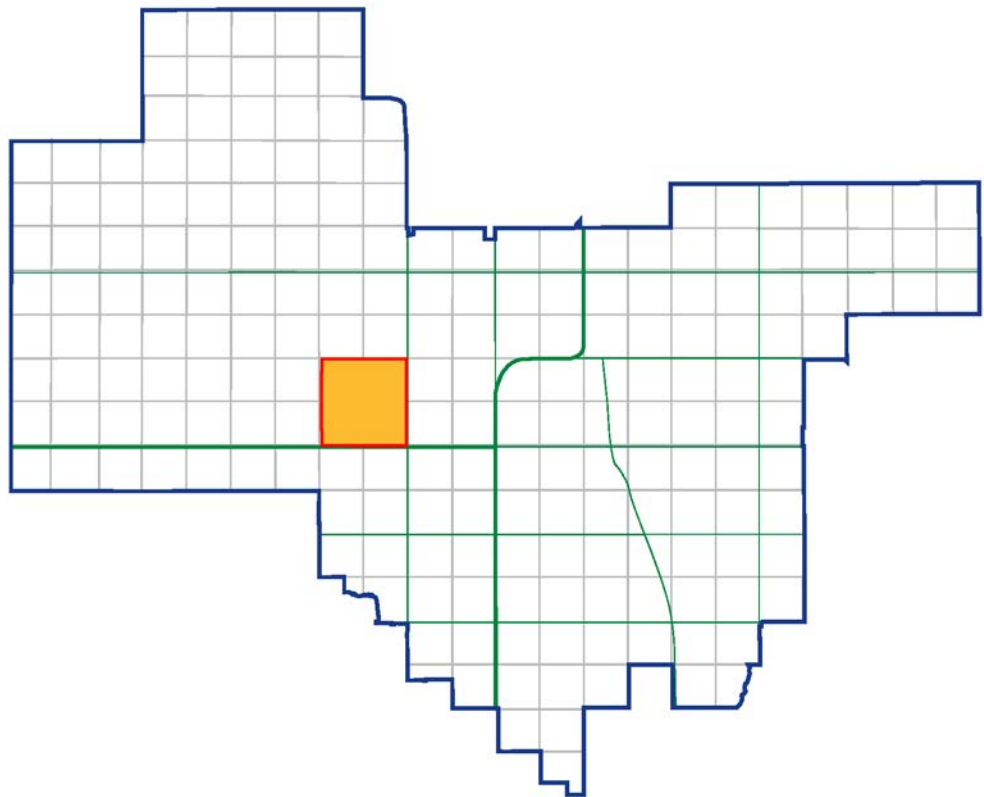


# WEST TERRA OUTLINE PLAN

Bylaw C-1333



**CITY OF GRANDE PRAIRIE**

**BYLAW C-1333**

**A Bylaw to adopt the  
West Terra Outline 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 cited as the “West Terra Outline Plan” Bylaw.
2. The West Terra Outline Plan, attached as Schedule “A”, is adopted as an area structure plan for the NW 27-71-6-W6M pursuant to Section 633 of the Municipal Government Act, RSA 2000, Chapter M-26.
3. This Bylaw shall take effect on the date it is passed.

**READ** a first time this 30 day of May, 2016.

**READ** a second time this 30 day of May, 2016.

**READ** a third time and finally passed this 30 day of May, 2016.

“B. Given” (signed)  
Mayor

“B. MacNeill (signed)  
Acting Corporate Services Director

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**1.0 INTRODUCTION**

**1.1 Purpose of Plan**

The West Terra Outline Plan has been prepared on behalf of the owners of the subject lands to provide a detailed framework for the future development of lands in north Grande Prairie for a combination of residential and commercial purposes.

This Outline Plan (OP) has been prepared in accordance with Policy 15.7 of the City of Grande Prairie Municipal Development Plan (MDP). As required by this policy, the Plan addresses the following:

- a) Physical features and development constraints;
- b) Future land use and development concept, including lot layout;
- c) Proposed transportation network, including the approximate alignment of future arterial, collector and local roads;
- d) Disposition of municipal reserve;
- e) Proposed servicing for the area; and
- f) Intended phasing of development.

**1.2 Plan Area Location**

This OP applies to 59.6 ha of land, legally described as NW 27-71-6-W6M. The site is bounded to the west by 116 Street, and to the south by the Westgate East commercial area and residential development as indicated on Map 1.

**1.3 Ownership and Dispositions**

The Plan area consists of a single parcel of land totaling 60.1 ha<sup>1</sup> as noted in Table 1.

**Table 1 - Plan Area Composition**

Legal Description	Owner	Area (ha)
NW 27-71-6-W6M	Privately Owned	59.60
Road Plan 0820662	City of Grande Prairie	0.48
<b>Total</b>		<b>60.08</b>

There are no encumbrances on title that affect the future development of the subject lands.

<sup>1</sup> Two (2) previously subdivided parcels totaling 5.26 ha are not included in this outline plan due to differences in ownership, but have been integrated into the overall land use and servicing concepts.

#### **1.4 Policy and Regulatory Context**

The West Terra OP has been prepared in accordance with the requirements of the MDP. This OP is consistent with MDP policies respecting the development of an efficient land use pattern, the orderly progression of development, economic diversification, and expansion of the City's commercial base.

This OP is also guided by the policies and development concepts contained in the Northwest Area Structure Plan (ASP). In order for this OP to conform to the Northwest ASP, amendments are required as discussed in Section 4.2.

As illustrated in Map 2, the majority of the subject land is designated as Urban Reserve (UR) in the City of Grande Prairie Land Use Bylaw (LUB). The exception is a 1.1 ha parcel in the southwest corner of the Plan area that is designated as General Industrial (IG) District. It is assumed that this site will be rezoned in the future to reflect the land uses contained in this Outline Plan prior to subdivision and development approval.

Map 2 also illustrates in general terms the noise and height parameters posed by the Grande Prairie Airport due to the presence of the approach surface of Runway 25, located 1.5 km to the west, which is planned for extension in the long term. The 25 Noise Exposure Forecast (NEF) contour that encroaches on the northwest corner of the Plan area is not a concern as it only affects residential development, none of which is proposed for that portion of the Plan area. Building height restrictions are also in place for the Plan area as illustrated in Map 3<sup>2</sup>.

#### **1.5 Site Characteristics**

As illustrated on Map 4 the Plan area is in agricultural use. Improvements in the Plan area are limited to an industrial building located on the 1.1 ha parcel in the southwest, and an assortment of residential uses and associated out-buildings on the 4.0 ha parcel on the north boundary. There is no natural vegetation of consequence on the site, and no wetlands.

A review of available information indicates that there are no existing or abandoned oil or gas wells located within the Plan area. There is an ATCO gas line right-of-way located parallel to the south side of the Plan area, and a local gas line traverses the Plan area from north to south. An Aquatera water transmission line is also being installed within a right-of-way abutting the south property line and the gas line right-of-way.

The land in the Plan area slopes gently from the north to the southeast. Elevations range from 666 m along the north boundary to 662 m at the southeast corner (0.5% slope) as shown on Map 4.

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<sup>2</sup> The elevations presented in Map 3 are subject to refinement at the time of application when specific development proposals are reviewed by the Grande Prairie Airport Authority in consultation with Nav Canada. All development proposals located in proximity to runway approach areas are required to obtain airport approval.

**2.0 DEVELOPMENT PLAN**

**2.1 Plan Objectives**

The West Terra OP is intended to achieve the following objectives:

- a) To provide an overall framework for future commercial and residential development that is compatible with development located on, or proposed for, adjacent lands;
- b) To develop a safe and efficient transportation network that meets the needs of passenger vehicles, pedestrians, cyclists, and public transit; and
- c) To develop an efficient municipal servicing and phasing system for the Plan area.

**2.2 Development Concept**

The proposed land use concept for the West Terra OP is illustrated on Map 5, and a summary of land uses is provided in Table 2. The net developable area available is 59.6 hectares<sup>3</sup>.

**Table 2 - Land Use Summary**

Land Use	Area (ha)	Percent
<b>Gross Developable Area</b>	<b>60.08</b>	
Less Existing Road ROW	0.48	
<b>Net Developable Area</b>	<b>59.60</b>	<b>100.0</b>
<b>Commercial</b>	<b>27.44</b>	<b>46.0</b>
Arterial Commercial	13.51	22.7
General Commercial	13.93	23.3
<b>Residential</b>	<b>9.05</b>	<b>15.2</b>
Low-Medium Density Multi-Family	5.25	8.8
Medium Density Multi-Family	3.80	6.4
<b>Utilities</b>	<b>7.58</b>	<b>12.7</b>
Stormwater Management Ponds	5.59	9.4
Public Utility Lots	1.99	3.3
<b>Roads</b>	<b>9.58</b>	<b>16.1</b>
Arterial (116 Street) Widening	0.48	0.8
Collector Roads	6.39	10.8
Local Roads	2.28	3.8
Lanes	0.43	0.7
<b>Municipal Reserve</b>	<b>5.96</b>	<b>10.0</b>
Neighbourhood Parks	4.24	7.1
Landscape Buffers/Trail Corridors	1.72	2.9

<sup>3</sup> The Outline Plan areas exclude the two (2) existing subdivided parcels, but these areas have been shadow planned in the land use concept to illustrate their future integration into the development.

### **2.3 Commercial Development**

The largest single land use proposed for the Plan area is commercial development, totaling approximately 27.4 ha in area. Commercial development has been identified as the predominant use in the area due to its proximity to 116 Street as a high traffic corridor, and compatibility with similar development in Westgate to the south. In addition, the presence of a flight path to the Grande Prairie Airport with its associated height and noise restrictions present challenges to large concentrations of residential development.

Arterial commercial development, totaling approximately 13.5 ha is proposed for the westerly portion of the Plan area adjacent to 116 Street, and is intended to accommodate such uses as motor vehicle dealerships, hotels, restaurants, and large format retail uses in accordance with the Arterial Commercial (CA) District of the LUB.

The balance of the commercial area, totaling approximately 13.9 ha, is proposed for general commercial development (e.g. retail and office uses) that is compatible with adjacent residential development and fronting on to major collector roads. Development in these areas would be carried out in accordance with the requirements of the General Commercial (CG) District.

Given the high visibility of the site along 116 Street, and proximity to future residential development, it is intended that all commercial development in the Plan area be subjected to a high level of appearance and design, which may be implemented through restrictive covenants. In addition, buffering by way of fencing, berming and/or landscaping shall be provided along a portion of the north local road frontage of the CG lot abutting the low-medium residential node as illustrated on Map 5.

### **2.4 Residential Development**

Two (2) medium density multi-family nodes are proposed, consisting of a site of approximately 0.9 ha located in the southeast corner and a 2.9 ha site on the east side of the Plan area. Assuming a density of 74 units per hectare, a combined total of 281 units may be accommodated at these locations.

A node of low-medium density multi-family development totaling approximately 5.3 ha is proposed for the central portion of the Plan area. Assuming an average density of 40 u/ha, an additional 212 units may be developed at this location. Semi-detached and townhouse development provided in accordance with the Combined Residential (RC) District, much of which would be served with rear lanes, is proposed for this area.

No single family development is proposed in the Plan area.

It is intended that all residential development be designed with a common theme and unifying features as part of a comprehensively planned development. Accordingly, it is anticipated that the developer will implement design controls through restrictive covenants.

As illustrated in Table 3, it is anticipated that a total of 493 multi-family units may be accommodated in the Plan area. This will generate 1,072 residents, of which approximately 187 will be of school age. This equates to a residential density of 54.5 units and 118 persons per net developable residential hectare.

**Table 3 - Population and Student Generation**

<b>Population Generation</b>		
Low-Medium Density MF Land Area		5.25 ha
Medium Density MF Land Area		3.80 ha
Low Density MF Units	Est. 40 units/ha	212 units
Medium Density MF Units	Est. 74 units/ha	281 units
Low Density MF Population	212 units @ 2.8 ppu	594
Medium Density MF Population	281 units @ 1.7 ppu	478
<b>Total Population</b>		<b>1,072</b>
<b>Student Generation<sup>4</sup></b>		
<b>Total Students</b>	<b>17.4% of Population</b>	<b>187</b>
Total Public Students	66.4% of Total Students	124
Total Catholic Students	31.6% of Total Students	59
Total Francophone Students	2.0% of Total Students	4
<b>Public School Students</b>		
<b>Total Students</b>		<b>124</b>
Total Grades K-8	70.7% of Students	88
Total Grades 9-12	29.3% of Students	36
<b>Catholic School Students</b>		
<b>Total Students</b>		<b>59</b>
Total Grades K-8	75.0% of Students	44
Total Grades 9-12	25.0% of Students	15
<b>Francophone School Students</b>		
<b>Total Students</b>		<b>4</b>
Total Grades K-8	87.0% of Students	3
Total Grades 9-12	13.0% of Students	1

## 2.5 Parks and Open Space

Municipal Reserve (MR) in the amount of 5.96 ha is available from the Plan area for the provision of future parks and open space. In accordance with MDP policy, the full 10% of the net development area is dedicated as MR in parcel form as follows:

<sup>4</sup> Based on school enrolments as of September 30, 2015 and City population of 68,556 (2015 municipal census).



- a) The majority of MR is to be provided in the form of a large community park space located at the northeast portion of the Plan area. This site, totaling approximately 4.1 ha in size, is intended to provide an opportunity to accommodate future recreation facility development (as yet undefined) at a location which, due to the airport flight path, is not optimal for residential development;
- b) A 12 m-wide strip of MR totaling approximately 0.75 ha is to be located on the west side of the Plan area adjacent to 116 Street. The purpose of this MR is to provide an opportunity to implement a consistent level of landscaping along this high visibility corridor, as well as to allow for improved pedestrian connectivity by way of trail development; and
- c) Linear neighbourhood park spaces with an area of approximately 1.1 ha is proposed in the southeasterly portion of the Plan area adjacent to a multi-family site and storm pond.

The above allocations total approximately 5.6 ha, resulting in a remainder of 0.4 ha of MR that may be provided as cash-in-lieu at the time of subdivision.

## **2.6 Transportation and Utilities**

The remainder of the site is allocated to accommodate municipal infrastructure requirements including stormwater management and public utility lots (7.6 ha), and roads (9.6 ha).

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### **3.0 INFRASTRUCTURE**

#### **3.1 Transportation Network**

As illustrated in Map 6, arterial access is provided from 116<sup>th</sup> Street, located on the west boundary of the Plan area. 116 Street is currently developed to a two-lane, paved rural standard.

According to the City of Grande Prairie's Transportation Master Plan, 116 Street is to ultimately be upgraded to a four-lane divided arterial standard. The land required for future road widening along 116 Street will be secured at the time of subdivision. The location of accesses to 116<sup>th</sup> Street and requirements for widening are in accordance with the 116 Street Functional Plan.

The Plan area will be accessed through a series of internal collector roads. Collector road access is to be obtained from all-directional intersections on 116 Street at (approximately) 111 Avenue and 116 Avenue. Access from the south is to be provided through the extension of 114 and 115 Streets from Westgate. Internal connection to the College lands to the east is provided at two locations, the southerly of which connects to 107 Avenue in Gateway to the southeast.

The design of all internal roads will be based on the results of the accompanying Transportation Impact Assessment, including the provision of roundabouts. Two (2) roundabouts are proposed along the southerly east-west collector as a means of facilitating traffic flow and alleviating potential congestion. A third roundabout is proposed on 116 Avenue at the north end of the Plan area.

With the exception of the roads located within the Low-Medium Density Multi-Family area (to be served by local roads and lanes), all internal roads are to be designed to a collector standard. The presence of several collector roads provides opportunities to accommodate transit service in the Plan area with flexibility for routing options. Potential transit routes are illustrated on Map 6. All proposed roadways will follow standard City of Grande Prairie typical cross sections with the exception of 111 Avenue and 115 Street. This collector will be constructed without on-street parking and will comply with the approved design report.

Within the Combined Residential area, concerns regarding back-to-back lane lots and parking congestion will have to be addressed. At detailed design, the road design will accommodate the proposed uses and challenges caused by the layout, such as but not limited to on-street parking and waste collection.

The existing 1.2 ha lot at the southwest corner of the Plan area currently has direct access to 116 Street, but this access is likely to be eliminated at such time as the east-west collector road is constructed to the north of this lot. In the event that this lot is not consolidated with the adjacent commercial lands to the north and east as part of Phase 1, access to this lot is required to be provided from the north and/or east by way of easement or access agreement.

Pedestrian circulation in the Plan area will be provided by way of sidewalks along the collector and local roads, and a network of through the development that provide connectivity to the storm pond and park areas, as well as connection to the residential neighbourhood to the south, future development to the north and east, and ultimately to the Bear Creek corridor further to the north.

### **3.2 Water Distribution**

The proposed looped water system for the Plan area is illustrated in Map 7. Connections to existing water systems to the west and south are proposed. Water lines are to be extended to the north and east property lines in order to facilitate future connection to adjacent lands.

Additional information pertaining to the water distribution/fire system is outlined in the detailed design report for water.

### **3.3 Sanitary Sewer**

The internal configuration of proposed gravity mains is illustrated in Map 8.

Sanitary servicing for the westerly portion of the Plan area will be provided through connections to the 116 Street Trunk Sewer which is currently under construction to the southwest. The balance of the Plan area will be serviced through connection to the 108 Street Trunk to the southeast, through the adjacent College lands.

Additional information pertaining to the sanitary system is outlined in the detailed design report for sewer.

### **3.4 Stormwater Management**

Stormwater management for the development is to be accommodated through the development of two (2) stormwater management ponds located at the south end of the Plan area. Due to proximity to the Grande Prairie Airport, these facilities will be developed as dry ponds. Stormwater captured in these ponds will then be discharged at predevelopment rates east through a piped system to a storm sewer located in the 108 Street boulevard. This discharge is ultimately conveyed to Bear Creek. The overall stormwater management system for the Plan area, including the accommodation of overland flow, is illustrated on Map 9.

Additional information pertaining to the storm drainage system, including the accommodation of runoff, and the mitigation of effects from, upstream lands is outlined in the detailed design report for storm.

### **3.5 Shallow Utilities**

All shallow utilities (natural gas, power, telephone) are to be extended into the Plan area as required.

The relocation and burying of overhead power lines abutting the site is not proposed, as these measures are not required to serve the needs of the development.

**3.6 Connection to Adjacent Lands**

At the time of subdivision the developer shall, upon request, provide a right-of-way to the City of Grande Prairie along the proposed 116 Avenue corridor for the purpose of extending municipal services to the adjacent lands to the east.

## **4.0 IMPLEMENTATION**

### **4.1 Phasing**

The tentative phasing for the Plan area is identified in Map 10, the specific timing of which will be dependent on market conditions. The first phase is located in the southwest corner of the Plan area, proceeding to the north and east. Due to the inherent complexities of development and the unpredictable nature of the market, the size and configuration of each phase is intended to be flexible and may change without triggering an amendment to this Plan.

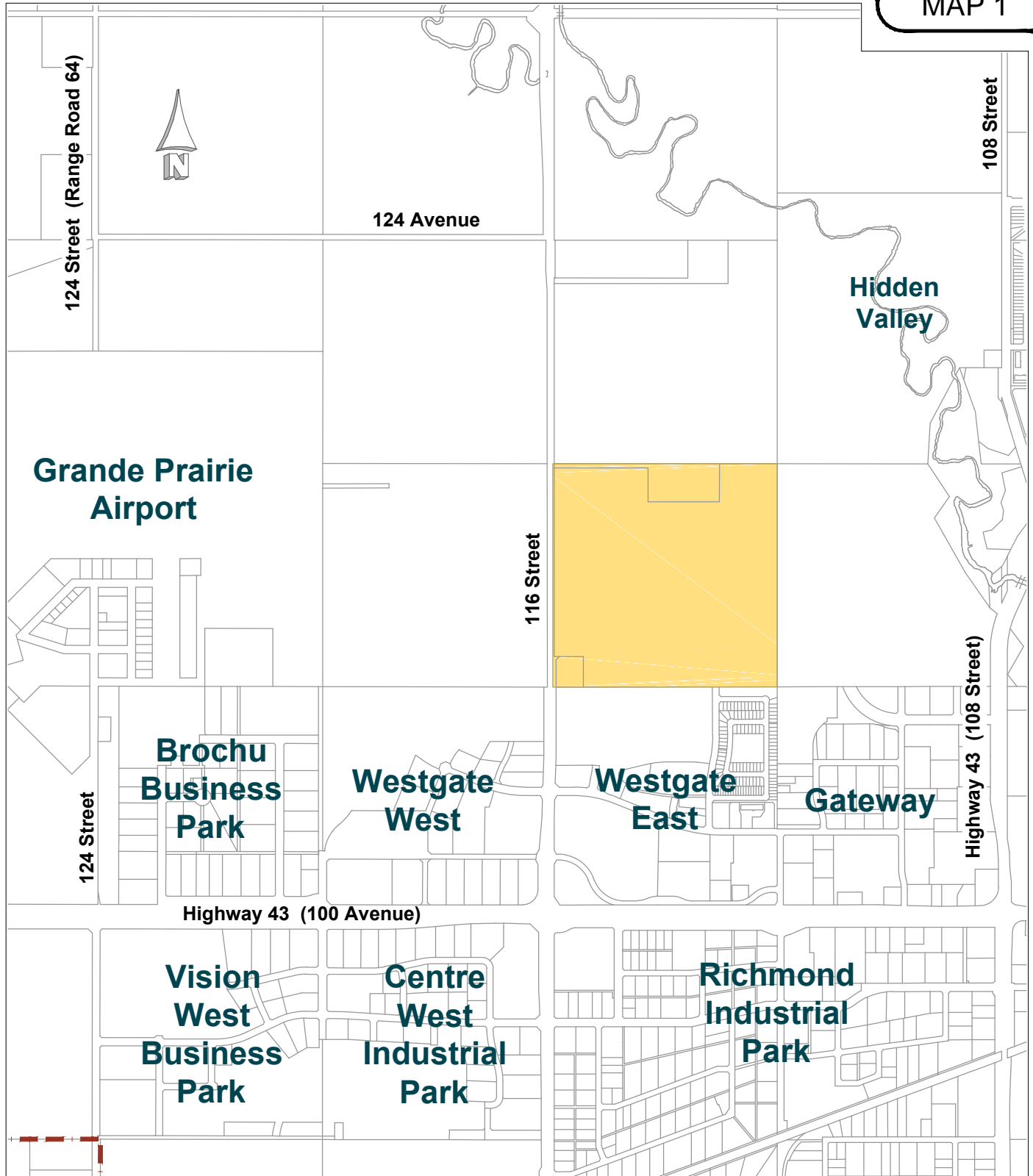
### **4.2 Statutory Plan Amendments**

The Northwest ASP was approved in 2001 and addresses development in the area at a general level. The land use concept proposed in this OP is at variance with that shown in the ASP. Specifically, the ASP makes provision for a large industrial business node in the west-central portion of the Plan area and low density single family residential development on the east side, and single family development and multi-family residential development on the west portion of the subject land, and has no provision for a stormwater management pond on the site. In addition, the proposed internal collector road network differs from that in the ASP. As a result, an amendment to the Northwest ASP is required prior to OP approval to address these changes. This amendment will be submitted to the City concurrently with this OP and the LUB amendment application.

### **4.3 Proposed Zoning**

Proposed zoning for the Plan area is identified in Map 11. As noted in Section 2.3, the commercial areas are to be zoned under the Arterial Commercial (CA) District and General Commercial (CG) District, and residential development is to be zoned as Medium Density Residential (RM) District and Low/Medium Density Residential (RC) District as outlined in Section 2.4. Open space areas and storm pond areas are to be designated as Public Service (PS) District. All zoning changes will be made in advance of subdivision approval.





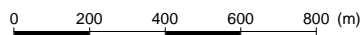
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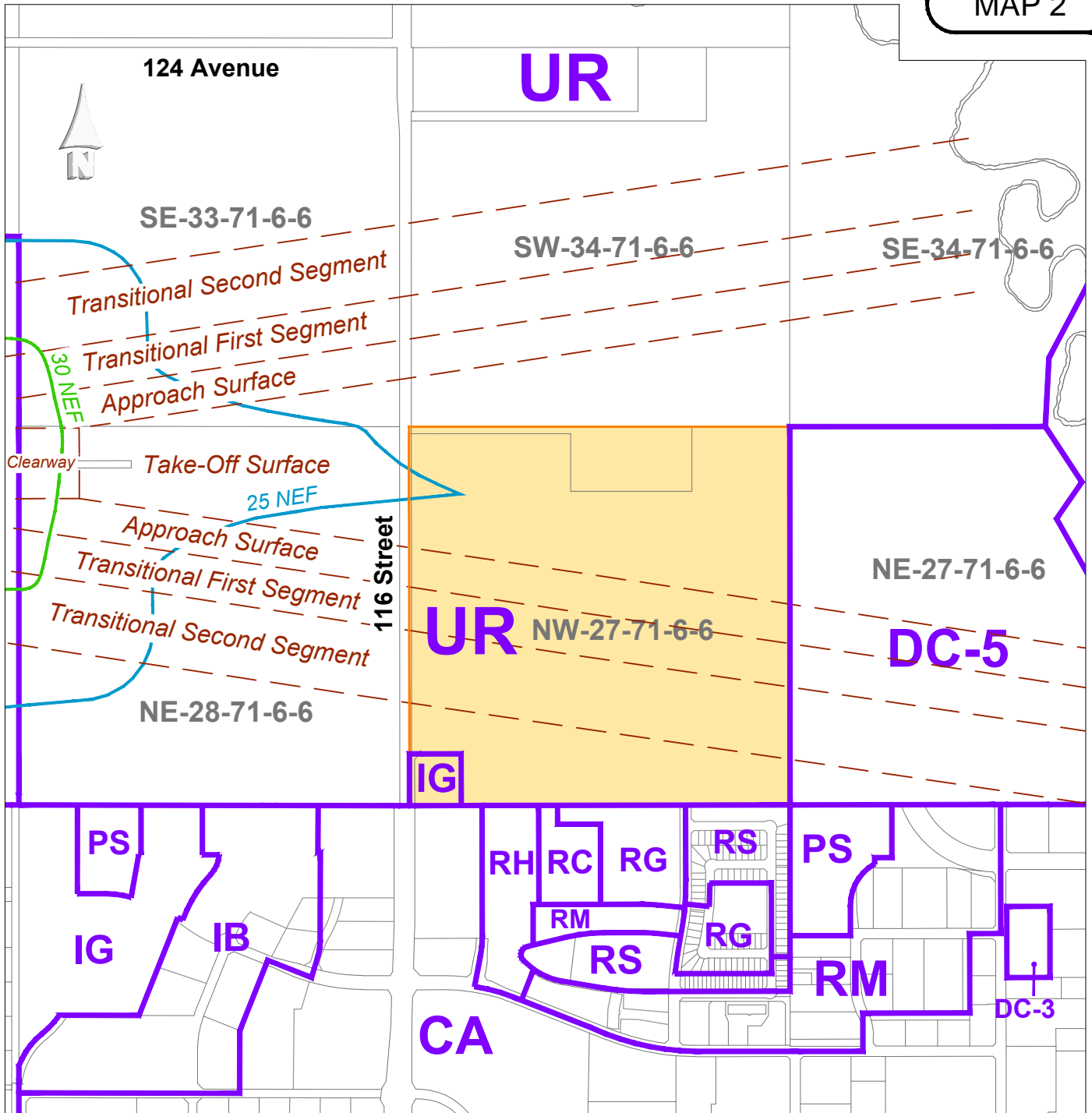
## WEST TERRA OUTLINE PLAN

### LEGEND

- Plan Area
- City Boundary

Scale - 1:20,000





**LEGEND**

- Plan Area
- - - Transitional Segment Boundary
- 2032 NEP - 25 NEF
- 2032 NEP - 30 NEF

**REGULATORY CONTEXT**

WEST TERRA  
OUTLINE PLAN

Scale - 1:12,500

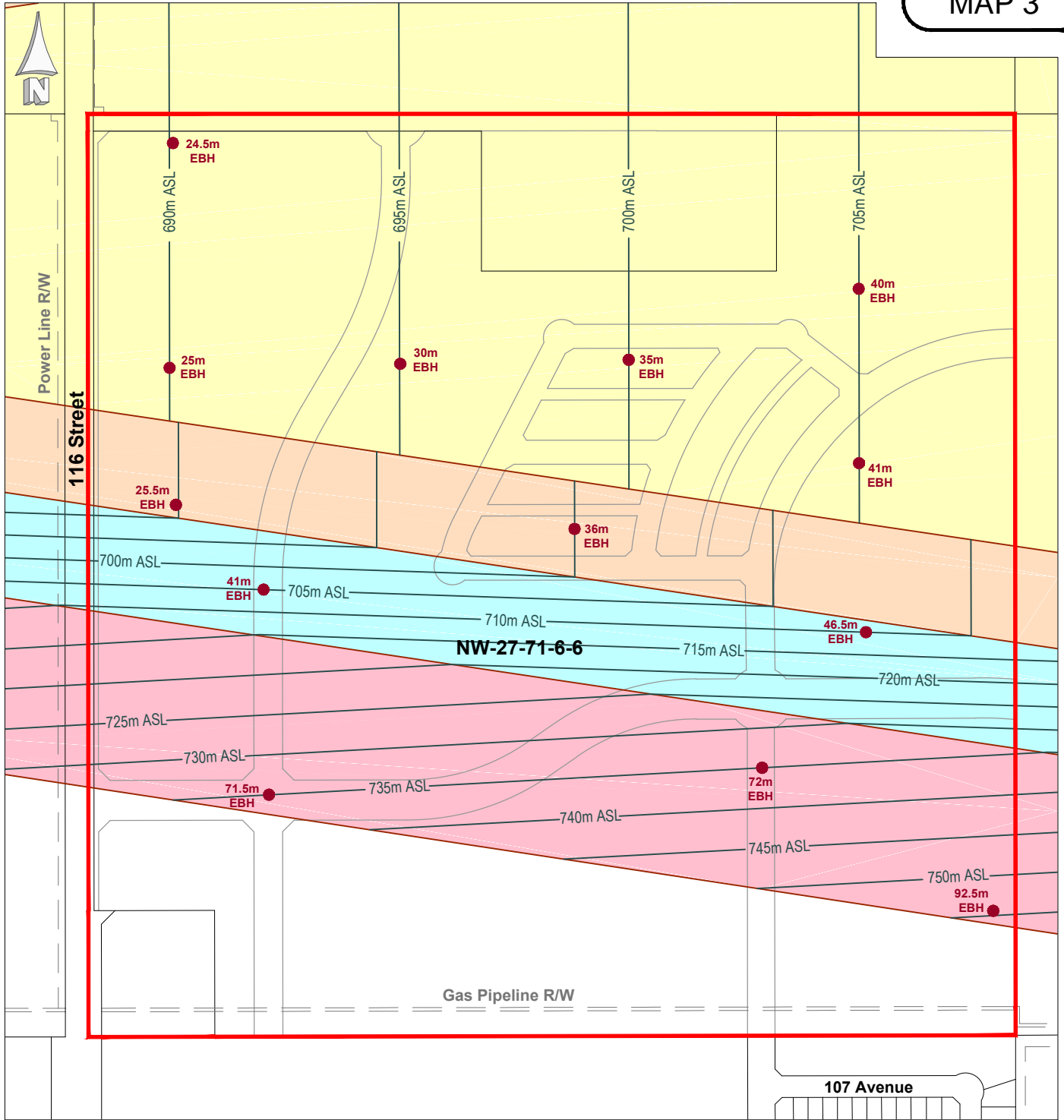


**LEGEND**

City of Grande Prairie

- |                               |  |
|-------------------------------|--|
| <b>CA</b> Arterial Commercial | <b>RC</b> Combined Density Residential |
| <b>DC-3</b> Direct Control    | <b>RG</b> General Residential          |
| <b>DC-5</b> Direct Control    | <b>RH</b> High Density Residential     |
| <b>IB</b> Industrial Business | <b>RS</b> Small Lot Residential        |
| <b>IG</b> General Industrial  | <b>UR</b> Urban Reserve                |
| <b>PS</b> Public Service      |  |

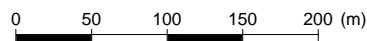




# AIRPORT APPROACH RESTRICTIONS

## WEST TERRA OUTLINE PLAN

Scale - 1:5000

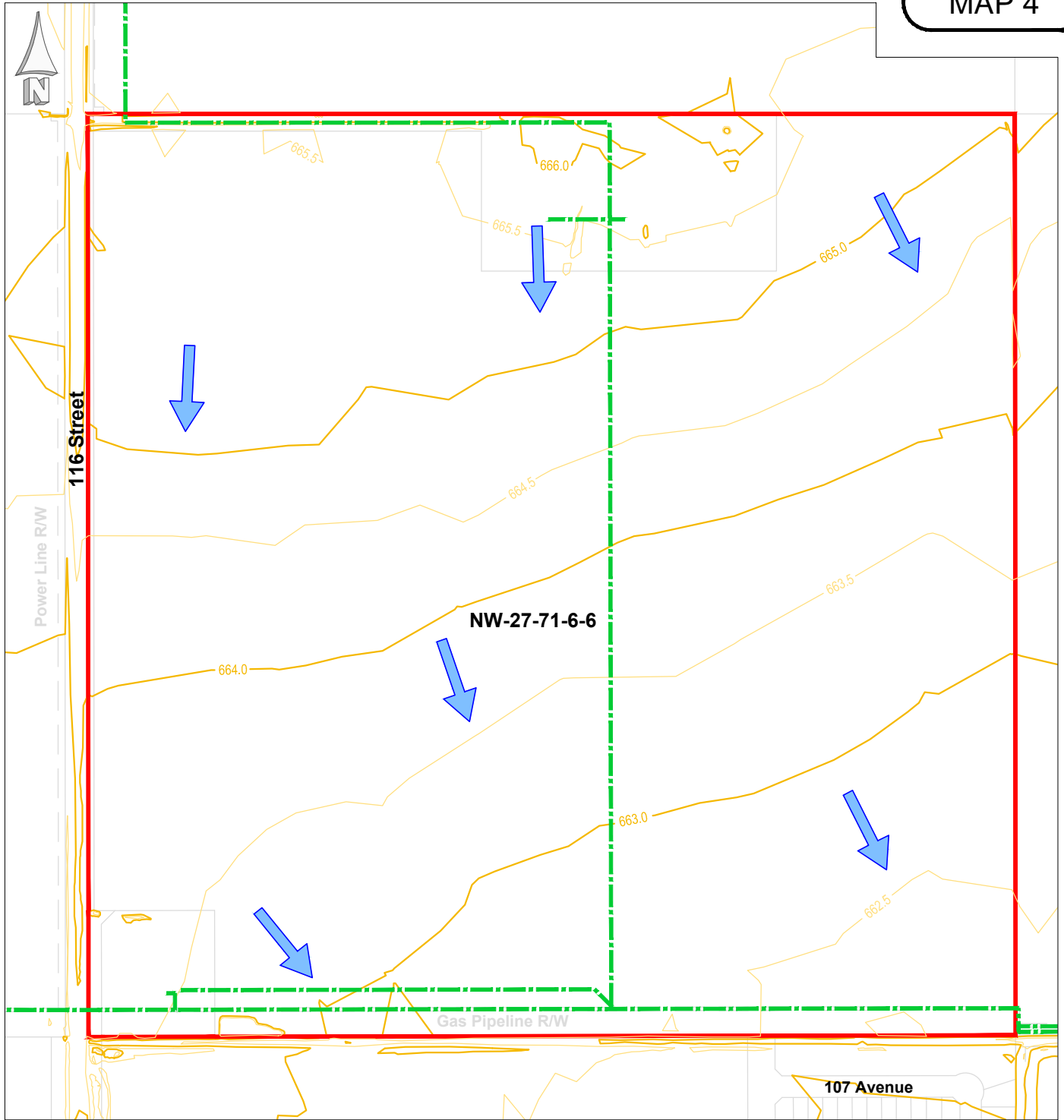


### LEGEND

- Take-Off Surface (Slope 2.0%)
- Approach Surface (AGN V / Slope 2.9%)
- Transitional First Segment (Slope 25%)
- Transitional Second Segment (Slope 14.3%)
- 71.5m EBH ● Estimated Building Height (EBH) in Metres
- Plan Area

Source: Runway 25 Obstacle Limitation Surface Analysis, Grande Prairie Airport. WSP, March 2015

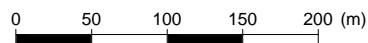
ASL = Above Sea Level  
Bylaw C-1333  
May 30, 2016



# EXISTING CONDITIONS

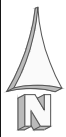
WEST TERRA  
OUTLINE PLAN

Scale - 1:5000



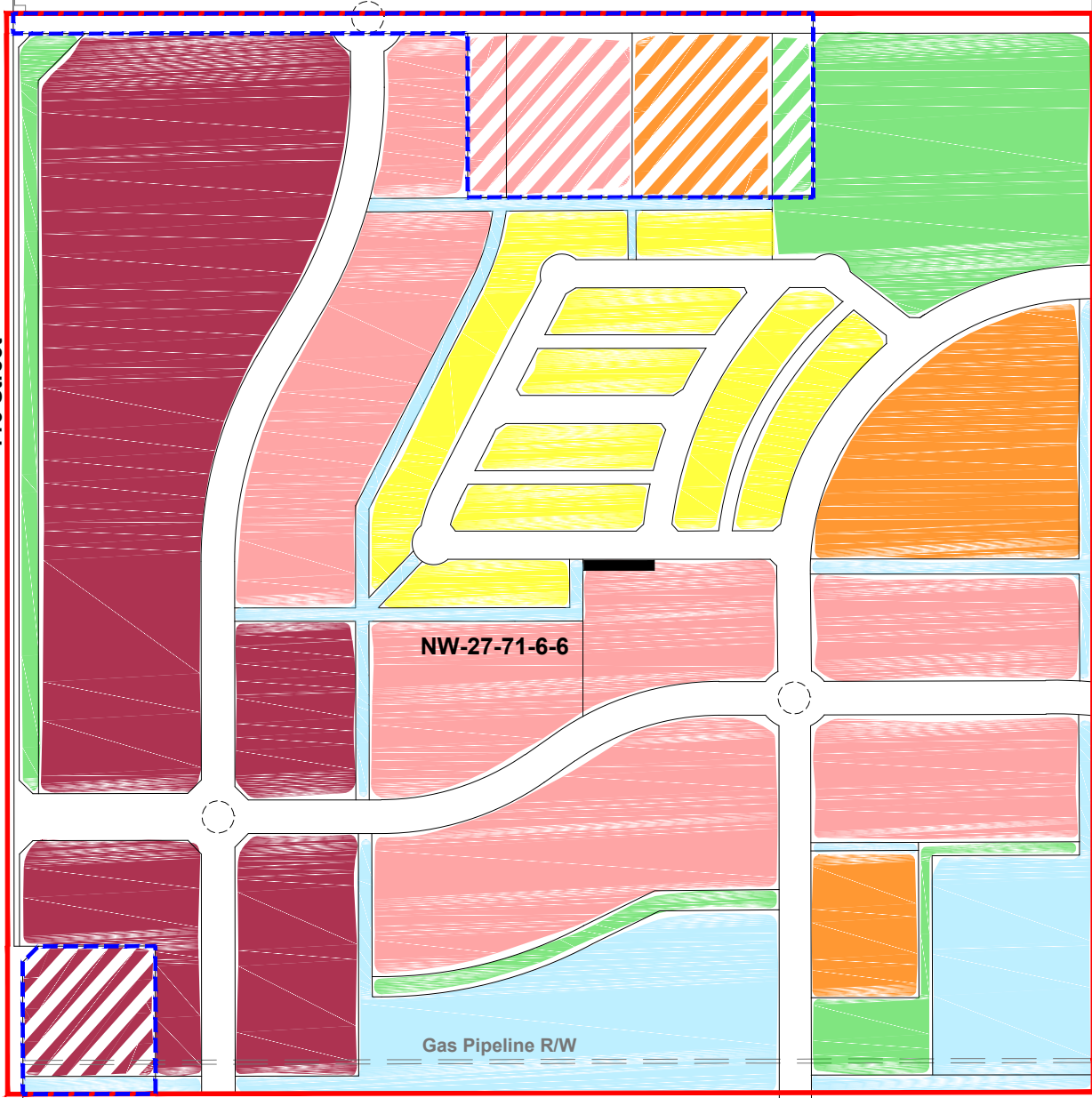
### LEGEND

- 1m Contour
- Direction of Flow
- Natural Gas (ATCO)
- Plan Area



Power Line R/W

116 Street



NW-27-71-6-6

Gas Pipeline R/W

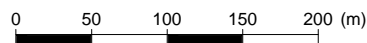
107 Avenue












# LAND USE

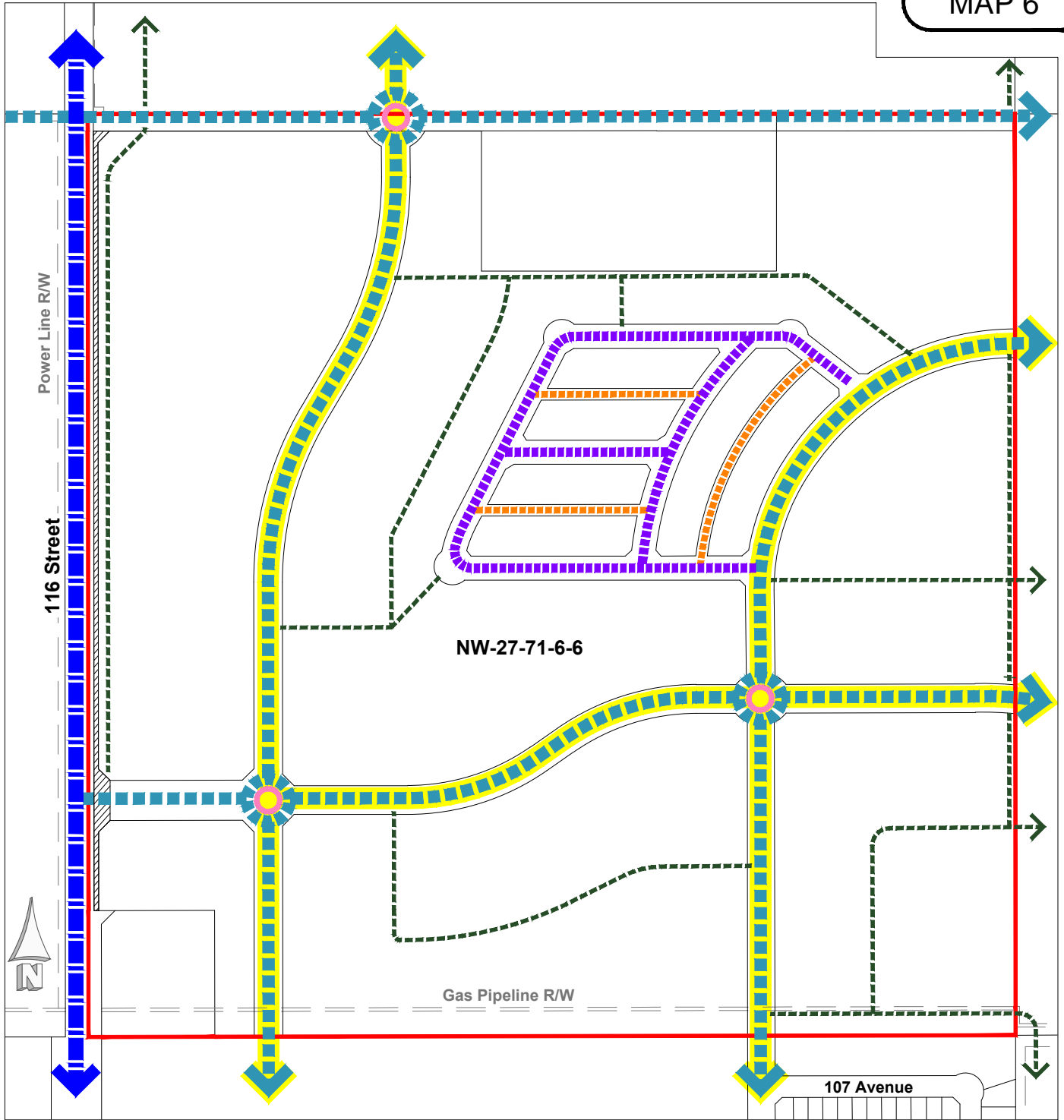
## WEST TERRA OUTLINE PLAN

Scale - 1:5000



### LEGEND





-  Arterial Commercial
  -  General Commercial
  -  Low Density Multi-Family Residential
  -  Medium Density Multi-Family Residential
  -  SWM / PUL
  -  Municipal Reserve
  -  On-Site Buffer
  -  Shadow Plan Area (excluded from Outline Plan)
  -  Plan Area
- Bylaw C-1333  
May 30, 2016








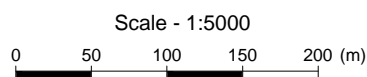
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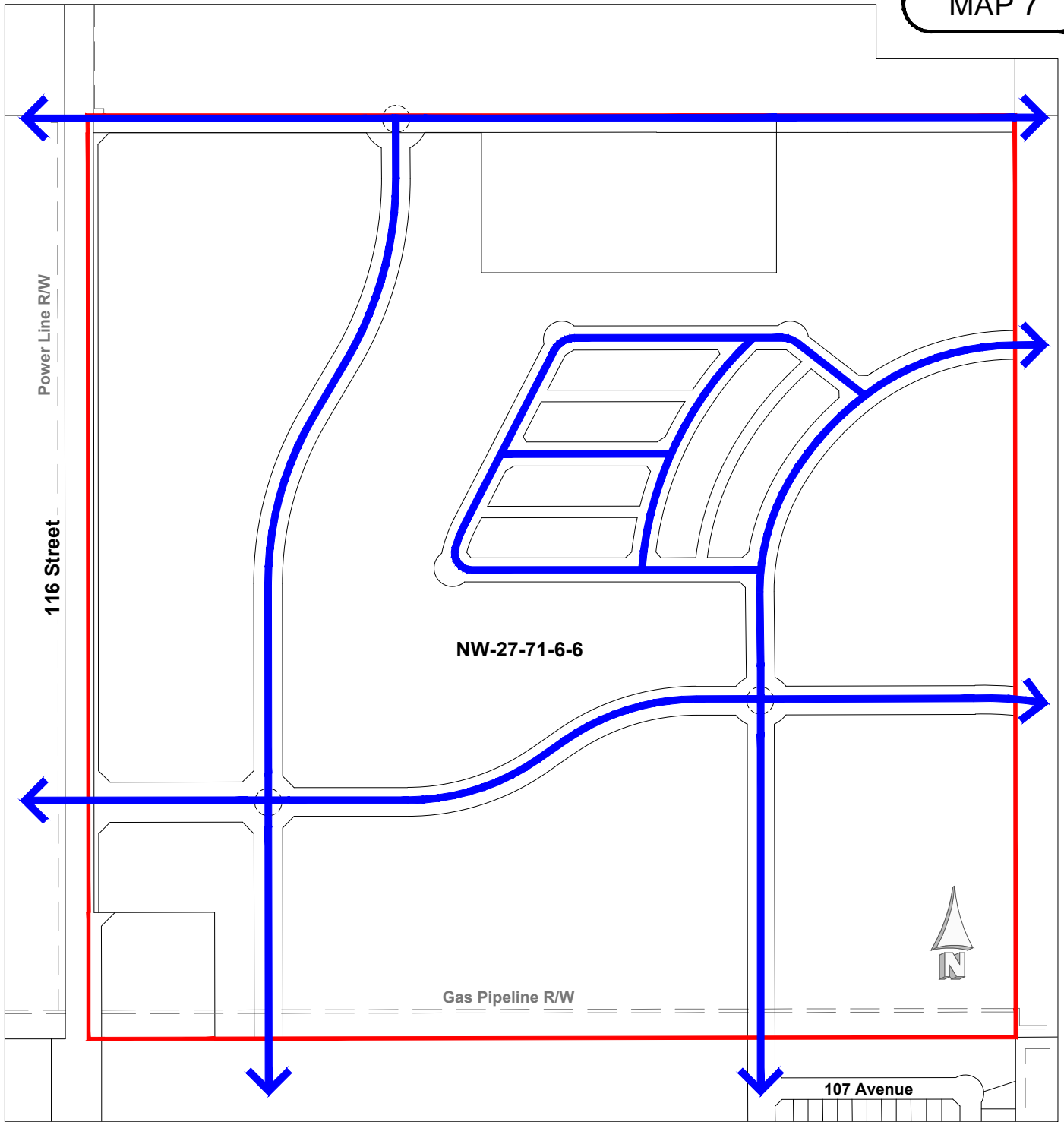
## WEST TERRA OUTLINE PLAN



- LEGEND**
-  Road Widening
  -  Proposed Trail
  -  Plan Area
  -  Potential Transit Route

- LEGEND**
-  Arterial Roads
  -  Collector Roads
  -  Local Roads
  -  Lanes
  -  Proposed Roundabout







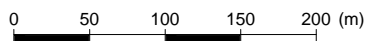
## WATER SERVICING

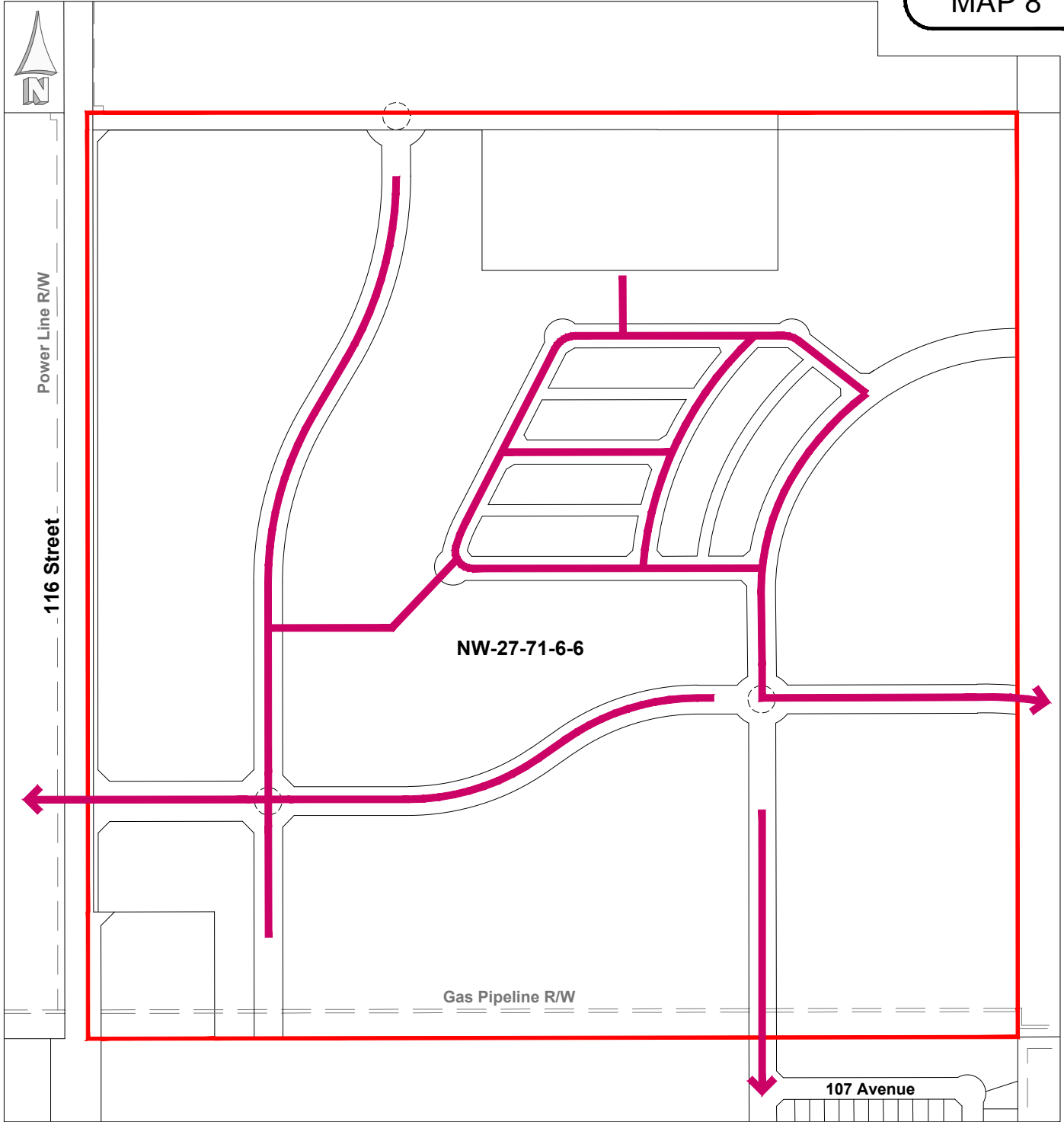
WEST TERRA  
OUTLINE PLAN

### LEGEND

-  Proposed Water Main
-  Plan Area

Scale - 1:5000







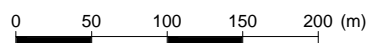
### SANITARY SERVICING

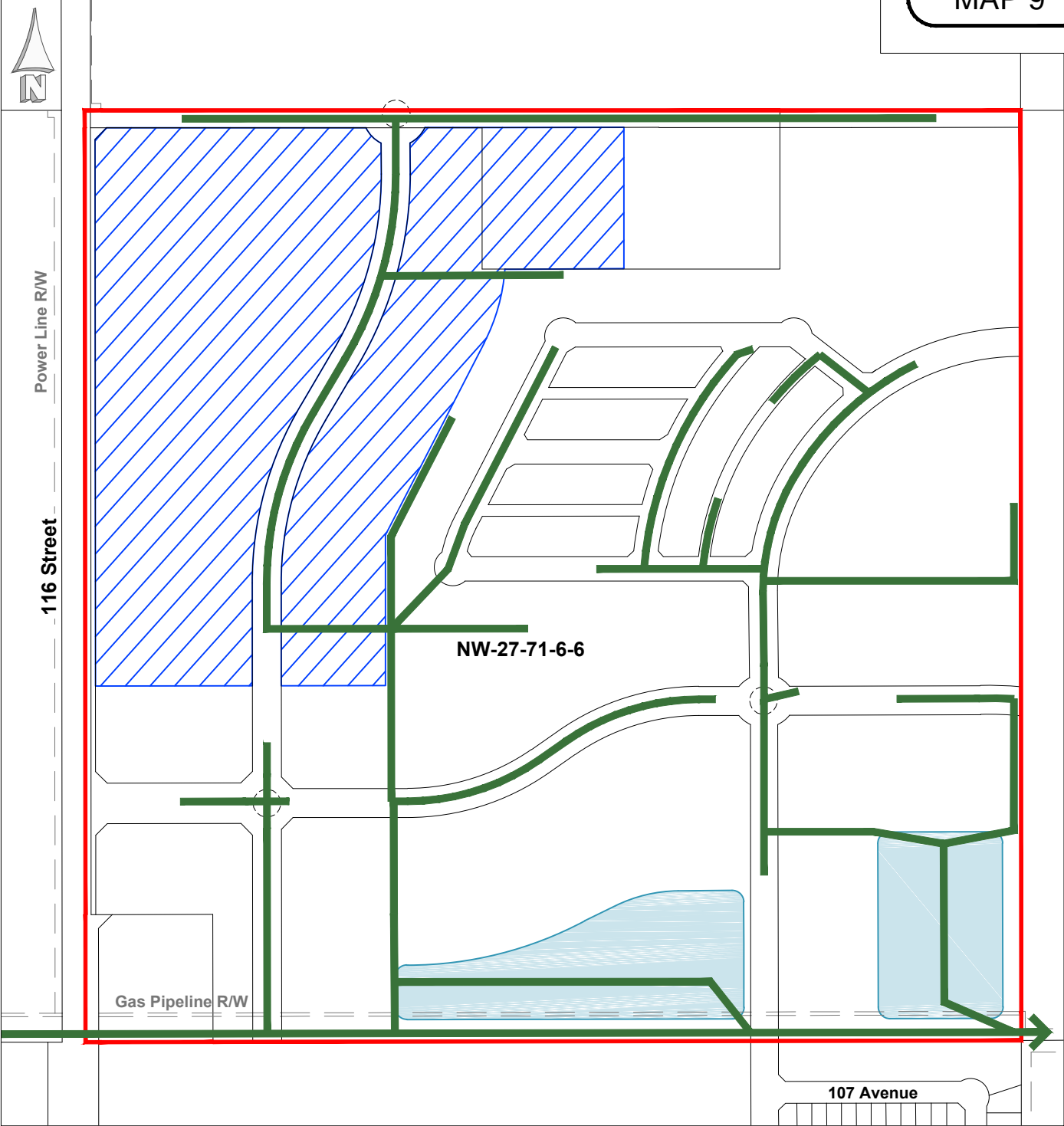
WEST TERRA  
OUTLINE PLAN

LEGEND

-  Proposed Sanitary Sewer
-  Plan Area

Scale - 1:5000

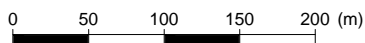







# STORMWATER MANAGEMENT

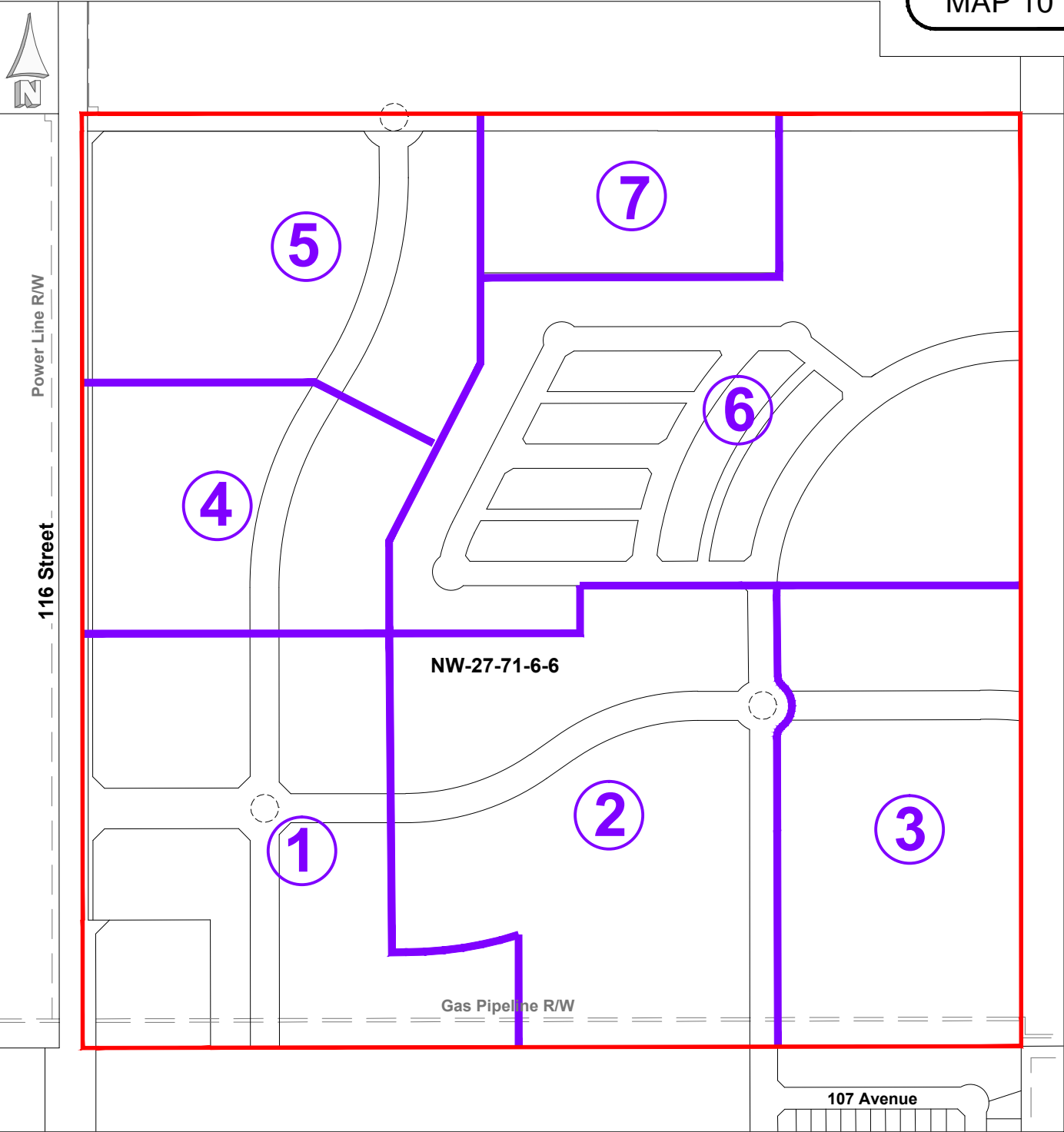
## WEST TERRA OUTLINE PLAN

Scale - 1:5000



### LEGEND

-  Storm Sewer
-  Storm Pond
-  On-Site Storm Retention Required

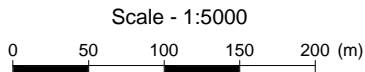


### PHASING

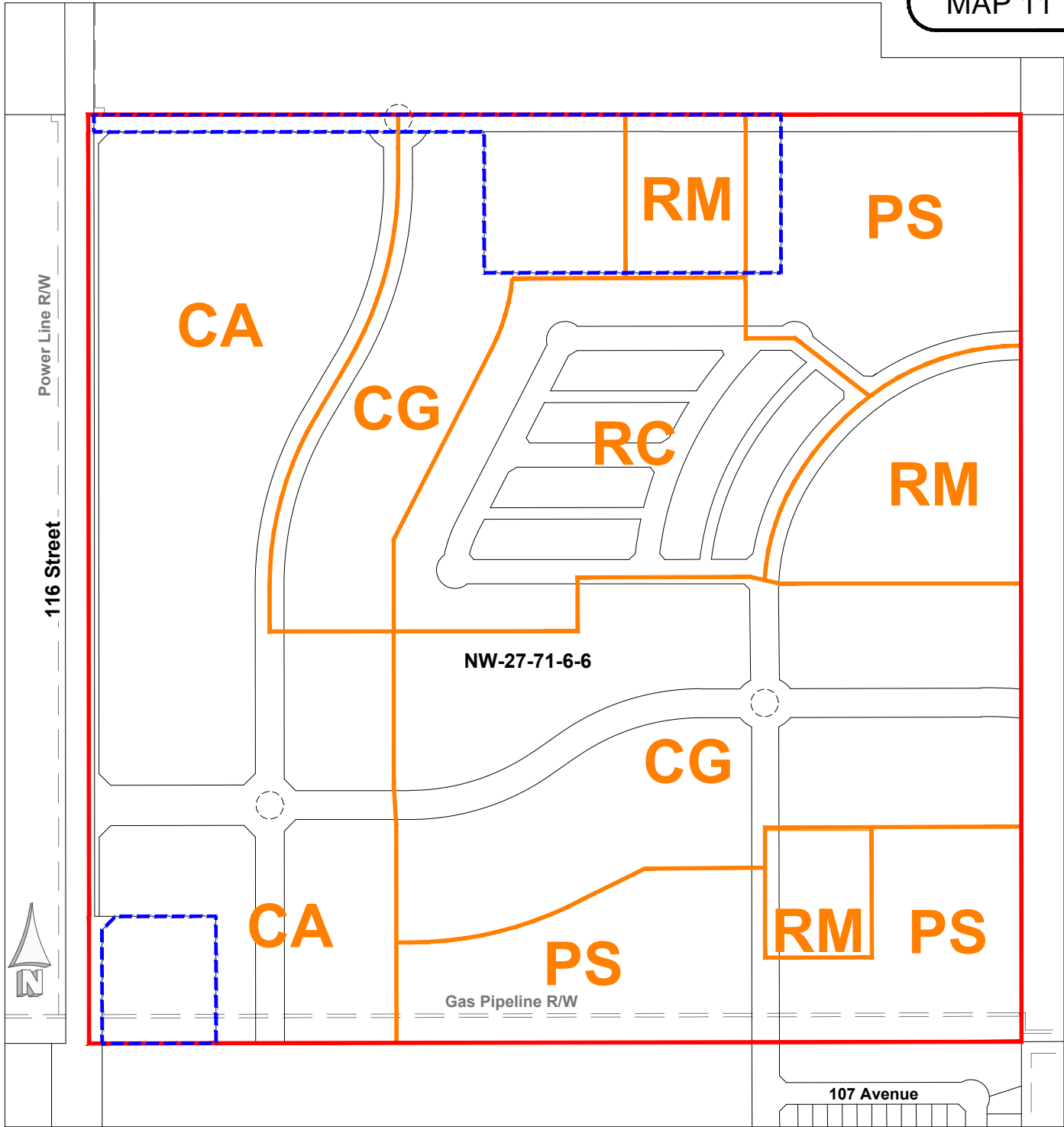
#### WEST TERRA OUTLINE PLAN

#### LEGEND

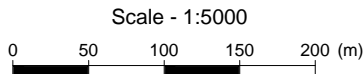
- Potential Phasing Boundary
- Plan Area







**ZONING**  
WEST TERRA  
OUTLINE PLAN



**LEGEND**

- CA** Arterial Commercial
- CG** General Commercial
- PS** Public Service
- RC** Combined Density Residential
- RM** Medium Density Residential

Shadow Plan  
(excluded from Outline Plan)

Plan Area