

# Municipal Development Plan

Bylaw C-1462



**CITY OF GRANDE PRAIRIE**

**BYLAW C-1462**

**A Bylaw to adopt the  
City of Grande Prairie  
Municipal Development Plan**

**THE MUNICIPAL COUNCIL OF THE CITY OF GRANDE PRAIRIE, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:**

1. This Bylaw shall be called the “Municipal Development Plan” Bylaw.
2. The Municipal Development Plan attached as “Schedule A” is hereby adopted pursuant to Section 632 of the Municipal Government Act, RSA 2000, Chapter M-26.
3. Bylaw C-1237 and all amendments are hereby repealed.
4. This Bylaw shall take effect on the date it is passed.

**READ** a first time this 15 day of January, 2024.

**READ** a second time this 15 day of January, 2024.

**READ** a third time and finally passed this 15 day of January, 2024.

“J. Clayton” (signed)  
Mayor

“L. Hanson” (signed)  
City Clerk

# Truth & Reconciliation

*The City of Grande Prairie is committed to recognizing the importance of Truth and Reconciliation (TRC) with Indigenous people across Canada. We aim to celebrate the history, culture, stories, and traditional knowledge of the original inhabitants of the City of Grande Prairie and surrounding areas. The city understands that fostering positive relationships with the Indigenous community is crucial to advancing community initiatives that support inclusive spaces for all its members. By building lines of communication with the Indigenous community our city's initiatives become more fulsome and benefit from diverse voices, perspectives that can more adequately address previous complex and misunderstood issues.*

# Land Acknowledgement

*The City respectfully acknowledges the Beaver, Cree, Dene and Métis people as the original caretakers of these lands and surrounding areas. We are grateful to live, learn, work and play on Treaty 8 territory within Turtle Island and acknowledge these Lands have been home to diverse and sovereign First Nations and Inuit Nations since Time Immemorial.*

1	INTRODUCTION.....	3
2	CONTEXT AND TRENDS .....	6
3	VISION AND GUIDING PRINCIPLES .....	11
4	GROWTH MANAGEMENT .....	14
5	URBAN DESIGN.....	19
6	RESIDENTIAL DEVELOPMENT NEIGHBOURHOODS AND HOUSING.....	27
7	ECONOMIC DEVELOPMENT .....	34
8	COMMERCIAL DEVELOPMENT .....	37
9	INDUSTRIAL DEVELOPMENT .....	40
10	PARKS RECREATION COMMUNITY SERVICES AND HERITAGE .....	43
11	THE NATURAL ENVIRONMENT .....	48
12	COMMUNITY MOBILITY .....	53
13	INFRASTRUCTURE .....	57
14	INTERMUNICIPAL PLANNING .....	61
15	IMPLEMENTATION .....	63
16	A PLAN FOR ACTION .....	71
	APPENDIX A: INTERPRETATION .....	74

## List of Maps

MAP 1 - REGIONAL CONTEXT  
 MAP 2 - FUTURE LAND USE  
 MAP 3 - HIGH VISIBILITY CORRIDORS  
 MAP 4 - EXISTING AND FUTURE MAJOR PARKS  
 MAP 5 - ARTERIAL ROAD NETWORK  
 MAP 6 - RURAL SERVICE AREA



# SECTION 1

# Introduction

# 1 INTRODUCTION

---

## 1.1 Role of the Municipal Development Plan

The Municipal Development Plan (MDP) is a statutory plan required by the Municipal Government Act that City Council adopts as a bylaw. It is the City of Grande Prairie's (City) most significant strategic policy document that provides a framework for directing the location and type of new land uses and development and considers the many related aspects of City life. The policies reflect the kind of community City residents wish to see in the future and provide direction on how this will be achieved. It will direct the built form of the City and promote orderly, economical, and beneficial development while balancing the social and environmental needs and desires of residents. MDP policies play a very significant role in helping to maintain a high quality of life in Grande Prairie.

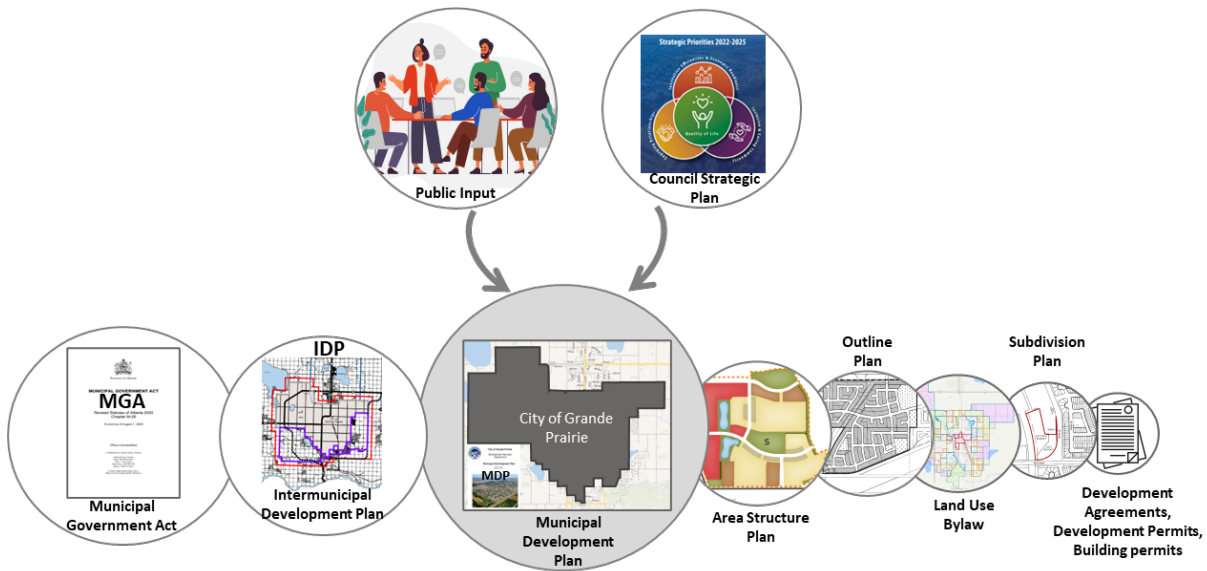
It is a long-range planning document that will guide development in Grande Prairie for the next twenty (20) to twenty-five (25) years but will need to be periodically updated. Its policies are interrelated and mutually supportive and because this MDP is a bylaw with legal status under the statutes of Alberta, the policies can support other related non-statutory plans. Also, pursuant to the Municipal Government Act, all other statutory plans such as Area Structure Plans (ASP) and Area Redevelopment Plans (ARP) must be consistent with this MDP policies. Similarly, decisions by Council and development and subdivision authorities must consider MDP policies. And finally, this MDP provides direction for the more regulatory Land Use Bylaw (LUB).

This MDP has been prepared in accordance with the Municipal Government Act which states that it must address the following:

- a) the future land uses within the City;
- b) the manner of and the proposals for future development plans;
- c) the coordination of land use, future growth patterns and other infrastructure with adjacent municipalities if there is no Intermunicipal Development Plan (IDP) with respect to those matters in those municipalities;
- d) the provision of required transportation systems either generally or specifically, within the City and in relation to adjacent municipalities; and
- e) the provision of municipal services and facilities either generally or specifically.

Other items may be addressed at the discretion of the City.

The following graphic illustrates the relationship between this MDP, ASP's, the LUB, Outline Plans (OP) and Subdivisions. An ASP is adopted by bylaw to provide a framework for subdivision and development for a specified area. An OP is also adopted by bylaw and contains greater detail for a portion of an ASP area.



**Figure 1- Hierarchy of Plans**

## 1.2 MDP Interpretation

A complete listing of definitions is provided in Appendix A. In addition, rules of interpretation in terms of the intent of MDP policies are also listed such the:

- word *shall* requires mandatory compliance with a policy except where a variance has been granted pursuant to the Municipal Government Act or this MDP;
- words *should* and *will* requires compliance with a policy, but the approach taken, and degree of compliance is at the Council's discretion; and
- word *may* implies discretionary compliance or a choice in applying a policy.

All other words shall be interpreted as per their usual and customary meaning.

## SECTION 2

# Context and Trends



## 2 CONTEXT AND TRENDS

### 2.1 Regional Context

The City is located in the Peace County of northwest Alberta some 100 kilometres east of the British Columbia border and 450 kilometres northwest of the City of Edmonton as shown on Map 1 - Regional Context. It serves as the regional service, shopping, and cultural centre of a population of some 295,000 persons that includes all of north central and northwest Alberta, northeast British Columbia, and parts of the Northwest Territories. The City is the primary shopping destination for Dawson Creek which is located just inside the BC border.

Grande Prairie is a growing urban municipality with a population of just over 64,000 (Federal Census, 2021). It is the centre of a diversified regional economy responding to the forestry, agricultural and oil and gas industries. Grande Prairie is one of the youngest cities in Canada, boasting more children entering kindergarten than adults heading into retirement.

### 2.2 History

The prairie where Grande Prairie now sits was covered by glaciers 15,000 years ago. Archeological findings suggest that human habitation in this area dates back approximately 8,000 to 10,000 years. The region was predominantly the home of the Beaver Nation, but by the 18<sup>th</sup> Century they shared the area with the Cree who arrived with the fur trade. In the early 20<sup>th</sup> Century, the region was surveyed and government land programs, including homesteading and Metis Scrips, drove a large wave of settlement. The original townsite (current day downtown) was laid out by the Argonaut Company in 1910 to provide businesses and services for incoming settlers. Grande Prairie became a village in 1914 and then a town in 1919. The discovery of oil at Leduc, Alberta in 1947 resulted in a series of explorations leading to the discovery of extensive oil and natural gas reserves in the Peace. The economy expanded as the reserves were exploited, and the region's population increased dramatically.

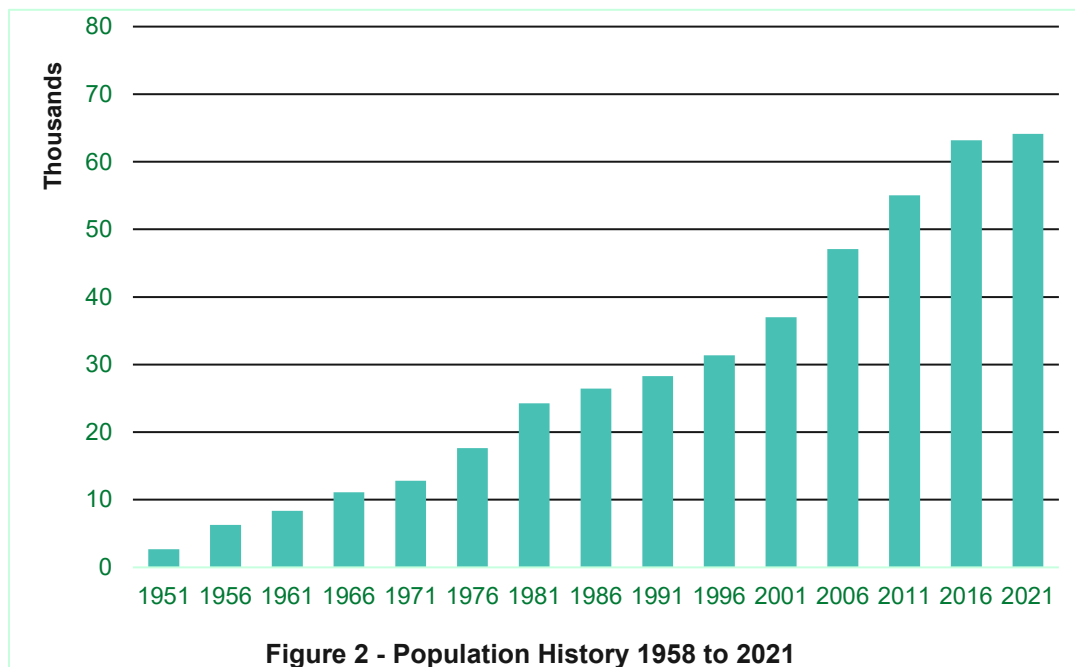


*A log cabin built in 1905 by Joseph Eudore Germain was the first structure in the City of Grande Prairie. It was located near where 102 Street and 101 Avenue meet today.*

The town of Grande Prairie was incorporated as a City in 1958. The historic growth trend has continued such that the City's population has increased tremendously from a mere 7,000 in 1958 to more than 64,000 (Federal Census 2021). During the 65 years since Grande Prairie became a City, growth has been characterized by a strong demand for single-family housing. This style and density of development was made possible because of widespread car ownership, a plentiful supply of cheap land for new development, and the desire for a suburban lifestyle.

As a result, mature Neighbourhoods declined in population and the role of the downtown as the primary employment and shopping district changed. New commercial growth followed housing to the suburbs and thrived at the expense of older commercial areas. This means that business, employment, housing, service, and entertainment areas are typically oriented towards car users.

The City's current urban form is the result of past decisions made to meet the needs of previous generations. The City's future will continue to be affected by its past, but it will also be affected by the approach taken to shaping the City's future growth and development through this MDP.



## 2.3 Emerging Trends

The emerging best practice trend in developing communities that is being embraced across North America is to build sustainable communities that apply the Smart Growth principles. The fundamental principle of sustainable development is that the needs of the present must be met without compromising the ability of future generations to meet their own needs. Such development must be fiscally, socially, and environmentally sustainable.

*Fiscal sustainability* - means that the costs of building, operating, and maintaining communities and their supporting infrastructure and services are affordable, and will not become a burden on future generations.

*Social sustainability* - means that communities are diverse with accessibility to affordable housing, changing lifestyles needs, education, health care, essential goods, and public amenities.

*Environmental sustainability* - means that communities are designed to minimize air, water, and soil pollution, reduce land consumption, waste, and protect natural systems.

Smart Growth is a collection of land use and development principles that aim to enhance quality of life, preserve the natural environment, and save money over time. Smart Growth principles promote sustainable development that recognizes the connections between built form and quality of life. It is a way to grow and develop communities that are convenient to live in, environmentally friendly and diverse.

The most relevant Smart Growth principles as they apply to the City are:

- a) Create diverse housing opportunities. People in different family types, life stages and income levels can afford a home in the Neighbourhood of their choice.
- b) Provide a mix of land uses within or close to Neighbourhoods to promote more walkable and healthy communities.
- c) Build well-designed attractive Neighbourhoods using a modified grid so people can easily access daily activities and interact socially.
- d) Provide a variety of transportation choices and a safe infrastructure for walking, cycling and transit, in addition to driving.



- e) Meet a diverse range of recreational needs and encourage social interaction through a network of parks, open spaces and public squares linked to a multi-use trail system.
- f) Preserve open spaces, natural beauty, and environmentally sensitive areas. Development that respects the natural landscape has higher aesthetic, environmental, and financial value.
- g) Utilize smarter and cheaper infrastructure and green buildings. Green buildings and other systems can save money and help the environment in the long run.
- h) Foster a unique Neighbourhood identity. Each Neighbourhood is unique, vibrant, diverse, and inclusive.

Many of the principles of sustainability and Smart Growth have been presented and discussed with City residents and have been favourably received as a means of retaining a high quality of life through the built environment. These principles are reflected in this MDP policies.



## SECTION 3

# Vision and Guiding Principles

### 3 VISION AND GUIDING PRINCIPLES

---

The recurring themes that are overwhelmingly supported by the public are that the City needs to be attractive, safe, and green with improved connectivity, a greater sense of community and improved recreational and cultural facilities. The vision statement presented below reflects the type of city residents want Grande Prairie to become. The guiding principles also presented below direct MDP policies such that the vision can be better met. Combined, the vision and guiding principles support a Smart Growth, sustainable community that continues to offer its residents a high quality of life.

#### ***Vision***

***A vibrant and attractive community that provides an exceptional quality of life to its residents and is the core of a prosperous and dynamic region.***

#### ***Guiding principles***

1. Continue our commitment to responsible energy use and climate protection by promoting energy efficiency, water conservation, solid waste reduction, and other environmental initiatives.
2. Ensure our development plans incorporate sustainable community principles that will result in a high quality of life as measured by a high degree of resident satisfaction and enjoyment experienced in daily living.
3. Apply best practice approaches in considering new growth and development initiatives and in managing our resources and infrastructure.
4. Adopt the Triple Bottom Line approach to evaluating environmental, social, and fiscal sustainability in considering new growth so that growth does not place a burden on future generations.
5. Enhance and sustain our existing Neighbourhoods by promoting redevelopment that embraces their character and by providing required infrastructure and community support services.
6. Promote the beautification of the City - from the Neighbourhood street level to comprehensive commercial developments, to parks - by encouraging a high standard of Urban Design elements and landscaping.
7. Support the enhancement of our Downtown as an active, inclusive, and attractive focal point for the community to live, work, shop, and play.
8. Develop healthy walkable safe Neighbourhoods with a sense of place that integrates uses, increases densities, providing a range of housing choice, and applies innovative compact subdivision and building designs.



9. Manage our new growth and infrastructure to support a sustainable balance between residential, commercial, and industrial uses.
10. Promote the conservation of our heritage resources and historical projects and programs as an expression of our community identity.
11. Pursue the development and enhancement of our natural areas to enrich our lives while preserving open space, natural beauty and significant environmental areas including aquatic ecosystems and riparian areas in Bear Creek and around wetlands and lakes.
12. Provide for a connected parks and open space system that links all our Neighbourhoods and Muskoseepi Park.
13. Build a comprehensive efficient transportation system that provides for different modes of safe and accessible transport for all our residents.
14. Encourage community and stakeholder collaboration in development decisions and make development decisions predictable, fair, and cost-effective.
15. Cooperate with our rural and urban neighbours to build a stronger Region.

## SECTION 4

# Growth Management



## 4 GROWTH MANAGEMENT

---

Managing growth requires a strategic approach to directing future land use in an efficient and orderly manner that supports the development of an attractive, sustainable Smart Growth community. This means that the required transportation improvements, infrastructure, and community services also need to be managed to support growth. Managing growth in a sustainable manner will require reduced dependence on vehicular traffic, ensuring a balance between residential and non-residential development opportunities, being environmentally, socially, and fiscally responsible, and reinvesting in the Downtown and in mature Neighbourhoods. Striving for a balanced tax assessment between residential and non-residential uses, particularly industrial assessment, is critical to the future of the City. An approach for monitoring sustainability, particularly fiscal sustainability, is an important component of managing growth.

### Goal

***To manage growth strategically to meet the future needs of a progressive and sustainable urban environment.***

### Objectives

- a) To promote orderly and environmentally responsible development.*
- b) To encourage a compact and efficient urban form that promotes freedom to choose other transportation options.*
- c) To ensure a balance between an adequate supply of land and the infrastructure needed to accommodate future growth.*
- d) To take into account fiscal, environmental, and social sustainability in reviewing planning documents.*

### Policies

#### **Future Land Use Map**

- 4.1 Growth and development shall be directed in accordance with the generalized Future Land Use - Map 2 as amended from time to time and in accordance with the policies of this MDP.

#### **Contiguous Development**

- 4.2 Development shall, to the extent possible, take place in a contiguous manner such that the required transportation improvements, infrastructure, and community services are in place to support it. Municipal improvements and other utility services shall be extended through development areas to the boundaries of adjacent developments to support contiguous development. Orderly development shall be supported through the following requirements:

**Contiguous  
Development- continued**

- a) prior to the adoption of a required ASP and OP, subdivision of quarter ( $\frac{1}{4}$ ) sections shall be permitted under the following conditions:
  - i. the subdivision is for commercial, institutional, or industrial uses;
  - ii. the total number of subdivisions does not exceed four (4) parcels out of a quarter ( $\frac{1}{4}$ ) section;
  - iii. the maximum area of a subdivided parcel is four (4) ha; and
  - iv. the applicant provides a Conceptual Shadow Plan, which meets the requirements of Policy 15.15, demonstrating that the subdivision will not impede the ability to provide a logical road and infrastructure network in the area.
- b) an ASP and OP are required to the standards established in Policies 15.5 and 15.6 prior to subdivision in excess of what is permitted under Policy 4.2.a;
- c) where adjacent plan or municipal boundaries make it unfeasible to include more than two (2) quarter ( $\frac{1}{4}$ ) sections in a plan area, the City may accept a single statutory document that meets the requirements of Policies 16 and 15.6, in lieu of requiring both an ASP and OP prior to subdivision; and
- d) for areas designated Residential by ASP's in the area as shown on Map 6 - Rural Service Area, a limit of six (6) lots per quarter ( $\frac{1}{4}$ ) section with a maximum cumulative area of sixteen (16) ha may be subdivided prior to the preparation of an OP provided that the subdivision application is accompanied with a Conceptual Shadow Plan. The details of the Conceptual Shadow Plan under Policy 15.15 will apply if they are not included in the ASP.

**Efficient Use of Infrastructure**

- 4.3 Council shall give priority to the efficient utilization of existing and planned capacity in utility and transportation infrastructure in determining appropriate short-term growth directions.

**Infill Development**

- 4.4 Council supports infill residential and commercial development where appropriate on vacant or underutilized parcels of land in established areas, particularly along transit routes.

**Cooperate with Aquatera  
Utilities Inc.**

- 4.5 The City shall continue to work cooperatively with Aquatera to ensure its short and longer term utility servicing needs are met.

***Balance Land Supply***

- 4.6 Council shall take appropriate actions to maintain a land supply that provides for a balance between residential and non-residential development.

***Monitor Existing Plans***

- 4.7 Existing ASP's and ARP's shall be monitored and periodically reviewed to:
- a) ensure policies are being consistently implemented;
  - b) identify opportunities for increased intensification; and
  - c) identify infrastructure improvements necessary to support plan amendments.



***Triple Bottom Line***

- 4.8 Council will apply a Triple Bottom Line approach when reviewing a statutory plan or development project to balance the social, fiscal, and environmental sustainability of a proposed development that considers the long-term impacts on the City and its residents.

***Downtown Enhancement Plan***

- 4.9 Council is committed to the vision for the Downtown as:
- a) a multi-purpose activity centre;
  - b) a fundamental element of the City that defines its character; and
  - c) an all-season environment.

***Alberta Energy Regulator***

4.10 The City shall refer applications for subdivision and development of land in the vicinity of existing sour gas facilities to the Alberta Energy Regulator in accordance with the Matters Related to Subdivision and Development Regulation as approved under the Municipal Government Act.

***Protection of Agricultural Lands***

4.11 The City shall limit the premature fragmentation of agricultural lands in future growth areas to minimize land use conflicts with existing agricultural operations and agricultural use of land. Existing agricultural operations shall be protected until land is required for urban growth needs.

***Intensive Agriculture***

4.12 The City shall prohibit Confined Feeding Operations as they are incompatible with urban uses.

***Development Adjacent to Rail Line***

4.13 The City will continue to consider the impact of rail lines on adjacent properties when making development decisions. Setbacks and other mitigation measures may be required for development adjacent to the rail line right-of-way. Noise and vibration impact studies may be required as part of the land development approval process for some land uses.





SECTION 5

# Urban Design

## 5 URBAN DESIGN

---

Applying [Smart Growth](#) Urban Design principles to new development will improve the aesthetics of the City and will encourage a healthier lifestyle and social interaction. [Urban Design](#) considers the layout and visual quality of the built environment. Urban Design elements deal with building form and style, views and vistas, open space, and streetscape treatments to provide a functional and aesthetically pleasing urban context. Smart Growth Urban Design principles call for creating Neighbourhoods with a unique sense of place and community.

In encouraging walkable interactive Neighbourhoods, a human-scale focal point within a Neighbourhood is desirable. All roads and pedestrian opportunities should lead to the focal point and other Neighbourhood elements. Modified grid patterns that encourage interaction along the street are favoured where feasible for improved connectivity and walkability. The result is an improved quality of life through the creation of more liveable safe Neighbourhoods. Greater emphasis on improving Urban Design elements of new commercial and industrial uses and along major highway corridors that showcase the City are also important.

### Goals

***To apply Smart Growth Urban Design principles to Neighbourhoods that encourage healthy lifestyles, social interaction, and improve the aesthetics of the City.***

### Objectives

- a) To define Urban Design expectations and provide direction for understanding Urban Design standards.*
- b) To promote the design of safe and healthy urban environments.*
- c) To establish design guidelines that are based on principles of Smart Growth.*
- d) To promote a positive impression of the City by applying a high standard of design guidelines along major commercial corridors.*

### Policies

#### [Urban Design](#) Tool Kit

- 5.1 Council will prepare an Urban Design tool kit to provide guidance on developing attractive and safe business areas, public spaces, and residential Neighbourhoods that embrace the principles of Smart Growth. This tool kit shall be reviewed on an ongoing basis with input from community and industry stakeholders such as, but not limited to, the school authority, urban development institute, emergency services and the City planners.

## **Smart Growth Neighbourhood Design Guidelines**



**Figure 3- Modified Grid**

- 5.2 Council will encourage the application of Smart Growth Neighbourhood design guidelines in preparing new residential ASP's and OP's. The design of residential Neighbourhoods will be encouraged to:
- a) include an appropriate mix of housing choices in terms of form and tenure as a means of meeting the lifecycle and diverse social and economic needs of the community;
  - b) maintain the natural connectivity of forested habitat, watercourses, wetlands, and other natural features where recommended based on a Biophysical Assessment;
  - c) provide a mixed-use, pedestrian-oriented Neighbourhood activity centre as the Neighbourhood focal point to encourage cohesion, interaction, and a sense of place;
  - d) create pedestrian street orientation and connectivity within the Neighbourhoods by incorporating design elements which enhance the quality of the built environment;
  - e) apply a Modified Grid Street Pattern, to the extent possible, as the basis of Neighbourhood circulation (see Figure 3);
  - f) integrate and connect to the city-wide multi-use trail system by linking residential areas with open space and activity nodes through municipal, school, and Environmental Reserves, public utility lots, planned pathways, and other amenities. To facilitate planning for these connections by providing guidelines for identifying development envelopes for future school structures in the LUB;
  - g) provide adequate parks and open space to service the Neighbourhood and consider the function and design of stormwater management facilities as part of the open space system;
  - h) locate sites for medium and/or high density residential in areas where adequate amenities are available nearby; and
  - i) use collector roadways as future transit routes and apply the standards of the Transit Master Plan in designing Neighbourhoods such that transit service is provided within reasonable walking distance of most homes.

***Comprehensively Designed  
Neighbourhoods***

- 5.3 Council shall amend the LUB to include the proposed design guidelines for Comprehensively Designed Developments. The intent of the design guidelines is to include residential, commercial, industrial, institutional, and other land uses of a sufficient scale, mix or intensity to merit a comprehensive design approach. Comprehensively Designed Developments are planned and designed as one unit and can include commercial business centres and campuses, and parks and residential apartment complexes.

***Crime Prevention Through  
Environmental Design (CPTED)***

- 5.4 Council shall include provisions in the Urban Design tool kit as provided for in Policies 5.1 and 16.2 to develop and promote the application of Crime Prevention through Environmental Design (CPTED) principles to new development. These principles shall be applied:
- a) to all municipal buildings and development projects;
  - b) in the design and construction of private development projects; and
  - c) to all ASP's, ARP's, and OP's.

***Improve Connectivity***

- 5.5 Council shall develop a strategy through the Transportation Master Plan for improving connectivity within and between new and existing Neighbourhoods, major public places, and employments areas to promote a healthy lifestyle, clean air, and reduced greenhouse emissions. Key priorities are:
- a) continued development of a City-wide Barrier Free commuter system for bicycles and pedestrians that links major public places, employments areas as well as Neighbourhoods, and that contributes to a healthy community;
  - b) development of design guidelines and standards for pedestrian and bicycle paths and lanes; and
  - c) integration of transit system stops and pedestrian and bicycles facilities.



### High Visibility Corridor Overlay

- 5.6 It is Council's intention to establish a positive visual impression on major arterial corridors that supports the City's vision of an attractive community. The high Visibility Corridor Overlay in the LUB, and the overlay guidelines and standards shall be applied to all new developments located along gateway and entranceway corridors as shown on Map 3 - High Visibility Corridors.

### **Entrance Features**

- 5.7 Council recognizes that entrance features can visually enhance a subdivision and the general amenities of the area. It is Council's intention to encourage entrance features to be located on public lands, while ensuring that they are attractive, safe and can be maintained in perpetuity. Council expects that Developers will generally address at the OP stage:
- a) confirmation whether proposed siting of entrance features will be on public or private lands;
  - b) the number, size and location of entrance features required to identify the subdivision;



### ***Entrance Features-continued***

- c) general details of design, construction materials, landscaping, and associated features to determine whether the entrance feature is deemed to be of low maintenance design; and
- d) potential interference issues with vehicle sight lines or conflict with surface improvements or underground utilities.

The entrance feature policies are intended to allow sufficient discretion of the Development Authority to consider and approve entrance features for residential, commercial, and industrial subdivisions.

### ***School Site Location and Design Guidelines***

5.8 When determining site location and design the following should be considered:

- a) schools should be centrally located within Neighbourhoods for maximum walkability. By locating schools in the centres of Neighbourhoods the greatest number of students should be able to walk to school, and the walking distance can be minimized. It should be noted that the centre of an OP area is not necessarily the centre of the school catchment area;
- b) school sites should have pedestrian access from all sides. To achieve this, connect school sites to the surrounding residential area with walkways and shortcuts to adjacent residential streets;
- c) in order to ensure that school bus and passenger vehicle traffic can be accommodated around schools, school sites should front on to at least two (2) streets, with at least one (1) being a collector road. Ideally school sites should be corner lots;
- d) on dual-school sites there should be enough street frontage to accommodate separate bus loops and passenger drop-off loops for each school;
- e) high school sites should be located close to an arterial road due to the amount of bus and passenger vehicle traffic they generate;
- f) the design of the Neighbourhood street pattern, and the proposed lot layout adjacent to the school site, should be considered carefully so as not to have driveways accessing onto the street across the road from a school site. The preferred configuration can be a combination of lots backing directly onto the school site, lots fronting on the shared street having rear lane access, and flanking (side) yards abutting the shared street; and

***School Site Location and Design  
Guidelines-continued***

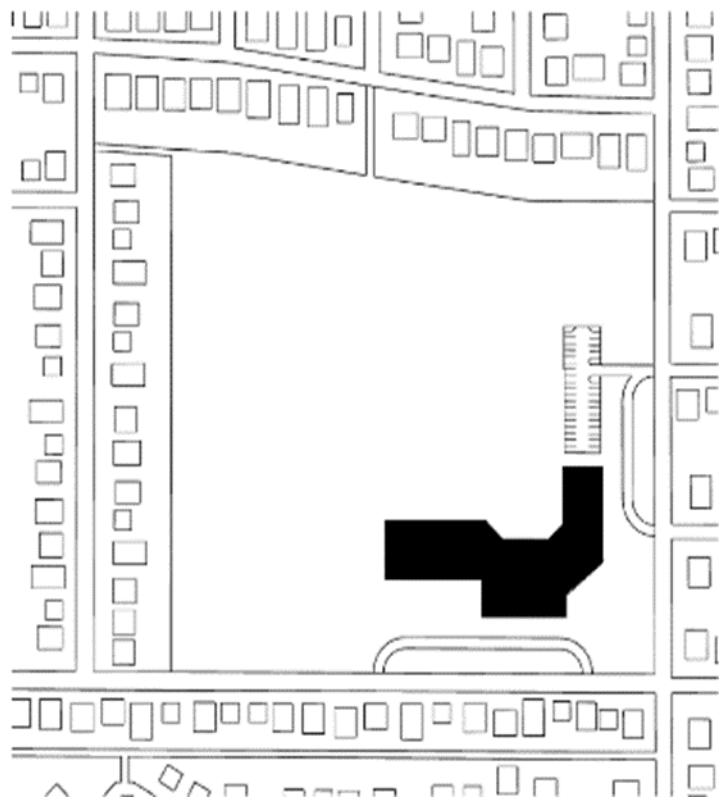
- g) restricting or prohibiting on-street parking in the vicinity of schools should be considered. A safety assessment of on-street parking should be done, and on-street parking prohibited or restricted where and when appropriate.



**Figure 4- School Site Location and Design**

## ***School Building Location***

- 5.9 When determining a school building location, the following should be considered:
- a) minimize the distance that schools are setback from the street, so they integrate into the Neighbourhood;
  - b) staff parking should be located at the side of the building, not between the building and street;
  - c) provide separate bus loop and passenger drop-off areas, ideally on different sides of the building/school site;
  - d) the bus loop should be located on the site, not on the road, and separate from passenger drop-off and staff parking areas. A single site access that then splits on site into separate bus and passenger drop-off loops may also be appropriate if it is designed so students do not need to walk across either vehicle drive aisle; and
  - e) where practical site access driveways should line up with intersections.



**Figure 5- School Building Location**

SECTION 6

# Residential Development Neighbourhoods and Housing

## 6 RESIDENTIAL DEVELOPMENT NEIGHBOURHOODS AND HOUSING

Smart Growth Urban Design principles focus primarily on residential Neighbourhoods where quality of life measures are most significant for most people. These principles allow Neighbourhoods to be more sustainable and inclusive by encouraging housing diversity to meet different life cycle and income needs. Well-designed sustainable Neighbourhoods are better able to adapt to change over time because of this diversity. Redeveloping Neighbourhoods will also benefit from Smart Growth Urban Design principles. The emphasis on enduring aesthetic design elements including a high standard of architecture and landscaping will result in a more attractive city.

### Goal

***To create liveable Neighbourhoods that provide for a variety of lifestyles.***

### Objectives

- a) To encourage intensification and infill in mature Neighbourhoods.*
- b) To provide for a mix of housing types to meet a variety of life cycle demands and market preferences.*
- c) To encourage the development of affordable housing.*
- d) To promote the efficient utilization of land by achieving increased densities.*

### Policies

#### **Residential Infill in Established Neighbourhoods**

- 6.1 It is Council's intention to encourage residential infill and intensification in established Neighbourhoods pursuant to a LUB direct control district process. In considering such proposals, Council shall have regard for the following:
- a) sufficiency of infrastructure capacity;
  - b) compatibility in height, scale, and design of other buildings in the Neighbourhood;
  - c) respectful of continuity with the streetscape;
  - d) compatibility with surrounding land uses;
  - e) appropriately landscaped;
  - f) adequacy of parking;
  - g) respectful of historical or architectural significance of buildings; and
  - h) consideration of the interest of the public.



***Mixed Use Infill in Established  
Neighbourhoods***

- 6.2 It is Council's intention to consider mixed-use infill and intensification in established Neighbourhoods pursuant to a LUB direct control district process. In considering such proposals, Council shall have regard for the following:
- a) sufficiency of infrastructure capacity;
  - b) compatibility in height, scale, and design of other buildings in the Neighbourhood;
  - c) applying guidelines for Comprehensively Designed Developments;
  - d) respectful of continuity with the streetscape;
  - e) compatibility with surrounding land uses including hours of operation;
  - f) appropriately landscaped;
  - g) adequate provisions for parking, signage, lighting, and fencing;
  - h) respectful of historical or architectural significance of buildings; and
  - i) consideration of the interest of the public.

***Area Redevelopment Plan***

- 6.3 Where an ARP is deemed appropriate, Council shall require that Terms of Reference be prepared for an ARP specific to a mature Neighbourhood that is sensitive to and recognizes the character and unique needs of each Neighbourhood. Council expects each ARP, as a community-based planning process, to consider the opportunities and potential for infill and intensification. The ARP shall comply with the requirements of the Municipal Government Act and the Terms of Reference described in Policy 15.8 of this MDP. An ARP will generally address:
- a) vision and Neighbourhood character;
  - b) proposed land uses and densities;
  - c) development standards;
  - d) architectural design standards;
  - e) parks, open space, and landscaping;
  - f) circulation and streetscape;
  - g) infrastructure and community service capacities; and
  - h) redevelopment levies.



- Area Redevelopment Plan Review***      6.4      Council intends to periodically review ARP's as necessary to ensure the plan meets the needs of the Neighbourhood and the City as a whole.
- Area Structure Plan**      6.5      As a prerequisite to an OP pursuant to Policy 15.7, Council shall require the adoption of an ASP for a new residential growth area that complies with the requirements of the Municipal Government Act and the Terms of Reference for ASP as described in Policy 15.6.
- Smart Growth Principles**      6.6      Council supports the application of sustainable Smart Growth principles and the design guidelines listed in Policy 5.2 in new residential growth areas that result in attractive, inclusive Neighbourhoods with a sense of belonging, a pedestrian orientation, and a focus on public transit.

### ***Small Lot Residential District***

- 6.7 Council acknowledges the importance of small lot residential development in promoting affordable housing options, sustainable development, and compact urban form. Council supports small lot development provided it is carefully monitored for adverse impacts such as snow removal, on-street parking, firefighting and fire department access, placement of street infrastructure and overall aesthetics. OP's may be amended to increase small lot residential (RS) zoning without limitation while rezonings will be approved in a phased approach.

Once approved in an OP, land may be rezoned to RS under the following conditions:

- a) the subject area to be rezoned shall not exceed 16.0 ha.
- b) the subject area is the next development phase of the OP Area;
- c) the previous phase has been substantially completed; and
- d) the subject area is readily available for subdivision and development in terms of water and sanitary servicing, all utilities, and transportation.

### ***Residential Front Yards***

- 6.8 Council will examine seasonal on-street parking issues, residential out-door storage of RV's, campers and other similar items, unapproved driveway widening and related issues which have been identified as opportunities to reduce conflicts in existing and future small lot and other Neighbourhoods.

### ***Lot Size Diversity***

- 6.9 Through the LUB Council shall continue to provide opportunities for lot size diversity in order to provide meaningful choices to residents.

### **Home Business**

- 6.10 Council shall continue to support Home Businesses as an acceptable use in residential areas in accordance with the provisions of the LUB.

### ***High Density Regulation***

- 6.11 Council may undertake a review of the locational criteria for high density residential development and develop suitable regulations and design guidelines for its development. A definition for high density, as distinguished from medium density residential, should be developed as part of this review.

### ***Rental Accommodation***

- 6.12 Council will encourage, through the application of Smart Growth principles, the provision of an adequate supply of rental accommodation for different socio-economic groups in all parts of the City as a means of providing consumer choice and affordable housing options.

***Social Housing Partnership***

- 6.13 Council shall strive to create formal partnerships between Provincial housing officials who control funds for social housing projects, special needs groups such as persons with disabilities, seniors that require housing and the private sector that builds and operates facilities.

***Community Housing Integration***

- 6.14 Council shall review and identify locational guidelines for integrating Community Housing projects in existing and developing Neighbourhoods. The Affordable Housing Master Plan will be considered in the review process.

***Density Bonusing***

- 6.15 Council shall investigate density bonusing guidelines and shall amend the LUB to encourage developers to provide affordable housing units and/or other amenities as part of development projects.

***Secondary Suites***

- 6.16 Council supports Secondary Suites and shall continue to ensure compatibility and to protect the integrity of the Neighbourhood through adequate on-site parking, amongst other factors.

***Unique Sites and Structures***

- 6.17 In considering an application for a new or amended LUB direct control district to facilitate re-use or redevelopment, Council shall have regard for relevant planning considerations, which may include the following:
- a) the site or structure was legally in existence prior to adoption or revision of the current LUB;
  - b) the subject parcel or structure has site or structural limitations or a combination of site and structural features from the previous use which limits the development potential for uses intended within the planning area context and current district;
  - c) the previous non-residential use has ceased to exist;
  - d) the proposed use did not exceed or extend beyond the property lines at the time the use became non-conforming;
  - e) the proposed use will not adversely affect adjacent land uses;
  - f) adequacy of infrastructure capacity;
  - g) satisfactory provision for solid waste disposal;

***Unique Sites and Structures-  
continued***

- h) architectural compatibility of any alterations, renovations, or additions, including but not limited to, provisions for maximum height and floor area of main and accessory buildings and associated structures;
- i) changes to existing development should not exceed:
  - i. an increase in lot coverage of more than twenty (20) percent to a total maximum lot coverage of thirty-five (35) percent; and
  - ii. the height of the existing structure.
- j) provision has been made for adequate parking, signage, lighting, fencing, and landscaping;
- k) conformity with all relevant requirements of the LUB and statutory plans, recognizing that Council may provide for unique land uses and regulations within LUB direct control districts where sites or proposals are unique or complex, as determined in Council's sole discretion; and
- l) relevant professional studies or reports (e.g., parking studies, environmental impact assessment, specialized service needs, etc.) or the absence thereof.

***Farmstead Separation***

- 6.18 In the area as shown on Map 6 - Rural Service Area, the subdivision of one (1) parcel of land (with or without a Farmstead) from an un-subdivided quarter (¼) section in use for farming purposes is supported by the City.

***Mix of Housing Choices***

- 6.19 The City will strive to maintain a mix of housing choices in form, tenure, and affordability. In order to achieve this, the City aims to maintain twenty-five (25) percent of dwelling units as multi-family (three (3) unit developments and up).





SECTION 7

# Economic Development

## 7 ECONOMIC DEVELOPMENT

---

Economic development is an important element of fiscal sustainability. By attracting business investment, local employment opportunities are increased, and the City's assessment base is expanded to offset residential assessment base. This means that the City can provide more of the amenities that result in a high quality of life. Existing residents will benefit over time from an improved quality of life and the City will be better positioned to attract and retain a professional and skilled labour force.

### Goal

***To cultivate an innovative and diverse business environment that encourages sustainable economic development.***

### Objectives

- a) To support business retention and expansion activities.*
- b) To develop a market-targeted economic development assessment.*
- c) To provide a platform for collaboration between local governments and economic development stakeholders.*
- d) To promote a collaborative approach to regional economic development.*
- e) Developing and executing actions that foster a strong and resilient local economy.*

### Policies

#### **20 Year Economic Development Strategy**

- 7.1 Council may develop a twenty (20) year economic development strategy that will:
- a) promote the City as an attractive place to locate new businesses and industries;
  - b) support the retention and expansion of existing businesses and industries;
  - c) support local and regional economic development through strategic collaboration with the County of Grande Prairie No. 1 and the M.D. of Greenview;
  - d) encourage environmentally sustainable businesses and industries;
  - e) encourage value-added businesses and industries;

**20 Year Economic Development  
Strategy-continued**

- f) ensure that municipal programs and services enhance the local business climate;
- g) create jobs within the City for City workers;
- h) support community self-reliance by promoting business growth and development from within the community and nurturing small business; and
- i) encourage tourism opportunities through the development and enhancement of tourism and cultural attractions.

**Market Assessment**

- 7.2 The City will continue to undertake market assessments that will support the economic development strategy by:
- a) determining the market demand for the types of businesses that could be attracted to the City;
  - b) providing basic information required to attract businesses to the City; and
  - c) developing targeted marketing tools.

**Quality of Life**

- 7.3 The City shall continue to maintain a high quality of life to attract a skilled labour force by providing:
- a) a variety of recreation and open space opportunities,
  - b) cultural and community services and amenities;
  - c) an enhanced Downtown;
  - d) attractive Neighbourhoods;
  - e) a diverse choice of housing; and
  - f) a range of transportation options.

**Grande Prairie Regional Hospital**

- 7.4 The City will proactively promote the hospital as a centre of employment, research, and development; and the centre of a healthcare cluster by working with Alberta Health Services and adjacent landowners to capitalize on opportunities.

**Invest in Rural service Area**

- 7.5 The City will investigate opportunities for key infrastructure investment to attract the highest, best use developments.



SECTION 8

# Commercial Development

## 8 COMMERCIAL DEVELOPMENT

---

The City provides for a range of service and retail commercial opportunities. These opportunities not only meet the needs of residents but also provide local employment. Once the focus of commercial development, the Downtown and shopping malls have become marginalized by power centres, such as Gateway, that are particularly popular with consumers. Power centres focus on destination shopping. Arterial commercial development is a second form of commercial development that mirrors *power centres* to some extent. However, in the context of Smart Growth, commercial opportunities replicate the village centre and are at street level to encourage walking and social interaction. Also, Smart Growth encourages reverting to ground-level commercial with residential over the top. This type of mixed-use development may be particularly suitable for Neighbourhood activity centres and the Downtown. Underutilized shopping malls and commercial strips provide opportunities for mixed-use intensification nodes to replicate village centres. Potential intensification nodes include Gateway, the Community Knowledge Campus, the Northwestern Polytechnic, and the Downtown. This MDP policies recognize these opportunities.

### Goal

***To support a diverse commercial sector that serves both local and regional residents.***

### Objectives

- a) To support the commercial role of the Downtown.*
- b) To recognize emerging trends in retailing and commercial land use, including the creation of mixed-use intensification nodes.*
- c) To provide commercial development opportunities that support a complete range of commercial choices.*

### Policies

<b>Downtown Business Association</b>	8.1	Council shall partner with the Downtown Business Association to update and implement the policies of the Downtown Enhancement Plan.
<b>Downtown Office Focus</b>	8.2	Council shall promote the Downtown as the primary location for office space by actively encouraging other levels of government to regard Downtown as the focus of their activities.
<b>Relevant Commercial Districts</b>	8.3	Council shall review the commercial districts of the LUB to ensure that the districts remain relevant and continue to provide for a complete range of commercial opportunities for City residents.



***Convenience Commercial Development***

- 8.4 Council will encourage convenience commercial development to locate in Neighbourhood activity centres or on the periphery of Neighbourhoods along arterial or major collector roads. Land use conflicts with nearby residential properties will be minimized while still providing convenient access to residents.

***Intensification Nodes***

- 8.5 Council may promote the redevelopment of mixed-use intensification nodes. The intensification nodes will serve a larger sector of the City, function as town centres, focus on major transportation intersections and include existing employment nodes and institutional uses. The intensification nodes may:
- a) contain significant amounts of higher-density housing and commercial or institutional development;
  - b) include mixed-use commercial/residential buildings;
  - c) have strong pedestrian-oriented streetscape elements;
  - d) be well served by public transit; and
  - e) include community elements such as recreation facilities or gathering places.

***Commercial Infill***

- 8.6 It is Council's intention to support intensification of commercial districts where lands are vacant or underutilized and infrastructure capacity is sufficient to accommodate such development. To support this objective, Council will explore mechanisms such as, but not limited to, tax incentives and development fee reductions.

***Active Transportation in Commercial Districts***

- 8.7 In keeping with Smart Growth principles, and to encourage and facilitate walking, Council will ensure Urban Design criteria and standards are applied in all commercial districts to foster pedestrian environments that appeal to users and are designed to accommodate a variety of ability levels.

## SECTION 9

# Industrial Development

## 9 INDUSTRIAL DEVELOPMENT

---

Industrial development is an important contributor to the City's economic well-being and fiscal sustainability. It provides local employment and supplements residential tax assessment to provide services and facilities that enhance the quality of life of City residents. Being able to compete with its municipal neighbours through different servicing approaches as well as maintaining an adequate supply of industrial land is important.

In terms of best practice approaches to industrial development, [Brownfield Development](#) is becoming increasingly popular for accommodating industrial growth because of the efficiencies of using existing infrastructure. Brownfield Development is the practice of redeveloping, expanding, or reusing a property which may be compromised by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

A campus approach to developing business industrial parks is also becoming increasingly popular in some markets. These parks display a high standard of design and architectural elements and offer an attractive employment environment. Municipal Reserve is taken as land to allow for parks.

Another emerging best practice in business industrial park development is the Eco-Industrial Business Park. Eco-Industrial Business Parks are made up of industries which support each other by increasing energy efficiency and reducing environmental impact. MDP policies need to support existing industrial uses while allowing for new and emerging trends in industrial development.

### Goal

***To provide sufficient industrial capacity to attract future opportunities.***

### Objectives

- a) To direct intense industrial developments to existing industrial/business areas and away from predominantly residential areas.*
- b) To provide a wide variety of industrial land types (business, light, general, heavy).*
- c) To encourage Eco-Industrial Business Parks and green initiatives in considering industrial development.*

### Policies

#### **Area Structure Plan Required**

- 9.1 Council shall require the adoption of an ASP for a new industrial growth area that complies with the requirements of the Municipal Government Act and the Terms of Reference for ASP as described in Policy 15.5.

#### **Orderly Development**

- 9.2 Industrial development, to the extent possible, will occur in an orderly manner where existing infrastructure exists and in strategic locations such as the Rural Service Area.

***Direct Control***

- 9.3 The City may utilize direct control districts in the area as shown on Map 6 - Rural Service Area to accommodate developments that are unique and not explicitly defined in the LUB. Examples of such uses may include large resource-based developments including gas plants, pulp mills and other Heavy Industrial type uses.

***Rural Cross-Section***

- 9.4 Council supports a rural cross-section standard of road in a new appropriately located industrial subdivision in the Rural Service Area as a means of reducing development costs and attracting a broader spectrum of industrial uses.

***Develop Brownfield Sites***

- 9.5 The City will identify opportunities for Brownfield Development and encourage such development where infrastructure capacity exists.

***Consider Heavy Industrial Area***

- 9.6 The City shall undertake a study to consider the feasibility of designating an area for Heavy Industrial development that is environmentally sustainable and compatible with other industrial uses.

***Eco-Industrial Business Park***

- 9.7 The City may support and facilitate the development of a privately initiated Eco-Industrial Business Park by offering incentives for a period of time.

***Municipal Reserve as Land***

- 9.8 Council may require that Municipal Reserve in new industrial subdivisions be dedicated as land instead of cash-in-lieu of land.



SECTION 10

# **Parks Recreation Community Services and Heritage**

## 10 PARKS RECREATION COMMUNITY SERVICES AND HERITAGE

Parks and recreation facilities and services are valued by City residents and are considered to be major contributors to a high quality of life. Recreational trail systems in particular as well as facilities such as indoor swimming pools are important to residents. Cultural and heritage facilities are also important for encouraging a cosmopolitan experience and for attracting and retaining professionals and a skilled labour force. Opportunities for social interaction, holistic health and wellness and a diversity of interests and needs are required. MDP policies must ensure that this diversity is recognized and, in particular, that Municipal Reserve is used effectively to the benefit of all as shown on Map 4 - Existing and Future Major Parks.

### Goal

***To manage parks, public open spaces, recreation, community and heritage resources and facilities to enhance the quality of life of all City residents.***

### Objectives

- a) To ensure that all City residents have access to public open space in their Neighbourhoods.*
- b) To encourage environmental management and stewardship of all public open spaces.*
- c) To improve the quality of life and range of amenities for City residents.*
- d) To respond to the long-term needs of a changing demographic community.*

### Policies

- |  |  |
|--|--|
| <b>Recreation and Culture Strategy</b>                           | 10.1 Council shall review and implement the key recommendations of the 2023 Recreation and Culture Strategy.   |
| <b><u>Neighbourhood</u> Community, Linear and Regional Parks</b> | 10.2 Council shall require that four (4) <u>Levels of Park Facilities</u> , which include Neighbourhood, community, linear and regional parks be considered and rationalized by all ASP's. Where required, land assembly strategies will be considered.      |
| <b>Municipal Reserve Dedication</b>                              | 10.3 Council shall require that at the time of subdivision, ten (10) percent of the developable land be dedicated as Municipal Reserve. Portions of the subject site dedicated as Environmental Reserve are exempt from the calculation of developable land. |
| <b>Municipal Reserve Allocation</b>                              | 10.4 Municipal Reserve dedication shall be taken as land for all types of ASP's including industrial plan areas. Cash-in-lieu of land dedication may be considered in instances where the need for recreation or open space has not been identified.         |



## ***Muskoseepi Park Master Plan***

- 10.5 Council shall collaborate with landowners when amending the Muskoseepi Park Master Plan to extend Muskoseepi Park to the north, adjacent to Bear Creek, into the area as shown on Map 6 - Rural Service Area. The aim will be to prevent encroachment into the valley and identify the appropriate land base to meet future public open space requirements.



## ***Lands Surrounding Stormwater Management Facilities***

- 10.6 The City may consider Municipal Reserve credit for stormwater management facilities for land above the 1:100-year flood line provided that the land has an active recreation capability, and the following conditions are met:
- a) the school, Neighbourhood park, tot-lot and pedestrian/bicycle network needs of the Neighbourhood have already been met or adequate provision has been made to meet these needs in the future; and
  - b) the stormwater management facility meets the design criteria and standards of both recreation areas and stormwater management facilities and contributes to the above.

## ***Storm Pond Area Use***

- 10.7 Sufficient detail demonstrating that the use of the storm pond area for Municipal Reserve purposes is compatible with the stormwater management function and high-quality recreation space shall be included in the OP, the stormwater design report, and the detailed engineering drawings. The amount of Municipal Reserve credit to be assigned shall be determined at the time of OP approval.

<b><i>Storm Pond Frontage Road</i></b>	10.8 Council shall require a minimum of thirty (30) percent of continuous road frontage to be applied to storm pond Public Utility Lots or a minimum of sixty (60) percent continuous trails and park furniture for a parkway that is integrated into the Neighbourhood trail and open space system.
<b><i>Municipal Reserve Landscaping Guidelines</i></b>	10.9 Council shall prepare landscaping and improvement standards to be applied to Municipal Reserve lands that are consistent with the City's Design Manual.
<b><i>Municipal Reserve as Useable Space</i></b>	10.10 All Municipal Reserve dedicated shall be developed as useable park space in new Neighbourhoods including sites designated for schools by an ASP.
<b><i>Municipal Reserve Ownership</i></b>	10.11 The City shall retain ownership of Municipal Reserve sites until such time as a site is required for the construction of a school.
<b><i>Indigenous Relations Framework</i></b>	10.12 Council shall review and implement the City's Indigenous Relations Framework.
<b><i>Indigenous Cultural Identity</i></b>	10.13 The City will seek opportunities to recognize indigenous heritage through creation of physical structures such as public art installations or monuments and by supporting community cultural activities that promote the preservation and sharing of indigenous knowledge, customs, and arts.
<b><i>Indigenous History</i></b>	10.14 Council will require all statutory plans prepared by the City to include history sections that acknowledge the traditional territory before colonialism.
<b><i>Joint Recreation Master Plan</i></b>	10.15 The City will partner with the County of Grande Prairie No. 1 in implementing the Joint Recreation Master Plan that benefits and improves the quality of life of both City and County residents.
<b><i>Municipal Heritage Designation Program</i></b>	10.16 Council shall support the implementation of the Municipal Heritage Designation Program. All ARP's shall be required to consider historic resources as determined by the heritage inventory and heritage survey and shall preserve the integrity of these resources. Planning initiatives for protecting historic resources as suggested by the Municipal Heritage Designation Program shall be investigated. Suggested planning initiatives include heritage conservation areas, transitional zoning, Neighbourhood and infill design guidelines, and variances for preservation of historic resources.
<b><i>Public Service Facilities</i></b>	10.17 Council shall facilitate the provision of required sites for public service facilities such as emergency medical services, police and fire stations, and hospitals.

***Emergency and Protective Services***

10.18 Council shall ensure the provision of emergency and protective services to accommodate a growing and changing population.

***Northwestern Polytechnic***

10.19 The City shall continue to partner with and support Northwestern Polytechnic in initiatives that sustain its long-term viability.



***Parks and Open Space Master Plan***

10.20 Council shall support the recommendations of the Parks and Open Space Mater Plan which is intended to guide the City in the development and improvement of parks and open space facilities and the delivery of services.

## SECTION 11

# The Natural Environment



## 11 THE NATURAL ENVIRONMENT

---

Preserving the natural environment to the extent possible is a guiding principle of this MDP and is very important to City residents. It also promotes environmental sustainability by preserving natural systems that extend beyond the City's boundary. Natural areas particularly along Bear Creek are especially valued by residents who consider this feature to be the City's greatest amenity. Placing a high value on retaining and managing natural areas in urban areas reflects a growing trend of urbanites to maintain some connection with nature. Integrating natural areas into the open space system and as Green Infrastructure in managing stormwater results in an attractive *green* community and significantly enhances the quality of life of City residents.

### Goal

***To embrace opportunities for protecting the natural environment in the urban context.***

### Objectives

- a) To protect and enhance significant natural areas.*
- b) To conserve environmentally sensitive areas such as the escarpment and floodplain of Bear Creek and its tributaries.*
- c) To reduce the impact of development on the natural environment.*
- d) To apply Environmental Reserve and other provisions to protect environmentally significant natural areas and hazard lands from development.*
- e) To protect water quality and quantity through effective subdivision design.*
- f) To implement mitigation and adaptation strategies to effectively respond to climate change effects.*

### Policies

<b><i>Muskoseepi Park Master Plan</i></b>	11.1	Council shall preserve and protect the Bear Creek Valley in accordance with the Muskoseepi Park Master Plan.
<b><i>Environmentally Significant Areas Inventory</i></b>	11.2	Council will recognize and consider the inventory of environmentally significant areas in the development of new ASP's.
<b><i>Environmental Reserve Setbacks</i></b>	11.3	As part of an ASP and/or OP, Environmental Reserve setback shall be required from either the top of the Bear Creek Valley, tributary watercourses and valleys, or the high-water mark of a crown owned body of water.

***Environmental Reserve Setbacks  
Recommendations***

11.4 Council shall require that all lands considered unsuitable for development as defined in the MGA, including required setbacks from these areas, to be dedicated as an Environmental Reserve. For Bear Creek and its tributaries, the minimum Environmental Reserve width shall be determined based on the recommendations of the City's Bear Creek Corridor Technical Assessment which considers slope stability, geomorphology, and flooding.

***Ecosystem Management***

11.5 Water bodies such as Crystal Lake, the Reservoir, O'Brien Lake, Flyingshot Creek, Hughes Lake, Hermit Lake, Wood Lake, Flyingshot Lake and other urban wetlands shall be preserved as natural areas subject to the following ecosystem management objectives:

- a) in accordance with the 2007 Municipal Government Board ruling, future subdivision, and development on lands adjacent to the remaining undeveloped portion of the eastern shore of Crystal Lake shall be subject to a thirty (30) metre Environmental Reserve setback;
- b) elsewhere, unless an Environmental Reserve setback greater than fifteen (15) metres is prescribed based on a Biophysical Assessment or directed by the Provincial or other authority having jurisdiction, a minimum fifteen (15) metre Environmental Reserve setback shall be required from the high-water mark along crown owned water bodies (or bodies of water);
- c) recreational use of Crystal Lake and lakeshore shall be restricted to wildlife observation. Except for periodic monitoring and maintenance by the City, watercraft use is prohibited.

***Hazard Lands***

11.6 It is Council's intention that no permanent habitable structures shall be permitted within the 1:100-year floodplain of any river, stream, or lake shore.

***Environmental Reserve in Natural State***

11.7 Environmental Reserve lands shall remain in their natural state but may be integrated into the City's comprehensive parks open space and trail systems. Required crossings of Environmental Reserve land shall be as unintrusive as possible.

***Top of Bank Road***

11.8 A frontage road extending along thirty-five (35) percent of the length of the top of the bank of Bear Creek or its tributaries or the high-water mark of a crown owned body of water shall be required in new development areas to maximize public access and views into the Bear Creek Valley as a natural amenity, visual resource and public open space valued by the community at large. The required top of bank road may be reduced if the proposed concept achieves the goals of this policy.



## **Biophysical Assessment**

11.9 Council shall require that a Biophysical Assessment be undertaken for a site proposed for a multi-parcel subdivision or a major development if the site contains natural features such as wetlands, waterbodies, or forested cover. The Biophysical Assessment will identify and evaluate the environmental significance, sensitivity and ongoing sustainability of existing vegetation, wetlands, wildlife habitat and unique physical features, and will recommend appropriate measures for protecting significant features.

### ***Conserve Existing Wetlands***



11.10 Notwithstanding Council's desire to protect wetlands for their value as natural habitat and ecosystem functions, where appropriate, the City shall promote the conservation and use of existing wetlands for the natural stormwater management they can provide as a means of incorporating [Green Infrastructure](#) into the urban environment.

### ***Conserve Natural Features***

11.11 In addition to Environmental Reserve dedication, Council may consider conserving significant natural features through a variety of strategies that may include, but not be limited to, acquisition through purchase or land trade, donations and bequests, Environmental Reserve Easements, Municipal Reserve dedication, and Conservation Easements.

### ***Land Trust***

11.12 Council may support the establishment of a natural land trust fund through public and private sources for the acquisition of significant natural areas that cannot be preserved through other means.

### ***Urban Forest Strategy***

11.13 Council intends to create a comprehensive urban forest strategy to provide an integrated approach to planting, maintenance, and care of trees, forests, and greenspace in the City with the goal of delivering economic, environmental, social, and public health benefits for its residents.

### ***Conservation Exclusion***

11.14 The City shall exclude land dedicated under a Conservation Easement from the calculation of Municipal Reserve dedication.

***Environmental Site Assessment***

11.15 The City may require the completion of a Phase 1 environmental site assessment, as defined by the Canadian Standards Association, by a qualified professional in accordance with generally accepted geo-environmental engineering practices prior to subdivision and/or development.

***Trumpeter Swan Breeding Lakes***

11.16 Valuable bodies of water for trumpeter swan nesting and breeding are located within the City Boundary. They include but are not limited to Hughes Lake, Hermit Lake, Flyingshot Lake, Flyingshot Marsh, Crystal Lake and Wood Lake. The City will work with landowners and developers in consultation with Alberta Environment and Parks to establish workable development setbacks at the time of the proposed subdivision.

***Climate Change***

11.17 Council acknowledges that climate change has potential to impact our community and the operations of the organization. Council commits to proactively address the challenges posed by climate change by implementing effective mitigation and adaptation strategies.

## SECTION 12

# Community Mobility

## 12 COMMUNITY MOBILITY

---

Smart Growth principles support healthy environmentally friendly transportation modes on a city-wide basis. Bicycle trails for example, either as an exclusive lane located within or along a road or as multi-use trails, should form part of a comprehensive transportation system that connects residential Neighbourhoods to employment centres, major institutional facilities, the Downtown, and other employment and shopping areas. Similarly, a pedestrian system that allows for wider, safer sidewalks that create a pleasant walking experience may encourage more walking. A City-wide cohesive pedestrian and cycling system with uniform standards and connectivity is needed. Public transit also needs to be encouraged.

### Goal

***To improve the health of City residents and air quality by providing community mobility options that reduce dependence on the automobile.***

***To ensure that all persons with disabilities have barrier-free access to City services and facilities.***

### Objectives

- a) *To promote connectivity through a variety of mobility and transportation modes.*
- b) *To provide a cohesive network of trails and sidewalks that serve as a practical alternative to vehicle use for moving people of all abilities around the City.*
- c) *To better integrate road, trail, and transit infrastructure.*

### Policies

#### ***Bicycle and Pedestrian Trails***

- 12.1 Council may implement the cohesive network of bicycle and pedestrian trails as recommended by the Transportation Master Plan. Capital funding shall be made available to undertake an annual work program to systematically upgrade and extend linkages for bicycles and pedestrians across the City.

#### ***Developers Install Trails***

- 12.2 Developers in new areas shall be required to install bicycle and pedestrian trails concurrent with development in accordance with the recommendations and standards of the Transportation Master Plan, and the City's Design and Construction Manuals.

#### ***Transit Master Plan***

- 12.3 Council shall require that the recommendations of the Transit Master Plan be implemented to support public transit as a way to reduce dependency on the private automobile, improve air quality, and reduce greenhouse emissions.

### ***Transit Guidelines Considered***

- 12.4 The Subdivision Development Design Guidelines for transit shall be incorporated into the City's Design Manual and will be adhered to by developers in preparing OP's and in designing new subdivisions.



### ***Increase Transportation Choices***

- 12.5 In addition to the initiatives recommended by the Transportation Master Plan, the City will continue to research and strongly support any initiatives that favour transit, walking, cycling, increased auto occupancy, reduced trip frequencies, reduced greenhouse gas emissions and reduced trips made at peak periods.

### ***Trails Focus Downtown***

- 12.6 In recognition of the Downtown as a major destination, the City shall implement the bike lane, pedestrian crossing, sidewalk construction and sidewalk rehabilitation design elements proposed by the updated Downtown Enhancement Plan to encourage walking within and to the Downtown.

***Pedestrian Design Principles***

12.7 The City shall initiate a review of the existing pedestrian-related design principles and guidelines to ensure consistent integration into all relevant plans, including the Transportation Master Plan, ASP's, ARP's, and OP's. The review will consider opportunities to achieve a safer, more efficient, and more attractive pedestrian system by applying measures such as wider sidewalks, enhanced landscaping and narrower pavements and incorporating Barrier Free design principles.

***Trails on Public Utility Lots***

12.8 The City will investigate the feasibility of developing pedestrian/cycling trails along public utility lots in central Neighbourhoods.

***Barrier Free Access***

12.9 The City will establish a process to identify the barriers that prevent equal access to existing City services and facilities; continually improve the accessibility of City services and facilities; and actively encourage input from all segments of the community in the design and operation of all new and renovated City services and facilities.



## SECTION 13

# Infrastructure

## 13 INFRASTRUCTURE

---

The City's infrastructure systems are essential to growth and for sustaining existing development. A major component of City's municipal revenue is directed towards operating and maintaining these systems including transportation, and stormwater management as shown on Map 5 - Arterial Road Network.

Treated water, wastewater and solid waste services are provided within the City and beyond by Aquatera. Aquatera is a utility corporation owned and operated by four corporate shareholders: the City of Grande Prairie; the County of Grande Prairie No. 1; the Town of Sexsmith and the Town of Wembley.

Best practices in terms of infrastructure focus on environmentally sustainable approaches such as improved energy efficiency and solid waste management. The City is taking a leading role in promoting these green initiatives.

### Goals

***To protect the integrity and ensure the sustainability of the City's transportation and utility systems.***

### Objectives

- a) To operate transportation and utilities systems safely and effectively.*
- b) To plan for the long-term extension of infrastructure systems that will keep pace with the growth needs of the City.*
- c) To be a leader in applying alternative energy sources and undertaking green initiatives.*

### Policies

<b><i>Planning Cooperatively with Aquatera</i></b>	13.1 The City, through Aquatera, shall periodically update its Water and Wastewater Master Plans to ensure the growth needs of the City are being efficiently met. The Master Plan updates shall consider stormwater management requirements.
<b><i>Water and Wastewater Master Plans</i></b>	13.2 The City shall support the recommendations of the Water and Wastewater Master Plans so that services can be extended to new development areas in a logical and economic manner having regard for the available capacity in the overall system and portions of the system.
<b><i>Long Term Utility Plans</i></b>	13.3 The City shall partner with Aquatera and other government agencies to maintain, fund and implement a comprehensive long-term plan for its utility infrastructure and establish budget priorities based on the premise that investment in infrastructure maintenance is a necessary annual investment.

***Developer Finance Utility  
Extensions/Expansion***

13.4 Council shall require that the cost of expanding municipal infrastructure be financed to the extent possible through developer obligations under development agreements.

***Paving of Lanes***

13.5 All lanes in new developments shall be paved as per the City's Design and Construction Manuals.

***City Traffic Bylaw***

13.6 The City shall review the Traffic Bylaw to prescribe on-street parking restrictions including the posting of permanent short-term wintertime parking bans to allow safe and consistent access for street maintenance vehicles, amongst other matters.

***Stormwater Management***

13.7 The City shall prepare and periodically update a Storm Drainage Master Plan to consider stormwater management requirements and to promote stormwater management principles that preserve wetlands and support best practice approaches in managing urban drainage, including flood storage and water quality.

***Infrastructure Standards Review***

13.8 The City shall undertake a comprehensive review of its current infrastructure standards in the City's Design and Construction Manuals to facilitate energy efficiency resulting in more sustainable land use.

***Alternative Energy***

13.9 The City will partner with the private sector in encouraging the use of alternative renewable energy sources such as wind turbines and shall make provision for new alternatives in the LUB. Alternative energy sources will be considered for all City projects.

**LEED and Built Green**

13.10 The City shall continue to apply LEED, Built Green or other environmentally sustainable building principles to all municipal structures.

***Reduce Reuse Recycle***



13.11 The City in cooperation with partners, will initiate a program to promote solid waste reduction, reuse measures and recycling of materials with its own operations and with businesses and residents.

***Water Conservation***

13.12 The City in cooperation with partners, will initiate a program to promote water conservation and reuse measures and will investigate the feasibility of implementing such measures at the development and building permitting stage.

***Road Classification***

13.13 The City shall apply the road classification and network recommendations of the Transportation Master Plan for determining the future transportation network and improvements required as the City continues to grow. The recommendations shall be applied to all future ASP's.

***Protect for Future Roadways***

13.14 The City shall protect the required rights-of-way to allow for the implementation of the recommended road network contained in the Transportation Master Plan, as amended from time to time.

***Protect for Future Municipal  
Utilities***

13.15 The City shall protect the required rights-of-way to allow for the implementation of the systems recommended by the Water and Wastewater, Storm Drainage Master Plan, Parks, and Trails Master Plans, as amended from time to time.

***Transportation Master Plan  
Update***

13.16 The Transportation Master Plan shall be reviewed and updated at regular five (5) year intervals.

***Train Crossing Improvements***

13.17 The City may investigate the feasibility of undertaking a program of train crossing improvements such that trains will not be required to use their whistles at those crossing which may create a nuisance for residential Neighbourhoods.

***Private Infrastructure***

13.18 The City may explore alternative urban water and sanitary servicing methods and design standards in the area as shown on Map 6 - Rural Service Area, for residential, commercial, industrial, or public service uses. These systems must be approved by the appropriate government departments and conform to Aquatera policies. When an OP is required, such developments may be designed with a future urban servicing overlay showing that the parcels can be readily connected to urban servicing upgrades once available in the area.

## SECTION 14

# Intermunicipal Planning

## 14 INTERMUNICIPAL PLANNING

---

The City and its municipal neighbour the County of Grande Prairie No. 1 have historically collaborated on planning issues that affect the economic well being and quality of life of both communities. This collaborative approach should continue to be encouraged in future to the mutual benefit of the municipalities and their residents.

### Goals

***To promote joint planning and communication initiatives in the fringe area.***

### Objectives

- a) To establish reciprocal planning frameworks and land use patterns that respect the interests of both the City and the County.*
- b) To promote compatible land use patterns in fringe areas.*
- c) To cooperate in undertaking regional initiatives that benefit City and regional residents.*
- d) To protect the City's interest in maintaining a thirty (30) year supply of land.*

### Policies

<b>Intermunicipal Development Plan (IDP)</b>	14.1 Council shall cooperate with the County of Grande Prairie No. 1 in preparing and periodically updating an IDP that reflects the growth aspiration of both municipalities and will effectively coordinate land uses and transportation systems. The IDP shall include, but not be limited to, referral and dispute resolution policies, and a process for annexation.
<b>30 Year Land Supply</b>	14.2 Council will maintain a land inventory of a minimum of thirty (30) years of land supply that accommodates a diverse mix of land use types.
<b>Regional Environmental Protection</b>	14.3 The City will cooperate with the County of Grande Prairie No. 1 in developing a strategy to protect environmentally significant features that are important to both municipalities including, but not limited to, Bear Creek, the Dunes, and Trumpeter Swan habitat lakes.
<b>Provincial Land Use Framework</b>	14.4 The City will be an active participant in undertaking a regional plan for the Upper Peace Region pursuant to the Alberta's Land Use Framework and the Alberta Land Stewardship Act.
<b>Regional Recreation and Community Services</b>	14.5 The City will continue to cooperate with the County of Grande Prairie No. 1 and other municipalities and agencies to explore cost-effective ways for delivering community and recreational services to the region and the development of recreational facilities that benefit ratepayers.



## SECTION 15

# Implementation

## 15 IMPLEMENTATION

---

Clear consistent direction for implementation of this MDP policies is required for the City to achieve its vision. This MDP can be implemented through statutory plans, OP's and the LUB. By consistently applying MDP policies in preparing these plans, Council, City Administration, the development industry, and the public can all assume responsibility for implementing this MDP over time.

### Goals

***To provide for the implementation and amendment of the Municipal Development Plan.***

### Objectives

- a) To convey to the public the intent of these MDP policies.*
- b) To ensure consistency between this MDP and other statutory and non-statutory documents.*
- c) To provide clear direction on the requirements for preparing statutory and non-statutory plans.*
- d) To ensure the validity and effectiveness of this MDP over time.*

### Policies

- |   |  |
|---|--|
| <b>Public Engagement</b>                          | 15.1 Council will support the implementation of the City's Public Engagement Policy to enhance public participation in planning and development decisions, fostering informed decision-making and wider public comprehension and approval.   |
| <b>Compliance with Municipal Development Plan</b> | 15.2 Proposed statutory plans or statutory plan amendments shall include a statement addressing compliance with this MDP.  |
| <b>Subdivision and Development Appeal Board</b>   | 15.3 The Subdivision and Development Appeal Board shall have regard to the policies of this MDP in making its subdivision and development decisions.   |
| <b>Additional Evaluation Documents</b>            | 15.4 The following documents shall be used by developers and City Administration in preparing and evaluating statutory plans, OP's, and development proposals: <ul style="list-style-type: none"><li>a) the <a href="#">Urban Design</a> tool kit to be prepared pursuant to Policy 5.1;</li><li>b) the <a href="#">CPTED</a> principles to be prepared pursuant to Policy 5.4;</li><li>c) the Transportation Master Plan.</li></ul> |

**Area Structure Plan Requirements**

- 15.5 Prior to adoption of new ASP's or ASP amendments, Council shall, among other things, have consideration for the following:
- a) future residential (low density and high density), commercial and industrial nodes;
  - b) existing land uses and previous subdivision activity;
  - c) site conditions and topography;
  - d) approximate location and size of school sites and major parks;
  - e) pedestrian and cycling trail system and integration with the City's comprehensive system;
  - f) projected population;
  - g) archaeologically sensitive areas as determined by a historic resources overview;
  - h) arterial and collector roadways;
  - i) provision of public transit service;
  - j) evaluation of the need for noise attenuation for major arterial roadways or railways adjacent to residential areas;
  - k) ties to existing sanitary facilities, lift station and proposed trunk main locations;
  - l) ties to existing water supplies and proposed trunk main locations;
  - m) a detailed statement addressing compliance with this MDP;
  - n) Triple Bottom Line evaluation;
  - o) conformance with Smart Growth Neighbourhood Design Guidelines pursuant to Policy 5.2;
  - p) public consultation input;
  - q) rationale for amendments to existing ASP;
  - r) approximate boundaries and phasing of future OP areas;
  - s) other topics deemed appropriate by the [Development Authority](#), and
  - t) train noise and vibration impacts on residential uses, institutional uses, child care facilities, educational facilities and hotels adjacent to the rail line right-of-way.

## **Outline Plan Requirements**

- 15.6 Where not currently in place, OP's are required as a prerequisite to the commencement of development at the quarter (¼) section level and shall be consistent with an approved ASP and Engineering Design reports. Preparation of an OP may be supported by the City if the area that is the subject of the Plan is contained in an approved ASP and is located in an area that is contiguous with existing development and/or in close proximity to existing municipal services. All OP's shall include:
- a) a statement of compliance with this MDP and applicable ASP, and identification of amendment requirements if applicable;
  - b) all supporting engineering investigations and reports as required by the City;
  - c) proposed land use districting including districts in the vicinity of arterial roadways as provided under the LUB;
  - d) an examination of existing land uses and physical features, including vegetation, wetlands and dugouts, watercourses, and topographic information (one (1) meter contours);
  - e) measures for the protection of significant natural areas as recommended by a Biophysical Assessment;
  - f) regard to the effect of existing roadways, pipelines, utilities, or existing industrial activity;
  - g) a detailed land use plan illustrating all industrial and commercial areas by type and location, and residential areas by location, type, and density;
  - h) public consultation input prior to the adoption of new OP's or OP amendments as well as a summary of land use areas, population, and student generation in tabular form;
  - i) arterial, collector and local road alignments;
  - j) proposed sanitary sewer, storm drainage, and water distribution facilities, alignments, and locations;
  - k) public and separate school sites (areas and locations);
  - l) public utility lots and easement locations;
  - m) the location of all playgrounds, linear parks, and walkways, and integration with the City's overall pedestrian and cycling trail system;

**Outline Plan Requirements-**  
**continued**

- n) proposed transit routes and bus stops;
- o) location of proposed noise attenuation measures;
- p) surface drainage patterns including catchment areas and sub-basins, storm pond and outfall locations, and proposed trunk mains;
- q) subdivision phasing plan based on the logical extension of infrastructure;
- r) proposed shallow utility networks;
- s) truck routes and dangerous goods routes;
- t) energy and water conservation measures;
- u) the provision for safe roadway access, and safe and convenient roadway crossings for pedestrians and bicycles;
- v) measures to mitigate noise impacts on residential uses, institutional uses, childcare facilities, educational facilities, and hotels adjacent to the rail line right-of-way as recommended by a Noise Impact Study; and
- w) the possibility of including a Vibration Impact Study. If a Vibration Impact Study is included, then measures to mitigate potential vibration impacts on residential uses, institutional uses, childcare facilities, educational facilities, and hotels adjacent to the rail line right-of-way as recommended by the Vibration Impact Study may be required.

**Adoption of Outline Plan**

- 15.7 Council intends to convert all existing OP's to statutory plans and adopt all future OP's as statutory plans which shall be adopted by bylaw in accordance with Section 633 of the Municipal Government Act. OP's are required as a prerequisite to the commencement of development, generally at the quarter (1/4) section level and shall be consistent with an approved ASP and Engineering design reports.

**Area Redevelopment Plan  
Requirements**

- 15.8 ARP's may be prepared as determined by Council. All ARP's and ARP amendments shall include, amongst other items:
- a) Neighbourhood public participation;
  - b) transportation, including noise attenuation requirements;
  - c) provision of public transit service;
  - d) servicing infrastructure and capacities;
  - e) recreation and open space;
  - f) redevelopment levies;
  - g) architectural controls;
  - h) Neighbourhood population and housing types;
  - i) schools and school population;
  - j) the identification and protection of sustainable locally significant natural areas;
  - k) the identification of heritage sites and resources and a strategy to deal with the heritage features;
  - l) a detailed statement addressing compliance with this MDP;
  - m) rationale for amendments to existing ARP's; and
  - n) other topics deemed appropriate by the Approving Authority.

***Development Agreements***

- 15.9 When land development or redevelopment is proposed, the City shall require the developer to enter into a development agreement. Generally, the agreement shall set out:
- a) the obligations of the developer and the City with respect to the provision, construction, installation, operation, repair, and maintenance of specified work;
  - b) construction standards to be developed and complied with;
  - c) the manner in which the costs of the developer's obligation are to be met and recovered; and
  - d) the periods of time within which specified items of construction or installation are to be completed in relation to the general development of the subdivision.



- Development Agreement Specifics** 15.10 More specifically, the agreement shall set out the responsibilities of the City and the developer with respect to any or all of the following:
- a) provision of water and sewer utilities;
  - b) provision and development of roadways, sidewalks, parking facilities, pedestrian walkways, and access to the land;
  - c) provision of stormwater management through grading, storm sewers, ponds, drainage ditches, bridges, culverts, dykes, and land fill where necessary;
  - d) provision of easements required for construction, maintenance, and improvement of existing and proposed utilities;
  - e) design and timing/staging for the construction of infrastructure and utilities as per City standards;
  - f) landscaping and improvements for Municipal Reserve sites;
  - g) payment of off-site levies, redevelopment levies endeavours and/or charges against the land; and
  - h) provision of security with the City for recovery and compliance should a default occur.

**Plan Amendment**

- 15.11 The City or a landowner may initiate an amendment to this MDP. An application to amend this MDP shall address:
- a) the nature and purpose of the amendment;
  - b) proposed wording and/or mapping for the amendment;
  - c) forecast data and other relevant statistical information;
  - d) effect of the proposed amendment on adjacent land uses; and
  - e) effect of proposed amendment on municipal infrastructure and services.

**Monitor Plan Progress**

- 15.12 Council shall monitor ongoing progress related to this MDP. An annual report will be prepared that shall address the following questions:
- a) How close is the City to achieving the policy objectives?
  - b) Which policies have been used?
  - c) Have the policies been effective in achieving the targets? If not, why?
  - d) What changes should be made to policy or the implementation of policy?
  - e) Other questions as required.

***Plan Review***

15.13 This MDP will be reviewed on an ongoing basis to ensure it remains current.

***Municipal Planning Commission***

15.14 Council will explore the feasibility and implications of establishing a Municipal Planning Commission as the authority for subdivisions, and various approval functions under the LUB.

***Conceptual Shadow Plan***

15.15 In order to accommodate subdivision prior to the approval of an ASP and OP under Policy 4.2, a conceptual shadow plan for the quarter ( $\frac{1}{4}$ ) section must be provided demonstrating the following:

- a) potential lot layout;
- b) if unserviced lots are proposed, include delineation of potential resubdivisions to a serviced lot size;
- c) potential location of storm ponds;
- d) potential location of Municipal Reserve lands, Environmental Reserve lands, and appropriate buffers; and
- e) potential road network and access locations.

## SECTION 16

# A Plan For Action

## 16 A PLAN FOR ACTION

---

The following policies require immediate action by Council:

### **Urban Design Tool Kit**

16.1 Council shall prepare an Urban Design tool kit to provide guidance on developing attractive and safe business areas, public spaces, and residential Neighbourhoods that embrace the principles of Smart Growth. This tool kit shall be reviewed on an ongoing basis with input from community and industry stakeholders such as, but not limited to, the school authority, the Urban Development Institute, emergency services and the City's parks and recreation facility planners.

### **Crime Prevention Through Environmental Design**

16.2 Council shall include CPTED principles in the Urban Design tool kit as provided for in Policies 5.1 and 5.4 of this MDP.

### **Land Use Bylaw Amendments**

16.3 The LUB shall be amended to ensure consistency with this MDP in accordance with the requirements of the Municipal Government Act. Specific amendment required to comply with this MDP are as follows:

- a) include proposed design guidelines for comprehensively designed developments;
- b) consider density bonusing to encourage developers to provide affordable housing units; and
- c) review the commercial districts to ensure the districts remain relevant and a range of commercial opportunities is provided.

### **Location of Community Housing**

16.4 Council shall review and identify locational guidelines for integrating community housing projects in existing and developing Neighbourhoods. The Affordable Housing Master Plan will be considered in the review process.

### **Downtown Business Association**

16.5 Council shall partner with the Downtown Business Association to update and implement the policies of the Downtown Enhancement Plan.

### **Appropriate Rural Road Standards**

16.6 Council shall review the City's road standards in the City's Design and Construction Manuals to allow for a rural cross section standard of road in new appropriately located industrial subdivision as a means of reducing development costs and attracting a broader spectrum of industrial uses.

### **Joint Recreation Master Plan**

16.7 The City will partner with the County of Grande Prairie No. 1 in implementing the Joint Recreation Master Plan that benefits and improves the quality of life of both City and County residents.

***Municipal Reserve Landscaping Guideline***

16.8 Council shall review and implement landscaping and improvement standards to be applied to Municipal Reserve lands that are consistent with the City's Design Manual.

***Urban Forest Strategy***

16.9 Council intends to create of a comprehensive urban forest strategy to provide an integrated approach to planting, maintenance, and care of trees, forests, and greenspace in the City with the goal of delivering economic, environmental, social, and public health benefits for its residents.

***Community Partners***

16.10 The City will partner with local institutional, government and/or private sector organizations to achieve social or cultural objectives or to construct infrastructure to the benefit of City residents.

***Efficiency Driven Infrastructure Standards Review***

16.11 The City shall undertake a comprehensive review in the City's Design and Construction Manuals of its current infrastructure standards to facilitate energy efficiency resulting in more sustainable land use.

***Maintain 30 Year Land Supply***

16.12 Council will maintain a land inventory of a minimum of thirty (30) years of land supply that accommodates a diverse mix of land use types.

# Appendix A

# Interpretation



# APPENDIX A: INTERPRETATION

## Rules of Interpretation

1. Words used in the present tense include the other tenses and derivative forms. Words used in the singular include the plural and vice versa. Words have the same meaning whether they are capitalized or not.
2. The word *shall* requires mandatory compliance except where a variance has been granted pursuant to the Municipal Government Act or this MDP.
3. The words *should* or *will* requires some degree of compliance at Council's discretion.
4. The word *may* implies a policy may be applied at the discretion of Council.
5. Words, phrases, and terms not defined in this part may be given their definition in existing legislation and regulations, such as the Municipal Government Act. Other words shall be given their usual and customary meaning.
6. Where a regulation involves two or more conditions or provisions connected by the conjunction and means all the connected items shall apply in combination.

## Definitions

**Area Structure Plan (ASP)** - means a statutory plan prepared pursuant to Section 638 of the Municipal Government Act, that applies to a quarter (¼) section or more of land that provides a framework for more detailed subdivision and development. Staging of development, land uses, densities and infrastructure matters must be considered. The ASP is adopted by bylaw.

**Area Redevelopment Plan (ARP)** - means a statutory plan prepared pursuant to Section 634 of the Municipal Government Act which provides a framework for future development in an already developed area. The ARP is adopted by bylaw.

**Barrier Free** - means structural or architectural design that does not impede use by individuals with special physical needs.

**Biophysical Assessment** - means an assessment of the biological and physical elements of an ecosystem/land area proposed for subdivision containing natural features. The assessment must be prepared by a professional that identifies and assesses the environmental significance and sensitivity of existing geology, topography, hydrology, soils wildlife habitat and unique physical features. Recommendations regarding the protection of significant or sensitive features should be provided. Specific requirements of a Biophysical Assessment are as follows:

- a) study area location (in context of surrounding landscape);
- b) climate (average precipitation, seasonal temperatures);
- c) physiographic description (in context of Natural Regions and Sub-regions of Alberta);
- d) historical air photos (dating to 1950, focus on surface water, wetlands, land use changes);
- e) field reconnaissance, sampling, and surveys (landscape characteristics, species lists, plant community mapping);
- f) topography (landform classification);
- g) geology (surficial geology classification);
- h) soil (soil classification);
- i) hydrology (surface water and potential for groundwater recharge);
- j) wetland classifications;
- k) vegetation (vegetation community classification, species list, exotic species);
- l) wildlife (species list of direct and indirect observations); and
- m) conservation recommendations that include:
  - i. Environmental Reserve and/or Environmental Reserve Easement;
  - ii. Municipal Reserve; and
  - iii. Conservation Easement.

**Brownfield Development** - means development of sites formerly used for industrial activities such as railroads, gas stations, oil refineries, truck terminals, wood treatment facilities, dry cleaners, liquid/chemical storage facilities, steel, and heavy manufacturing plants. Typically, these sites are contaminated and require remediation before redevelopment can occur.

**Built Green** - is an industry driven voluntary program that promotes "green" building practices to reduce the impact that building has on the environment. It benefits the homebuyer, the community and the environment and is an opportunity for everyone to choose a "green" future. Members and home buyers have the flexibility of choosing their level of participation, thereby offering broader appeal. Bronze represents the minimum achievement level, Silver is the intermediate level, and Gold is the maximum level of recognition.

**Crime Prevention Through Environmental Design (CPTED)** - means applying Urban Design and other principles to create cues in the physical environment that can prompt or prevent undesirable or criminal behaviours.

**Community Housing** - means a range of community-based housing forms that cater to accommodate the homeless, the hard to house, transitional housing and/or individuals that cannot afford market accommodation.

**Comprehensively Designed Developments** - means developments that are planned and designed as one unit and can include commercial business centres, business campuses and parks and residential complexes.

**Conceptual Shadow Plan** - means a conceptual plan for an area indicating a potential future lot layout with road network and access locations.

**Confined Feeding Operation** - means an agricultural operation where poultry or livestock are confined for the purposes of growing, finishing, or sustaining by means other than grazing and does not include a breeding herd.

**Conservation Easement** - means an agreement registered against a title whereby a landowner grants to another person or organization provisions for the protection, conservation and enhancement of a natural feature considered to be of value.

**Development Authority** - means the Development Officer, the designated standing Committee of Council, or Council as the case may be.

**Eco-Industrial Business Parks** - means the groupings of diverse industries that benefit mutually by exchanging waste heat, light or by products with their neighbours. This concept incorporates the following principles to create targeted business synergies within a sustainable, environmentally friendly industrial park:

- a) targeted economic development strategies that seek to attract similar businesses or industry grouping to fill product or service niches;
- b) by product synergy whereby businesses cycle materials and energy, increasing efficiency and reducing environmental impact;
- c) ecological design through development of green buildings and sites designed to minimize resource use such that green spaces and ecologically sensitive areas are preserved and integrated within the site;
- d) Green Infrastructure wherein traditional infrastructure is replaced with concepts like natural stormwater management or alternative energy systems; and
- e) networking around services is designed so that business share services, such as marketing, transportation, research, and monitoring services wherever possible.

**Environmental Reserve** - means land dedicated to the City in accordance with Section 664 of the Municipal Government Act at the time of subdivision that is considered undevelopable for environmental reasons and may include areas such as wetlands, ravines, drainage courses and steep slopes.

**Farmstead** - means any dwelling unit associated with an agricultural operation or intensive livestock operation where the owner or owners of the operation normally reside. Farmstead also includes the well, sewage disposal system, and shelterbelt

and only applies to an un-subdivided quarter (¼) section.

**Green Infrastructure** - as defined by both Agriculture Canada and the USDA, means a wide range of natural and constructed landscape elements including natural areas; public and private conservation lands; over ground stormwater systems; recreation areas (e.g., golf courses); and trail networks. Green Infrastructure may be incorporated into engineering standards such as the use of landscaped drainage swales along roads as opposed to curb and gutter with piped storm drainage systems. Typically, Green Infrastructure is permanent land use.

**High Visibility Corridor** - means high visibility transportation corridors that carry large volumes of traffic and may result in a significant impression of the City. Highway 43, Wapiti Road, and Resources Road are High Visibility Corridors.

**Heavy Industrial** - means large scale industrial uses that may result in some nuisance effects on adjacent sites.

**Home Business** - means the secondary use of a principal dwelling in a residential neighbourhood to conduct a business activity.

**LEED** - refers to the Leadership in Energy and Environmental Design Green Building Rating System for the design, construction, and operation of high-performance green buildings. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality.

**Levels of Park Facilities** - means a hierarchy of parks serving increasingly larger populations and includes:

- a) Neighbourhood level that are intended to serve the needs of an individual Neighbourhood;
- b) community level that are intended to serve the needs of a cluster of Neighbourhoods;
- c) district level that are intended to serve a wide level of needs and often include community centres and playgrounds; and,

- d) regional level that are intended to serve the regional population with facilities that are not duplicated elsewhere.

**Modified Grid Street Pattern** - means an interconnected network of streets surrounding generally regular rectangles, with modifications to allow for terrain or environmental considerations, such as occasional curves or diagonally directed streets. The gridiron-like layout and shorter blocks typical of the Modified Grid Street Pattern allow for multiple travel routes, dispersing vehicular traffic within a geographic area, and encouraging pedestrian activity.

**Municipal Reserve** - means land required in accordance with Section 666 of the Municipal Government Act at the time of subdivision for park and/or school purposes. When subdividing an area larger than two (2) acres, up to a ten (10) percent reserve dedication is required. Cash-in-lieu of Municipal Reserve land may be considered.

**Neighbourhood(s)** - typically refers to a mainly residential area that is designed as a comprehensive unit containing a variety of housing types, community services and parks that meet the needs of the Neighbourhood population.

**Outline Plan (OP)** - means a plan, prepared to a professional standard, generally encompassing an entire quarter (¼) section, that is contained within an approved ASP. An OP provides more detailed information specific to the rezoning and subdivision of the quarter (¼) section. OP's are adopted by bylaw, same as ASP's.

**Rural Service Area** - means the lands annexed from the County of Grande Prairie No. 1 in 2016 as shown on Map 6 - Rural Service Area.

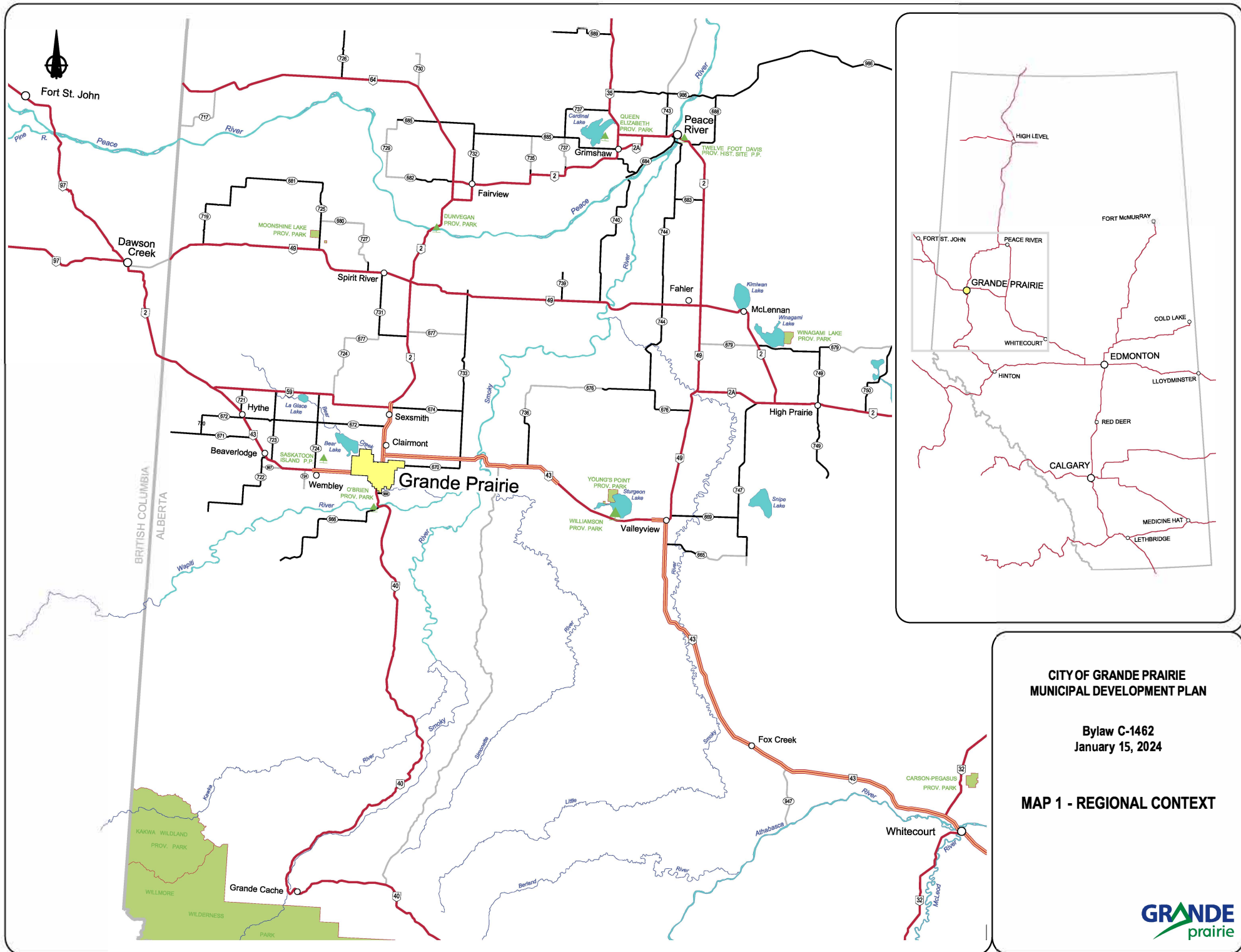
**Secondary Suite** - means a self-contained accessory dwelling unit located within a residential dwelling, garage, or accessory building.

**Smart Growth** - means development principles that promote enhanced quality of life, efficient use of land to preserve the natural environment to the extent possible, and that result in healthy, sustainable communities that are fiscally responsible.

**Triple Bottom Line** - means evaluating a plan or project by considering economic, environmental, and social factors.

**Urban Design** - means planning and architecture that gives regard to design elements such as building form and style, views and vistas, open space, and streetscape treatments to provide an urban context that is both functional and aesthetically pleasing.



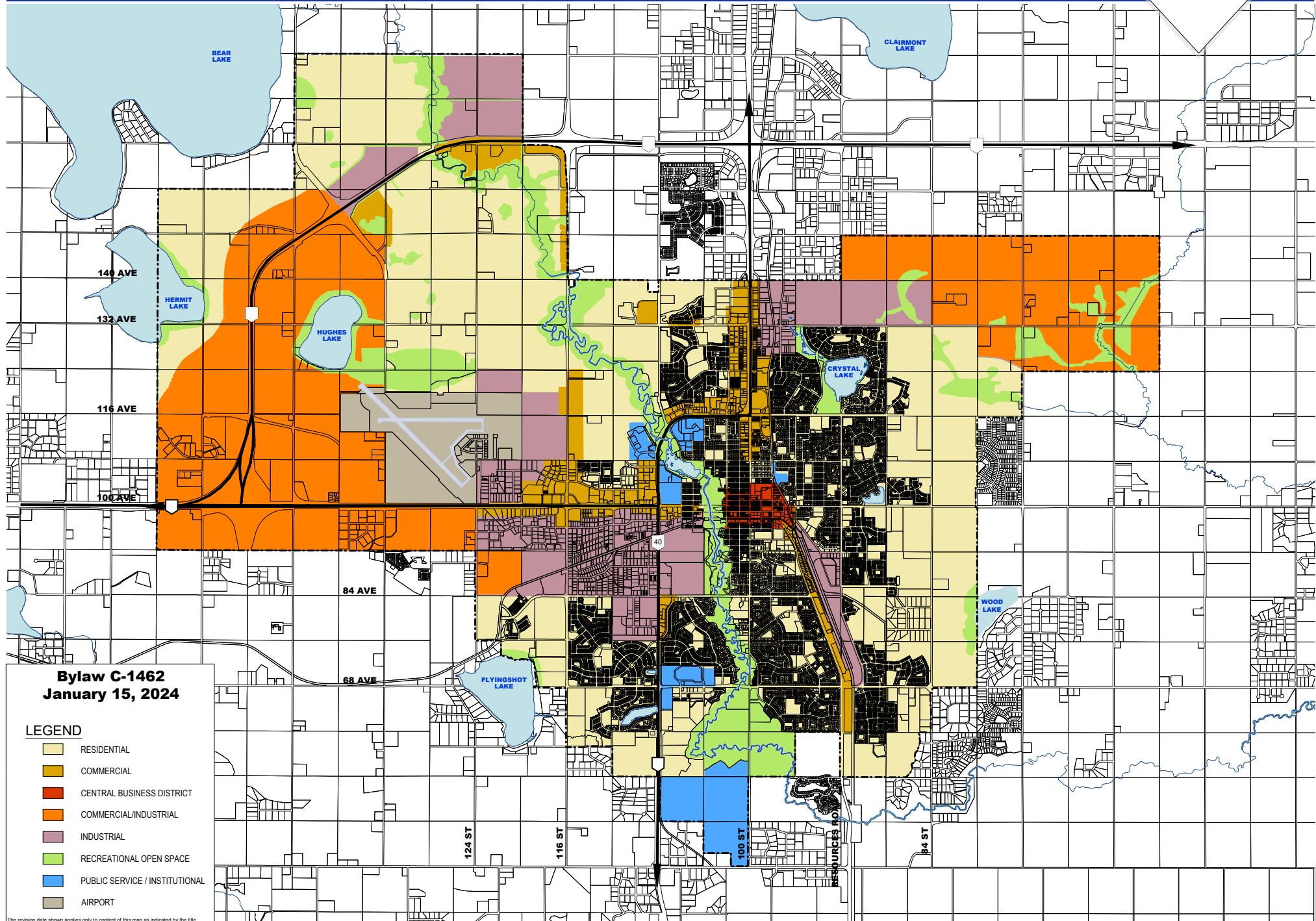






# City of Grande Prairie Municipal Development Plan

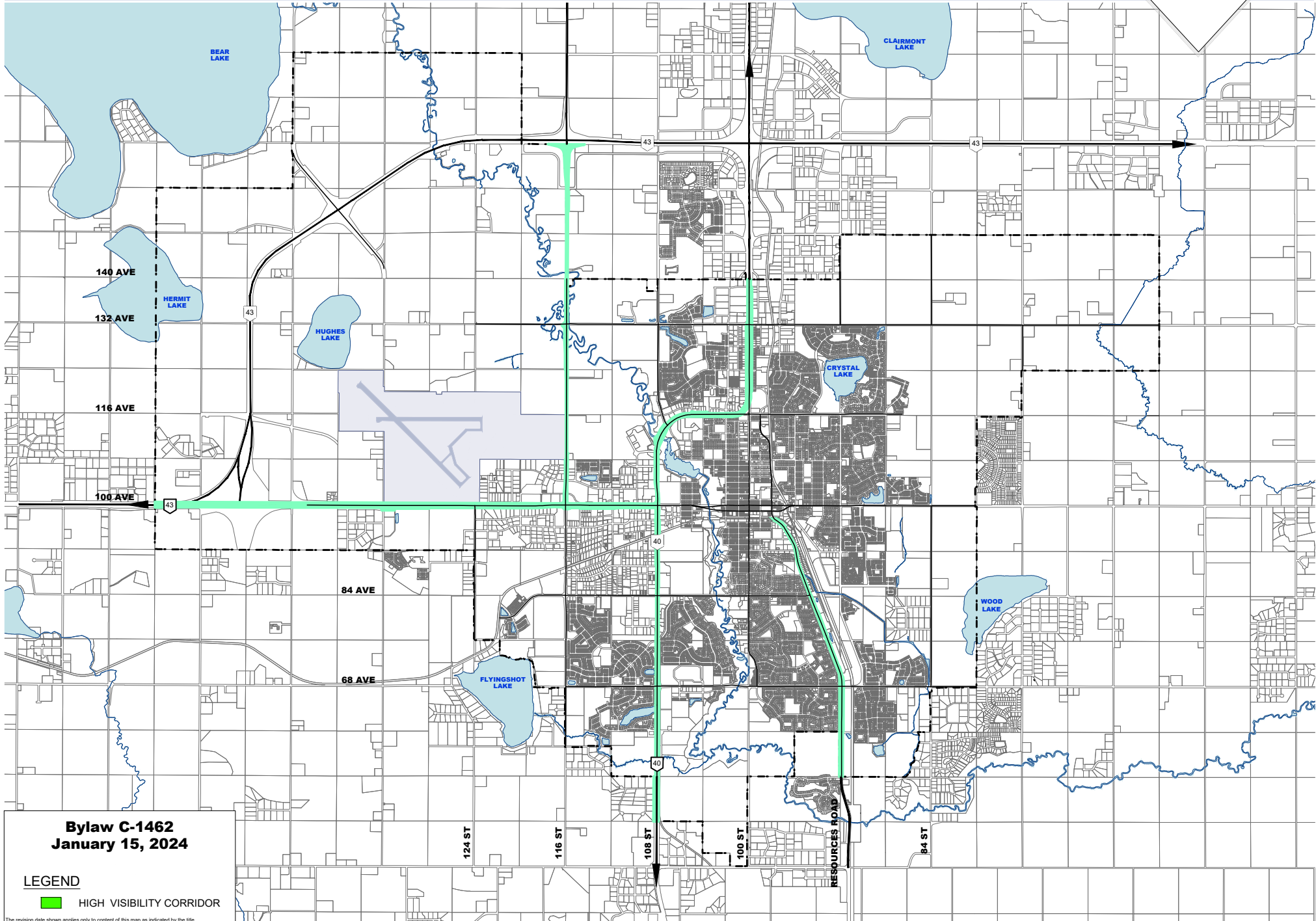
## Map 2 - Future Land Use





# City of Grande Prairie Municipal Development Plan

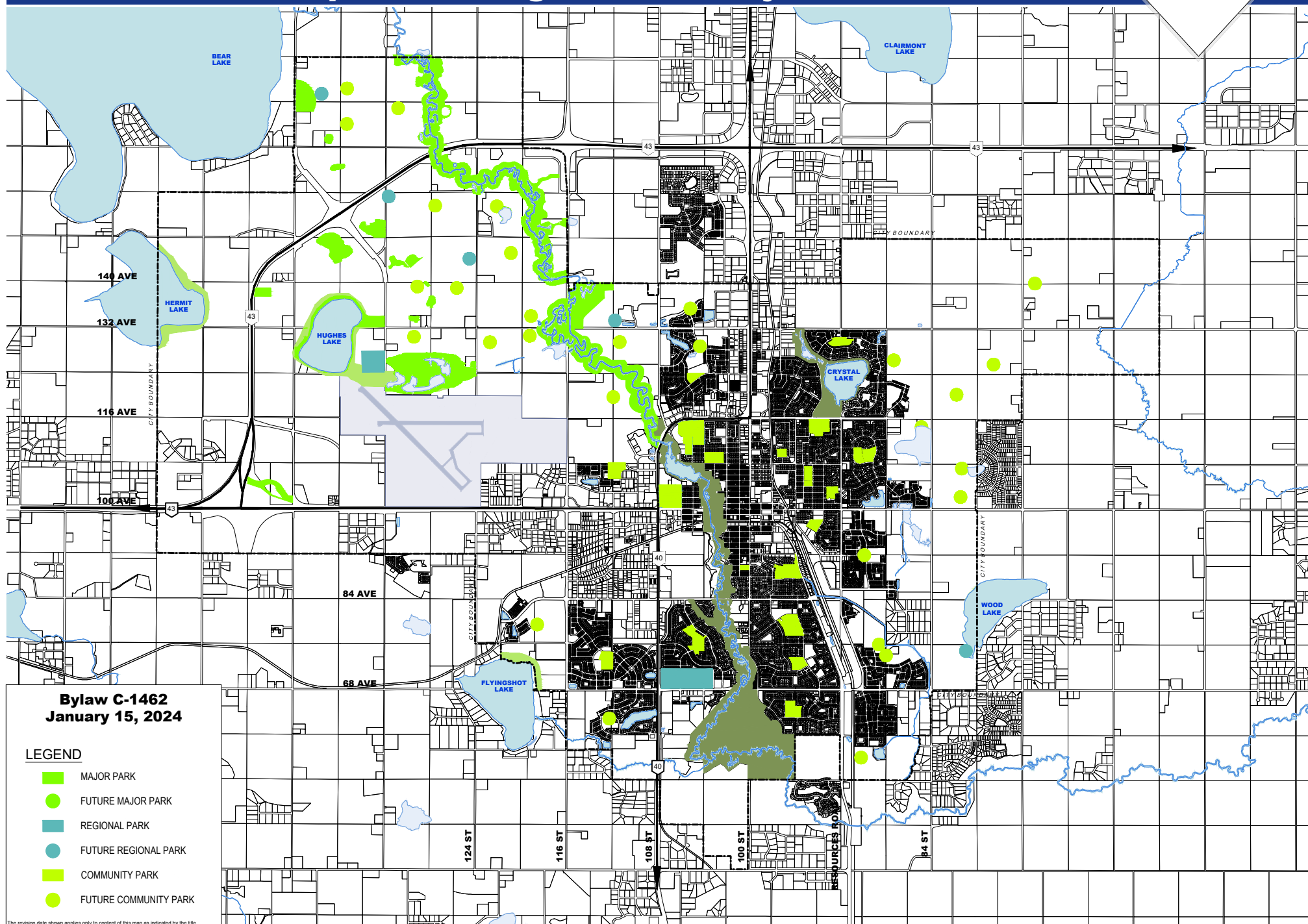
## Map 3 - High Visibility Corridors





# City of Grande Prairie Municipal Development Plan

## Map 4 - Existing & Future Major Parks

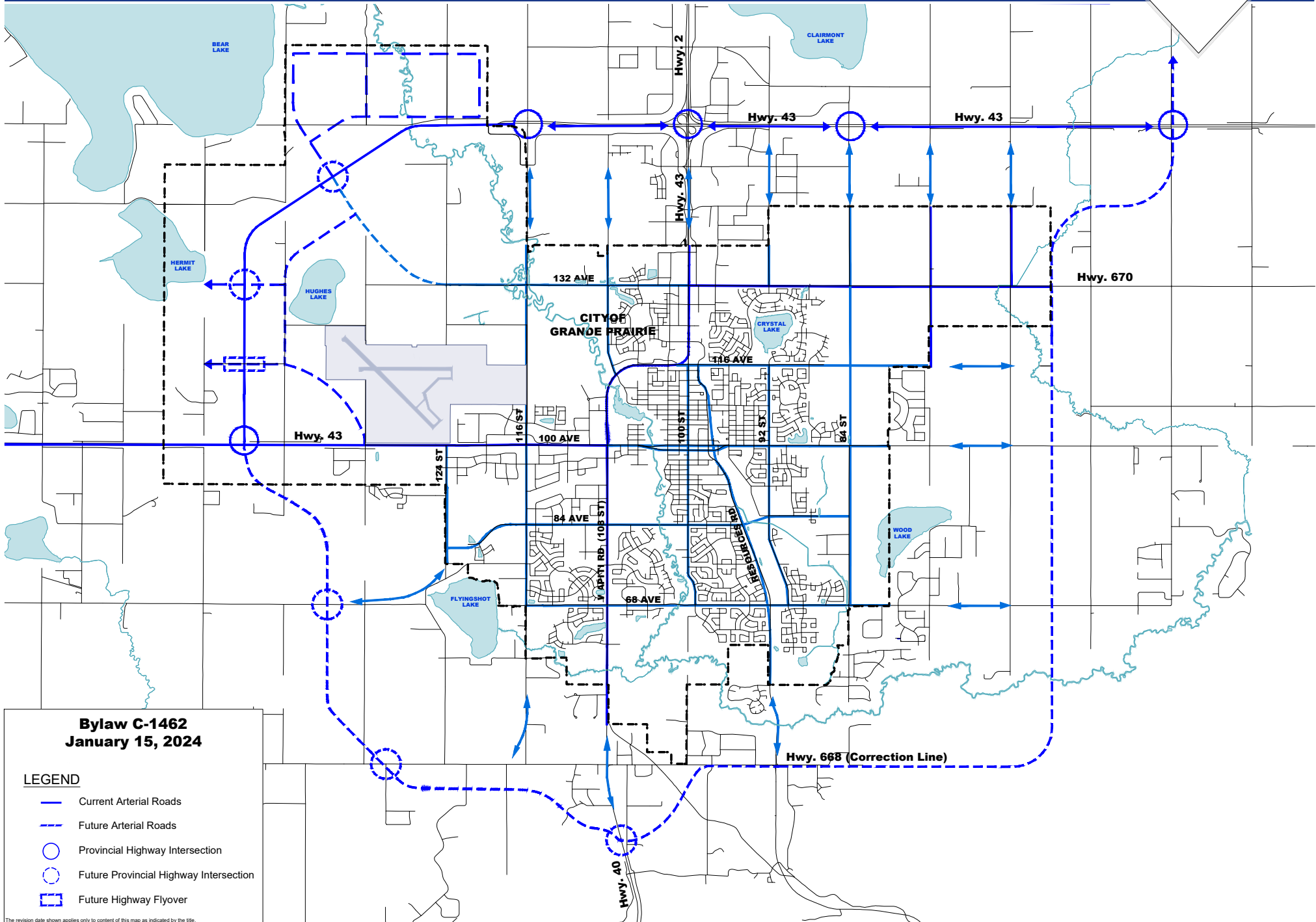






# City of Grande Prairie Municipal Development Plan

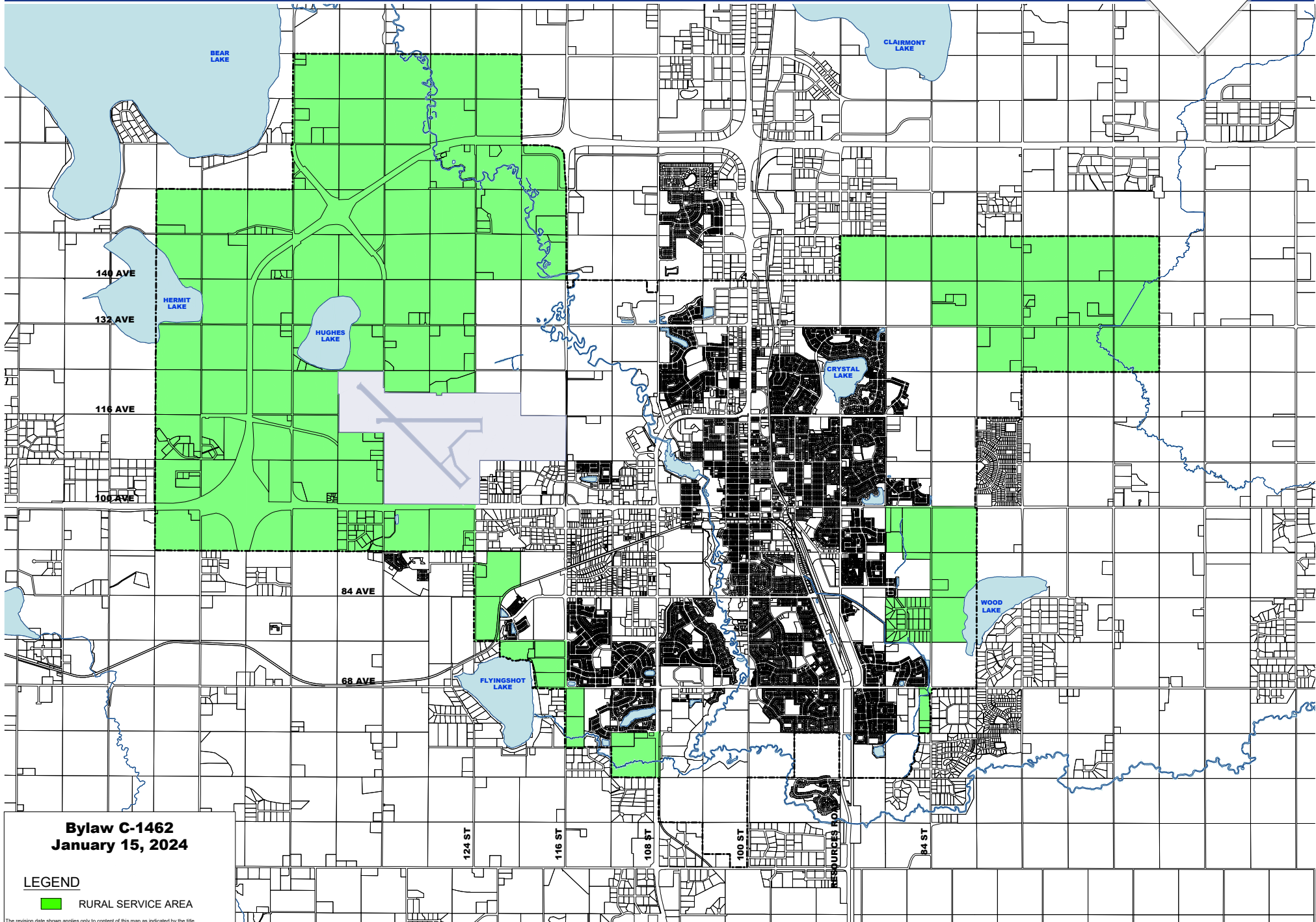
## Map 5 - Arterial Road Network





# City of Grande Prairie Municipal Development Plan

## Map 6 - Rural Service Area



**Bylaw C-1462**  
**January 15, 2024**

### LEGEND

RURAL SERVICE AREA

The revision date shown applies only to content of this map as indicated by the title.