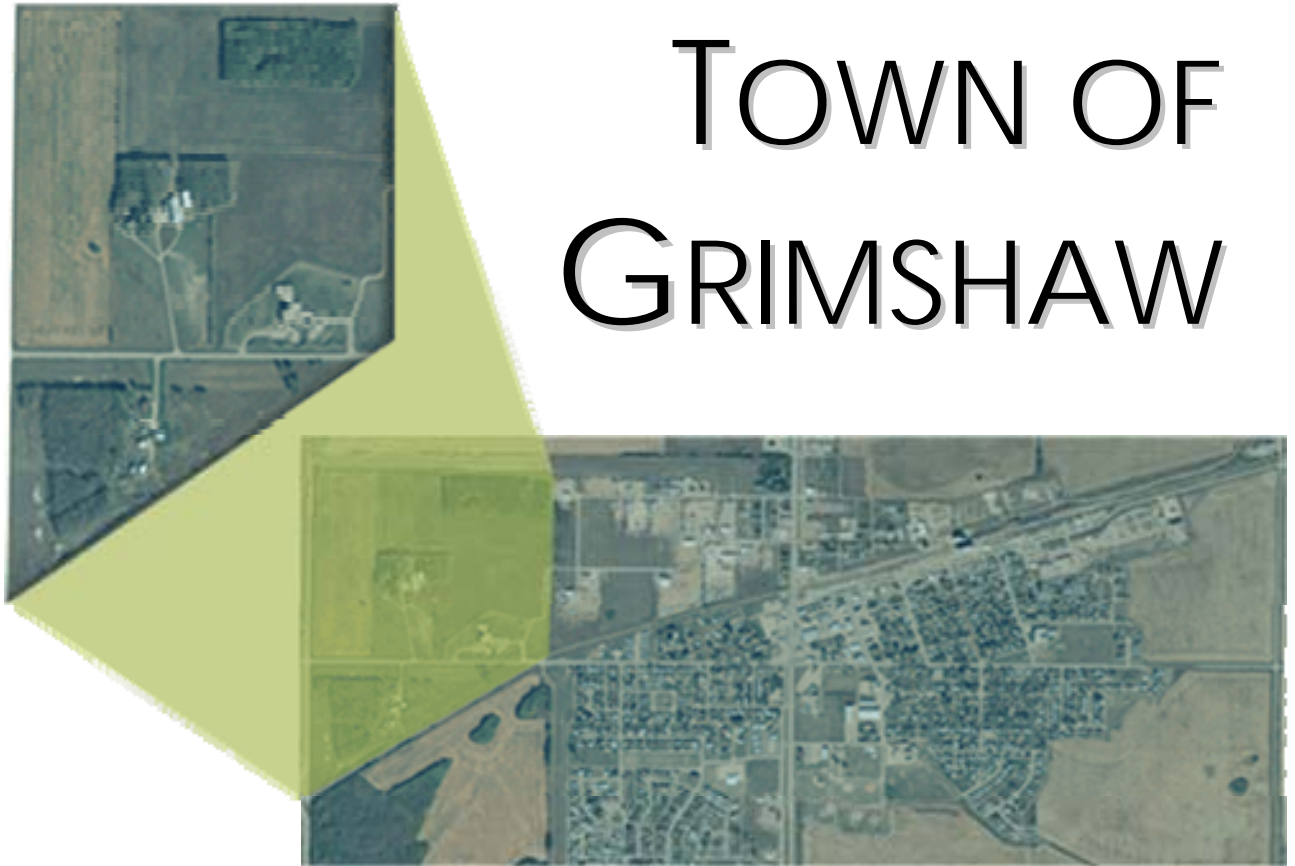
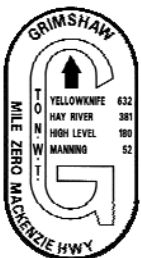


TOWN OF GRIMSHAW



WEST GRIMSHAW AREA STRUCTURE PLAN

FINAL REPORT



PREPARED BY THE
MACKENZIE MUNICIPAL SERVICES AGENCY
AND THE
TOWN OF GRIMSHAW

2006

UPDATED JANUARY 2009

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PART ONE: INTRODUCTION

1.1 LOCATION OF WEST GRIMSHAW AREA STRUCTURE PLAN

- 1.1.1 Located 179 km north of Grande Prairie, Alberta, on Highway 2 is the Town of Grimshaw, with a population of approximately 2435 people. The Town is approximately 21 km south of the Town of Peace River (Please refer to Schedule "A" – Regional Context Map). The Town is bisected by current rail operations and is also at the confluence of major transportation corridors including Highway 2, Highway 2A and Highway 685.
- 1.1.2 Grimshaw was named after Dr. M.E. Grimshaw, a native of Kingston Ontario, who established a medical practice in the Village of Peace River Crossing in 1914. He served on the village council for many years holding offices of reeve, village commissioner and later the position of mayor. Grimshaw's location was chosen by the Central Canada Railway in 1917 and was surveyed by Alfred Driscoll in September 1921. When the site was first surveyed it was commonly known as "the stop" by many railway crews. On February 18, 1930 the hamlet was established as the "Village of Grimshaw" and became the Town on February 2, 1953.
- 1.1.3 Today, the Town continues to function as a major service center for traditional agricultural and forestry sectors, as well as increasing importance with regards to oil and gas investment and associated industries. With the continuing growth in the oil and gas sector, the community has recently experienced a boom in industrial and commercial development and witnessed substantive increases in residential building activity throughout 2005. Accordingly, the availability of vacant parcels has declined, and affected parties have recognized the need to continue ongoing planning to ensure the orderly and efficient development of all lands within the community.
- 1.1.4 In order to meet anticipated demand for both future residential, industrial and commercial land uses, the Council has been working in conjunction with local landowners to complete the preparation of area structure plans in those areas identified by the Town of Grimshaw Municipal Development Plan as areas intended to accommodate future growth and development. The primary focus of this Area Structure Plan is the western portion of the municipality that has been identified to accommodate both residential and industrial expansion and speciality



land uses around the Health Centre (Please refer to Schedule “B” – Local Context Map).

- 1.1.5 The Area Structure Plan (ASP or Plan) as presented herein shall be recognized as at the conceptual stages and such it is anticipated will evolve over time to rectify realities on the ground, varying development interests and philosophies of Council. **It is anticipated that although some minor amendments will be required, that the general intent and direction of the plan is preserved and implemented via subdivision regulation, and appropriate development control.** Major amendments to the intent of the plan shall require a formal bylaw amendment procedure, and evaluation by Council.

1.2 ENABLING LEGISLATION

- 1.2.1 The Municipal Government Act (the Act) enables the governing Council of a municipality to adopt by bylaw an ASP for the purpose of providing a framework for the subsequent subdivision and development of an area of land. The Act prescribes that an area structure plan must address either generally or specifically the proposed uses of land, the proposed sequence of development and the density of population as well as the general location of major transportation routes and public utilities. The Act also indicates that any other matter deemed necessary by Council may be included in an area structure plan.
- 1.2.2 Every municipality in Alberta is also expected to incorporate land use policies (Order in Council 522/96 pursuant to Section 622 of the Municipal Government Act) into its planning documents. The land use policies contain a series of general directives related to planning cooperation, land use patterns, the natural environment, resource conservation, transportation and residential development.
- 1.2.3 Throughout the adoption of this Plan, Council has fulfilled its duties under the Act respecting the process of adoption as addressed in Sections 187-189, including an advertisement of the bylaw (Section 606) and the opportunities for making suggestions and representations (Section 636).



PART TWO: PLANNING FRAMEWORK

2.1 MUNICIPAL DEVELOPMENT PLAN

- 2.1.1 The Municipal Government Act contains provisions regarding the need for a municipal development plan depending on the size of the municipality. Although, the Town of Grimshaw is not required to have a Municipal Development Plan, the municipality currently has a plan in place known as the “Town of Grimshaw: Municipal Development Plan” (MDP, being Bylaw No. 1016) that was adopted in August 1999. Part of the many purposes of the Municipal Development Plan is to “minimize land use conflicts, to identify development options and to “enhance the ability of the Town to provide effective land use planning policies for its community and residents.” In keeping with this objective and direction, Council has adopted this plan to ensure the coordinated and planned growth. In accordance with these objectives, **the Municipal Development Plan has identified lands in the plan area as suitable for future development with general emphasis on industrial and community uses.**
- 2.1.2 This Area Structure Plan provides for an array residential, industrial, and community expansion opportunities in the western sector of the municipality. It establishes a strong transportation network that will facilitate the effective provision of services, while balancing the needs to accommodate all additional traffic generated by the development through the proposed plan area. Lastly, the plan protects environmentally significant areas and hazard lands with adjacent impacts.
- 2.1.3 The majority of the plan area accommodates an array of residential development, industrial expansion opportunities and the provisions of institutional uses around the Berwyn and Grimshaw District Community Health Centre. Within the plan area, provisions are made for municipal reserve to limit direct access to Highway #685, and to facilitate the development of screening and buffering measures adjacent to both the Highway and adjacent railway lands. It is envisioned that these reserve allocations will also facilitate long-term recreation objectives expressed by the community.



2.2 CONSISTENCY AMONG PLANS

- 2.2.1 The Municipal Government Act requires that all statutory plans adopted by a municipality remain consistent with one another. Subject to small amendments to the Land Use Bylaw to potentially accommodate new industrial land use districts, the provisions in the West Grimshaw Area Structure Plan remain consistent with policies and direction laid out in the Municipal Development Plan and meet the Act requirements.

2.3 LAND USE BYLAW

- 2.3.1 Every municipality must have a land use bylaw to regulate and control the use of land and buildings within the municipality. The Town of Grimshaw Land Use Bylaw (Bylaw No. 1028) is used to implement the goals, objectives, and policies contained within the Municipal Development Plan and any other statutory plans adopted by Council. Upon adoption of the West Grimshaw Area Structure Plan, Council may need to implement a series of land use bylaw amendments over time (i.e. creation of new land use districts, redistricting, amendments to existing land use districts etc.) to accommodate the land use directions, and policies guided by this plan.



PART THREE: PLANNING FACTORS

3.1 LOCATION

- 3.1.1 In general terms, the Town of Grimshaw is divided by major transportation corridors including Highway 685, Highway 2 and 2A, and the existing rail line right-of-way. The majority of industrial development has been concentrated to the north of the existing rail corridor, while highway commercial development has been focused around the Highway 2 Corridor and Main Street. The majority of residential development has been concentrated to the south of the rail line right-of-way in conjunction with community facilities, parks and other services.
- 3.1.2 The Town's existing transportation system includes cul-de-sacs, semi-grid, loop roads, and dead-end streets. Aside from the major highway corridors, perhaps the most noteworthy road in the immediate plan area is 57th Avenue and Reyda Drive. These roads provide the primary access to the balance of the existing industrial park and to the Community Health Centre. The Municipal Development Plan has identified 57th Avenue as a long-term collector road to service lands north of the exiting rail line right of way connecting with Highway 685.
- 3.1.3 The West Grimshaw expansion area is situated in the western sector of the Town of Grimshaw. The boundaries of the expansion area are the CNR ROW to the south, the airport to the north, the municipal boundary to the west, and the eastern edge of SW 18 83-23-5 bound the expansion area. The area is predominantly cleared with some existing wooded areas in the plan area.

3.2 CURRENT LAND USE DESIGNATION

- 3.2.1 Schedule "C" - Existing Land Use Designations outlines the existing land use designations within the plan area. Consistent with the objectives laid out in the Municipal Development Plan, the land use designations for western sector of the plan area include Agriculture-Urban Reserve (A-UR), Community (COM), Residential (R-1) and Industrial (M-1) southeast sector include Urban Reserve (UR) and Industrial (M1 & M2) classifications. The



Area Structure Plan remains generally consistent with the Municipal Development Plan and the objectives and polices of these land uses.

3.3 NATURAL FEATURES

3.3.1 The majority of the plan area is currently cleared with some smaller isolated wooded areas. The most significant natural features that are situated within the plan area include the existing drainage courses, and the wooded area immediately adjacent to 50th Avenue across from the Health Centre. Further, the large wooded area with a small wetland situated near the northern boundary of the plan area should be noted. The plan area also has sporadic low spots that reflect the role of the plan area in the existing drainage patterns. It is anticipated these lower areas may present future development challenges and as such, efforts have been made to integrate them as reserve into the overall design in consideration of the drainage patterns to and from the plan area. (Please refer to Schedule "D" – Site Assessment).

3.4 BUILT ENVIRONMENT AND INFRASTRUCTURE

3.4.1 The plan area currently contains a limited amount of infrastructure. Existing infrastructure includes Highway 685, Reyda Drive, and a small portion of 57th Avenue. Water and Sewer services are limited to the existing Community Health Centre site. The capacity of the existing water and sewer mains to the plan area is said to be sufficient in light of the proposed future development in the area. Detailed engineering will be required to finalize existing off site capacity, and appropriate on site requirements to support the development and future growth of the municipality.

3.4.2 Currently, the intensity of development is greatest along the eastern boundary of the plan area with the existing health centre and most recently, the development of the large dry-lot industrial subdivision. The balance of the plan area is primarily in limited form of agricultural production with two existing residences and associated outbuildings. A lease is currently held by one of the landowners in the vicinity for agricultural purposes. Pending the programming of future reserve lands, it is anticipated that some of the larger outbuildings may be suitable for adaptive reuse purposes. These should be evaluated at the time of development and subdivision for reuse considerations.



3.4.3 It should be noted that a small, secondary landing strip is located immediately north of the plan area. The landing strip is currently utilized on a seasonal basis for private aircraft. Measures must be considered regarding appropriate setbacks and buffering from the landing strip in accordance with accepted aeronautics and design principles.

3.5 LAND OWNERSHIP

3.5.1 The majority of lands within the plan area are lands owned by the Town of Grimshaw. The balance of the plan area is held by Peace Country Health, River Valley Construction, and two private landowners. It is the intent of the Town and one of the land owners, to facilitate the development of the Area Structure Plan by partnering and leading the process and actively seeking private interests to initiate development in accordance with the approved Area Structure Plan. Subsequent development initiated shall remain in accordance with the provisions contained within this plan.



PART FOUR: GOALS AND KEY PRINCIPLES

4.1 GOAL

- 4.1.1 The primary goal of the West Grimshaw Area Structure Plan is to help facilitate the economic and orderly disposition of land within the Town of Grimshaw as to ensure the most effective and efficient delivery of municipal services and/or resources. Along these lines, the intent of the Area Structure Plan is to help guide the development of the plan area in a manner that accommodates growth and expansion for the benefit of all citizens in the Town of Grimshaw, while also recognizing and protecting key community assets and environmental features in the plan area. The plan is also developed on the basis to establish a long-term sustainable land use pattern, and to incorporate strategic improvements for the benefit of the entire municipality (i.e. major transportation corridors, reserve allocations etc...)

4.2 DESIGN PRINCIPLES

- 4.2.1 Based on this planning goal, the following design principles were adopted during the development of the Area Structure Plan:

- 1) To encourage orderly industrial intensification by providing opportunities for the expansion of the Grimshaw Industrial Park into the plan area.
- 2) To accommodate future residential development in a manner that respects existing nuisance uses such as the rail right-of-way and Highway 685, and anticipated industrial development in the plan area.
- 3) To accommodate future development opportunities that are compatible with the siting of the health complex including seniors-oriented housing, and potential small-scale neighborhood commercial uses.
- 4) To promote interconnectivity through an efficient transportation system that will service current and future developments, facilitating the efficient movement of people and goods on an internal transportation system.



- 5) To protect sensitive environmental features including existing vegetated areas, low areas and defined drainage patterns through the provision of reserve lands and integration into park uses.
- 6) To accommodate varying industrial, and residential uses through the provision of a range of lots sizes catering to different intensities and needs of expansion.
- 7) To promote a pedestrian-oriented community and neighborhood with opportunities for nature walks and with connections to adjacent uses including and linkages including the flood control ditch,

The following descriptions outline the concept for the various land uses being proposed by this Area Structure Plan.

4.3 INDUSTRIAL DEVELOPMENT

- 4.3.1 Industrial development often serves as the backbone of the community. The Area Structure Plan provides opportunities for industrial expansion and diversification. The industrial development area identified by the Area Structure Plan is located immediately adjacent to the existing Grimshaw Industrial Park and is intended to be serviced by the extension of 57th Avenue into the Plan area, and the eventual connection of 57th Avenue to the existing road allowance on the western portion of the plan area. The design aims to provide a major arterial connector to service the expansion of the industrial park and to essentially link Highway 685 with a direct access route to the Industrial Park.
- 4.3.2 Further, the design looks to accommodate industrial expansion while recognizing the need to buffer industrial uses from other proposed land uses and environmental features. Buffers are being proposed between industrial development and all residential development and sensitive features situated in the plan area including the landing strip lands, proposed residential uses and low lying lands. It is anticipated the provision of these buffers will help mitigate potential impacts of accommodating a mixture of competing lands uses in proximity to one another. Further, the buffers will become part of the municipal reserve network, which can then be utilized to facilitate improved pedestrian circulation, and associated improvements as identified by the Town of Grimshaw. It is envisioned that the linear greenway as established by the plan may eventually form part of the Town of Grimshaw trail network.



4.4 NEIGHBORHOOD COMMERCIAL

- 4.4.1 Commercial development can be a significant economic driver for the Town. The Area Structure Plan recognizes the need to consider some lands for small-scale, neighborhood-based commercial development opportunities in proximity to the Health Complex and planned residential areas. Small-scale commercial would complement a key employment generator in the immediate area and serve to establish the lands in/around the Health Complex as the neighbourhood focal point within easy walking distance. All commercial development in this area shall be regarded for primarily local uses complimenting the build out of the area. Highway commercial developments shall not be supported in those areas identified for future neighbourhood commercial.

4.5 CONTINUOUS GREEN CORRIDOR

- 4.5.1 Green space is a vital part of building a healthy community by providing residents with the opportunity for recreation in a natural landscape in close proximity to their dwelling, providing wildlife habitat, acting as a natural storm water management system, and promoting health and well being. Green space is land that remains in its natural state or is used for light recreational uses. It is vital that green space becomes an integral part of any community design. Interconnectivity between green space areas is important in order to maintain non-fragmented habitat for wildlife and effective recreation areas, as well as fostering enhanced pedestrian linkages throughout the community.
- 4.5.2 The West Grimshaw Area Structure Plan incorporates green space primarily in areas not suitable for development as well as those areas intended to provide land use separations. These green space corridors are contiguous and connected to each other and to surrounding uses. Areas identified in the plan area as green space/municipal reserve buffer on both the north and south side Highway 685, as well as corridors to separate competing land uses including residential and industrial development. Further, the design provides for a linear greenway corridor in the middle of the plan area that will provide for both passive and active recreation opportunities and link the various neighborhoods with one another. The focal area within this corridor is situated in proximity to those



lands envisioned to emerge as the primary focal area in the development.

4.6 RESIDENTIAL EXPANSION

- 4.6.1 Residential development helps establish ongoing permanency to a community, striking a balance of the live-work-play equation. The West Grimshaw Area Structure Plan envisions significant residential development opportunities in the plan area. Premised on conservation design principles, proposed residential uses are sited in proximity to the health complex, and proposed greenway connections in the plan area. Lot sizes are proposed to be varied as to reflect varying demand and housing for the area. It is envisioned that lot sizes shall be finalized upon a detailed servicing assessment and costing.
- 4.6.2 Whilst it is anticipated, a majority of the plan area will accommodate single-family residential uses, some multi-family/seniors oriented housing should be considered in the vicinity of the health complex and neighborhood commercial areas.

4.7 COMMUNITY FACILITIES

- 4.7.1 In recognition of the existing Grimshaw and Berwyn Community Health Centre, the Area Structure Plan envisions the growth and development of community facilities in the immediate vicinity of the Health Complex. It is intended that these lands be utilized for compatible community uses such as a health clinic, that build on the intent to establish unique synergies in this area between community services, housing, work opportunities and neighborhood commercial provisions.



PART FIVE: LAND USE CONCEPT

5.1 SUMMARY

5.1.1 Consistent with the policy framework as outlined, the land use concept for the plan area looks to accommodate a mixture of industrial, commercial, residential and community uses protecting sensitive environmental features and buffering nuisance uses found within the plan area (Please refer to Schedule "E" – Land Use Concept/Outline Plan).

5.1.2 In keeping with the general intent of the Town of Grimshaw Municipal Development Plan, the ASP accommodates opportunities for industrial and residential development within the plan area. The plan utilizes the existing transportation infrastructure in the area and accommodates buffers between incompatible land uses including major highway corridors and the airport lands. Four distinct features are evident in the plan area:

- (a) Expansion of the Grimshaw Industrial Park westward;
- (b) Development of three distinctive residential neighborhoods;
- (c) Buffering of incompatible land uses and nuisance factors;
- (d) The conservation of sensitive environmental features;
- (e) Development of semi-grid transportation network;
- (f) Development of central greenway corridor and pedestrian linkage system; and
- (g) Development of complimentary and intensive land uses around Health Complex

The following table summarizes the land use concept for the plan area:



**Table 1: West Grimshaw Area Structure Plan:
Land Use Summary and Projected Development Yield**

| Proposed Land Use | Number of Parcels | Avg. Parcel Size (m2) | Total Acreage (Acres) | Percent of Total Plan Area |
|--------------------------|-------------------|-----------------------|-----------------------|----------------------------|
| Institutional | 2 | 3,950 | 1.9 | 1.0% |
| Health Centre | 1 | 33,160 | 8.2 | 4.4% |
| Industrial | 35 | 5,375 | 46.5 | 25.0% |
| Estate Residential | 62 | 2,000 | 30.6 | 16.4% |
| Urban Residential | 72 | 1,350 | 24.0 | 13.0% |
| Multi-family | 4 | 6,125 | 6.1 | 3.3% |
| Neighbourhood Commercial | 2 | 3,035 | 1.5 | 1.2% |
| Municipal/Env. Reserve | N/A | N/A | 37.0 | 19.9% |
| Roads | N/A | N/A | 30.2 | 16.2% |
| Total | 206 | N/A | 186 | 100 % |

5.2 LAND USES

5.2.1 Residential

The plan area will primarily consist of a mixture of residential uses including single family, low density residential and multi-family higher density residential uses. The ASP allocates approximately 60 acres for residential development purposes that are distributed in 3 distinctive neighborhoods throughout the plan area.

It is anticipated that each of these neighborhoods shall develop their own unique identity and character reflective of different intensities of development in each area, and through attention to land use provisions that clearly identify future development rights and requirements.

5.2.2 Neighbourhood Commercial

The Area Structure Plan accommodates the development of minor neighborhood commercial uses in proximity to the existing health complex and planned multi-family units of higher density residential development.



The ASP allocates approximately 1.5 acres of land for neighborhood commercial expansion or approximately 2 parcels that will be finalized subject to surveying and final subdivision.

The provision of this land is intended to accommodate the long-term development of complimentary land uses around the health complex neighborhoods. It is envisioned the development of minor commercial pursuits in this area will serve the needs of employees of the health centre, surrounding workers in the industrial lands, as well as the surrounding residential areas. It is anticipated the siting of these uses in this location will help encourage higher demand, as the area would be in the immediate proximity of residential areas, and suitable to walking.

5.2.3 Industrial

The Area Structure Plan proposes to accommodate an array of industrial parcels providing for opportunities of coordinated industrial expansion within the plan boundary. The allocation of industrial lands in the plan area serves as a logical extension of the exiting Grimshaw Industrial Park. Recent development interest has highlighted the need to plan for addition industrial uses in the Town of Grimshaw.

The ASP allocates 25% of the land base to industrial uses or approximately 35 parcels averaging 1.3 acres in size.

The proposed industrial design addresses the subdivision of industrial uses with the plan area, and utilizes the existing transportation network to facilitate access to the parcels. The large lots sizes are intended to accommodate the increasing demands of the industrial sector in the Town and should facilitate the orderly circulation of large transport trucks, and storage requirements on site. In recognition of potential impacts to adjacent land uses, all industrial uses are buffered through the provision of municipal reserve, and via backing onto the central greenway corridors.

5.2.4 Community and Institutional

In recognition of the existing primary community uses in the area, the plan has identified the locations for the siting of future, complimentary institutional uses such as a medical clinic, doctor's office, physiotherapy center, etc... The plan has allocated a small portion of land for such uses amounting to approximately to a total of 1.9 acres. It is anticipated the development of these uses in proximity to neighborhood commercial,



multi-family residential development and the health centre will help anchor this node as the focal point of the plan area.

5.2.5 Municipal and Environmental Reserve

In the ASP, sensitive environmental features and required buffers from nuisance factors (i.e. airport, highway, incompatible uses) are established by the allocation of municipal reserve. The preliminary estimate suggests that approximately 37 acres will be devoted to municipal and environmental reserve within the plan area. Taken together, this land will serve as functional recreation and park space, will protect sensitive environmental areas, serve as buffering mechanisms and help foster pedestrian circulation. Furthermore, the municipal reserve will provide the opportunity to establish linear systems of natural spaces for preservation or recreation opportunities throughout the community.

5.2.6 Roads

Lastly, the ASP has identified an efficient transportation network stemming from existing road alignments to serve the development area. The plan calls for approximately for 30 acres of road right of way to service the area. The improvements will build on the major arterials already in place including Reyda Drive, and 57th Avenue. Major road improvements shall include the connection of 57th Avenue to the western road allowance and the phased closure and relocation of portions of Reyda Drive.

The plan identifies a semi-grid/loop system that will help facilitate proper circulation of traffic within the plan area, and remove traffic from the Highway 685. Furthermore, the transportation system will help separate industrial traffic from proposed residential and community areas, mitigating the potential conflicts between the users of these lands.

5.3 POPULATION

5.3.1 Based on the development concept, the plan would yield approximately a total of 160 residential dwelling units in the plan area, assuming one dwelling per single-family parcel, and four dwelling units per multi-family parcel. Assuming an average household size of 3 persons per dwelling unit, the plan area will accommodate a future population of 480 persons.



PART SIX: LAND USE POLICY

6.1 LAND USE POLICIES

6.1.1 Future land use development in the plan area will be in accordance with the following land use policies. These policies generally outline the manner in which development will occur and are reflected on the Land Use Concept/Outline Plan as shown in Schedule "E". The primary land use in the planning area is intended to accommodate residential uses. Secondary land uses include a industrial uses adjacent to the existing Grimshaw Industrial Park, and small scale commercial functions and community uses around the Health Complex. Reserve allocations will be integrated throughout the plan area to serve as active and passive recreation areas, to protect environmentally sensitive areas and to buffer incompatible land uses where appropriate.

6.2 INDUSTRIAL

6.2.1 The following policies shall apply to the areas designated as Industrial by Schedule "E" – Land Use Concept/Outline Plan:

- Lighter industrial uses that will not cause undue impact on adjacent lands including planned residential areas, and the health complex may be developed within this area.
- Heavy industrial uses casting negative externalities such as smoke, dust, and excessive noise beyond the bounds of those land shown as industrial shall not be permitted within this area.
- Industrial lots shall be developed to a standard allowing for proper on-site circulation, parking and access in accordance with the demands and requirements of the proposed development.
- The development of the industrial area shall occur in a manner that allows for the orderly and economic servicing of the area.



- Industrial buildings shall be designed and built of high standards as to promote the continued improvement and quality of the Grimshaw Industrial Park. Particular attention shall be paid to site fencing, landscaping and signage.
- All industrial areas will be developed in a manner that minimizes land use conflicts between adjacent properties and provides adequate buffering, dust control and landscaping measures as to ensure a high standard of industrial expansion and growth. This may include specific buffering techniques along property frontages, landscaping measures and signage requirements as directed at the discretion of the development officer and will be required as a condition of development approval.
- Physical separations, buffers, open spaces and landscaping will be utilized to separate industrial uses from incompatible adjacent uses. Further, these measures will be used to provide attractive lot frontages visible from within the plan area and fronting on major transportation corridors through the plan area.
- Future industrial development will be phased upon the availability of proper servicing.
- Lots will be developed to accommodate on-site parking
- Residential development on industrial lots shall not be permitted.

6.3 NEIGHBORHOOD COMMERCIAL

6.3.1 The following policies shall apply to the areas designated as “neighbourhood commercial” by Schedule “E” – Land Use Concept/Outline Plan:

- The Town will encourage neighborhood commercial uses that are of a nature compatible to the surrounding land uses in terms of scale and intensity of use;
- All neighborhood commercial uses shall be developed in a manner and standard suitable to the evolving neighborhood in terms of building design, architecture and site planning;



- All parking for neighborhood commercial uses will be required to be accommodated on site;
- When evaluating a proposal for neighborhood commercial development the development officer shall consider:
 - Design appearance and location of principal building;
 - Provision of on-site parking and loading areas;
 - Location of access points to and from the site;
 - Provision of garbage collection facilities;
 - Landscaping and site design measures.

6.4 SINGLE-FAMILY RESIDENTIAL

6.4.1 The following policies shall apply to the areas designated as single-family urban residential and single-family estate residential as established by Schedule "E" – Land Use Concept/Outline Plan:

- The types of uses that are allowed in these areas are outlined by the Residential 1 District in the Town of Grimshaw Land Use Bylaw No. 1028.
- Future lot sizing shall be determined at the time of subdivision. It is envisioned that larger lots shall be accommodated in those areas identified as estate residential, as well as those properties backing on to reserve allocations.
- Residential areas shall be designed in such a manner as to allow proper access and circulation, and easy access to future park locations as outlined in the Land Use Concept/Outline Plan.
- The development of single-family areas shall be undertaken in a manner as to ensure the economic, orderly and efficient servicing of the plan area.
- Accessory buildings shall be located only in the side of rear yard of the lot.



- The appearance of all buildings in the area shall be compatible to the standard of development of surrounding development and in accordance with the approval of the development officer.
- Home occupations may be allowed in the single-family residential area where it can be shown that the proposed home occupation does not adversely affect surrounding properties and remains in accordance with the terms and provisions as outlined in the Town of Grimshaw Land Use Bylaw.

6.5 MULTI-FAMILY RESIDENTIAL

6.5.1 The following policies shall apply to the areas designated as multi-family residential by Schedule “E” – Land Use Concept/Outline Plan:

- Multi-family residential development such as row dwellings, semi-detached dwellings, and other similar uses shall be allowed in these areas.
- Medium density parcels shall be of sufficient size to accommodate the development, as well as onsite parking, landscaping and where appropriate buffers.
- When evaluating a proposal for medium density residential, the development officer shall consider:
 - Design appearance and location of the proposed development;
 - Provision of on-site parking and loading areas;
 - Location of access points to and from the site;
 - Provision of garbage collection facilities;
 - Landscaping and site design measures.

6.6 INSTITUTIONAL

6.6.1 The following policies shall apply to the areas designated as institutional by Schedule “E” – Land Use Concept/Outline Plan:



- Community facilities, including churches and associated accessory uses may be developed throughout the planning area, exclusive of those lands intended for future industrial development.
- Similar institutional uses such as a medical clinic and dentist office shall be situated on those lands identified as institutional within the plan area, or other areas as deemed appropriate by the development officer.
- When evaluating a proposal for institutional uses, the development officer shall consider:
 - Compatibility of proposed use with adjacent properties;
 - Design appearance and location of the proposed development;
 - Provision of on-site parking and loading areas;
 - Location of access points to and from the site;
 - Provision of garbage collection facilities;
 - Landscaping and site design measures.

6.7 RESERVE, PARKS AND OPEN SPACE

6.7.1 The following policies shall apply to the areas designated as Parks and Open space by Schedule "E" – Land Use Concept/Outline Plan:

- The areas designated as reserve, parks and open space shall be protected for future reserves uses as defined by the Municipal Government Act.
- Undevelopable wooded areas with significant environmental and natural value, as well as low lying areas currently serving as natural drainage basins, shall be regarded as environmental reserve at the time of subdivision and form part of the reserve network as identified by Schedule "E" – Land Use Concept/Outline Plan.
- Reserve areas shall be developed and landscaped to the satisfaction of the Town of Grimshaw.
- A landscaped buffer shall be utilized to separate incompatible land uses, and for separation distances between future development and



the airport, as well as a buffer adjacent to north and south sides of Highway 685.

- Where appropriate, buffers may be used for future road widening, and or improvements to develop pedestrian walkway system throughout the plan area.
- Parks, open space areas and buffers shall be designated as municipal reserve at the time of subdivision of the planning area.
- Where possible, existing vegetative cover found on proposed lots, buffers, park areas and open space shall be retained.
- Where possible, on site storm water detention areas should be situated adjacent to existing open space or reserve as to compliment and expand the open space and green corridor network in the plan area.



PART SEVEN: SERVICES AND TRANSPORTATION

7.1 SERVICES

- 7.1.1 The pattern of water and sanitary sewers in the plan area shall follow an Engineering and Design Standard approved by Alberta Environment.
- 7.1.2 Prior to any land use redesignation or form of development approval, a comprehensive servicing study and plan shall be required for the plan area detailing future water and sewer servicing, as well as off site capacity.
- 7.1.3 Storm water flowing from the developed areas shall not exceed predevelopment rate and shall meet the Province's Standard and Guidelines for Municipal Waterworks, Wastewater and Storm Drainage Systems.
- 7.1.4 Natural gas, electrical, and communication utilities shall be provided to the developments in keeping with municipal development standards. Outline plans and subdivision plans must accommodate these utilities and must recognize existing right-of-ways necessary to be retained and of the requirements for future right-of-ways and or/easements.
- 7.1.5 The planning area's water distribution system shall tie into the existing municipal system and meet fire flow requirements.
- 7.1.6 The planning area's sewage collection system shall tie into the existing municipal system.
- 7.1.7 Public utility lines required for the planning area shall be dedicated at the time of subdivision approval by way of easement.
- 7.1.8 The standards for the installation of the municipal services and utilities shall be subject to the approval of the Town of Grimshaw.
- 7.1.9 The Town of Grimshaw may increase and/or decrease the size of the water distribution or sewage collection lines for the planning area.
- 7.1.10 All municipal services and utilities shall be placed underground.
-



7.2 TRANSPORTATION

- 7.2.1 Access roads to the plan area shall include Reyda Drive, 57th Avenue, and the existing western road allowance. The following roads shall serve as the major collector roads connecting smaller local roads within the plan area.
- 7.2.2 All roads shall be constructed to a high standard and in general accordance with the provisions of road standards as Outline in Schedule G. Proposed access points to development should be landscaped with high visual standards with requirements for both signage and landscaping.
- 7.2.3 The minimum right of ways for the road network in the plan area shall be as follows:
- Collector roads.....22 metres
 - Local roads.....18 metres
- 7.2.4 All roads shall have a sidewalk or equivalent on one side of the street to accommodate pedestrian traffic, circulation and safety.
- 7.2.5 Road construction shall be coordinated with the placement of municipal services and utilities, as well as identified municipal improvements.
- 7.2.6 The buffer strip along the north and south side of Highway 685 may be used to allow for future highway widening, pedestrian pathways, and/or noise abatement.
- 7.2.7 In order to minimize through traffic, and ensure internal vehicular circulation removed from Highway 685, the number of access points into the planning area shall be limited to those indicated on Schedule "E" – Land Use Concept/Outline Plan.
- 7.2.8 Throughout the development of the plan area, the Town will require traffic impact assessments and geometric analysis studies to be completed to the satisfaction of Alberta Transportation and Infrastructure for the intersections with Highway 685. As it is likely that the development will be phased over time, a separate study will be required to be prepared prior to each phase of subdivision approval.



7.2.9 Notwithstanding the general guidelines above, all access to and from all developments shall be to municipal standards. Utilities shall be provided for development at the developer's expense. The precise location of future utilities shall be determined by the Town's engineer in cooperation with affected stakeholders, using this Area Structure Plan as guide in this process.



PART EIGHT: IMPLEMENTATION, INTERPRETATION AND AMENDMENT

8.1 IMPLEMENTATION

The phasing of subdivision and development for the planning area shall generally conform to Schedule "F" – Phasing of Subdivision and Development. The phasing of development shall be based on the principles:

- The logical extensions of existing development patterns in West Grimshaw;
- The logical extension of municipal services and utilities.

The Town of Grimshaw shall ensure that development is logically phased and land is not taken out of agricultural production prematurely.

8.1.1 The goals, design principles, and policies of the West Grimshaw Area Structure Plan shall be implemented through:

- Outline plans as required by this plan;
- The Town of Grimshaw Land Use Bylaw, including zoning/district redesignation and the application of development regulations and site provisions;
- Subdivision approvals.

8.1.2 The land use districts of the Area Structure Plan should be appropriately redesignated prior to final consideration of subdivision approval or the issuance of a development permit. Council will consider redesignation upon or on behalf of a landowner. Upon such submission being made, the Town of Grimshaw will require the submission of an outline plan in accordance with this plan, including an indication of proposed phasing. At the same time, or at some other time, the Town of Grimshaw may request the submission of a detailed tentative plan of subdivision or development plan for a land holding.

8.1.3 The Town of Grimshaw will require each phase of the development to:

- Form a logical and efficient extension of municipal services and the developed area of the Town of Grimshaw;



- Not prejudice any the further subdivision and development of any forthcoming phases and adjoining land slated to accommodate growth;
- Make sufficient provision for road access;
- Dedicate such municipal reserve and environmental reserve, as the Town considers necessary, and may not necessarily be limited to the provisions contained within this plan.

8.1.4 All costs of development of private land and all applicable off-site development costs associated with the development identified in a development agreement with the Town of Grimshaw will be the responsibility of the developer. Council as necessary shall determine the determination of off-site and other development levies.

8.1.5 *Referral:* The Town Grimshaw may refer any development proposal to the appropriate government agency departments and/or the Mackenzie Municipal Services Agency for information, comments and advice.

8.1.6 Development Agreements must:

- (a) Be signed prior to the commencement of development;
- (b) Outline the developers responsibility for the provision of utilities and services; and
- (c) Contain other matters deemed necessary by Council.

8.2 INTERPRETATION

8.2.1 This plan is a supplement to the Town of Grimshaw Municipal Development Plan. It shall be interpreted with flexibility and have regard to its purpose and concepts, as well as the objectives and policies of the Municipal Development Plan.

8.2.2 Development proposals shall generally follow the land concept on Schedule "E", but the final boundaries between land uses, location of storm water detention facilities, reserve and road alignments will be subject to outline plans approved by Council.



8.3 AMENDMENTS

- 8.3.1 This Plan may be amended in accordance with the procedures established in the Municipal Government Act.
- 8.3.2 When legal entities other than the Town of Grimshaw initiates an amendment prior to the commencement of the bylaw amendment process, the Town of Grimshaw may require the initiators of the amendment to provide a report and other background information, as determined by Council, to support the proposed amendments.



SCHEDULES

SCHEDULE A – REGIONAL CONTEXT MAP

SCHEDULE B – LOCAL CONTEXT MAP

SCHEDULE C – EXISTING LAND USE DESIGNATIONS

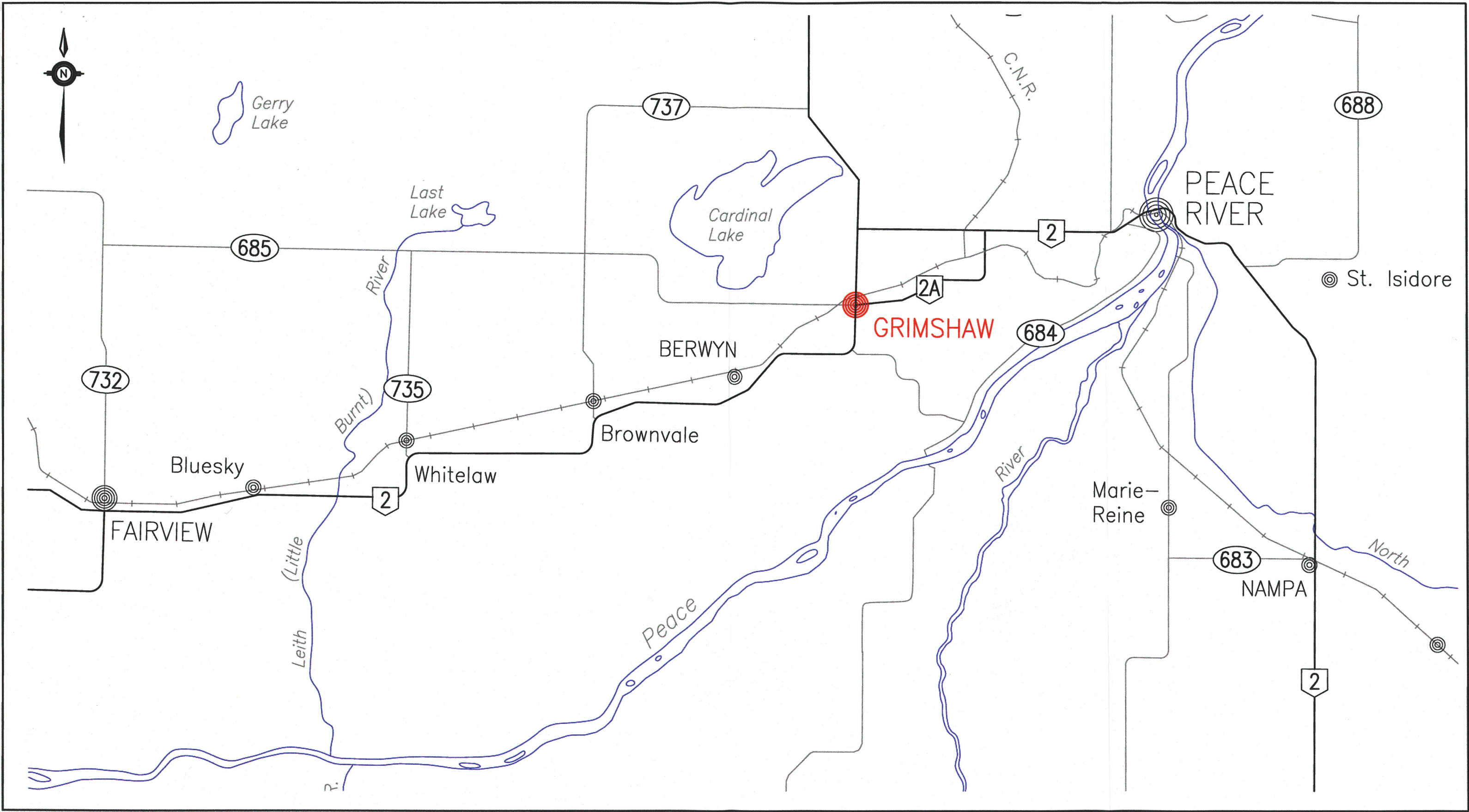
SCHEDULE D – SITE ASSESSMENT

SCHEDULE E – LAND USE CONCEPT/OUTLINE PLAN


SCHEDULE F – PHASING OF SUBDIVISION AND DEVELOPMENT


SCHEDULE G – ROAD STANDARDS FOR PLAN AREA





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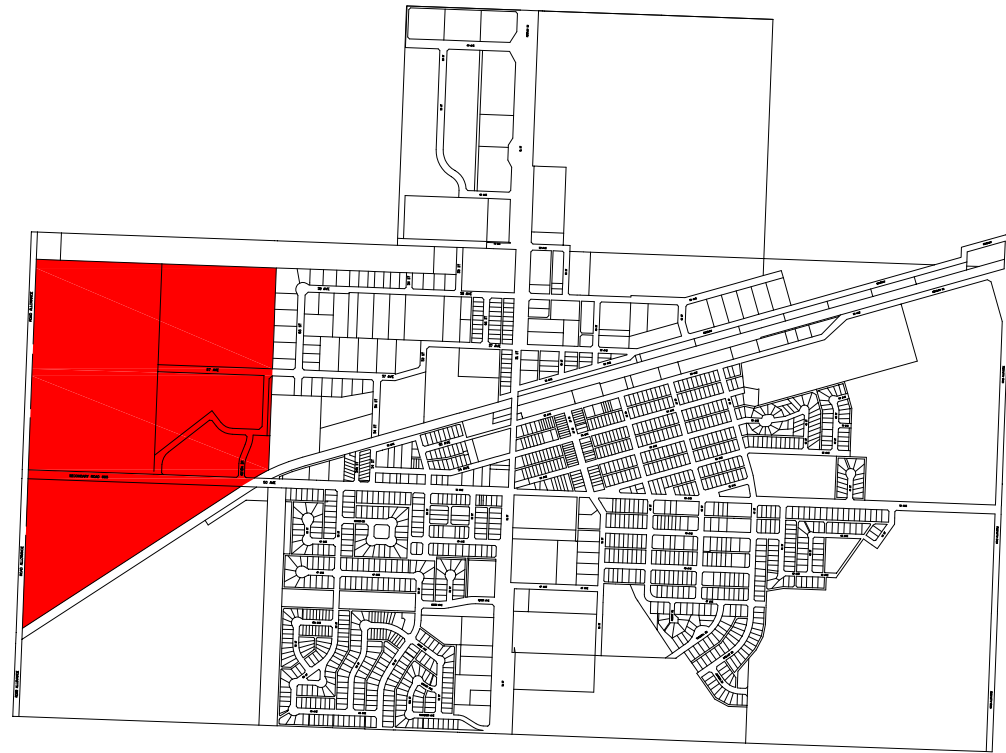
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 **WEST GRIMSHAW AREA STRUCTURE PLAN**

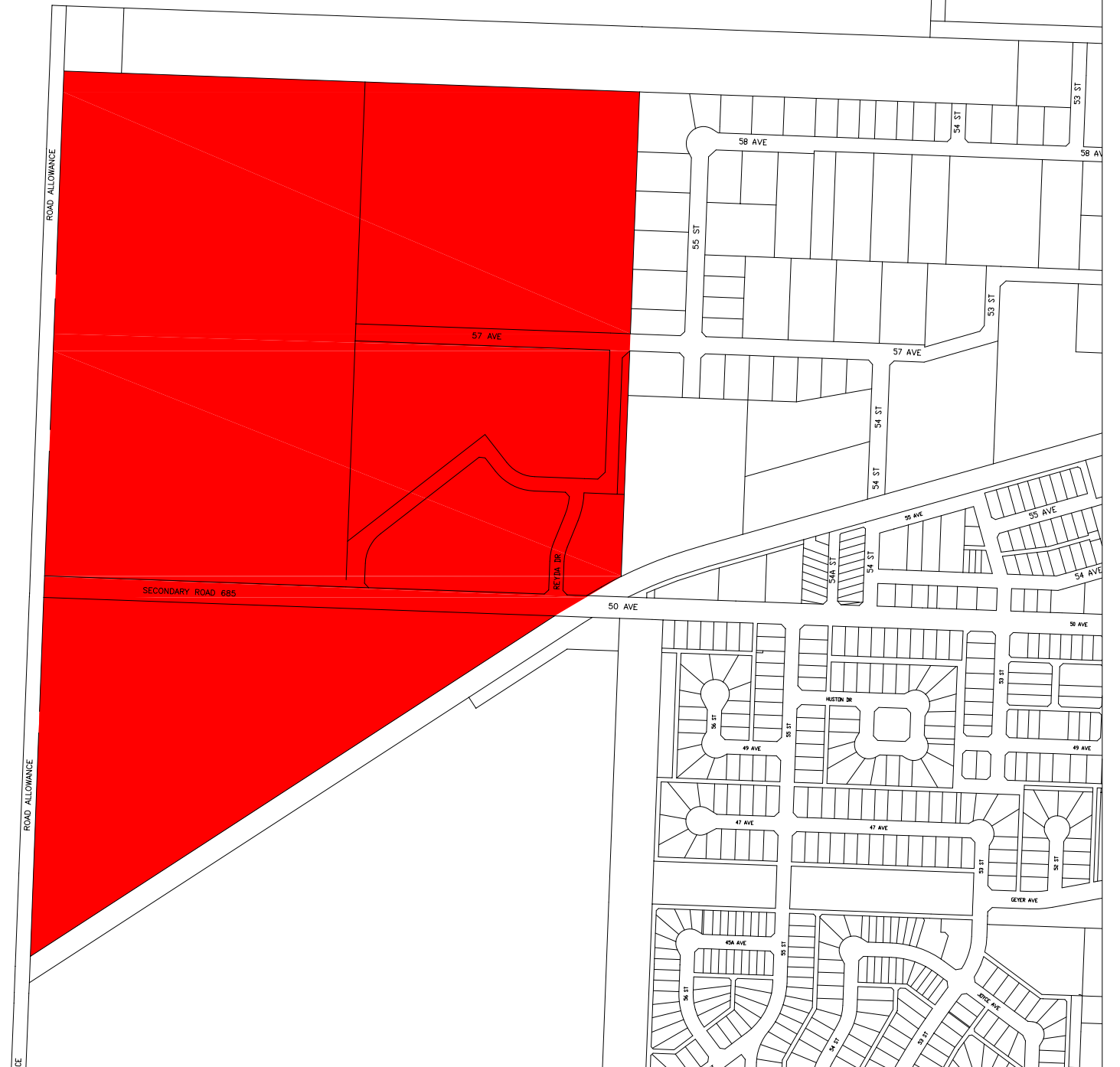
SCHEDULE A: REGIONAL CONTEXT

| |
|-------------------|
| Drawn By: RR |
| Design By: RR |
| Checked By: NRP |
| Date: April, 2006 |
| Job: VGASP |
| Schedule A |
| Scale: 1:20,000 |


WEST GRIMSHAW PLAN AREA – MUNICIPAL CONTEXT




WEST GRIMSHAW PLAN AREA – LOCAL CONTEXT



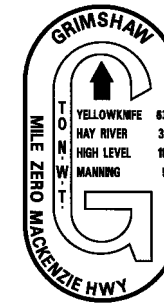
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WEST GRIMSHAW AREA STRUCTURE PLAN

SCHEDULE B: LOCAL CONTEXT






Drawn By: RR
 Design By: RR
 Checked By: NRP
 Date: March, 2006
 Job: WGASP
 Schedule B
 Scale: NTS

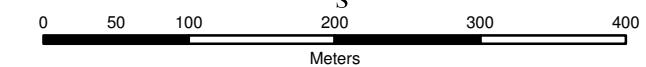


TOWN OF GRIMSHAW
WEST GRIMSHAW AREA
STRUCTURE PLAN

SCHEDULE C
EXISTING LAND USE
DESIGNATIONS

BYLAW NO. 1104

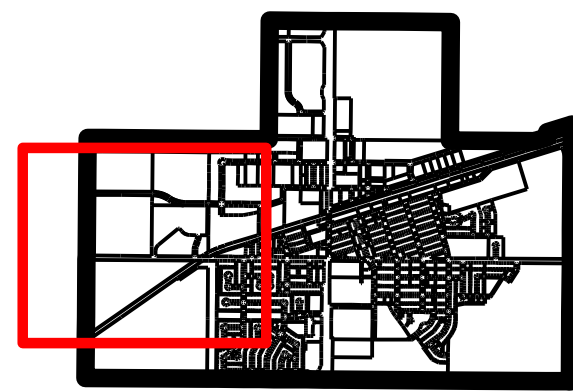
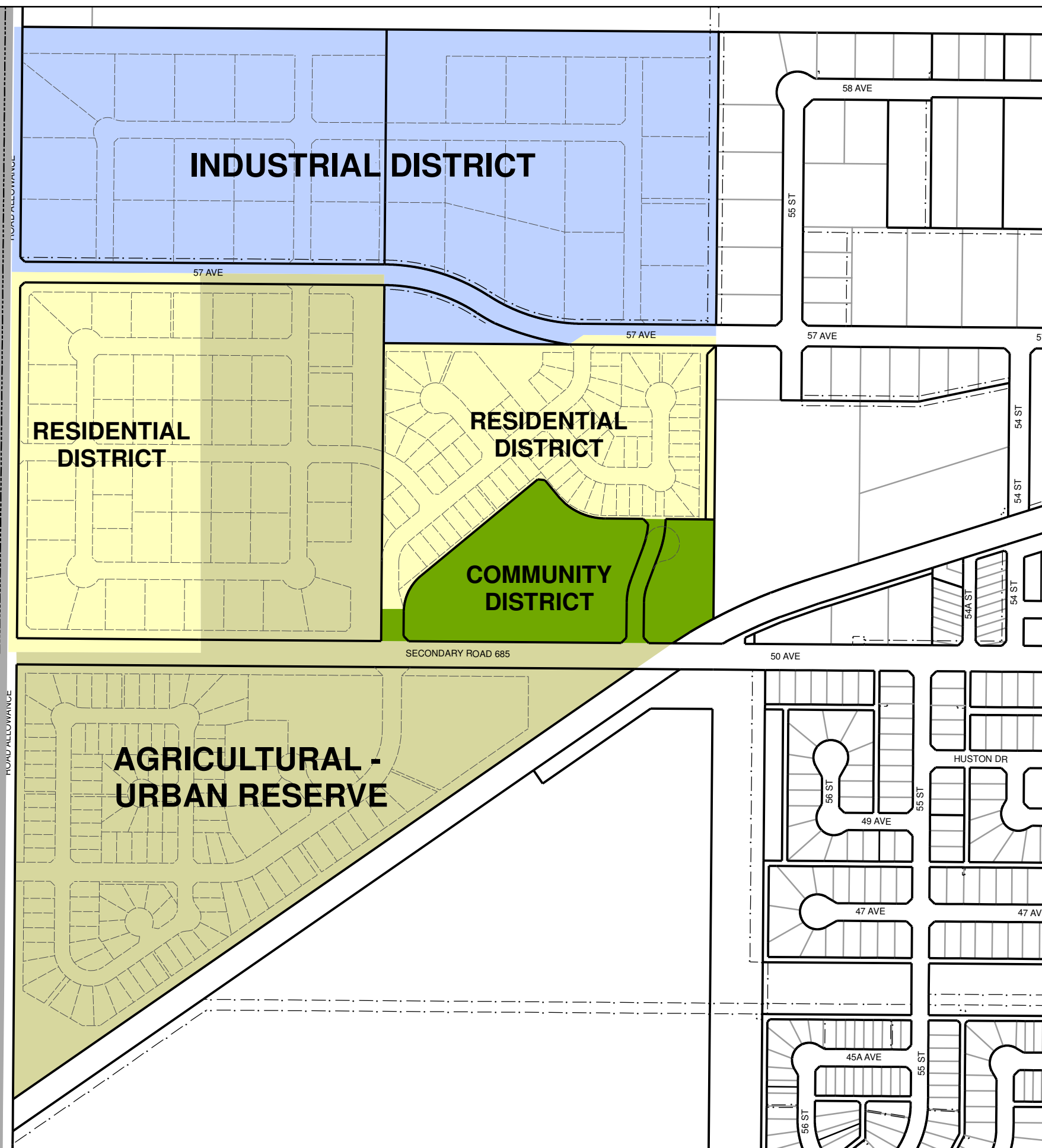
-  Town Boundary
-  Residential District
-  Industrial District
-  Agricultural - Urban Reserve
-  Community District

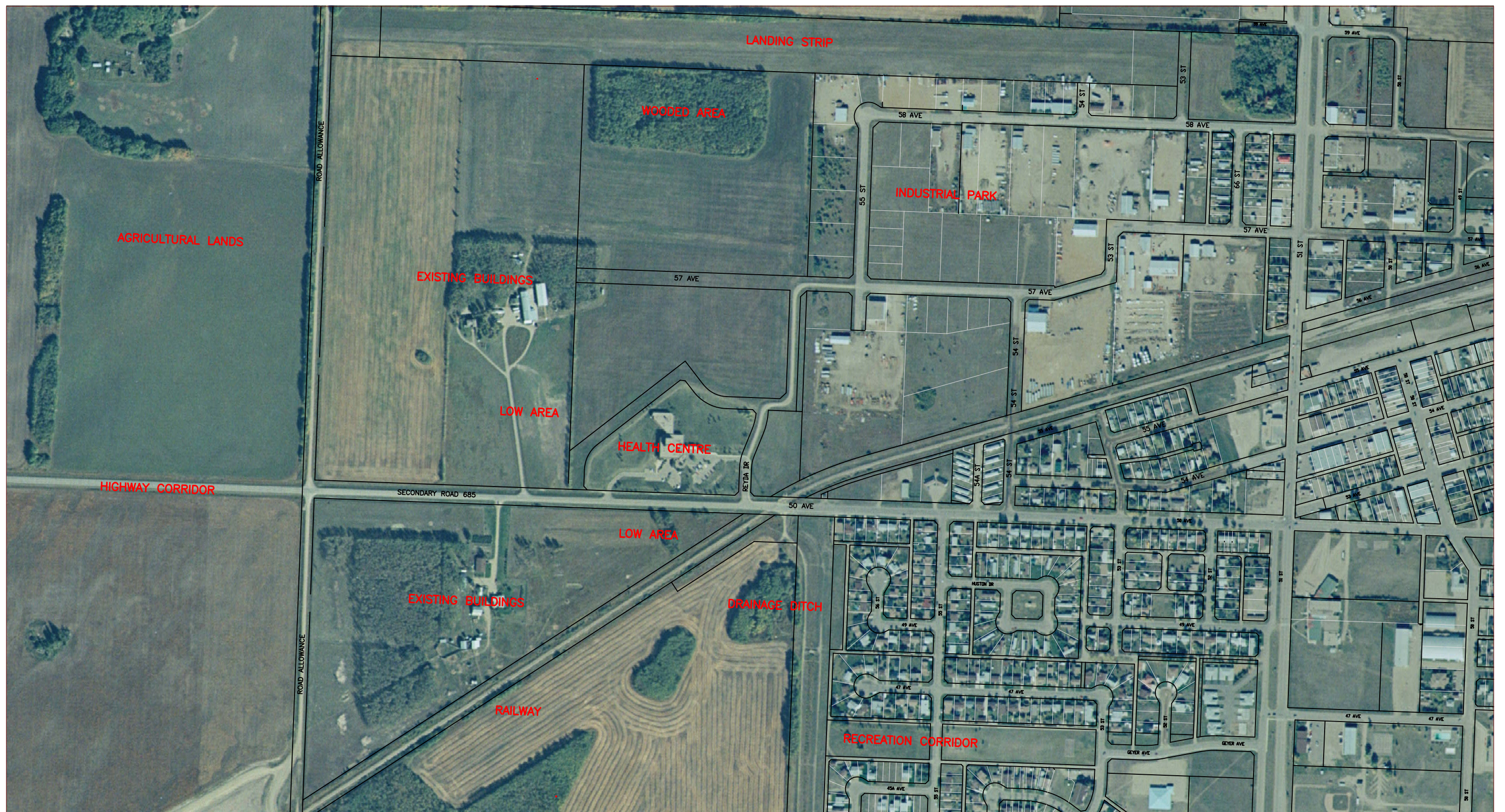


September 10, 2008



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Services Agency
Base Digital Spatial Data - AltUS Limited





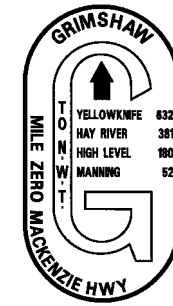
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WEST GRIMSHAW AREA
STRUCTURE PLAN

SCHEDULE D - SITE AERIAL/ASSESSMENT

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|-------------------|
| Drawn By: RR |
| Design By: RR |
| Checked By: NRP |
| Date: March, 2006 |
| Job: WGASP |
| Schedule D |
| Scale: NTS |



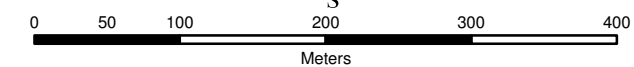
TOWN OF GRIMSHAW

WEST GRIMSHAW AREA STRUCTURE PLAN

SCHEDULE E LAND USE CONCEPT / OUTLINE PLAN

BYLAW NO. 1104

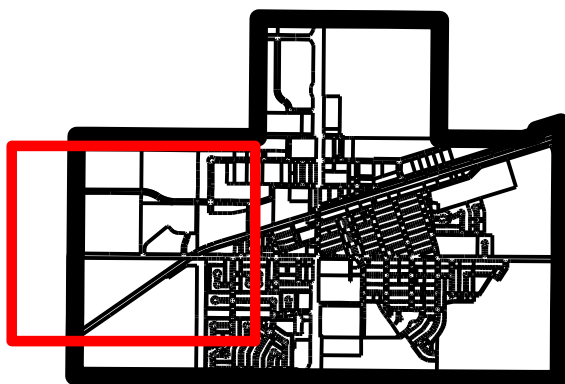
- Town Boundary
- Residential 1 (R-1)
- Residential 2 (R-2)
- Residential 3 (R-3)
- Estate Residential
- Industrial
- Community (COM)
- Municipal Reserve (MR)

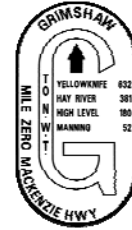


September 10, 2008



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Services Agency
Base Digital Spatial Data - AltUS Limited

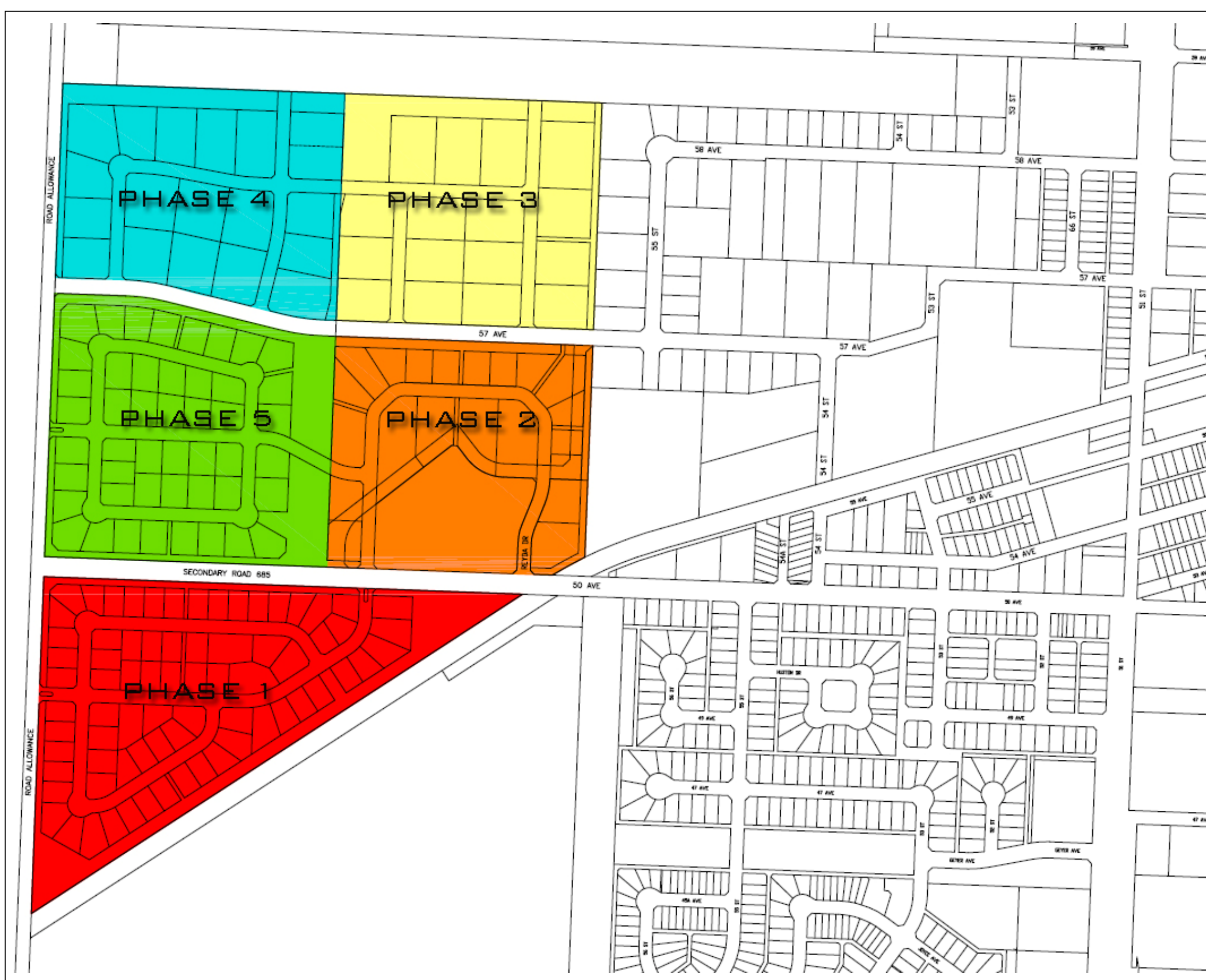




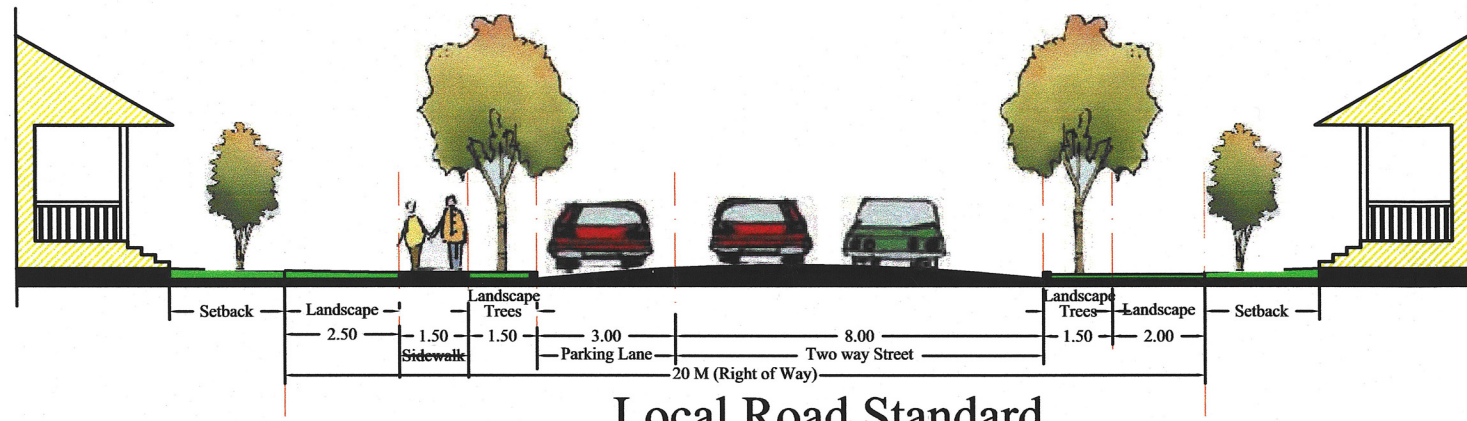
TOWN OF GRIMSHAW
WEST GRIMSHAW AREA
STRUCTURE PLAN

SCHEDULE F
PHASING OF SUBDIVISION &
DEVELOPMENT

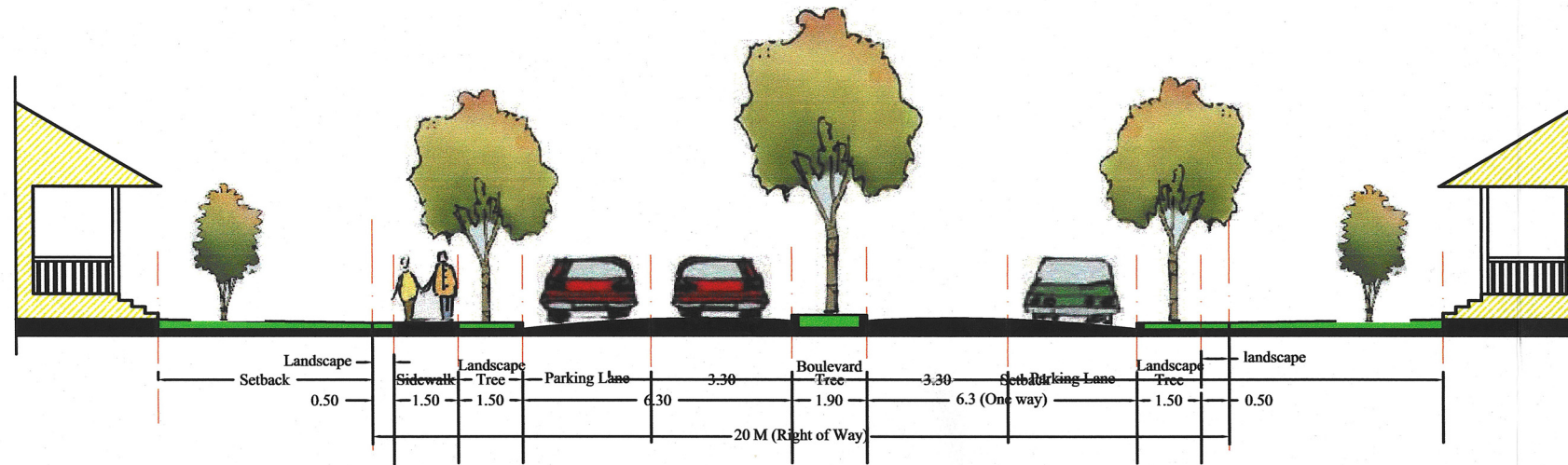
Bylaw No. 1101



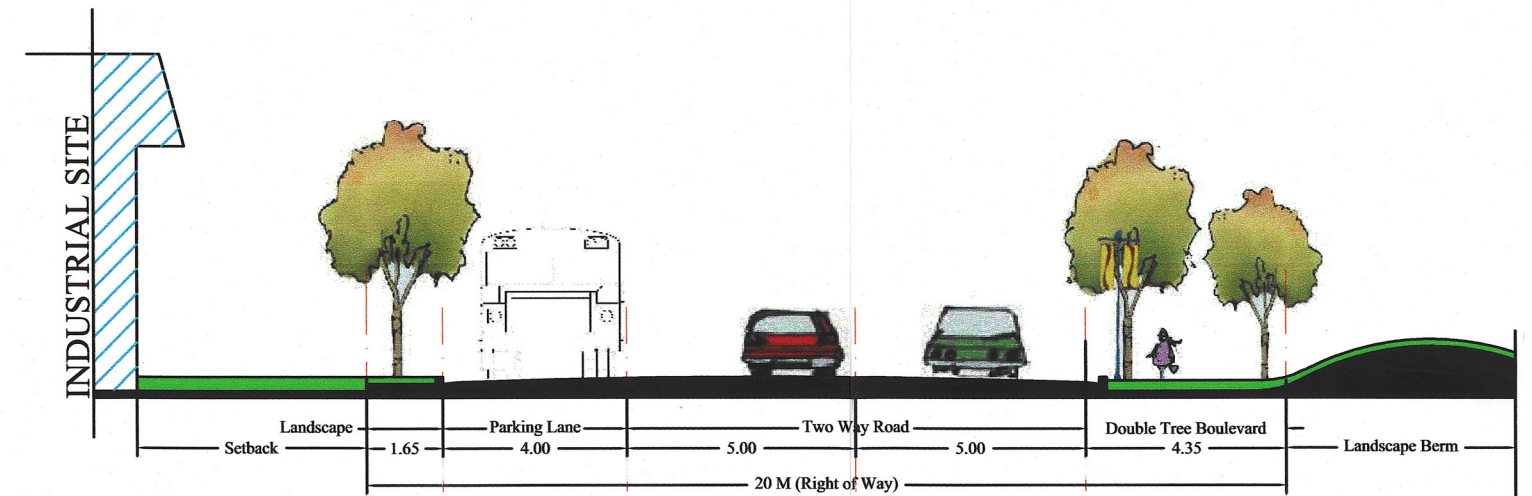
July 9, 2008



Local Road Standard



Collector Road Standard



57th Avenue

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WEST GRIMSHAW AREA STRUCTURE PLAN

SCHEDULE G - ROAD STANDARDS

Drawn By: PYN
 Design By: PYN
 Checked By: NRP
 Date: JULY, 2006
 Job: WG ASP
 Schedule G
 Scale: NTS