



**BYLAW NO. 11.22**

*BEING A BYLAW TO AMEND THE WILDWOOD AREA STRUCTURE PLAN BYLAW 09.05 AND AMENDING BYLAW 16.18*

**WHEREAS**, the Municipal Government Act, Being Chapter M-26, R.S.A., 2000, authorizes a Council to amend a bylaw;

**AND WHEREAS** Yellowhead County in accordance with Section 633 of the Municipal Government Act have adopted the Wildwood Area Structure Plan 09.05 and amending Bylaw 16.18;

**AND WHEREAS** Yellowhead County held a public hearing in respect to the proposed amendment pursuant to the Municipal Government Act, Being Chapter M-26, R.S.A., 2000;

**NOW THEREFORE**, the Yellowhead County Council, in the Province of Alberta, duly assembled, hereby enacts the following amendments to the Wildwood Area Structure Plan 09.05 and previously passed amending Bylaw 16.18:

- 1. Delete the fourth paragraph from Section 2.3.1 which reads:** Two undeveloped parcels located at either end of the Plan Area between the old and new highways are zoned Highway Commercial (HWY-C). No permitted uses are listed in the Highway Commercial District of the Land Use Bylaw. Discretionary uses listed are typical of those uses necessary to serve the needs of the traveling public.
- 2. Delete the third paragraph from Section 2.3.1 (1. Residential) which reads:** The residential areas are zoned Hamlet Residential District. Permitted uses in this District (HR) include single family and duplex dwelling, accessory buildings and home occupations. Multi-family dwellings, manufactured homes, major home occupations, day care facilities and public uses are included as discretionary uses.
- 3. Replace the fourth paragraph from Section 2.3.1 (1. Residential) from:** A relatively large 3.6-hectare (8.9 acre) block of land comprising three parcels is located adjacent the Hamlet's north boundary, between the playing fields and existing residential development. This land is zoned Hamlet Residential but is vacant. Vacant land zoned Hamlet Residential also exists south of the old highway, adjacent the east Hamlet boundary. The Hamlet Residential parcel located south of the Agricultural Society grounds support a single residence. This parcel is underutilized and an opportunity for further subdivision exists. All vacant Hamlet Residential lands have legal and physical access, and can be subdivided and serviced to accommodate up to 80 new single-family lots.

**To:** A relatively large 3.6-hectare (8.9 acre) block of land comprising three parcels is located adjacent the Hamlet's north boundary, between the playing fields and existing residential development. This land is zoned Urban Neighbourhood District but is vacant. Vacant land zoned Urban Neighbourhood also exists south of the old highway, adjacent the east Hamlet boundary. The Urban Neighbourhood parcel located south of the Agricultural Society grounds support a single residence. This parcel is underutilized and an opportunity for further subdivision exists. All Urban Neighbourhood lands have legal and physical access, and can be subdivided and serviced to accommodate up to 80 new single-family homes.

- 4. Replace Section 2.3.1 (2. Commercial) from:** The commercial core of the Hamlet is centered on 50th Street (main street) from south of the rail line to the old highway. The commercial core also extends along the north side of 51st Avenue. Excepting two vacant commercial lots, all sites within the commercial core are developed. However, some of the commercial lots adjacent the west side of Main Street are also used for residential purposes. These residences are placed near the rear of the properties.

Uses in the core include two grocery/convenience stores, a Sears catalogue outlet and electronics retail and repair shop, the Treasury Branch, the Legion, a hotel and restaurant, and fuel and auto services. The local County office, the post office and a branch of the County library are also located within the core on main street. A new self-storage commercial operation has recently located along the old highway, west of 50th Street. The Hamlet contains a good representation of shops and services to meet local resident needs.

All sites abutting 50th Street are zoned Hamlet Commercial (HC). The north side of 51st Avenue and both sides of the old highway are also zone Hamlet Commercial, along with the UFA fuel operation located along 52nd Avenue on the east side of the Hamlet.

The Hamlet Commercial District (HC) provides for a wide variety of permitted and discretionary uses typical of the service and commercial needs of smaller urban communities, as well as public uses such as the post office. Although some industrial uses are listed as discretionary in this district, residential uses are not allowed so that existing residences in the Hamlet Commercial District are non-conforming.

Three significant concentrations of vacant Hamlet Commercial land exist within the Hamlet:

**First**, a large “L” shaped area comprising two parcels located adjacent the south side of the CN rail line along 53rd Avenue at the east side of the Hamlet. This area is removed from the commercial core, and is not well located for attracting most forms of commercial development.

**Second**, a block of five long narrow lots located at the northwest corner of 52nd Avenue and 48<sup>th</sup> Street. The lots backs onto the CN right-of-way and are not as accessible or visible as other vacant Hamlet Commercial sites.

**Third**, the lands located adjacent the north side of the old highway, extending from east of 49<sup>th</sup> Street to west of 51st Street. The majority of these lands are vacant or are being use to accommodate residences that do not comply with the Land Use Bylaw. The foregoing vacant areas may provide opportunities for a variety of uses as well as commercial development.

**To:** The commercial core of the Hamlet is centered on 50th Street (main street) from south of the rail line to the old highway. The commercial core also extends along the north side of 51st Avenue. Excepting two vacant commercial lots, all sites within the commercial core are developed. However, some of the commercial lots adjacent the west side of Main Street are also used for residential purposes. These residences are placed near the rear of the properties.

At the time of the original authoring of the ASP the uses in the core included two grocery/convenience stores, a Sears catalogue outlet and electronics retail and repair shop, the Treasury Branch, the Legion, a hotel and restaurant, and fuel and auto services. The

local County office, the post office and a branch of the County library are also located within the core on main street. A new self-storage commercial operation has recently located along the old highway, west of 50th Street. The Hamlet contains a good representation of shops and services to meet local resident needs.

All sites abutting 50th Street are zoned Urban Service District (USD). The north side of 51st Avenue is zoned a mix of Urban Service District (USD) and Urban Neighbourhood District (UND). Both sides of the old highway are either zoned Hamlet Commercial District (CD) or Urban Service District (USD). The UFA fuel operation located along 52nd Avenue on the east side of the Hamlet is zoned Urban Service District (USD).

The Commercial District (CD) and Urban Service Districts' (USD) provides for a wide variety of permitted and discretionary uses typical of the service and commercial needs of smaller urban communities, as well as public uses such as the post office.

Three significant concentrations of vacant Urban Service District (USD) land exists within the Hamlet:

**First**, a large "L" shaped area comprising two parcels located adjacent the south side of the CN rail line along 53rd Avenue at the east side of the Hamlet. This area is removed from the commercial core, and is not well located for attracting most forms of commercial development.

**Second**, a block of five long narrow lots located at the northwest corner of 52nd Avenue and 49th Street. The lots backs onto the CN right-of-way and are not as accessible or visible as other vacant Hamlet Commercial sites.

**Third**, the lands located adjacent the north side of the old highway, extending from east of 49<sup>th</sup> Street to west of 51st Street. The majority of these lands are vacant or are being used to accommodate residences that do not comply with the Land Use Bylaw.

The foregoing vacant areas may provide opportunities for a variety of uses as well as commercial development.

5. **Replace Section 2.3.1 (3. Industrial) from:** Existing industrial uses are zoned Hamlet Industrial (HI) and are located on the west side of the Hamlet, adjacent either side of the railway. Ditrner's Feed Service is located north of the railway and west of 50<sup>th</sup> Street. D & L Rehn, a local contractor, occupies a parcel south of the railway and north of the old highway. The County maintenance yard is located just east of 50th Street, on lands zoned Hamlet Commercial. The balance of lands zoned Hamlet Industrial is all located in the west portion of Wildwood, and is vacant.

The permitted and discretionary uses in the Hamlet Industrial District are typical urban industrial uses. Excepting service stations and auto and bulk fuel sales, no commercial uses are listed as discretionary.

**To:** No parcels in the hamlet are zoned Industrial District (ID). If there is a desire for industrial oriented uses to existing within the hamlet boundaries in the future a Land Use Bylaw amendment will be required to facilitate these sorts of developments.

**6. Replace Section 2.3.1 (4. Public Institutional) from:** Lands zoned Public Institutional (PI) accommodate the Hamlet's community service and public recreational facilities including Wildwood School, the fire hall, the Wildwood Senior Centre, a senior housing project, as well as churches, playing fields and the Agricultural Society grounds. All land zoned Public Institutional accommodate uses that are permitted in this District, and no vacant institutional lands exist in Wildwood.

**To:** Lands under public institutional uses are integrated into the Urban Service District (USD) or Urban Neighbourhood District (UND) depending on location.

**7. Replace Section 4.1.1 and Section 4.1.2 from:  
4.1.1 Infill Development within Existing Hamlet Boundaries**

Considerable vacant and underutilized land is available within the existing boundaries of the Hamlet for new residential development. Municipal services are either available or can be efficiently and economically extended to these lands. Also, large concentrations of vacant land within the Hamlet are located close to community and recreation services, as well as main street.

Figure 7 shows a proposed low density residential subdivision design for the largest concentration of vacant land that is located north of the CN rail line. This 8.9 acre (3.6 hectare) land area can be readily serviced, and is strategically located between the ball diamonds and an existing residential neighbourhood. The site is close to Wildwood School and the Agricultural Society grounds. The design assumes existing roads can be extended to serve a new subdivision.

Figure 7 also illustrates an intensification option for a large residential parcel located on the west side of 50th Street, north of 54th Avenue. Infill residential development opportunities north of the CN allow for close to 80 new single family lots and a potential population increase of about 250 persons resulting in nearly a 100 percent increase in the current population.

A new flexible Hamlet General District for Wildwood is proposed to encourage development of vacant or underutilized lands located south of the CN line by allowing for a range of potentially compatible uses. Specifically, the intent of the district is to provide for a variety of residential, commercial, and institutional uses and commensurate standards. Examples of permitted and discretionary uses that may be included in a new district are listed in Appendix C, and include a mix of low and medium density residential uses, and hamlet and highway commercial type uses. All commercial uses are proposed to be discretionary so that compatibility with existing land uses may be considered at the development permit application stage.

The proposed District may be applied to four areas within the existing Hamlet boundary to encourage a change from commercial to residential or institutional uses, without making existing developments or uses non-conforming. The areas are identified on Figure 7 and include:

**Area A** An "L" shaped vacant parcel south of the CN railway and adjacent the east boundary. This area is currently zoned Hamlet Commercial. Hamlet General will allow for residential uses so that development options are increased.

**Area B** Five vacant lots that, if consolidated, provide a relatively large parcel south of the railway and north of the fire hall strategically located to accommodate an apartment building. This area is currently zoned Hamlet Commercial so that by allowing for a mix of uses, landowner flexibility is increased while existing commercial *rights* are maintained.

**Area C** Two large parcels located west of 50th Street and north of 51st Avenue. This area is currently zoned Hamlet Industrial but the parcels are vacant. Also,

the lands can be serviced so that continued industrial zoning does not optimize servicing and land use opportunities given its location adjacent main street.

**Area D** Several parcels located adjacent either side of the old highway. Most of these parcels are or can be serviced, and are underutilized or vacant. The parcels provide opportunities to attract a variety of uses that meet the objectives of attracting more population and economic growth. Two of these parcels are owned by Alberta Transportation but may be contaminated.

This Area Structure Plan can be used by Yellowhead County and the community to promote the foregoing infill opportunities on a regional basis.

#### 4.1.2 Expansion Areas

The Future Land Use Concept assumes that the Hamlet boundary is extended to include lands most appropriately regulated within the urban (Hamlet) districts of the County's Land Use Bylaw. Generally, these are the lands that can be economically serviced by tying into the Hamlet's existing sewer and water infrastructure. Proposed boundary extensions follow legal lot lines and are described as follows:

- **To the north**, to include a small pocket of developable land north of the agricultural grounds, as well as the balance of the parcel up to the Lobstick River. The County may consider purchase of this agricultural parcel to allow for access to the river, and to facilitate the residential development of the small pocket that can be readily serviced.
- **To the east**, to include the area south of the railway and north of Highway 16. This area includes three lots. The westerly portions can be economically serviced by gravity. The easterly portion may be serviced by a lift station or by a low pressure sewer system.
- **To the south**, to include the lands on the north side of Highway 16 right-of-way. For the purposes of this Area Structure Plan, the right-of-way recognizes the future interchange alignment. Two lots are included that located on either side of 50th Street. The lots that are currently used for agriculture/country residential. However, the lots can be serviced by gravity and a low pressure water system, and are strategically located in regard to main street and downtown, and along Highway 16 allowing for high visibility. As is noted in Section 2.4, all access will be off the old highway.
- **To the west**, to include the area south of the railway and north of Highway 16. Excepting two large county residential lots, the lands are currently being used for agricultural. However, the lands can be serviced with water and sewage using a low pressure type system. Visibility to Highway 16 is available and, as is noted above, access is available off the old highway.

Specific new development areas within the expanded boundaries are listed below in order of suitability for the extension of municipal services. These areas are identified on Figure 7. Generally, the areas with highest priority are most proximate to existing services and amenities.

**Area 1. Hamlet Residential Area:** Located adjacent the east boundary of the existing Hamlet between the rail line and the old highway. Municipal services are available adjacent the west side off 47th Street. This 14 acre (5.7 hectare)

area can be readily serviced, and may accommodate about 60 single family lots based on the proposed subdivision design shown on Figure 7.

**Area 2. Hamlet Residential/Country Residential Area:** Comprises the parcel fronting the Lobstick River located north of the Agricultural Society grounds. A small 4.0 acre (1.6 hectare) portion of this parcel next to the Agricultural Society grounds may be readily serviced from the south east for Hamlet Residential subdivision. Road access will likely require upgrading. The small size and the configuration of this site may limit its development potential. The balance of this expansion area may be able to accommodate some country residential lots along the river, as well as a walking trail that extends from the existing built up portions of Wildwood. A park feature may be developed along the river.

**Area 3. Hamlet Commercial Area:** Located south of the old highway and east of the existing Hamlet boundary. This area includes an existing Highway Commercial lot. The lands provide high quality access and visibility off Highway 16, and a portion can be serviced by gravity. The most easterly portion may require a lift station or a trickle type low pressure sewage system.

**Area 4. Hamlet General Area:** Located south of the existing Hamlet boundary, east of 50th Street and north of Highway 16. The single parcel comprising this area can be serviced by gravity and a low pressure water system from 50th Street and 51st Avenue. The proposed Hamlet General District will provide development options including residential which is the current use, as well as agriculture. The parcel is visible from Highway 16 but is not very accessible. Access may be limited to an undeveloped road allowance along its east side and a lane along the north.

**Area 5. Hamlet General Area:** Located south of the existing Hamlet boundary, west of 50th Street and north of Highway 16. The area can be serviced by a gravity line connection and a low pressure water system from 50th Street and 51st Avenue. Similar to Area 4, the proposed Hamlet General District will provide development options. Two large country residential parcels are included in this area. Services can be extended from the east, and the Hamlet General District will allow for residential intensification or some other use. An undeveloped road right-of-way off the old highway allows for future access.

**Area 6. Hamlet Industrial Area:** Located south of the old highway and across from undeveloped Hamlet Industrial land. This area is proposed as future Hamlet Industrial to accommodate development that requires highway exposure and visibility. Access is available off the old highway.

**Area 7. Hamlet Commercial Area:** Located south of the old highway and the undeveloped service road, this parcel is already zoned Highway Commercial. Visibility to Highway 16 is excellent but access is limited to the old highway. However, combined with the Hamlet Commercial proposed at the east end of the old highway, this site anchors commercial development opportunities and may draw traffic through the Hamlet. Similar to expansion Area 6, the parcel can be serviced with water and sewer but, because it is further removed from the existing lines, on-site servicing may be appropriate depending on the type of commercial uses.

Access is available from the old highway via a service road. The service road could be consolidated with the adjacent parcel although, depending on the extent of development fronting onto the old highway, the service road may be required for future access management.

**Area 8. Hamlet Industrial Area:** Located north of the old highway and south of the CN right-of-way. This area extends from lands zoned Hamlet Industrial within the current Hamlet boundary, and is located adjacent the rail line. Good access is available off the old highway. A water line may be extended from 51st Avenue but a sewage connection would be via a low pressure line. Again, depending on the type of use, on site sewage disposal may be feasible since industrial uses typically do not generate large amounts of sanitary sewage.

**Area 9. Hamlet General Area:** This area comprises the balance of the parcel that contains Expansion Area 1. The lands can be economically serviced with water but a lift station may be required for Hamlet Residential type development. A low pressure type sanitary system may also be feasible. The land allows for a logical extension of the future residential subdivision to the west. However, the lands are also strategically located at the entrance to the Hamlet, just off Highway 16 so that other development opportunities should not be discouraged. As such, Hamlet General is proposed.

**Area 10. Hamlet Public Institutional Area:** This site is located adjacent to Wildwood School and contains a church. By including it within Wildwood, the boundary becomes more logical.

**Area 11. Hamlet Public Institutional Area:** This parcel is owned by the Agricultural Society and is functionally part of the Society's adjacent parcel already located within the Hamlet. The boundary should be logically extended to include both parcels.

Country Residential is proposed for all remaining lands within the Plan Area that are located outside the Low Lands Boundary. These lands may be serviced but would require a lift station and/or a low pressure system. As such, the lands may be better suited to traditional country residential development that can be serviced on site, but would support Hamlet commercial and community services. Near surface groundwater and soils conditions will need to be investigated to confirm suitability for installing private sewage disposal systems.

That portion of the Plan Area that is located along the Lobstick River and Chip Lake below the Low Lands Boundary contour interval may be suitable for country residential subdivision, but is more likely to exhibit near surface groundwater conditions that preclude development than the higher land. Continued agricultural and natural area use, therefore, provides the best future land use option.

If the lands are subdivided for country residential purposes, the County may be able to acquire Environmental Reserve and Municipal Reserve so that a trail system can be extended along the river, and a park and a boat launch facility may be developed on Chip Lake. Crown ownership of the ¼ section located along Chip Lake provides an opportunity for a joint municipal/provincial initiative for park development.

To:

#### 4.1.1 Infill Development within Existing Hamlet Boundaries

Considerable vacant and underutilized land is available within the existing boundaries of the Hamlet for new development. Municipal services are either available or can be efficiently and economically extended to these lands. Also, large concentrations of vacant land within the Hamlet—are located close to community and recreation services, as well as main street.

Due to the Land Use Bylaw 09.21, Wildwood districting has been recently changed to encourage development of vacant or underutilized lands. Specifically, the intent of these districts is to provide for a variety of residential, commercial, and institutional uses and commensurate standards. Examples of permitted and discretionary uses are a mix of low and medium density residential uses, and hamlet and highway commercial type uses. Most commercial uses are proposed to be discretionary so that compatibility with existing land uses may be considered at the development permit application stage.

These Districts have been applied to the following four areas within the existing Hamlet boundary to encourage a change from commercial to residential, or institutional uses without making existing developments or uses non-conforming. The areas are identified on Figure 7 and include:

**Area A:** An Urban Service District that consists of an “L” shaped vacant parcel that will allow for residential uses so that development options are increased.

**Area B:** An Urban Service District that consists of 6 vacant lots will allow for a mix of uses, an increase in landowner flexibility and ensures commercial opportunities for development are maintained.

**Area C:** An Urban Neighbourhood District that consists of a large vacant parcel. These lands can be serviced to optimize servicing and land use opportunities given the parcel’s location to main street.

**Area D:** An Urban Service District that consists of several parcels that are either vacant or underutilized, and are located adjacent both sides of the old highway. Most of these parcels are or can be serviced. The parcels provide opportunities to attract a variety of uses that meet the objectives of attracting more population and economic growth. Two of these parcels are owned by Alberta Transportation and may be contaminated.

#### 4.1.2 Expansion Areas

The Future Land Use Concept assumes that the Hamlet boundary is extended to include lands most appropriately regulated within the urban districts of the County’s Land Use Bylaw. Generally, these are the lands that can be economically serviced by tying into the Hamlet’s existing sewer and water infrastructure. Proposed boundary extensions follow legal lot lines and are described as follows:

- **To the north**, to include a small pocket of developable land north of the agricultural grounds, as well as the balance of the parcel up to the Lobstick River. The County may consider purchase of this agricultural parcel to allow for access to the river, and to facilitate development of a small area that can be readily serviced.
- **To the east**, to include the area south of the railway and north of Highway 16. This area includes three lots. The westerly portions can be economically serviced by gravity. The easterly portion may be serviced by a lift station or by a low pressure sewer system.



- **To the south**, to include the lands on the north side of Highway 16 right-of-way. For the purposes of this Area Structure Plan, the right-of-way recognizes the future interchange alignment. Two lots are included that are located on either side of 50th Street. These lots are currently used for agriculture/country residential purposes. However, the lots can be serviced by gravity and a low pressure water system, and are strategically located in regard to main street and downtown, and along Highway 16 allowing for high visibility. As is noted in Section 2.4, all access will be off the old highway.
- **To the west**, to include the area south of the railway and north of Highway 16. Excepting two large county residential lots, the lands are currently being used for agricultural purposes. However, the lands can be serviced with water and sewage using a low pressure type system. Visibility to Highway 16 is available and, as is noted above, access is available off the old highway.

Specific new development areas within the expanded boundaries are listed below in order of suitability for the extension of municipal services. These areas are identified on Figure 7. Generally, the areas with highest priority are most proximate to existing services and amenities.

**Area 1. Urban Service District Area:** Located adjacent the east boundary of the existing Hamlet between the rail line and the old highway. Municipal services are available adjacent the west side off 47th Street. This 14 acre (5.7 hectare) area can be readily serviced, and may accommodate about 60 single family lots.

**Area 2. Urban Neighbourhood District/Country Residential District Area:** Comprises the parcel fronting the Lobstick River located north of the Agricultural Society grounds. A small 4.0 acre (1.6 hectare) portion of this parcel next to the Agricultural Society grounds may be readily serviced from the south east for a residential subdivision. Road access will likely require upgrading. The small size and the configuration of this site may limit its development potential. The balance of this expansion area may be able to accommodate some country residential lots along the river, as well as a walking trail that extends from the existing built up portions of Wildwood. A park feature may be developed along the river.

**Area 3. Urban Service District Area:** Located south of the old highway and east of the previous Hamlet boundary. This area includes an existing Highway commercial lot. The lands provide high quality access and visibility off Highway 16, and a portion can be serviced by gravity. The most easterly portion may require a lift station or a trickle type low pressure sewage system.

**Area 4. Urban Service District Area:** Located south of the existing Hamlet boundary, east of 50th Street and north of Highway 16. The single parcel comprising this area can be serviced by gravity and a low pressure water system from 50th Street and 51st Avenue. This Urban Service District will provide development options including residential which is the current use, as well as agriculture. The parcel is visible from Highway 16 but is not very accessible. Access may be limited to an undeveloped road allowance along its east side and a lane along the north.

**Area 5. Urban Service District Area:** Located south of the existing Hamlet boundary, west of 50th Street and north of Highway 16. The area can be serviced by a gravity line connection and a low pressure water system from 50th Street and 51st Avenue. Similar to Area 4, this Urban Service District will provide development options. Two large country residential parcels are included in this area. Services can be extended from the east, and the Urban Service District will allow for commercial or residential intensification. An undeveloped road right-of-way off the old highway allows for future access.

**Area 6. Commercial District Area:** Located south of the old highway and across from undeveloped commercial land. This Commercial District is to accommodate development that requires highway exposure and visibility. Access is available off the old highway.

**Area 7. Commercial District Area:** Located south of the old highway and the undeveloped service road, this parcel is zoned commercial. Visibility to Highway 16 is excellent but access is limited to the old highway. However, combined with the Urban Service District proposed at the east end of the old highway, this site anchors commercial development opportunities and may draw traffic through the Hamlet. Similar to expansion Area 6, the parcel can be serviced with water and sewer but, because it is further removed from the existing lines, on-site servicing may be appropriate depending on the type of commercial uses.

Access is available from the old highway via a service road. The service road could be consolidated with the adjacent parcel although, depending on the extent of development fronting onto the old highway, the service road may be required for future access management.

**Area 8. Commercial District Area:** Located north of the old highway and south of the CN right-of-way. This Commercial District area extends within the current Hamlet boundary, and is located adjacent the rail line. Good access is available off the old highway. A water line may be extended from 51st Avenue but a sewage connection would be via a low pressure line. Again, depending on the type of use, on site sewage disposal may be feasible since industrial uses typically do not generate large amounts of sanitary sewage.

**Area 9. Protection District Area:** This area comprises the balance of the parcel that contains Expansion Area 1. The lands can be economically serviced with water but a lift station may be required for residential type development. A low pressure type sanitary system may also be feasible. The land allows for a logical extension of the future residential subdivision to the west. However, the lands are also strategically located at the entrance to the Hamlet, just off Highway 16 so that other development opportunities should not be discouraged.

**Area 10. Urban Neighbourhood District Area:** This site is located adjacent to Wildwood School and contains a church. By including it within Wildwood, the boundary becomes more logical.

**Area 11. Urban Neighbourhood District Area:** This parcel is owned by the Agricultural Society and is functionally part of the Society's adjacent parcel already located within the Hamlet. The boundary should be logically extended to include both parcels.



Rural Districting is proposed for nearly all remaining lands within the Plan Area that are located outside the Low Lands Boundary. These lands may be serviced but would require a lift station and/or a low pressure system. As such, the lands may be better suited to traditional rural residential development that can be serviced on site, but would support Hamlet commercial and community services. Near surface groundwater and soils conditions will need to be investigated to confirm suitability for installing private sewage disposal systems.

That portion of the Plan Area that is located along the Lobstick River and Chip Lake below the Low Lands Boundary contour interval may be suitable for country residential subdivision, but is more likely to exhibit near surface groundwater conditions that preclude development than the higher land. Continued agricultural and natural area use, therefore, provides the best future land use option.

If the lands are subdivided for country residential purposes, the County may be able to acquire Environmental Reserve and Municipal Reserve so that a trail system can be extended along the river, and a park and a boat launch facility may be developed on Chip Lake. Crown ownership of the 1/4 section located along Chip Lake provides an opportunity for a joint municipal/provincial initiative for park development.

**8. Delete Appendix C: Hamlet General District**

**9. Amend Figure 4 and Figure 7 as per Schedule A and Schedule B of this Bylaw respectively.**

This bylaw comes into force at the beginning of the day that it is passed in accordance with Section 189 of the Municipal Government Act, Being Chapter M-26, R.S.A., 2000

READ a first time this 13 Day of September A.D., 2022

PUBLIC HEARING held this 11 Day of October A.D., 2022

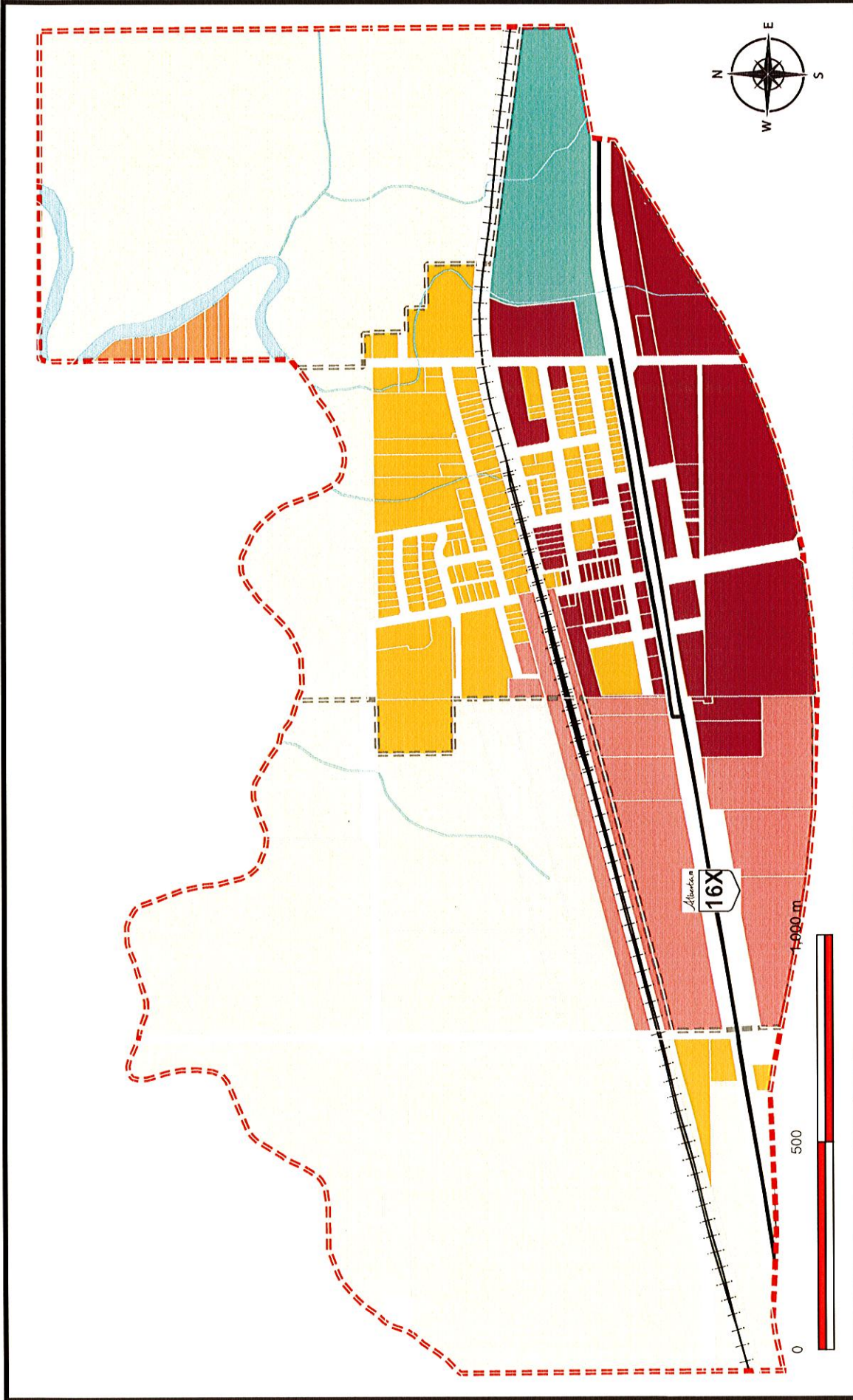
READ a second time this 25 Day of October A.D., 2022

READ a third time this 25 Day of October A.D., 2022

SIGNED this 25 Day of October A.D., 2022

Wade Williams  
Mayor, Wade Williams

Luc Mercier  
Chief Administrative Officer, Luc Mercier



**Area Structure Plan: Wildwood**

**Figure 4: Existing Land Use and Zoning**

**Legend**

- Area Structure Plan
- Community Boundaries
- Land Parcels
- Highways
- Railway
- Waterbody/Watercourse

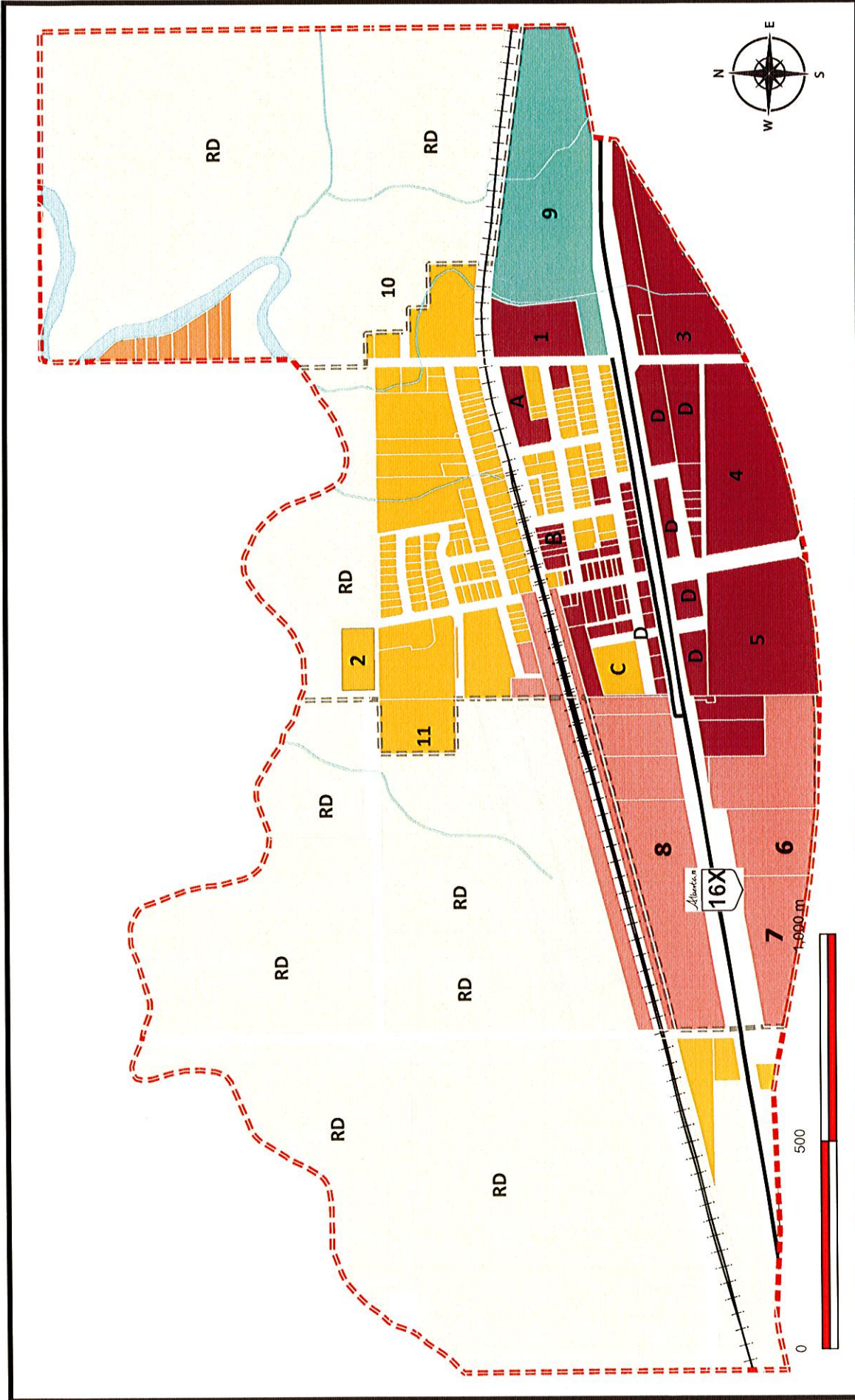
**Yellowhead Zoning Districts**

- Commercial (CD)
- Country Residential (CRD)
- Industrial (ID)
- Protection (PD)
- Rural (RD)
- Urban Neighbourhood (UND)
- Urban Service (USD)



Yellowhead County Land Use Bylaw as of September 28, 2021 (Bylaw 09.21)

# Schedule B to Bylaw 11.22



- Yellowhead Zoning Districts**
- Rural (RD)
  - Urban Neighbourhood (UND)
  - Urban Service (USD)
  - Commercial (CD)
  - Country Residential (CRD)
  - Industrial (ID)
  - Protection (PD)

- Legend**
- Area Structure Plan
  - Community Boundaries
  - Land Parcels
  - Highways
  - Railway
  - Waterbody/Watercourse

**Area Structure Plan: Wildwood**

**Future Land Use Concept**

**Figure 7**



Yellowhead County Land Use Bylaw as of September 28, 2021 (Bylaw 09.21)

Yellowhead County ASP Map Series  
 Projection: UTM Zone 12 NAD 83  
 Date: August 08, 2022  
 MumSight