive, sustainable and functional places and spaces. Urban Design is not only for cities – its principles and guidance can be applied to enhance towns, villages and other developments at all scales.

Context
Understanding community history, environment, economics, and the desires of the community while helping to create a vision for the future

Structure
The deliberate arrangement and manipulation of streets, blocks, buildings, cultural spaces, and natural features within the urban area

Connections
Facilities for conveying people, goods, natural functions and utilities that support quality of life within an urban setting. Usually in the form of streets.

Details
The elements that make up the public realm including the interface between buildings and right-of-way - surface treatments, lighting, landscape, etc.

Implementation
Executing a design process focused on delivering a quality built environment that can be maintained over the long-term.

1.2 COMMUNITY BUILDING MATRIX

The County of Grande Prairie Design Guidelines are intended to provide options for enhancing new development and existing communities – helping developers, builders, community members, councillors and County staff design and build streets, neighbourhoods and public spaces that increase the attractiveness, quality of life, safety and functionality of places and spaces in the County of Grande Prairie.

These guidelines will primarily be applied to areas being developed with a more urban form. The Design Guidelines Matrix illustrates which guidelines are relevant in each of the County's existing Land Use Districts.

The Guidelines can be used within the existing planning and development process to:

1. Provide direction for enhanced subdivision, site and building designs that go above and beyond the minimum Land Use Bylaw requirements and Minimum Design Standards for Engineering;
2. Assist in the preparation of future Area Structure Plans or community design plans, as well as future updates to the Municipal Development Plan and Land Use Bylaw.

The use of these Guidelines, in whole or in part, is optional and is not required for development in the County of Grande Prairie. However, developers and builders are encouraged to discuss the Guidelines with the County and consider incorporating at least some of these elements, where appropriate economy of scale are feasible, to enhance their development and the community as a whole.

			Land Use Typology																							
			Urban Areas - Villages and Hamlets								**Commercial Areas**		**Environment and Recreation Areas**		**Rural Areas**					**Industrial Areas**						
			Residential Condominium (RC) District	High Density Residential (HDR) District	Manufactured Home Community (MHC) District	Urban Reserve Residential (UR-R) District	Urban Reserve Industrial (UR - M) District	Urban Reserve (UR) District	Medium Density Residential (MDR) District	Village Centre Mixed Use (Mu1) District	Comprehensive Commercial (CC) District	General Commercial (GC) District	Limited Institutional and Recreation (L-IR) District	Intensive Recreation (IR) District	Agricultural (AG) District	Country Residential (CR) District	Rural Estate (RE) District	Rural Residential (RR) District	Country Industrial (CM) District	Confined Feeding Operations (CFO) District	Rural Industrial (RM) District	Highway Industrial (RM-4) District	Extractive Industrial (EX) District	Rural Industrial - Direct Control (RM - DC) District	Beaverlodge Airport - Direct Control (BA - DC) District
Design Element	**Streets and Blocks**	Laneway/Alley	■	■	■	■		■	■	■	■	■														
		Local	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■		■	■	■	■
		Collector	■	■		■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■		■	■	■	■
		Arterial		■					■	■	■	■	■		■	■	■		■	■	■		■	■	■	■
		Regional Highway		■					■	■	■	■			■				■	■	■	■	■	■	■	■
	Buildings	Mix Use		■			■		■	■	■	■							■							
		Single Family			■	■		■								■	■	■								
		Multi-Family	■	■		■			■	■																
		Low Rise Commercial					■				■	■	■	■					■	■	■	■	■	■	■	■
		Mid-Rise Commercial		■						■	■	■														
		Industrial					■												■	■	■	■	■	■	■	■
	Civic Spaces	Parkette/Playground	■	■	■	■	■		■	■	■	■					■	■								
		Neighbourhood Park	■	■	■	■	■		■	■							■	■								
		Community Park	■	■	■	■	■		■	■	■	■	■	■			■	■								
		Regional Park							■				■	■			■	■								

1.3 PLANNING & ENGINEERING CONTEXT

Development in the County of Grande Prairie is currently guided and regulated by a number of policies, regulations and standards, including:

- The County of Grande Prairie No. 1 Municipal Development Plan;
- The County of Grande Prairie No. 1 Integrated Community Sustainability Plan;
- The County of Grande Prairie No. 1 Land Use Bylaw; and
- The County of Grande Prairie No. 1 Minimum Design Standards.

The **Municipal Development Plan** (MDP) provides policy and guidance to County staff, the public and to Council on how to evaluate any proposal for growth and development within the County. The MDP strives to balance the need to grow and develop in a sustainable and efficient fashion, while maintaining a balance between the rights of the individual and the community as a whole.

The Integrated Community Sustainability Plan (ICSP) outlines a number of key goals and strategies to help the County achieve its vision for the future, including:

Goal A: Manage Economic Development across the County – being open for business, but committed to managing growth in a manner that promotes sustainable economic development and preserves the Region's quality of life and environment.

Goal B: Encourage Community Development across the Region – identifying and encouraging growth in urban areas where there are community facilities, programs and opportunities for recreation.

Goal C: Provide Quality Municipal Services and Infrastructure – planning for and investing in the transportation network, recycling programs, fire services, municipal water and sewer infrastructure and completing a regional disaster services plan.

Goal D: Think Regionally – continuing to be an active partner in the development of the area as a regional service center of choice and partnering with all of the communities within its boundaries.

County of Grande Prairie Vision & Values
Vision Statement – the County of Grande Prairie focuses on people, their quality of life and diversity of opportunity while enabling success through cooperation and progressive leadership.

Values – We believe that our primary purpose is to provide quality of life in safe, viable communities and recognize that this is best done through good, progressive and responsive municipal governance; effective, professional Administration; quality affordable services and infrastructure; and, lifestyle choice.

The **Land Use Bylaw** (LUB) regulates and controls the use and development of land and buildings within the County. It divides the County into 39 Land Use Districts which permit a variety of land uses and developments, and provides regulations and standards for setbacks, building heights, parking, signage and landscaping, among other issues.

If there are any conflicts between the Land Use Bylaw and any design options provided in these Guidelines, the Land Use Bylaw will prevail. However, the Design Guidelines can be used to inform or support future changes to the Bylaw.

The **Minimum Design Standards** provide the County's baseline requirements for: development reports, development service agreements, engineering plans, as-built drawings, general conditions, and the construction of water distribution systems, sanitary sewer systems, service connections, storm drainage systems, roadway systems, the installation of shallow utilities, and landscaping, lot grading and parks.

Some of these minimum requirements are noted in the Guidelines, along with options for enhancements and design alternatives that go above and beyond the Minimum Design Standards.

2.0 GOALS & OBJECTIVES

2.1 GOALS

The goal of these Design Guidelines is to help developers, builders, community members and the County enhance new neighbourhoods, streets, sites and buildings through a variety of options, tools and design ideas.

2.2 DESIGN OBJECTIVES

These Design Guidelines have been drafted to assist developers, builders, community members and the County create new communities, places and spaces that achieve the following objectives.

1. To help developers, builders, community members and the County enhance new neighbourhoods, streets, sites and buildings through a variety of options, tools and design ideas.
2. To promote the use of winter city design techniques to encourage outdoor activity, create lively streets, and reinforce the vitality of the community year round.
3. Neighbourhoods and communities that are structured to use land efficiently, be compatible with the natural environment and existing development, and accommodate a wide range of land uses and development over time.
4. Complete streets that provide safe, convenient and comfortable connections within and beyond each neighbourhood for all users, ages and abilities via all modes of transportation.
5. Attractive and functional streetscapes that enhance the comfort and safety of pedestrians and the attractiveness of the community in all seasons.
6. Complete neighbourhoods and communities that provide a range of housing options, social and recreational amenities, and commercial and employment opportunities in convenient and appropriate locations.
7. Sites, buildings, streets and open spaces that are attractive, accessible, well-used and safe for all community members in all seasons.
8. Development that contributes to quality of life and a sense of community through enhanced design options that recognize the unique characteristics and budget of each project.

3.0 ELEMENTS OF A COMMUNITY

Communities, whether urban or rural, are made up of a variety of interconnected elements and pieces. At a basic level, they contain a neighbourhood structure made up of blocks and lots separated by streets and public spaces, and developed with buildings, parking areas, landscaping and streetscape elements. The design, construction and linkages between each of these elements significantly influence our experience in a community, including how and where we live, work, learn and play within the community and how it functions, grows and prospers. Whether we are aware of it or not, the design of a community greatly impacts the quality of life of its residents.

Each of the Guidelines in the following sections provides options for enhancing the design, quality, functionality and attractiveness of these basic elements of community. The Guidelines are accompanied by images and illustrations to demonstrate how the recommendations could be incorporated into design and development.

4.0 DESIGN GUIDELINES

4.1 NEIGHBOURHOOD STRUCTURE

New neighbourhoods come in all shapes and sizes. Some of the factors that influence the configuration of new neighbourhoods include: natural topography, geographic features, land ownership patterns, existing land uses, proximity to major infrastructure and services, market demand, and the location and function of a new neighbourhood within its larger planning context. Any new neighbourhood can be a great neighbourhood, and there are many ways to achieve this success. These Guidelines recognize that no two neighbourhoods are alike, and that the recommended design elements should be applied in a way that best responds to each unique area and demand.

- New neighbourhoods and communities should be planned and designed to work with and respect the natural landscape, including soils, topography, natural and historic features, drainage patterns, habitats, watercourses, and wetlands.

- Natural features like wetlands, watercourses and mature tree stands, as well as the connections between them, should be conserved to sustain healthy natural habitats, drainage corridors, wetlands and identified wildlife corridors.

- New neighbourhoods and communities should be designed to take advantage of slopes, elevation perspectives and solar orientation to enhance views and passive heating and cooling

- Residential neighbourhoods should be planned so that all homes are within a 10 minute walk (800 metre distance) from a community main street, an elementary school and a neighbourhood park to promote active living.

- Main streets should connect multiple residential neighbourhoods along a common boundary and includes uses such as higher density residential buildings, grocery stores, banks, restaurants, child care facilities, and other small scale retail and office uses.

- The commercial and mixed-use portions of main streets should extend for approximately 250 to 365 metres in length; they are not intended to stretch for the entire width or length of a community.

- Streets should be laid out in a general grid pattern to maximize the efficiency of land use and circulation. The grid can be modified to accommodate changes in topography, watercourses, steep slopes and other features.

- Urban residential and commercial blocks should be laid out with length from 75 to 150 metres and depths of 75 to 85 metres (with rear lanes). The ideal block layout is 150 metres long by 75 metres deep to achieve walkable communities.

- Larger industrial or institutional blocks should design internal circulation patterns and building locations to allow for potential subdivision into blocks to accommodate future changes in use.

4.2 STREETS

Streets are the primary form of connectivity and movement for pedestrians, cyclists, vehicles and public transportation in a community. By designing “complete streets” that serve a variety of functions and accommodate a range of transportation choices and community members of all ages and abilities, they also act as an integral public space for a community.

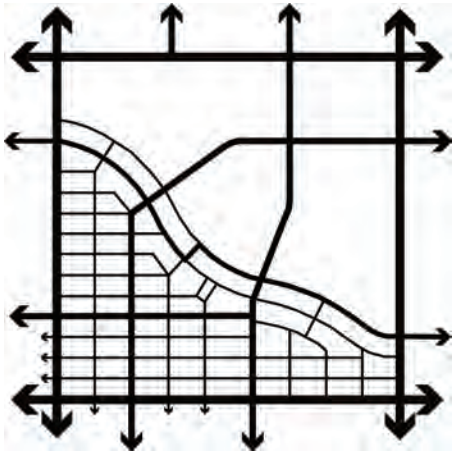
The philosophy of complete streets promotes planning, designing, operating and maintaining convenient, safe and accessible streets that support and meet the diverse needs of pedestrians, cyclists, transit users and motorists. In addition to facilitating a range of transportation options, complete streets also contribute to:

- Public health – active transportation choices combat inactivity and chronic disease while allowing people to interact with each other in informal social settings.
- Economic development – communities with a range of transportation choices and quality, walkable destinations help companies to attract and retain employees.
- Sustainability – providing opportunities for transportation other than personal vehicles reduces greenhouse gas emissions, and street trees and other plantings help to reduce heat island effects and manage stormwater run off.

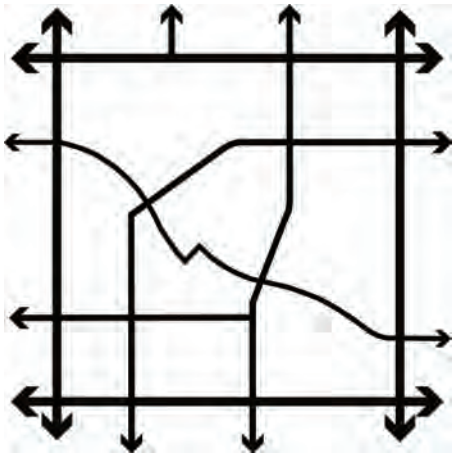
Streets that interconnect with multiple other streets in a grid pattern (rather than in closed cul-de-sacs and dead end streets), are easier for all modes of transportation to use, and provide better connection between land uses and destinations in a community. The County of Grande Prairie’s relatively flat topography and historic mile-section grids are well-suited for the development of grid patterned streets in new neighbourhoods and communities. Grid streets can be modified to accommodate topographical and natural constraints (such as slopes, waterbodies, wetlands, etc.) and to add interest to the streetscape.

Streets are typically divided into categories based on how they are intended to be used:

- Highways are designed for largely uninterrupted flows of high volume traffic at high speeds. Access to highways is generally limited to Arterial Streets.
- Arterial Streets are designed to carry large volumes of traffic at higher speeds from Collector Streets to other Arterials or Highways and access is limited to collector streets. Arterial Streets are often divided into major/minor and urban/rural classifications.



- Collector Streets are designed for low to medium speeds and traffic volumes, and are used to collect traffic from Local Streets and distribute to Arterial Streets. Collector streets also provide access to property. Traffic calming measures and use by pedestrians and cyclists are also appropriate on Collector Streets.



- Local Streets have the lowest speed limits and are designed to carry low volumes of traffic and provide access to property. Traffic calming measures (such as narrower lane widths, curb bump-outs, and street trees) are most appropriate on local streets. Local streets are also the most comfortable and safe for pedestrians and cyclists.
- Lanes/Alleyways reduce interruptions to the traffic along local and collector roadways as they limit the accesses and vehicles entering and existing properties along these roadways. This helps in maintaining smoother pedestrian movement along sidewalks and continuous traffic flow along these roads

Note: Where possible physically separate cycle lanes from the road should be encouraged as this leads to increased ridership and use.

Each of the illustrations in the following sections outline the Minimum Design Standards required for development and construction, along with the enhanced Design Guidelines.

4.3 LOCAL STREETS

Local Streets that serve high density, urban, residential areas with front lot, rear lot or Public Utility Lot (PUL) servicing should include:

a) A minimum of one tree per lot, spaced 6.0 to 10.0 metres apart on centre (depending on species selection) to provide shade, mitigate heat island effects, create vertical elements closer to the street for traffic calming, and aesthetics;

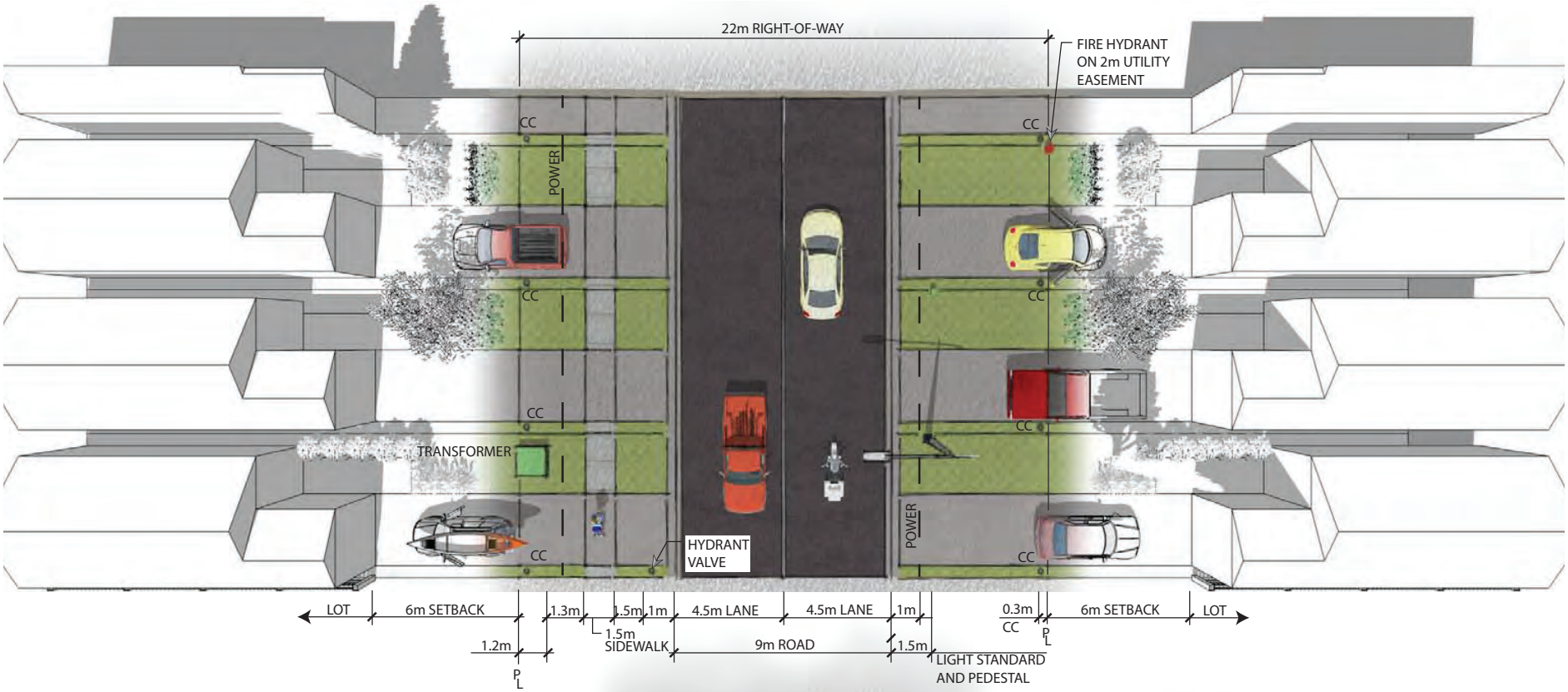
b) A minimum 1.5 metre wide sidewalk on each side of the street, offset by 2.5 metres from the street to maximize pedestrian separation from vehicles; and

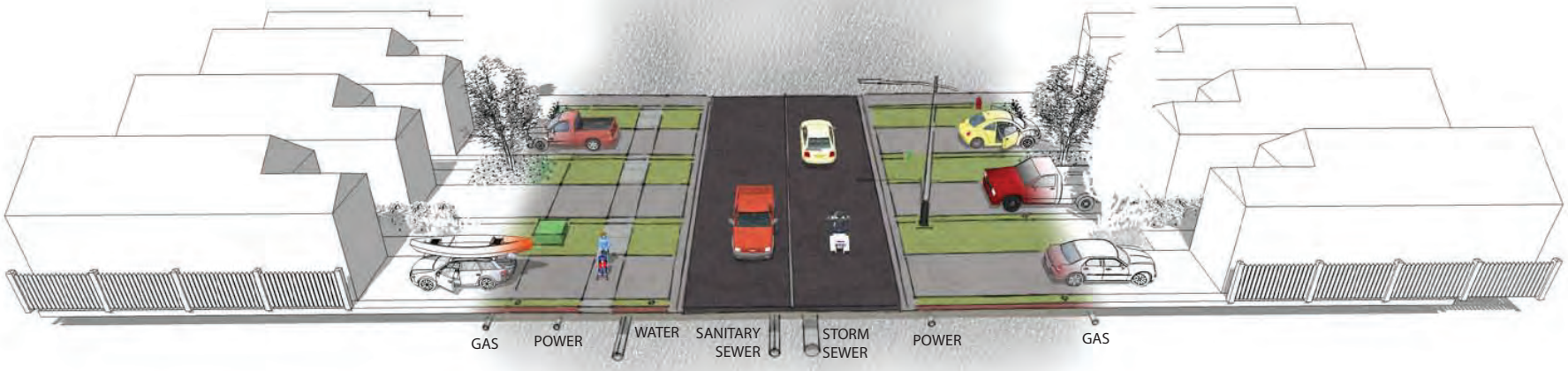
c) Architectural lighting that suits the overall neighbourhood character, with LED bulbs for sustainability and efficiency. Banners can be added to light poles for improved aesthetics and to define neighbourhood character and identity.

d) Pedestrian street lighting should be of a scale between 2.4 to 3.0 metres where possible.

NEIGHBOURHOOD CHARACTER
is a look and feel of a neighbourhood that distinguishes one neighbourhood from another. Development elements such as land use density, building massing and heights, architectural styles and urban design treatment contribute to the character of a neighbourhood.

RESIDENTIAL LOCAL ROAD HIGH DENSITY URBAN SUBDIVISION FRONT LOT SERVICING MINIMUM STANDARD (REQUIRED)



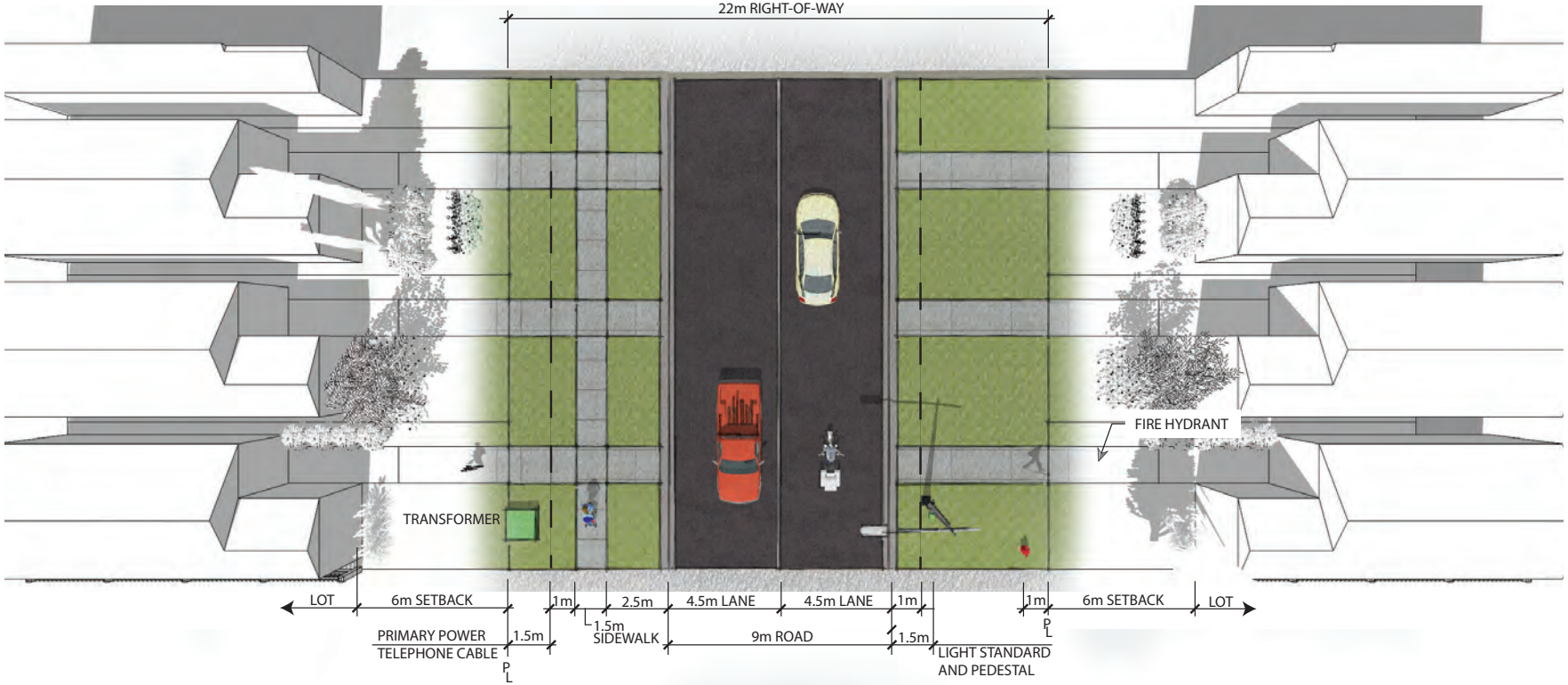


- TREES ON LOCALS ARE NOT REQUIRED.
- 1.5m SEPARATE SIDEWALK ON ONE SIDE ONLY; 2.5m OFFSET FROM ROAD.
- ENGINEERED STREET LIGHTING.

RESIDENTIAL LOCAL ROAD HIGH DENSITY URBAN SUBDIVISION FRONT LOT SERVICING RECOMMENDED DESIGN GUIDELINES (OPTIONAL/RECOMMENDED)

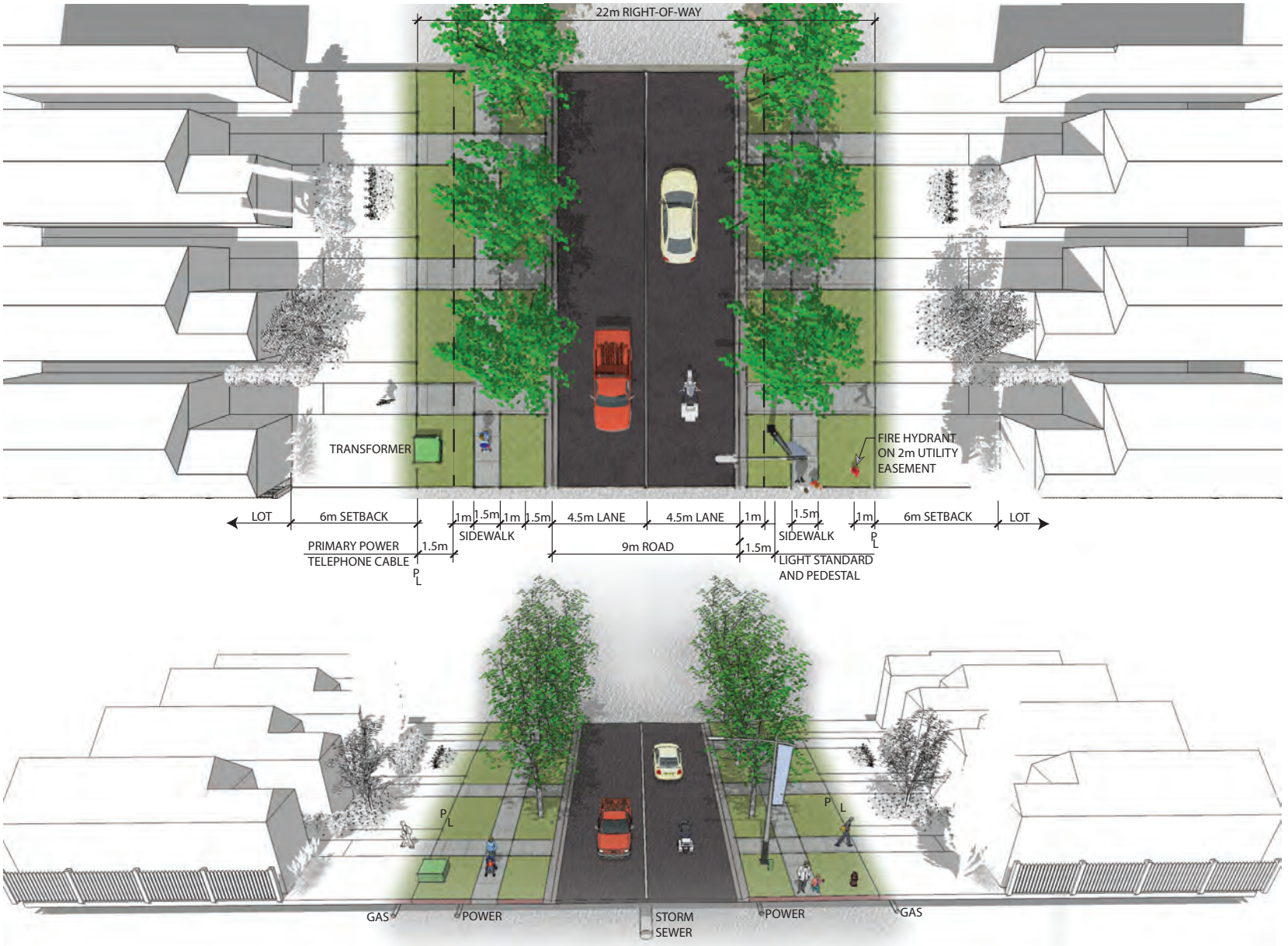
- ONE TREE PER LOT; 6-10m ON CENTER (DEPENDING ON SPECIES SELECTION).
- MINIMUM 1.5m SEPARATE SIDEWALK; 2.5m OFFSET FROM ROAD.
- ARCHITECTURAL LIGHTING WITH LED BULBS.

RESIDENTIAL LOCAL ROAD HIGH DENSITY URBAN SUBDIVISION REAR LANE/PUBLIC UTILITY LOT (PUL) SERVICING MINIMUM STANDARD (REQUIRED)



TREES ON LOCALS ARE NOT REQUIRED.
1.5m SEPARATE SIDEWALK ON ONE SIDE ONLY; 2.5m OFFSET FROM ROAD.
ENGINEERED STREET LIGHTING.

RESIDENTIAL LOCAL ROAD HIGH DENSITY URBAN SUBDIVISION REAR LANE/PUBLIC UTILITY LOT (PUL) SERVICING DESIGN GUIDELINES (OPTIONAL/RECOMMENDED)



- ONE TREE PER LOT; 6-10m ON CENTER (DEPENDING ON SPECIES SELECTION).
- MINIMUM 1.5m SEPARATE SIDEWALK; 2.5m OFFSET FROM ROAD.
- ARCHITECTURAL LIGHTING WITH LED BULBS.

4.4 COLLECTOR STREETS

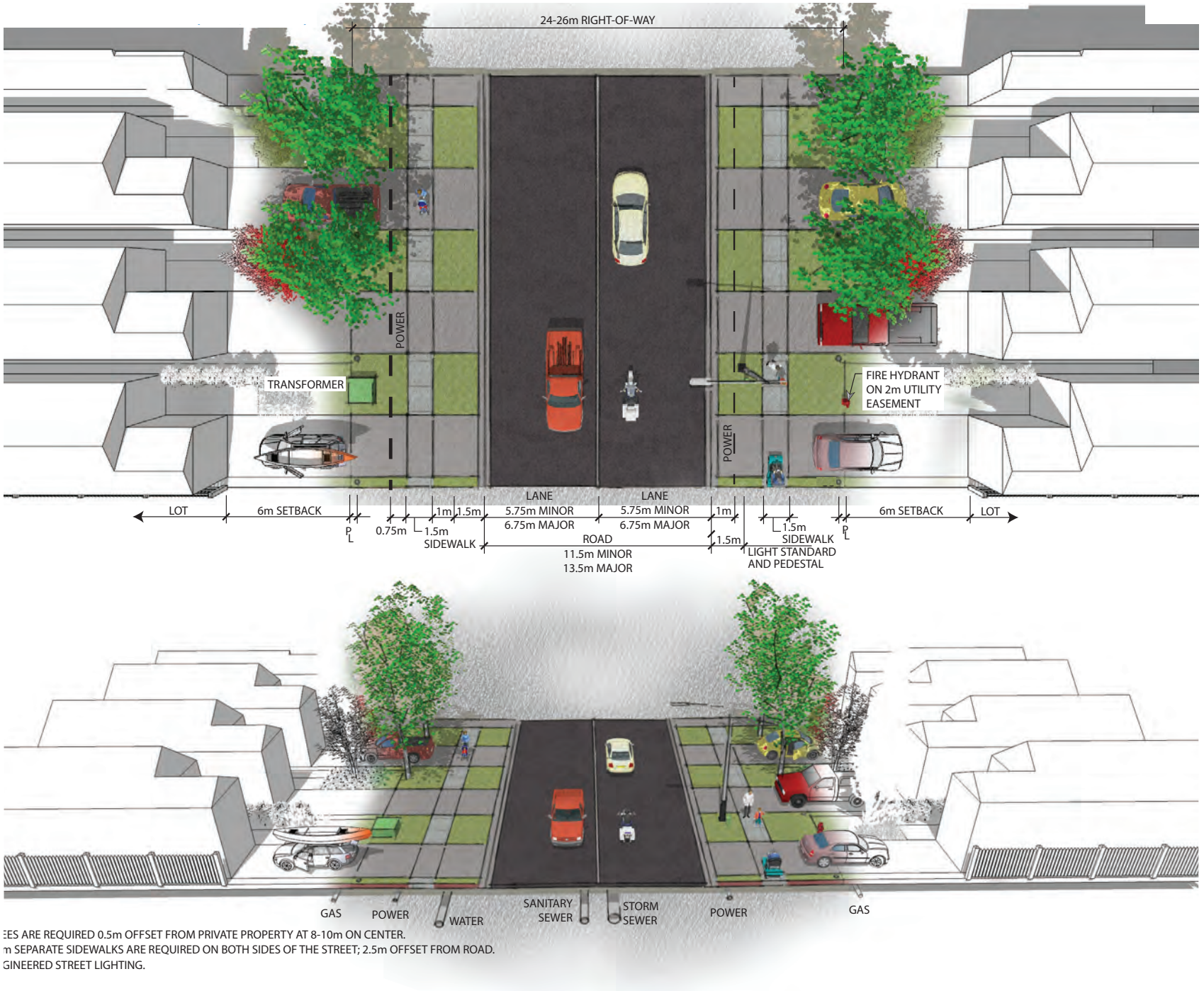
Collector Streets that serve high density, urban, residential areas with front lot, rear lot or Public Utility Lot (PUL) servicing should include:

a) A minimum of one tree per lot, spaced 6.0 to 10.0 metres apart on center (depending on species selection) to provide shade, mitigate heat island effects, create vertical elements closer to the street for traffic calming, and aesthetics;

b) A minimum 1.5 metre wide separate sidewalk on both sides of the street for universal accessibly, with a 2.5 metre landscaped buffer to maximize pedestrian separation from vehicles to encourage their use through reduced stress. The landscaped buffer should be planted with maximum 1.0 metre high shrubs spaced 1.2 metres apart on center; and

c) Architectural lighting that suits the overall neighbourhood character, with LED bulbs for sustainability and efficiency. Banners can be added to light poles for improved aesthetics and to define neighbourhood character and identity.

RESIDENTIAL COLLECTOR ROAD HIGH DENSITY URBAN SUBDIVISION FRONT LOT SERVICING MINIMUM STANDARD (REQUIRED)

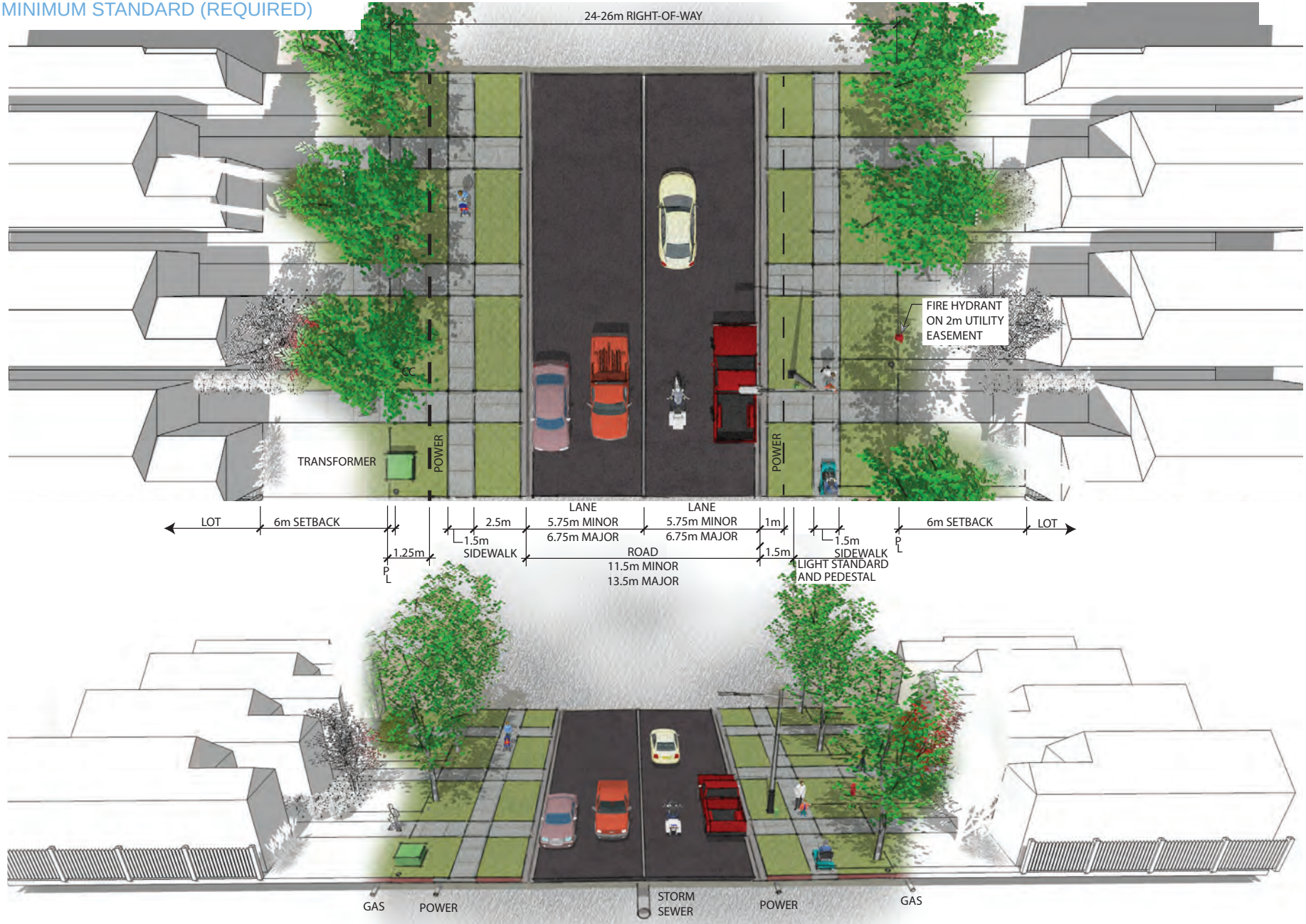


ES ARE REQUIRED 0.5m OFFSET FROM PRIVATE PROPERTY AT 8-10m ON CENTER.
m SEPARATE SIDEWALKS ARE REQUIRED ON BOTH SIDES OF THE STREET; 2.5m OFFSET FROM ROAD.
GINEERED STREET LIGHTING.

RESIDENTIAL COLLECTOR ROAD HIGH DENSITY URBAN SUBDIVISION FRONT LOT SERVICING DESIGN GUIDELINES (OPTIONAL/RECOMMENDED)

- ONE TREE PER LOT; 6-10m ON CENTER (DEPENDING ON SPECIES SELECTION).
- MINIMUM 1.5m SEPARATE SIDEWALK; 2.5m LANDSCAPE BUFFER WITH MAXIMUM 1m HIGH SHRUBS, 1.2m ON CENTER.
- ARCHITECTURAL LIGHTING WITH LED BULBS.

RESIDENTIAL COLLECTOR ROAD HIGH DENSITY URBAN SUBDIVISION REAR LANE/PUBLIC UTILITY LOT (PUL) SERVICING MINIMUM STANDARD (REQUIRED)



- TREES ARE REQUIRED 0.5m OFFSET FROM PRIVATE PROPERTY WITH 8-10m ON CENTER SPACING.
- 1.5m SEPARATE SIDEWALK ON BOTH SIDE OF THE STREET; 2.5m OFFSET FROM ROAD.
- ENGINEERED STREET LIGHTING.

RESIDENTIAL COLLECTOR ROAD HIGH DENSITY URBAN SUBDIVISION REAR LANE/PUBLIC UTILITY LOT (PUL) SERVICING DESIGN GUIDELINES (OPTIONAL/RECOMMENDED)

- ONE TREE PER LOT; 6-10m ON CENTER (DEPENDING ON SPECIES SELECTION).
- MINIMUM 1.5m SEPARATE SIDEWALK WITH LANDSCAPED MAXIMUM 1m HIGH SHRUB BUFFER AT 1.2m ON CENTER ; 2.5m OFFSET FROM ROAD.
- ARCHITECTURAL LIGHTING WITH LED BULBS.

4.5 COMMERCIAL SERVICE STREETS

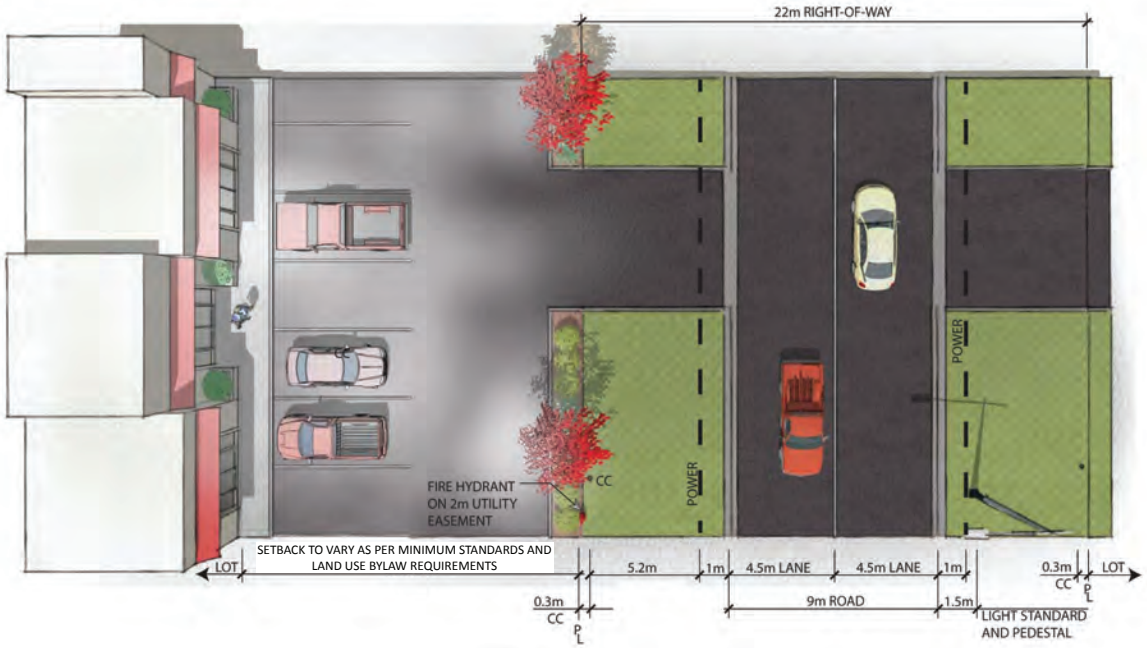
Commercial Service Streets in urban areas with front lot servicing should include:

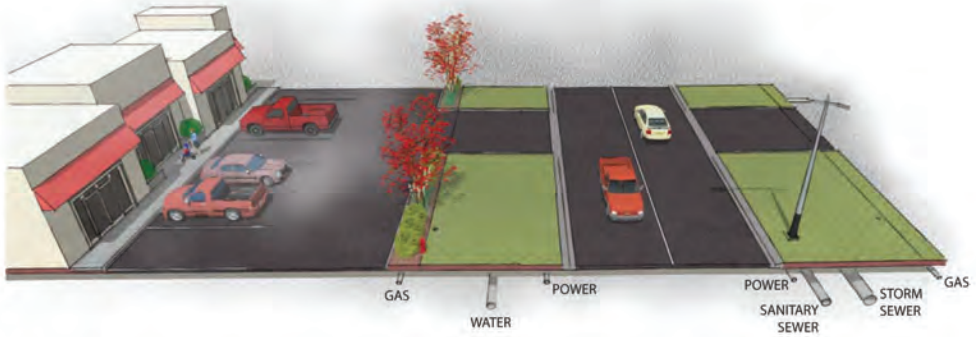
a) Trees spaced 8.0 to 10.0 metres apart on center (depending on species selection) to provide shade, mitigate heat island effects, create vertical elements close to the street for traffic calming, and aesthetics;

b) A minimum 3.0 metre wide multi-use trail for universal accessibility and recreation, offset 2.5 metres from the street to maximize pedestrian separation from vehicles. Additional shrub planting should be added between the trail and the curb to improve safety and separation; and

c) Architectural lighting that suits the overall neighbourhood character, with LED bulbs for sustainability and efficiency. Banners can be added to light poles for improved aesthetics and to define neighbourhood character and identity.

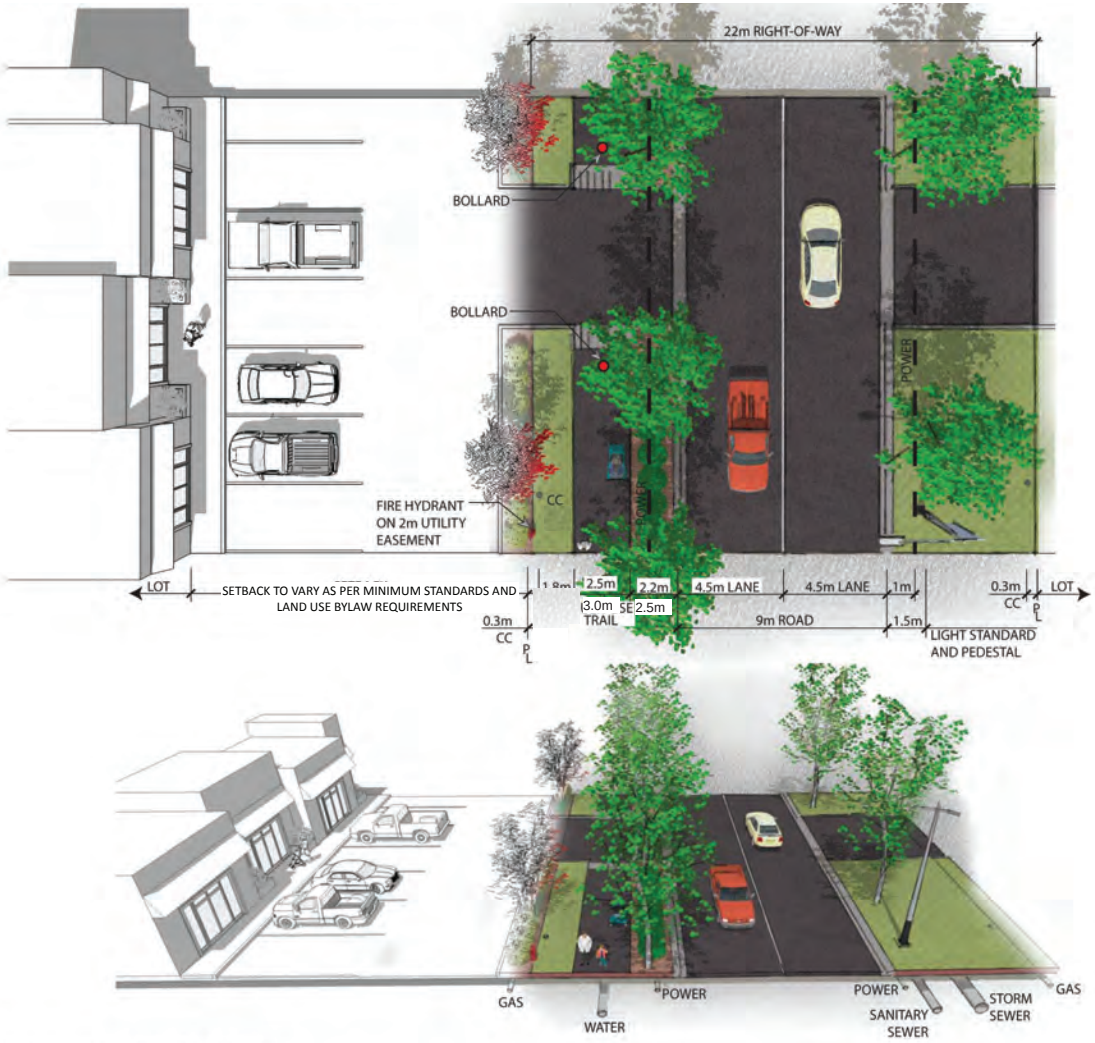
COMMERCIAL SERVICE ROAD URBAN SUBDIVISION FRONT LOT SERVICING MINIMUM STANDARD (REQUIRED)





- TREES AND WALKWAY CONNECTIONS ARE NOT REQUIRED.
- ENGINEERED STREET LIGHTING.

COMMERCIAL SERVICE ROAD URBAN SUBDIVISION FRONT LOT SERVICING DESIGN GUIDELINES (OPTIONAL/RECOMMENDED)



- TREES REQUIRED 8-10m ON CENTER (DEPENDING ON SPECIES SELECTION).
- 3m MULTI-USE TRAIL; 2m OFFSET FROM ROAD; ADDITIONAL SHRUB PLANTING BETWEEN TRAIL AND CURB.
- 3m MULT-USE TRAIL; 2.5m OFFSET FROM ROAD; ADDITIONAL SHRUB PLANTING BETWEEN TRAIL AND CURB.

4.6 COMMERCIAL COLLECTOR STREETS

Commercial Collector Streets in urban areas with front lot servicing should include:

a) A minimum of one tree per lot, spaced 6.0 to 10.0 metres apart on center (depending on species selection) to provide shade, mitigate heat island effects, create vertical elements closer to the street for traffic calming, and aesthetics;

b) A minimum 1.5 metre separate sidewalk on one side of the street and a minimum 3.0 metre multi-use trail on the other side of the street for universal accessibility, offset 2.5 metres from the street to maximize pedestrian separation from vehicles. The 2.5 metre offset should include a landscaped buffer (maintenance of grass boulevards will be in accordance with the County Bylaw).

c) Architectural lighting that suits the overall neighbourhood character, with LED bulbs for sustainability and efficiency. Banners can be added to light poles for improved aesthetics and to define neighbourhood character and identity.

d) Pedestrian street lighting should be of a scale between 2.4 to 3.0 metres where possible, to provide a pedestrian scale.

COMMERCIAL COLLECTOR ROAD URBAN SUBDIVISION FRONT STREET SERVICING MINIMUM STANDARD (REQUIRED)

- TREES ARE REQUIRED 0.2m OFFSET FROM PRIVATE PROPERTY AT 8-10m ON CENTER.
- 1.25m SEPARATE SIDEWALK ON ONE SIDE ONLY; 4m OFFSET FROM ROAD.
- ENGINEERED STREET LIGHTING.

- C
- M
- A

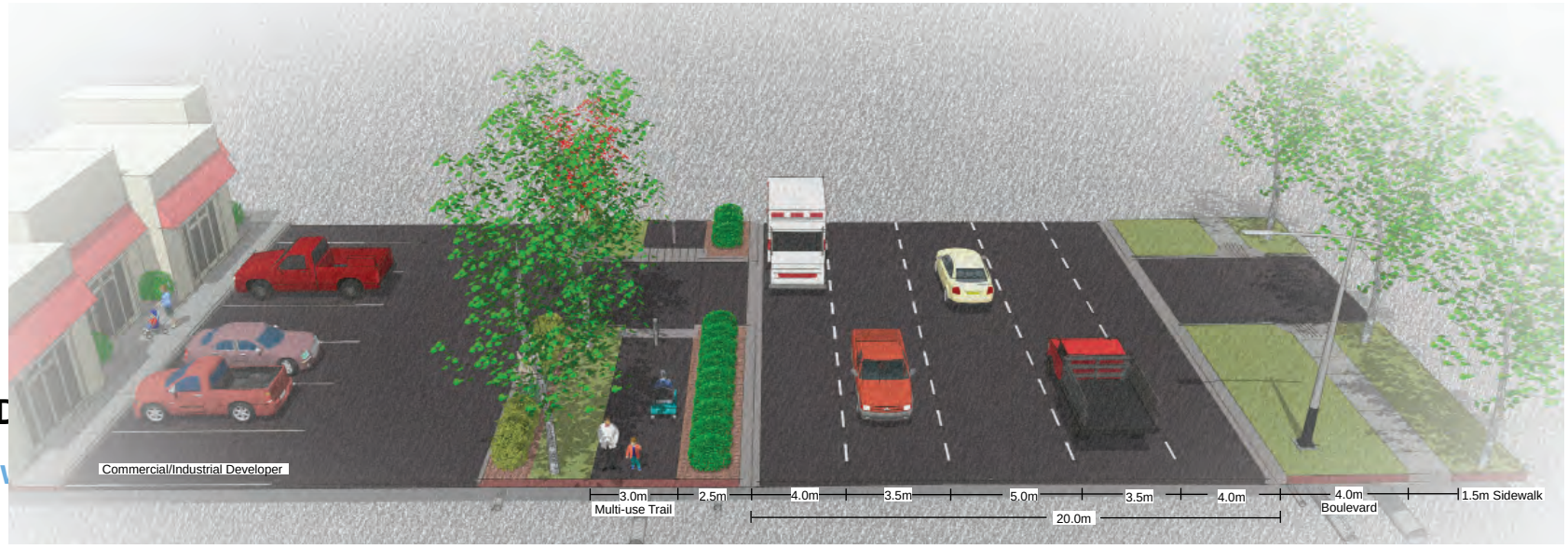
COMMERCIAL COLLECTOR ROAD URBAN SUBDIVISION FRONT STREET SERVICING DESIGN GUIDELINES (OPTIONAL/RECOMMENDED)

- ONE TREE PER LOT; 6-10m ON CENTER (DEPENDING ON SPECIES SELECTION).
- MINIMUM 1.5m SEPARATE SIDEWALK ON ONE SIDE AND 3m MULTI-USE TRAIL ON OPPOSITE SIDE ; 2m OFFSET FROM ROAD TO INCLUDE LANDSCAPE BUFFER.
- ARCHITECTURAL LIGHTING WITH LED BULBS.

4.7 ARTERIAL ROADS

Arterial Roads in urban areas should consider the following:

a) Directed access to residential development will be prohibited;
b) Residential development adjacent to an arterial road should be separated by a noise attenuation berm and/ or fence,
c) Commercial and industrial
c) Direct access to commercial and industrial developments are strongly discouraged and will only be considered where access management is in accordance with sound transportation planning principles.



4.12 D

Roadv

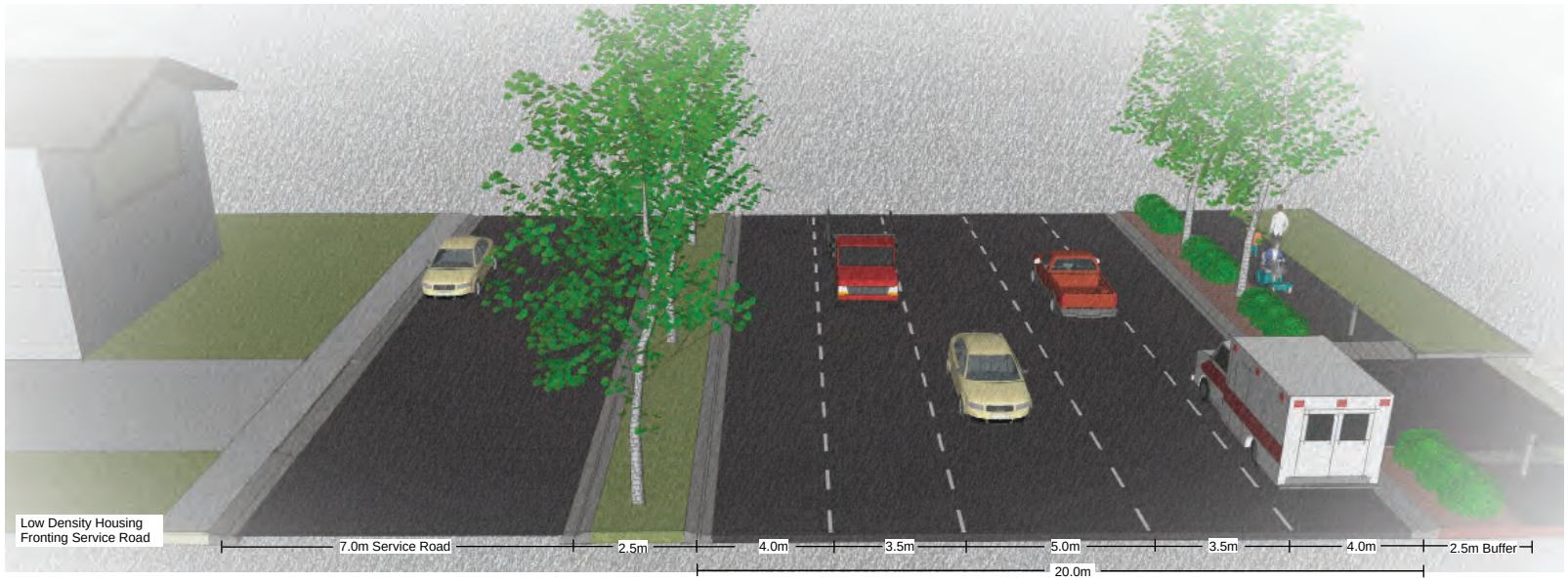
Arterial Roads in urban areas should include:

a) A minimum of one tree per lot, spaced 6.0 to 10.0 metres (depending on species selection) apart. Boulevards and medians should be provided. Trees provide shade, mitigate heat island effects, create vertical elements closer to the street for traffic calming,and aesthetics.

b) A minimum 1.5 metre separate sidewalk on one side of the street and a minimum 3.0 metre multi-use trail on the other side of the road for universal accessibility, offset 2.5 metres from the street to maximize pedestrian separation from vehicles. The 2.5 metre offset should include a landscaped buffer. (Maintenance of grass boulevards will be in accordance with the County Bylaw.)

c) Architectural lighting that suits the overall neighbourhood character, with LED bulbs for sustainability and efficiency. Banners can be added to light poles for improved aesthetics and to define neighbourhood character and identity.

d) Pedestrian street lighting should be of a scale between 2.4 to 3.0 metres high where possible, to provide a pedestrian scale.



4.8 HIGH VISIBILITY CORRIDORS

The importance of the High Visibility Corridor is to emphasize continuous landscaping along the primary roadways in the County. These roadways are often provincial highways, arterial and major collectors which experiences the highest volume of vehicular traffic, and where there is the highest level of visibility. The benefits of a continuously landscaped corridor becoming increasingly important as it can help relax tense drivers and makes the overall driving experience more pleasant. In addition, the continuous landscaping will provide positive environmental effects that benefits everyone. The success of High Visibility Corridor is through continuous promoting of the overall benefits through the process of commercial and industrial development along these corridors. The County will take an active lead to promote these benefits and encourage the community to also get involved through the development process along these primary roadways

The road network includes:

a) Highway 2, 40 & 43,
b) Range Road 63 from Highway 43 to Highway 672,
c) Township Road 724 from Range Road 63 to Highway 2,
d) Township Road 723 from Range Road 63 to Range Road 62,
e) 84 Avenue from Range Road 62 to Range Road 63,
f) Bauman Road from Highway 2 to Range Road 60,
g) Township Road 722A from Range Road 60 to Range Road 51,
h) Township Road 710 from Range Road 71 to Highway 40,
i) Township Road 714 from Range Road 83 to Range Road 64,
j) Range Road 71 from Township Road 712 to Township Road 710,
k) Range Road 55 from Township Road 722A to the north boundary of the City,
l) 156 Avenue from Highway 40 to 92 Street,
m) Township Road 721A from 92 Street to Range Road 51,
n) Township Road 732 from Highway 2 to Range Road 51, an
o) Range Road 51 from Township 732 to Highway 43

Commercial and industrial developments along High Visibility Corridors should also follow high architectural standards and at a minimun should include the following

a) A minimum building height of 4.0 metres
b) Articulated facades avoiding blank solid walls.
c) Attractive colour and material palettes.
d) Noise attenuation fence with evergreen trees along the inside of the property line
e) Well lit and landscaped parking lots
f) Outdoor storage and/ or work area should not be visible from a high visibility corridor.

High Visibility Corridors should include:

a) A minimum of one tree per lot, spaced 6.0 to 10.0 metres (depending on species selection) apart within boulevards and medians should be provided. Trees provide shade, mitigate heat island effects, create vertical elements closer to the street for traffic calming,and aesthetics.

b) Where suitable a minimum 1.5 metre separate sidewalk on one side of the street and at a minimum 3.0 metre multi-use trail on one side of the road for universal accessibility offset 2.5 metres from the street to maximize pedestrian separation from vehicles should be provided. The 2.5 metre offset should include a landscaped buffer. (Maintenance of grass boulevards will be in accordance with the County Bylaw.)

c) Noise attenuation berms, drainage ditches, and right-of-way expansion setbacks should include landscaping.

d) Architectural lighting that suits the overall neighbourhood character, with LED bulbs for sustainability and efficiency. Banners can be added to light poles for improved aesthetics and to identify gateways and the County's identity.

e) Pedestrian street lighting along multi-use trails should be of a scale between 2.4 to 3.0 metres where possible, to provide a pedestrian scale.

4.9 RURAL STREETS

Rural Streets serving low and medium density residential areas should include:

a) Low Impact Development principles with consideration to swales and bio retention cells and the use of naturalized planting (that is native to the Grande Prairie region) is encouraged;

b) Planting that does not interfere with underground or overhead utilities; and

4.10 COMMERCIAL/INDUSTRIAL RURAL STREETS

Rural Streets that serve commercial and/or industrial areas should include:

a) Low Impact Development principles with consideration to swales and bio retention cells and the use of naturalized planting (that is native to the Grande Prairie region) is encouraged;

b) Planting that does not interfere with underground or overhead utilities; and

4.11 REAR LANES AND ALLEYS

Rear lanes and alleys allow for more efficient use of neighbourhood streets by minimizing disruptions to street traffic and pedestrians from multiple driveways along the street. Rear lanes allow for more pedestrian-friendly and aesthetically pleasing streetscapes, with buildings located closer to the street. This provides for more opportunities for interaction and engagement at pedestrian level. Alleys also provide space for utilities and garbage collection away from the pedestrian streetscape. Rear lanes and alleys are encouraged not only in conjunction with the medium and high density residential roads but also the commercial roads to facilitate uninterrupted traffic movement.

Rear lanes or alleys should be designed for neat and orderly garbage storage and collection; and

a) Surface treatment of rear lanes and alleys shall be asphalt and build to the edge of the right of way,

b) Parking shall be prohibited along rear lanes and alleys.

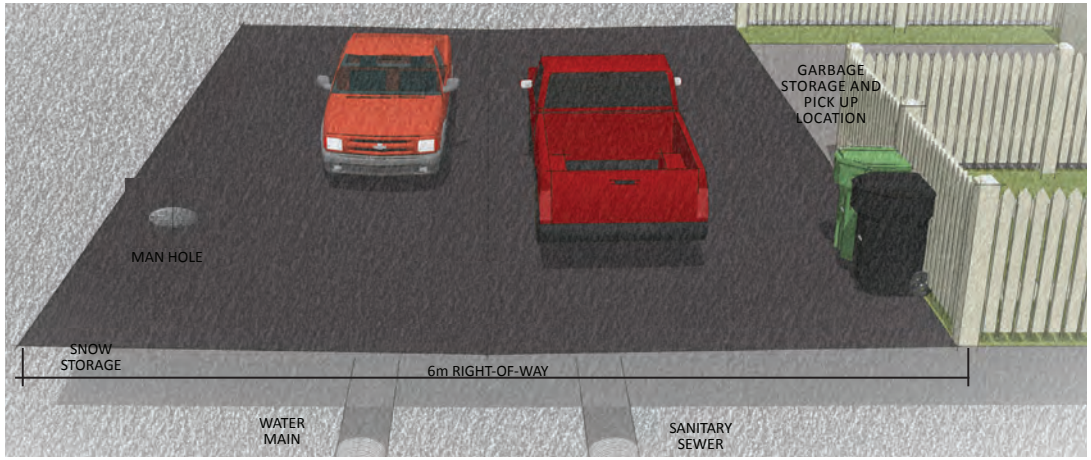
c) Turning radius of commercial vehicles should be considered while designing lanes in commercial areas.

Rear Lanes and Alleys shall slope towards one direction to reduce snow clearing maintenance.

In residential areas, lanes provide safe access to low density housing forms fronting directly onto major collector roads. Lanes significantly reduce the number of vehicles backing into the major collector road, allowing for an uninterrupted traffic flow.

In commercial areas, lanes accommodate accesses to large service and goods vehicles. Loading and unloading areas can be designed at the back of the property, allowing for aesthetically pleasant front facade and avoiding loss of on-street traffic and interruption to free flow of traffic.

REAR ALLEYWAY LANES



- 3.5 metre wide road lanes for vehicular access, including public transit and service vehicles. More than one lane may be required, depending on the recommendations of traffic impact and other studies;
- Where a median is available, it should be fully planted with grass, shrubs and trees in order to close in the street for traffic calming, mitigate heat island effects and provide an aesthetic vertical element to the street;
- For medians 6.0 metres wide or greater, bio-retention areas and/or bio-swales may be incorporated in order to take up water storage requirements and potentially reduce the cost of underground utility infrastructure such as storm sewers; and
- Where possible and practical it is encouraged to accommodate low curb to enable greater use of the main street for events when a portion of the street can be closed down for vehicles and turned into a pedestrian plaza;
- Parallel parking should be utilized to preserve valuable right-of-way space for place-making; and
- In order to encourage public transit use, bus stops with adequate pull in and pull out bays may be located in place of parallel parking, where appropriate.

Promenade:

- The promenade area should include patterned and/or interpretive surfaces, plaques, and signage in order to enhance the pedestrian user experience;
- The promenade should be maintained as a clutter free area to provide universal accessibility and ease of pedestrian movement. All concessions, utility cubicles, advertising (such as newspaper dispensers) and street furniture should be located in the Furniture Zone.
- Public art may be located within the promenade area to intentionally create visual markers, break up the flow of pedestrian traffic or create gathering points. Public art should be considered vital to downtown street design and be evaluated and included on a case-by-case basis.
- In areas with higher pedestrian traffic, consideration should be had to making public art interactive to encourage audience participation in a hands-on way.

Furniture Zone:

- Furniture zones should include trees, tree grates, tree pits, signage, planters, benches, other forms of seating, light poles, concession stands, power cubicles, parking meters, and other street furniture in order to the keep the street pedestrian-focused and to prevent clutter on the promenade (sidewalk) portion. Bus stops and bus shelters may also be located within the Furniture Zone; and
- Engineered street lighting should emphasize pedestrian-friendly design and consider aesthetics, function, versatility and safety. Poles should be designed to carry banners and hanging planter baskets and be equipped with additional power connections for festivals and event;
- Benches should be located 0.7 to 1.0 metres from the face of the curb (to the edge of the bench); and
- Light standards should be located 0.5 metres from the face of the curb.
- Power lines and other communication wires should be placed underground.

DOWNTOWN STREET RECOMMENDED DESIGN

PROMENADE

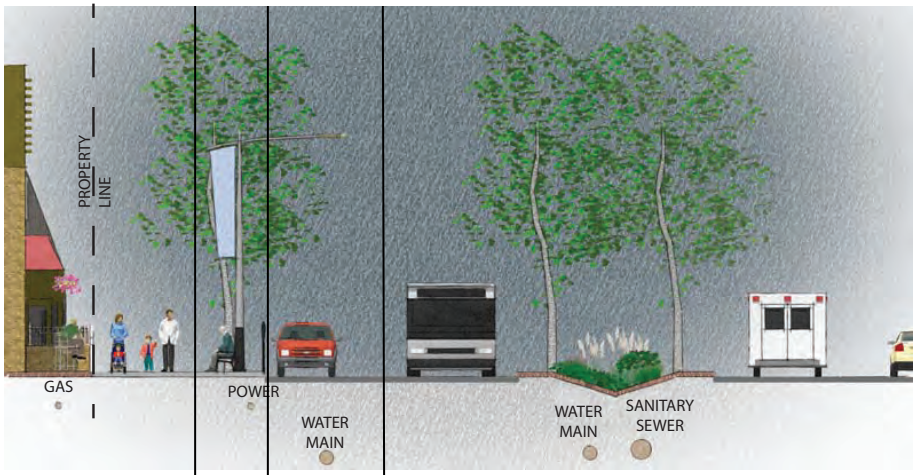
- TO INCLUDE PATTERNED AND/OR INTERPRETATIVE SURFACES, PLAQUES, AND SIGNAGE.
- ALL CONCESSIONS, UTILITY CUBICLES, AND ADVERTIZING (I.E. NEWSPAPER DISPENSERS, ETC.) SHOULD BE PLACED IN THE BUILDING SETBACK OR THE STREET FURNITURE ZONE.
- ART MAYBE PLACED IN THE PROMENADE.

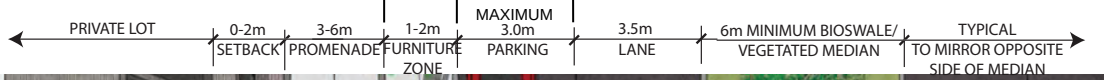
FURNITURE ZONE

- SHALL INCLUDE TREES, TREE GRATES, TREE PITS, PLANTERS, BENCHES, OTHER FORMS OF SEATING, LIGHT POLES, CONCESSION STANDS, POWER CUBICLES, PARKING METERS, ETC., BUS STOPS AND BUS SHELTERS WILL ALSO FALL WITHIN THIS ZONE.
- BENCHES TO BE OFFSET 0.7-1.0m FROM FACE OF CURB TO EDGE OF BENCH.
- LIGHT STANDARDS TO BE OFSET 0.5m FROM FACE OF CURB.
- ENGINEERED STREET LIGHTING AND OVERHEAD POWER ARE REQUIRED.

ROAD

- 3.5m WIDE ROAD LANE WILL BE MAINTAINED.
- WHERE A MEDIAN IS VIABLE, IT WILL BE FULLY VEGETATED WITH GRASS, SHRUBS, AND TREES.
- FOR MEDIANS 6m WIDE OR GREATER, INCORPOATE BIORETENTION.





DOWNTOWN STREET PERSPECTIVE

4.13 TRAFFIC CALMING

Where appropriate, traffic should be calmed and speeds slowed by a combination of the following design methods

a) Bulb outs / curb extensions to reduce pedestrian crossing distances, increase driver awareness of pedestrians, and enable the pedestrian to better see oncoming vehicles. Bulb outs are created within the width of the parking zone;

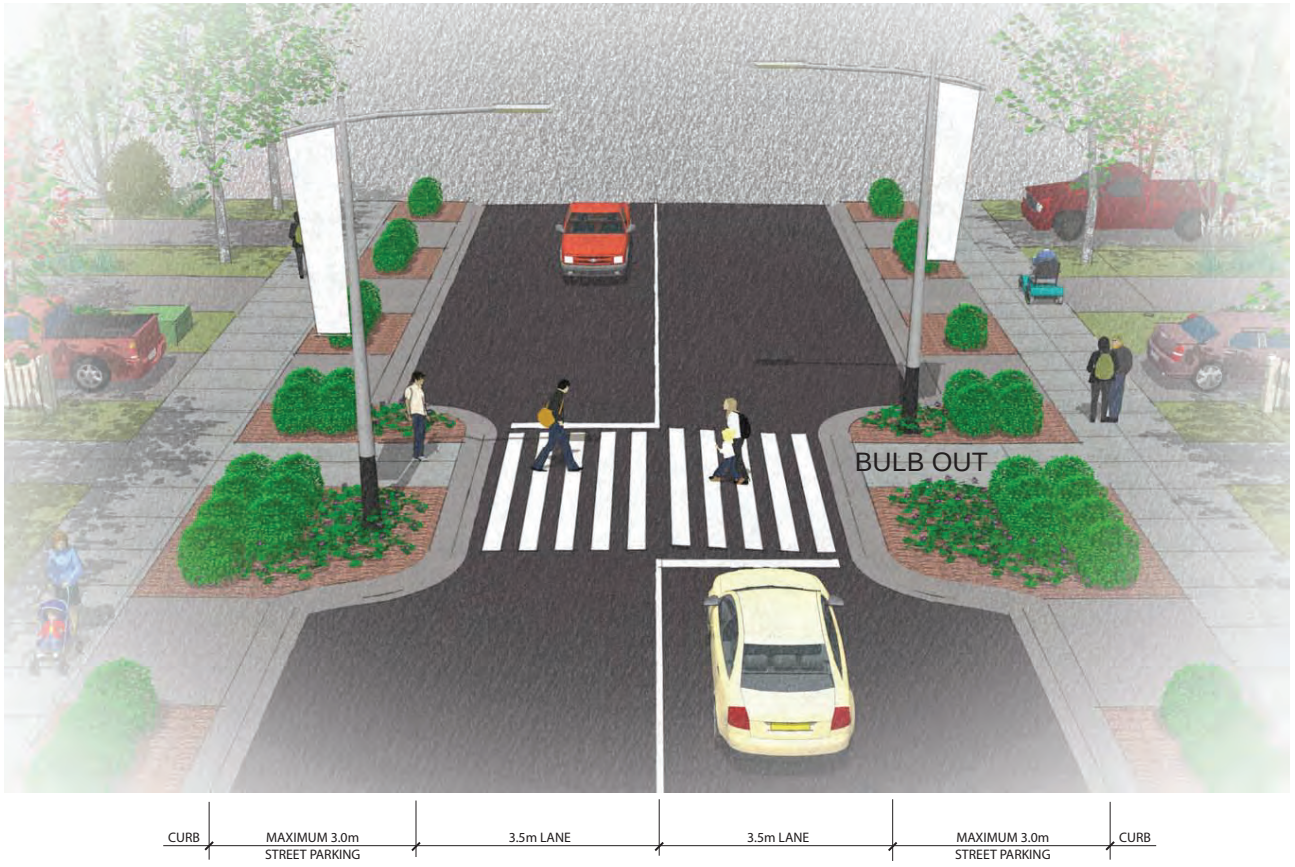
b) Narrower street widths to encourage drivers to be more alert;

c) Trees planted closer to the road, street lights, high curbs, and street furniture to narrow the apparent width of the street and to make the street seem less mundane while driving

d) Reduced building setbacks to narrow the apparent width of the street; and

e) Cross walks, speed humps, elevated and textured crosswalks are options to increase driver alertness for pedestrians and make the street seem narrower and less mundane.

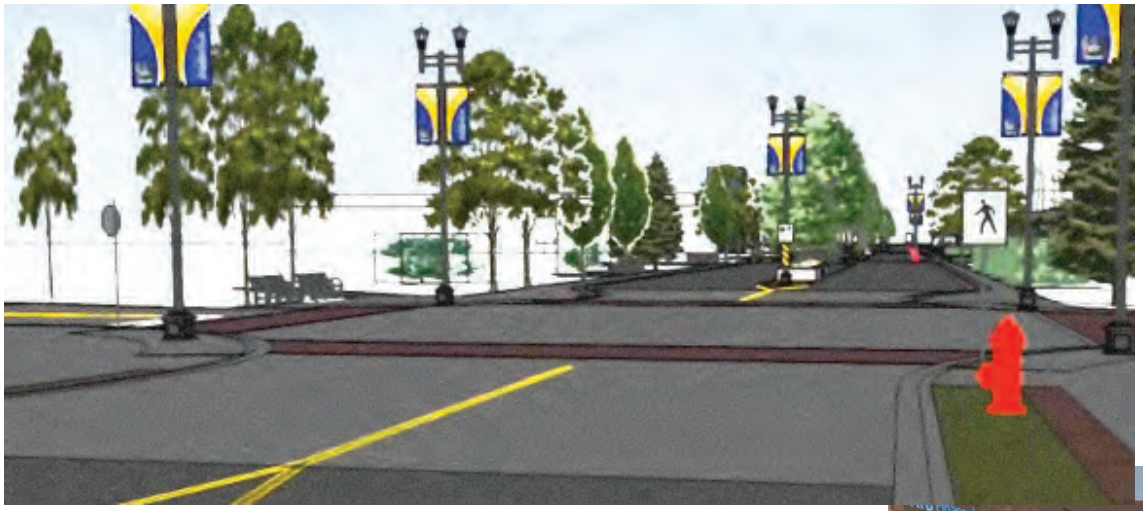
TRAFFIC CALMING
RECOMMENDED DESIGN



4.14 CROSSWALKS

Crosswalks are a critical tool for ensuring safe passage for pedestrians across a road, and they must be properly designed in order to enable universal access and improve pedestrian safety. Crosswalks that begin at a curb (which is itself set back from the outside edge of parked cars) make it difficult for pedestrians and drivers to see each other, which can result in conflicts and accidents. Road width, and associated road speeds, must also be considered in the design of crosswalks. Crosswalks should be designed with

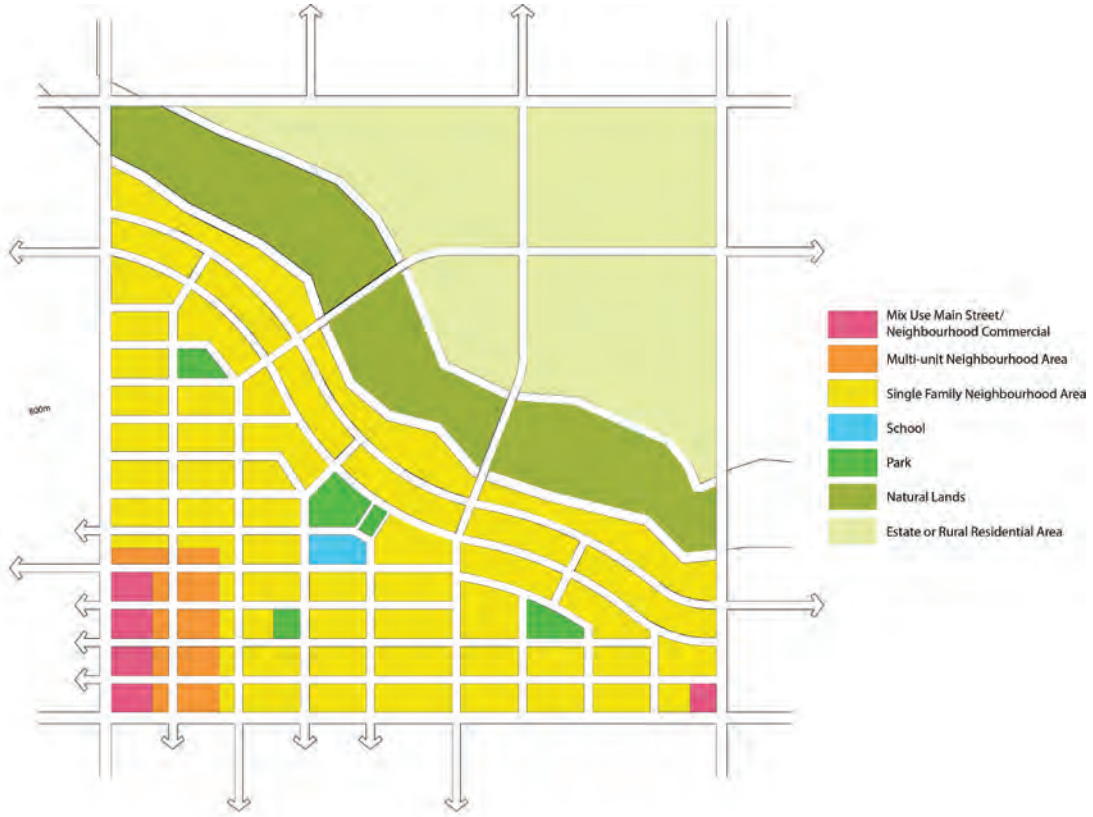
a) Bulb outs to increase pedestrian visibility, slow traffic, and create shorter crossing distances for mobility challenged people; an
b) Street lights on either side of the bulb out to increase illumination and pedestrian visibility at night.



4.15 RESIDENTIAL SITES & BUILDING

Residential neighbourhoods provide housing for the people that make up a community and drive its development, character and success. Unfortunately, without careful design consideration, residential neighbourhoods can become similar and indistinguishable from one another, with no unique character or identity. These Design Guidelines seek to encourage residential development that is unique, appropriate for its community context, focused on people and quality of life, and that provides a sense of place and pride for its residents.

Residential areas within a community can be divided into three general types or areas. Moving outward from the Main Street or commercial and mixed-use core of a community, development generally transitions through multi-unit neighbourhoods, to single family neighbourhoods and then to rural or estate neighbourhoods. These neighbourhoods offer a variety of housing and lifestyle choices, and should blend together at the edges.



4.16 MULTI-UNIT NEIGHBOURHOOD AREAS

Multi-unit Neighbourhoods are typically located immediately outside of the Main Street commercial and mixed-use area, and include apartments and townhouse buildings. The higher population density in these areas supports the economic viability of the Main Street area, located within walking distance from their homes.

- Buildings should be up to three storeys in height above finished grade or no higher than 1.5 times the width of the right-of-way;
- Buildings should occupy a minimum of 70% of the lot width facing the street, or on street corners to create a wall for the street. Attached buildings are encouraged;
- Buildings should be set back 3.0 metres from the front property line, and all setback areas not required for driveways or pathways should be landscaped;
- The ground floor of a building should be a minimum of 4.0 metres in height;
- The main functional entrance(s) to the building should be located along the street, adjacent to a pedestrian walkway;
- Windows should occupy a minimum of 40% and a maximum of 60% of the façade of any storey facing the street;
- The finished elevation of the ground floor should be 0.6 metres above the right-of-way elevation unless constrained by the cost of universal accessibility requirements;

MULTI FAMILY HOUSING - FRONT VIEW

MULTI FAMILY HOUSING - BACK VIEW

Landcaping should include:

a) Small scale container plantings adjacent to primary entrances to add seasonal colour and character;

b) Foundation plantings of low shrubs and ground cover under ground floor windows (to maintain visibility from windows to common areas and the street);

c) Vertical or column plantings on frontages without windows to break up the building mass; and

d) Grass areas for pets and community gardening opportunities for residents where appropriate.

A minimum of three egress points should be provided from publicly accessible private open spaces; and

Parking should be provided to the rear of buildings or in underground parking structures.

4.17 SINGLE FAMILY NEIGHBOURHOOD AREAS

Single Family Neighbourhood Areas are typically located outside of the Multi-Unit Neighbourhoods, but still within walking distance of the Main Street Areas. Single Family Neighbourhoods contain small to medium sized lots with single family residential dwellings.

- Buildings should be up to two storeys in height above finished grade;
- In new developments a variety of exterior building colours should be provided to avoid monotony within the streetscape and urban landscape. Warm colour schemes which are drawn from the local landscape, harmonize with colours of adjacent existing development, and avoid jarring colour contrasts are encouraged;
- Buildings should occupy a minimum of 50% of the lot width facing the street, or on street corners;
- The ground floor of a building should be a minimum of 4.0 metres in height;
- The main functional entrance(s) to the building should be located along the street, adjacent to a pedestrian walkway;
- Windows should occupy a minimum of 40% and a maximum of 60% of the façade of any storey facing the street; and
- The finished elevation of the ground floor should be 0.6 metres above finished grade unless constrained by the cost of universal accessibility requirements;
- Landscaping should include:
    a. One tree in each front yard and rear yard;
    b. Grass and/or xeriscape plantings (native vegetation) in at least 50% of each front yard; and
    c. Rain gardens where lots drain to the front of the property


BACKYARD
SETBACK
SIDE YARD
SETBACK
FRONT YARD SETBACK


FRONT YARD
SETBACK
SIDE YARD
SETBACK
BACKYARD
SETBACK

4.18 NON-RESIDENTIAL SITES & BUILDINGS

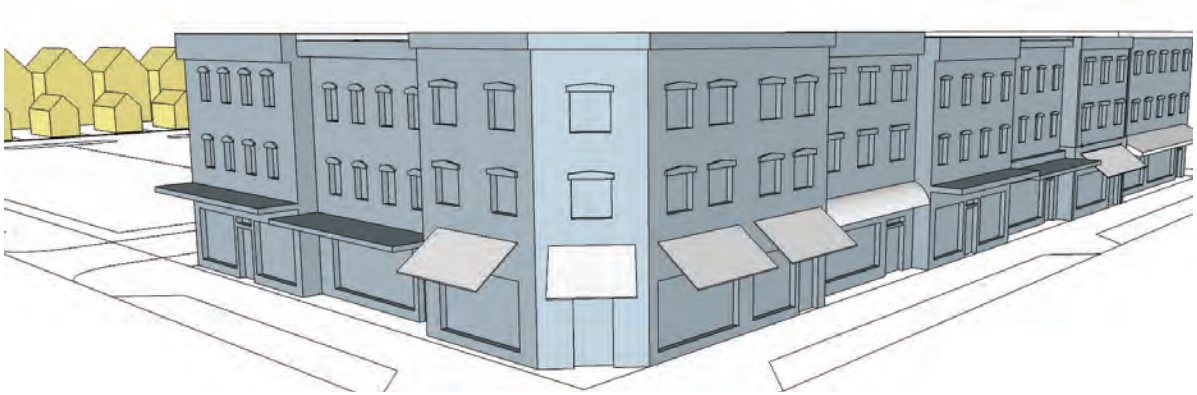
The non-residential areas of communities, including downtowns, commercial and institutional areas, often act as the gateways and public face of communities. They create a lasting impression and inform the opinions that residents and visitors have of the community. Unfortunately, without due attention to design, these areas can also become similar and indistinguishable from one another, not reflective of or tailored to the unique community and people where they are located. These Design Guidelines center on the design of the downtown, or Main Street areas, of a community to focus the benefits of enhanced design on the community's core and make these areas more functional and people-focused places.

The Main Street of a community should serve as a focal point and include buildings for neighbourhood retail and services, as well as higher density residential uses and mixed uses. The Main Street area should stretch for approximately 250.0 to 365.0 metres in length before transitioning to other less intense uses – Main Streets are not intended to extend the entire length or width of a community.

The buildings along a Main Street should contribute to the walkability of the neighbourhood by providing destinations, visual interest and relief from adverse weather. In this area, the use of a building is less important than the design. Buildings should be designed to encourage flexibility in uses over time based on economic conditions.

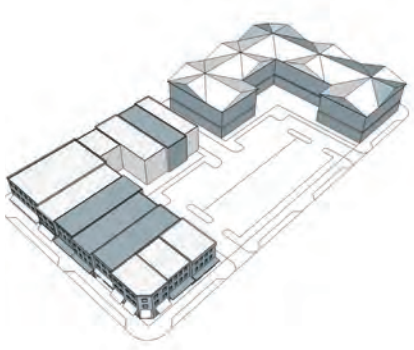
- Buildings should be up to three storeys in height above finished grade or higher than 1.5 times the width of the right-of-way;
- Buildings should occupy a minimum of 80% of the lot width facing the street, or on street corners to create a wall for the street.
- Buildings should be located between 0.0 and 3.0 metres from the front property line. If buildings are set back from the front property line, the setback area should be developed to include outdoor cafes, markets, seating areas and plazas to animate the public space;
- The ground floor of a building should be a minimum of 6.0 metres in height;
- The main functional entrance(s) to a building should be located along the street, adjacent to a pedestrian walkway;
- Windows should occupy a minimum of 70% of the ground floor building façade, where a minimum of 1.2 metres of the interior behind the glazed area is visible from the street (i.e. hallways do not require windows onto the street);

- Windows should occupy a minimum of 40% and a maximum of 60% of the building's façade for upper storeys facing the street;
- Awnings or other types of overhead weather protection should be provided on building façades;
- To avoid long, uninterrupted façades, changes to material, colour, texture and/or other architectural elements should occur every 10.0 metres along the ground floor;
- The finished floor elevation of a buildings' ground floor should match the elevation of the right-of-way to provide universal accessibility without the need for ramps. Grades must still accommodate drainage away from the building;
- In addition to street trees and plantings, small container plantings should be added adjacent to primary entrances to add seasonal colour and character where space allows;
- Boundaries between public and private open space (such as restaurant patios) should be defined with bollards, and changes in sidewalk materials and colours;
- A minimum of three egress points should be provided from publicly accessible private open spaces; and
- Parking should be located at the rear of buildings, underground or in parking structures.



4.19 GENERAL COMMERCIAL GUIDELINES

Along with Main Street commercial areas, most communities also include larger commercial shopping areas with multiple buildings grouped around central parking areas. These Design Guidelines are intended to make larger, “big box” highway commercial areas more friendly to pedestrians and more aesthetically attractive



◢ Enhanced landscaping should be provided on corner sites to define and enhance the streetscape.

▼ These high visibility commercial corridors require enhanced urban design treatment in the form of banners, boulevard trees and increased level of attractive street lighting.

- Projections, recesses, awnings, signs, colour, texture and landscaping should be used to reduce the visual size and mass of any walls without windows.

- Visible side and rear façades should be designed with similar details and finishing materials as the front façade(s).

- Individual entrances, signs and façade treatment should be provided for each tenant in a multi-tenant building.

- Provide benches in easy to access areas that enable people to rest and engage. Waste receptacles should be located near benches to discourage littering.

- The areas between buildings and patios between buildings and sidewalks should be landscaped with foundation plantings, trees and street furniture. These areas also present opportunities to include rain gardens.

- Pedestrian level lighting with LED bulbs should be included in all amenity areas, parking lots and transit stops. Lighting should be designed to prevent spillage, glare or light cast on adjacent areas.

- Landscaping should be integrated with ground-mounted signs.

4.19.1 Crosswalks

Parking lots are an essential piece of infrastructure for commercial and non-residential developments; however, if they are not well designed they can create challenges for pedestrians walking to the building from their vehicle, contribute large amounts of stormwater that must be managed, become a heat island and impact the visual quality of the surrounding area with expanse areas of asphalt.

These Design Guidelines seek to make parking lots safer and more comfortable for pedestrians, and make parking lots more aesthetically and environmentally friendly by reducing the amount of solid, continuous asphalt.

- Parking lots and associated sidewalks and pedestrian walkways should be designed for universal accessibility.

- Parking lots should include direct, safe, continuous and clearly defined pedestrian walkways from public sidewalks, parking areas and transit stops to building entrances.

- Pedestrian walkways should be connected between adjacent sites and buildings with a minimum width of 2.0m.

- Pedestrian walkways should be extended across the front façade of non-residential buildings to all customer/visitor entrances with a minimum width of 2.0m.

- Pedestrian walkways should be clearly distinguished from driving surfaces with different paving treatment, paint or by raising walkways to curb level. The minimum clear pedestrian width should be 1.5m.

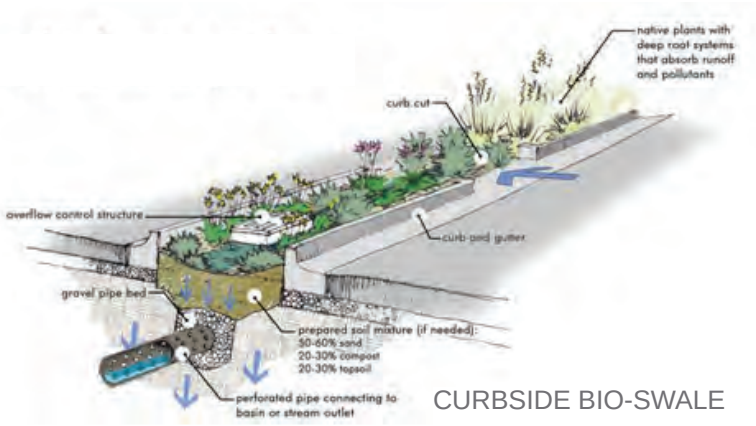
- A minimum 2.0 metre wide landscaped area should be provided between parking areas, drive lanes or queuing lanes in drive-through business and adjacent public streets. Trees, shrubs and/or low walls should be used to screen cars from view while allowing eye level visibility into the site.

- Landscaped islands with trees, shrubs and sod or mulch should be provided between at least every 15 vehicle parking spaces in a continuous row.

- A minimum 30 metre landscaped area, which may include a solid fence or wall in addition to plants, should be provided at the edge of industrial or commercial sites adjacent to residential or institutional land uses.

- Pedestrian walkways within parking areas should be defined with continuous plantings or trees and/or shrubs.

- Landscaped islands, sodded areas and shrubs bed in parking areas should be used to collect, store and filter stormwater (rain gardens/bio-swales).



CURBSIDE BIO-SWALE

- Bicycle parking should be provided in visible locations near building entrances and pedestrian walkways (in locations that do not conflict with pedestrian walkways).

4.19.2 Storage, Servicing and Loading Areas

Storage, servicing and loading areas can have a significant visual impact on adjacent public and private spaces. Often, these areas are used to store waste and packaging materials, and are not given quality architectural treatment as they are not focal points of the building.

Screening of these areas with fencing, walls or landscaping, as well as extending similar façade treatments as the front of the building can improve the appearance of storage, loading and servicing areas and reduce their visual impact.

- All utility equipment (including utility boxes, garbage and recycling containers, loading docks and ramps, and air conditioner compressors) should be contained within buildings or screened from public streets and adjacent properties.

- Secondary access doors, such as emergency exit doors, should be designed to blend in with the building façade.

- External garbage and recycling enclosures should be constructed with similar materials and colours as the main building, and walls should be a sufficient height to completely conceal containers.

4.20 PUBLIC PLACES

Public spaces, including parks, streets, recreational areas and natural open areas are the hub of our communities – places where neighbours and community members socialize, play, engage and interact. Well-designed public spaces enrich community members' lives and make a community somewhere that people choose to live. In order to be successful, public spaces should be visually appealing, accessible, comfortable, safe, and provide opportunities for activities and socialization. These Design Guidelines are intended to enhance the form and function of public spaces for all community members.

4.20.1 Natural Features

As previously noted in the Neighbourhood Structure Guidelines, significant natural features should be retained when designing neighbourhoods and new communities. Retaining and designing around these features preserves important environmental and ecological functions, and enhances adjacent development with opportunities to interact with and view natural landscapes and processes.

Wherever possible, natural features of a site should be retained and incorporated into public open spaces, stormwater management facilities, and other elements of the community.

Setbacks around natural and environmental features should be in compliance with the municipal and provincial regulations and recommendations of environmental investigations. On a case by case basis features such as boardwalks, trails, viewing points, and pedestrian bridges, should be considered where such provisions do not disturb environmental integrity.

4.20.2 Parks and Open Spaces

Parks and Open Spaces are often seen as “play” spaces in a community, but if properly located and designed they can provide a variety of other equally important benefits. Parks provide gathering places for social interaction and collaboration, helping to improve quality of life and build a sense of community. Parks and open spaces that allow for a variety of passive and active recreation options also encourage active living and can help combat health conditions associated with inactivity (which are on the rise across North America). Where natural habitats are preserved or created in parks, they provide intrinsic natural value, habitat areas for plant and animal communities and mitigate environmental impacts.

High quality parks and open spaces (those which are visually appealing, accessible, comfortable, safe, and provide opportunities for activities and socialization) are often the landmarks and pride of a community, and they enhance private property values, attract homebuyers and residents, and can benefit surrounding businesses and community organizations.

The following table illustrates the mandatory amenities that must be provided in each park in accordance with the County’s Minimum Design Standards for engineering, as well as discretionary elements recommended by these Design Guidelines. The parks sketches provide further clarification and illustration on the recommended design of each park type.

Open Space Minimum Design Standards				
Park Types	**Park for Ages 2-5**	**Neighbourhood Park**	**School/Community Park**	**Storm Pond Parks**
Size	**0.3 - 1 ha.**	**2 - 3.2 ha.**	**10% Municipal Reserve Land Dedication**	**Varies**
Grade	M	M	M	M
Seed/Sod	M	M	M	M
Trees/Shrubs	M	M	M	M
Fence	M	M	M	M
Benches	M	M	M	M
Garbage Receptacles	M	M	M	M
Bike Rack	D	M	M	D
Picnic Table	D	M	M	D
Bleachers	NR	NR	D	NR
Backstop, Sideline or Outfield Fence Chainlink	NR	NR	M	NR
Trails/Walkways	M	M	M	D
Play Equipment	M	M	M	D
Thin Ice Signs/No Swimming	NR	NR	NR	M
Stormwater Management Facility sign/Educational Signage	NR	NR	NR	D
Basketball/Sand Valleyball	NR	NR	M	NR
Shale Ball Field	NR	NR	D	NR
Soccer/Football Fields	NR	D	M	NR
Play Field	NR	M	M	NR
Ice Rinks (Permanent/Seasonal)	NR	D	D	NR
Lighting	M	M	M	M
Parking	NR	M	M	NR
Doggie Bags	D	D	D	D
Irrigation	M	M	M	M

M = Mandatory
D = Discretionary
NR = Not Required

4.20.3 Ages 2-5 Year Old Parks

Ages 2-5 Parks are small green spaces (0.3 to 1.0 hectares in size) that often include children's play equipment and intended to be accessible to the surrounding neighbourhood within a radius of approximately 100 metres (approximately 200 residents). These parks should be highly visible to the surrounding neighbourhood for safety and to encourage their use, so 50% of the park space should front the adjacent street. These parks are best located at main intersections and entrances to prominent neighbourhood or community areas.

In addition to the requirements of the County's Minimum Design Standards, Ages 2-5 Year Old Parks should be developed with:

- Picnic tables;
- Benches; and
- Bike racks.

AGES 2-5 YEAR OLD PARK (0.3-1ha MUNICIPAL RESERVE)

- According to minimum standards for a park appropriate for children ages 2 to 5 years, will make up 0.3-1ha of open space, with a minimum of 20% of continuous street frontage. The developer will be required to include grading, seeding/sodding, 75 trees per hectare, 300-400m2 park, 1.2m high uniform fence (i.e. chain link against private property and split rail against public property, or ornamental fence), minimum 1 bench, minimum 2 garbage receptacles (one at each corner or entry to the site), and minimum 3m wide multi-use trail connections. For detailed planting requirements refer to Section 14 Landscape of the County of Grande Prairie design and construction standards, current edition.
- Discretionary amenities may include picnic tables, benches, and a bike rack.
- All additional items will be subject to the County approval, and amenities not listed above will not be considered as appropriate uses for a ages 2-5 year old park.
- For detailed descriptions, definitions, and requirements, refer to design and construction standards, current edition.

4.20.4 Neighbourhood Parks

Neighbourhood Parks are larger park and open spaces (2.0 to 3.2 hectares in size) intended to be centrally located and connected to the surrounding neighbourhood via trails, walkways and greenways. Neighbourhood Parks are intended to serve approximately 800 residents, and should be located along collector streets (for access via public transit) and have approximately 20% street frontage.

In addition to the requirements of the County's Minimum Design Standards, Neighbourhood Parks should be developed with:

- Picnic tables and benches; and
- Berms to break up park spaces, create interest, and allow for tobogganing in the winter.
- Additional seating should be provided for viewers around activity areas and to provide resting opportunity along walking paths.
- Minimum 1 bench per 100 linear meters of multi-walk.
- Minimum 2 benches per playground.
- Additional plazas should accommodate a minimum of 1 bench; depends on plaza and up to the discretion of the approving authority.
- Picnic tables will not be considered as a part of the minimum bench requirement.
- Garbage receptacles should be located at the gathering points, and all access/egress points in the park.

NEIGHBOURHOOD PARK (2-3.2ha MUNICIPAL RESERVE)

According to minimum standards a Neighbourhood Park will make up 2-3.2ha of open space, with a minimum of 20% of continuous street frontage. The developer will be required to include all amenities listed under the 'Ages 2-5 Year Old Park', with the addition of the playfield and playground being mandatory. Due to programming requirements, planting will be adjusted to 55 trees per hectare. Other required amenities will include features such as security lighting for the playground. Paved plazas for the playground and near the ice surface will also be required to support benches, and allow for formal gathering spaces. Uniform 1.2m fencing will only be required along private properties. Only on street parking is required.

Discretionary amenities may include more public art, fitness equipment, and berms that can be used to break up park spaces, create interest, and for tobogganing. Ice rink to be maintained by community groups. All additional items will be subject to County approval, and amenities not listed above will not be considered as appropriate uses for a Neighbourhood Park.

For detailed descriptions, definitions, and requirements, refer to design and construction standards, current edition.

4.20.5 School/Community Parks

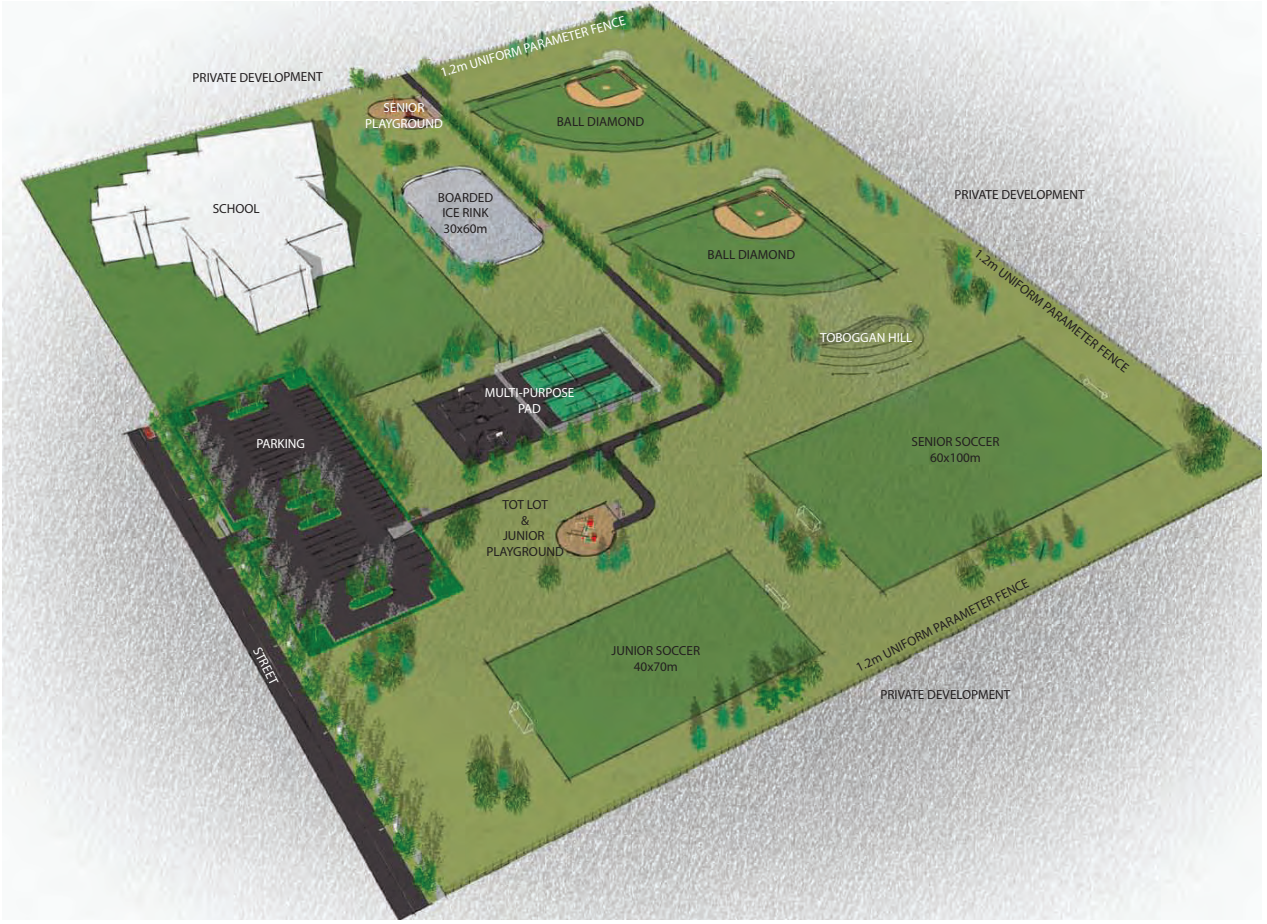
School/community parks should be located in the center of the community and are intended to serve up to 8,000 community residents (sized according to school needs and 10% Municipal Reserve dedication). These parks should be located on a major collector or at the intersection of two collector streets, and connected to the surrounding community via public transit and walkways. Park amenities should be designed to support the school function as well as the needs of the wider community.

In addition to the requirements of the County's Minimum Design Standards, School/Community Parks should be developed with:

- Tobogganing hill;
- Beach volleyball courts; and
- Gathering places with overhead shelters.

SENIORS PARK is a park space dedicated for seniors to workout in where they can socialize as well. It includes workout equipment that is built for outdoor use and designed specifically keeping senior users in mind.

SCHOOL/COMMUNITY PARK (10% MUNICIPAL RESERVE DEDICATED LANDS)



- According to minimum standards School/Community Parks have a minimum of 20% of continuous street frontage, include school buildings, playground (large or multiple), sports fields and courts, lit skating rink, and parking facilities for private vehicles and bicycles. For detailed planting requirements refer to Section 14: Landscape of the County of Grande Prairie design and construction standards, current edition.
- Adjacent road curb faces should be vertical to deter vehicular access to the park.
- Discretionary amenities may include public art, fitness equipment, shale ball field, and bleachers. Ice rink to be maintained by community groups. Off leash dog areas may be considered in conjunction with the community parks.
- All additional items will subject to County approval, and amenities not listed above will not be considered as appropriate uses for a School/Community Park.

4.20.6 Regional Parks

Regional Parks can be in urban or natural settings. Regional Parks in urban settings could take the form of sports fields and recreational facilities, community centres, open spaces, pavilions, or amphitheatres, whereas those in natural settings often provide passive recreational opportunities including walking and biking trails as well as picnic areas. A Regional Park serves multiple neighbourhoods and/or communities, therefore, should be easily accessible by vehicular and transit networks. It should have an easy access off of arterial roads or highways so traffic to the Park does not interfere with local traffic which would impact the capacity of local and collector road networks.

A Regional Park in an urban setting should be designed to meet the active and/or passive recreational and social needs for various age groups. Size varies depending on the program of the Park. Within the Grande Prairie urban context, the Park size may range from 20 acres to 200 acres. The facilities found within these Parks should be based on meeting the defined community needs of active and passive recreation, which will also accommodate a wide array of programmed activities. The Regional Parks should include the following features:

- Special Use Facilities including an indoor and outdoor recreational sports complex, community hall, amphitheatre, performance centre, hockey arena, skate-park and water-park.
- Unique and extensive landscaping with pedestrian furniture and lighting.
- Pedestrian and vehicular connections to the surrounding neighbourhoods and community facilities and attractions.
- The County's standards for outdoor play areas and sports fields should be followed.
- On site parking should be in accordance with the land use bylaw.
- A Master Plan should be developed for a Regional Park with careful consideration to the program of the Park and the facilities it accommodates.
- The main facility should be located such that it provides an easy access to pedestrians and bicyclists.

Festival Place; Sherwood Park, AB

4.20.7 Stormwater Management Facilities

Stormwater management, in a variety of forms, is required for all types of development. Stormwater management facilities in large residential or commercial developments often take the form of wet or dry stormwater ponds. These ponds can become central community features and recreation amenities in addition to their essential infrastructure role.

- Stormwater management facilities with wet ponds should be integrated with surrounding recreational amenities such as trails, parks and playgrounds to maximize the draw of water, its movement and the habitats that exist around it to enhance necessary infrastructure and public spaces.

4.20.8 Multi-Use Trails

Multi-use trails provide opportunities for recreation and active transportation that is separated from vehicular traffic. These trails are intended to be used by pedestrians, cyclists, rollerbladers, skateboarders, and in more rural locations, horseback riders. When trails are properly designed and located, they are used by people of all ages to commute, exercise, relax, socialize and enjoy their surroundings. If trails are not properly designed or located, they may not be well used by community members due to disinterest, inconvenience or a perceived lack of safety or stress from vehicles. Multi-use trail design should focus on: Safety - separation from vehicles, visibility, and sharing with different users/speeds; Connectivity – multiple access points, clear destinations, and links to other trails, sidewalks or bike routes; Response to location – trail width, slope, materials, drainage, views, and vegetation; and Diversity of users – activity, age and ability of all users, including walking, running, cycling, rollerblading, wheelchairs, canes and strollers.

- Multi-use trails should be constructed with asphalt and a minimum width of 3 metres;
- Bike parking should be provided at important destinations along with multi-use trail network such as parks, important streets, civic uses, or commercial centres for example;
- Multi-use trails should be developed with a clear and well-defined origin and destination within the community; and
- Multi-use trails should be set back a minimum of 2.0 metres from collector or arterial streets, with landscaping to provide an aesthetic barrier between the pedestrian and vehicles and increase the safety and comfort of trail users.

4.20.9 Lighting

Lighting is a critical element in community safety as it enables clear visibility for pedestrians, vehicles, and public space users. Most attention is usually paid to street lighting for vehicle safety, but well illuminated sidewalks, crosswalks, parks and other public spaces help to increase people's comfort and security. Crime Prevention Through Environmental Design (CPTED) principles emphasize the importance of lighting for safety and security, but well- designed and appropriate lighting is also important for wildlife, night skies, and adjacent land uses.

- Lighting should be designed to provide a constant level of light so that reasonably good visibility can be maintained at night. Bright spots and shadows should be avoided.
- Highly vulnerable areas and areas that could conceal a potential attacker or criminal should be more brightly lit than areas designed for normal activity.
- Dark-Sky certified lighting should be used to reduce light pollution, minimize impacts on wildlife and human health, and protect the nighttime environment.
- LED lighting should be used to create white light, and reduce energy consumption, cost and maintenance requirements.
- Lighting should be directed towards the ground and be designed to avoid light spilling onto adjacent residential dwellings.
- Ambient lighting should be incorporated, where appropriate, to attract people by creating a sense of warmth and security in public places.
- Pedestrian scale lighting should be 2.4 - 3.0 metres apart.
- Solar power is encouraged to be a component of lighting systems, but only to augment grid connected systems.
- Use ambient lighting for gazebo panels for solar lighting and electrical hook up.

4.20.10 Development Berms and Fences (for Noise Attenuation)

Transitioning from one land use to another may require physical design elements to reduce conflicts that may arise between different land uses (such as commercial or industrial uses adjacent to residential development). The types of uses and transitions largely dictate the elements used to mitigate impacts and conflicts – for example, a 2.0 metre high earth berm with landscaping planted across the top would be recommended to absorb potential noise impacts and provide a visual barrier between industrial and residential uses. Alternatively, noise attenuating fencing could be installed to mitigate noise and visual impacts while taking up less space than a berm.

- Berms should be used as a buffer between residential and industrial uses to mitigate noise and provide a visual screen that defines the two distinct uses;
- Berms should be constructed with a 3:1 slope and a 2.0 metre cap to allow space for plantings along the top of the berm;
- Berms should be approximately 2.0 metres in height;
- Sod or other plant material should be added to the slopes of a berm for soil stability;
- Noise attenuating (or acoustical) fencing should be used to buffer residential uses from adjacent arterial streets to reduce the impacts from higher traffic volumes, speeds and noise;
- Noise attenuating (or acoustical) fencing should be used as a buffer between residential and commercial or other non-residential uses to mitigate noise, headlights from parking areas, and provide a visual screen;
- Fencing materials should be certified for noise attenuation purposes; and
- Fencing should be a minimum of 1.8 metres in height, or the maximum height permitted by the Land Use Bylaw.