

CITY OF GRANDE PRAIRIE

OFFICE CONSOLIDATION

BYLAW C-1353

**A Bylaw to adopt the
Vision West Business Park Outline Plan**

(As Amended by Bylaw C-1353-2)

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 “Vision West Business Park Outline Plan” Bylaw.
2. The Vision West Business Park Outline Plan, attached as Schedule “A”, is adopted as an area structure plan for the NW 21-71-6-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 1st day of May , 2017.

READ a second time this 1st day of May , 2017.

“B. Given” (signed)
Mayor

“K. Anderson” (signed)
Corporate Services Director

READ a third time and finally passed this 15th day of May , 2017.

“B. Given” (signed)
Mayor

“K. Anderson” (signed)
Corporate Services Director

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1.0 INTRODUCTION

1.1 Purpose of Plan

The Vision West Business Park Outline Plan (OP) has been prepared on behalf of 272649 Alberta Ltd. to provide a detailed framework for the future development of a quarter section of land in the west end of the City of Grande Prairie. The purpose of this OP is to provide a detailed framework for the future development of the subject lands for commercial and industrial purposes.

This 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, this OP addresses the following:

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

This OP has also been prepared in accordance with the West Industrial Area Structure Plan (ASP), which was approved by City Council in January 14, 2002.

1.2 Plan Area Location

As indicated in Map 1, this OP applies to a quarter section of land legally described as NW 21-71-6-W6M. The land in question was annexed into the City in January 2001.

This OP is bounded to the north by Highway 43 (100th Avenue), the Grande Prairie Airport, and the Brochu Industrial Park. County Range Road 64 (future 124th Street) bounds this OP to the west. The Centre West Business Park is currently under development on the quarter section to the east. All abutting lands south of Highway 43 are currently in agricultural production.

1.3 Ownership and Dispositions

As indicated in Table 1, the proponents of this OP own the majority, but not all, of the lands currently under study. A separate 4 ha parcel was subdivided out of the subject quarter section in 1996. However, in accordance with City policy, this OP addresses development for the entire quarter.

Table 1 - Plan Area Dispositions

Legal Description	Owner/Function	Area (ha)
NW 21-71-6-W6M	Private	56.2
Lot 1, Plan 962-0432	Private	4.0
Plan 4329 NY	Utility Right-of-Way	1.0
Plan 2187 JY	Road Right-of-Way	1.8
Plan 992-2540	Road Right-of-Way	2.2
Total		65.2

Other dispositions noted on the title relate to lands dedicated for the widening of Highway 43, and rights-of-way that accommodate airport runway lighting facilities.

1.4 Policy and Regulatory Context

This OP has been prepared in accordance with the requirements of the MDP and the West Industrial ASP. It is consistent with MDP policies respecting the provision of future industrial and commercial development. The West Industrial ASP establishes a broad land use framework for the subject lands, which calls for a mix of highway commercial and industrial development. The West Industrial ASP also provides a general road and servicing network which has been refined in this OP.

This OP is currently designated as Urban Reserve (UR) in the City’s Land Use Bylaw (LUB). The subject lands will be rezoned to reflect the land uses contained in this OP prior to subdivision and development approval. The subject lands are also contained within the LUB’s Airport Vicinity and High Visibility Corridor Overlays, which provide development standards for all City lands in proximity to the airport and major highway corridors.

Caveats in the name of Transport Canada are registered on the title to ensure that future development is carried out in accordance with federal airport regulations. The flight path for Runway 29-11 traverses this OP, subjecting a large portion of this OP (see Map 2) to restrictions to protect electronic navigational systems and limit building height. In order to ensure that future development is compatible with the operation of this facility, all development plans proposed for this OP will be circulated to NavCanada for review and approval.

1.5 Site Characteristics

The subject lands are basically flat, with an overall change in elevation of approximately 1.5m from northwest to southeast (~0.2%). This OP drains to the southeast and east.

As illustrated in Map 3, lands in this OP are currently under cultivation, and there are no buildings on the site. Development in the area is limited to a series of four airport runway approach lights that diagonally traverse the northwest portion of the quarter within a 10m right-of-way. The runway approach lights present the most significant constraint to the subject lands, as the safety of aircraft cannot be compromised by development in close proximity to these facilities. As a result, all future road alignments and building locations will be required to meet with NavCanada approval prior to development proceeding.

In addition, a large water-filled borrow pit of approximately 2 ha in size is located on the west-central portion of the site. It is not situated, however, in a location suitable for use as a stormwater management facility and will be filled and made suitable for development. A power line also runs along the south and east boundaries of this OP.

2.0 DEVELOPMENT PLAN

2.1 Plan Objectives

This OP is intended to achieve the following objectives:

1. To provide a detailed framework for industrial and commercial development on the subject lands in a fashion that is consistent with other approved Plans for the area.
2. To provide a lot layout and phasing plan for the area.
3. To ensure that future development in the area is compatible with airport operations.
4. To establish a road and access management system for this OP.
5. To provide a summary of the servicing system that is to be utilized in the area.

2.2 Proposed Development Concept

It is proposed that this OP be developed primarily for arterial (highway) commercial and a combination of general industrial and industrial business (light industrial) uses as illustrated in Map 4. A summary of major land uses is provided in Table 2.

Table 2 - Land Use Summary

Land Use	Area (ha)	Percent
Gross Area	65.20	
Less Road Plans	(4.00)	
Gross Developable Area	61.20	100.0
Arterial Commercial	21.21	34.7
Industrial	24.42	39.8
Industrial Business	4.99	8.2
General Industrial	19.43	31.6
Roads	9.03	14.8
Internal Roads	8.50	13.9
Road Widening (124 th Street)	0.53	0.9
Utilities	4.14	6.8
Airport Lighting	0.79	1.3
Stormwater Management	3.35	5.5
Municipal Reserve	2.40	3.9
General Industrial (School Board Purposes) ^A	2.40	3.9

A. The Municipal Reserve (MR) lands will be zoned General Industrial to accommodate the school board’s fleet services. The MR designation will remain on title.

(Bylaw C-1353-2 - March 25, 2019)

Commercial development is proposed for the northerly portion of this OP fronting on Highway 43. The area proposed for commercial development totals approximately 21 ha, or 34% of this OP. It is intended that those uses typically located within arterial commercial areas be developed such as motor vehicle dealerships, hotels, restaurants, service stations, and similar uses as outlined in the Arterial Commercial (CA) District of the LUB.

Industrial Business (light industrial) development is proposed for the central portion of this OP in accordance with the concept provided in the West Industrial ASP. Uses encouraged in these areas are those that are typically characteristic of business parks, and would be administered under the Industrial Business (IB) District of the LUB. This is believed to be an appropriate fit based on the District’s limitations on external storage, which if present might otherwise interfere with airport navigational facilities¹.

The balance of this OP is proposed for general industrial development. The character of development in this area is anticipated to be similar in nature to the Richmond Industrial Park located to the east, and administered under the General Industrial (IG) District of the LUB.

It is intended that lot sizes range from 0.4 to 4.0 ha based on the layout illustrated on Map 4, for an average of 0.9 ha overall, but is subject to refinement at the time of subdivision as warranted by market conditions at the time and the specific requirements of individual

¹ All development in this OP will be subject to restrictions on building height and metallic building materials, which shall be determined through development permit referrals to the Grande Prairie Airport Authority.

businesses. The commercial lots in the northwest portion of this OP, in closest proximity to the runway approach lights, are larger than those typically provided under arterial commercial zoning in order to maximize flexibility for building location, allowing for setbacks from approach lights, and also have sufficient depth to accommodate landscaping treatment along the highway.

2.3 Municipal Reserve

At the time of subdivision, a maximum of ten percent (10%) of the developable land shall be dedicated as Municipal Reserve (MR) in accordance with the *Municipal Government Act*. The available MR in this OP totals approximately 6.0 ha.

In accordance with the provisions of the Recreation Master Plan, there is an opportunity to utilize MR lands in industrial areas. The original concept was to use the lands for recreational facilities, such as sports fields. However, the concept was revised based on a request from the Grande Prairie Catholic School Board to accommodate their need for fleet services facility for their school buses. As per Section 671.2(c) of the Municipal Government Act, MR lands may be used for school board purposes. A 2.40 ha site has been designated as MR within the Plan area. It may be zoned General Industrial in order to accommodate fleet services for the school board. The site was occupied by a large burrow pit and as such there may be significant geotechnical constraints to building construction.

(Bylaw C-1353-2 - March 25, 2019)

The above noted parcel accounts for approximately 39% of the total amount of MR owning on the site. It is proposed that the balance of MR owing be provided to the City as cash-in-lieu.

3.0 INFRASTRUCTURE

3.1 Transportation Network

Arterial access to this OP is provided by Highway 43 (100th Avenue), which is a four lane divided roadway, but there is no direct access to the highway from the subject lands. Direct access is currently provided by County Range Road 64 that bounds this OP to the west.

Proposed road access is to be limited to the existing highway intersection locations, in accordance with Alberta Infrastructure and Transportation standards. Highway access will be provided through the existing 31m road dedication at 120th Street, and through the future 124th Street (Range Road 64). These all-directional intersection locations correspond to existing highway access points that serve the Brochu Industrial Park and the airport on the north side of Highway 43. 120th Street is to be ultimately developed as a major collector road, while 124th Street is proposed to be a future arterial roadway as illustrated in Map 5. All lots developed adjacent to Highway 43 will have access limited to the internal road network. No direct access to the highway will be permitted, and no highway service roads are proposed for the Plan area.

This OP is to be served by a series of major and minor collector roads. All internal roads will be developed to an urban cross section. Additionally, subject to County approval, 124th Street (Range Road 64) will be developed to an urban cross section where it borders adjacent commercial lands, while a rural cross section will be maintained where 124th Street abuts industrial lands. An ultimate carriageway width of 20.5m will be provided on 120th Street between 97th Avenue and Highway 43 as identified in the Centre West Transportation Design Report.

All directional intersections are proposed on 120th Street at 97th and 99th Avenues, in order to provide a link to the Centre West Business Park to the east. In addition, the 120th and 123rd Street collectors are proposed to link to the lands to the south. An all-directional intersection is proposed on 124th Street at 97th Avenue, and a right-in/right-out only intersection is proposed at 124th Street at 99th Avenue. The road right-of-way width on 97th Avenue between 123rd and 124th Streets shall be widened to 30m to allow for future turning movements at the 124th Street intersection.

The public transit system may be extended into this OP as development in the area warrants.

3.2 Water Distribution

A 300mm diameter watermain currently exists at the intersection of 120th Street and 99th Avenue. This watermain connects to the City water system network to the east and to the Airport reservoir and pumphouse to the north which is currently being upgraded.

A series of 250mm and 300mm watermains will network throughout the Plan area from the connection point at 120th Street and 99th Avenue, as illustrated on Map 6.

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

3.3 Sanitary Sewer

As illustrated on Map 7, the West Trunk main is proposed to be extended to 97th Avenue and 120th Street through the Centre West development. From this point the West Trunk main is proposed to be extended north to tie into the existing 1050mm main at 99th Avenue and 120th Street, which was installed as part of the Centre West Phase 2 subdivision.

A series of 250mm diameter gravity sanitary sewer mains will initiate at the West Trunk main on 120th Street and network throughout this OP as illustrated on Map 7.

Storage and off peak pumping will be a requirement of development in the Plan area, which will be accommodated by underground chambers and off peak pumping through

the existing Centre West sanitary sewer lift station. The underground storage chambers will be housed on the same site as the existing lift station within the Centre West development.

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

3.4 Stormwater Management

The minor piping system for this OP will connect to a proposed 900mm storm sewer main at 120th Street and 97th Avenue as illustrated on Map 8. The piping system will include a network of mains with a maximum main size at 900mm, in accordance with the 'West Annexation Lands Storm Study 2004' (Stewart, Weir & Co. Ltd.).

The minor piping system will back up into a linear dry storm pond along the south boundary of this OP when surcharged. The storm pond, as illustrated on Map 8, will be of similar construction to the Centre West linear storm ponds with 3:1 side slopes, perimeter fencing and a French drain system. This pond will be developed in phases as illustrated on Map 9.

An overland flow route for extreme storm events is required on 120th Street between Highway 43 and the south linear storm pond system as illustrated on Map 8. This overland route is identified in greater detail in the Storm Sewer Design Report.

Additional information pertaining to the storm drainage system is outlined in the design report for storm sewer.

3.5 Shallow Utilities

All shallow utilities (natural gas, power, telephone) are to be extended into the OP by the individual franchise holders as required to service new developments.

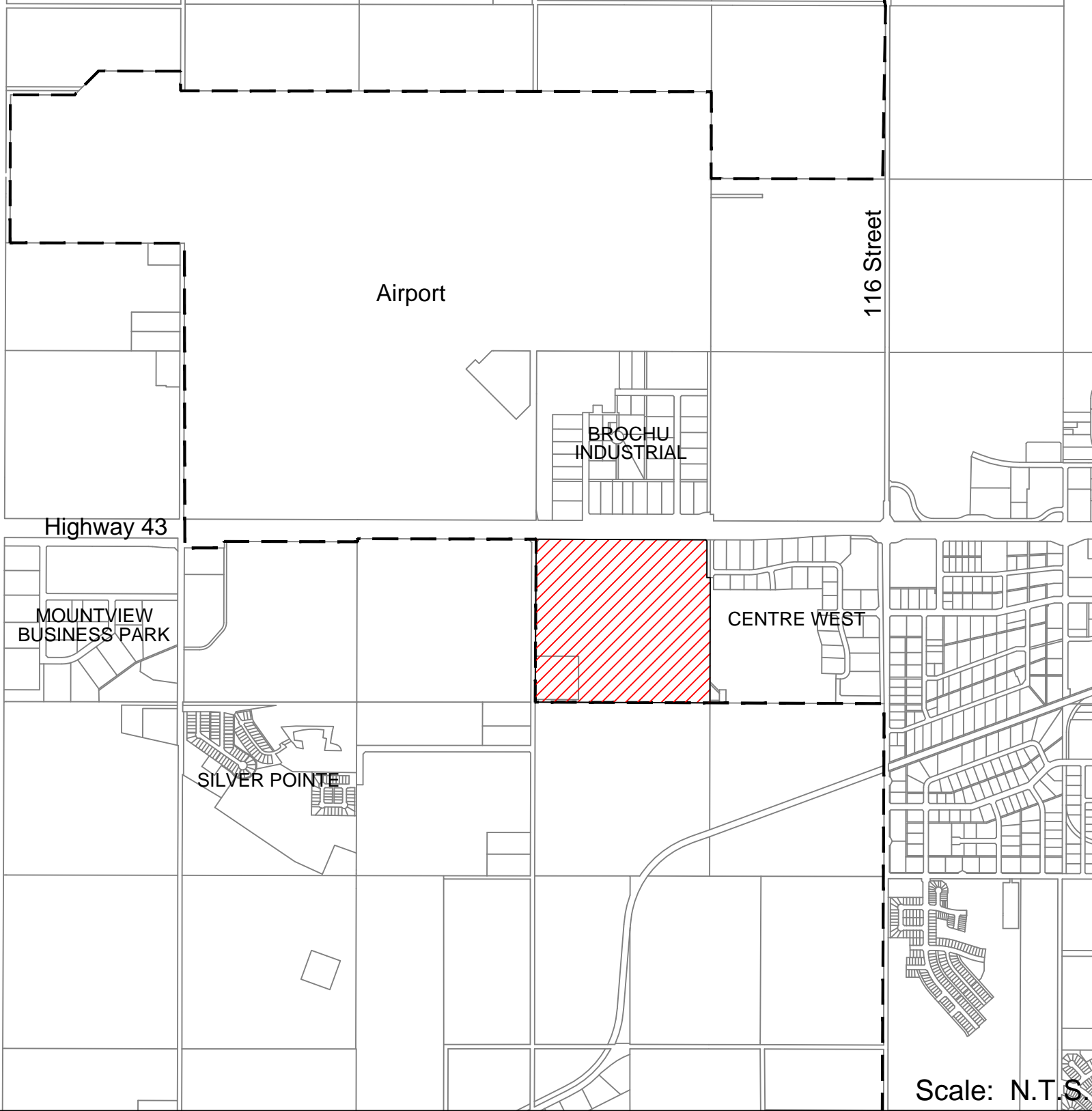
4.0 IMPLEMENTATION

4.1 Phasing

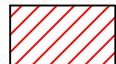
A tentative phasing plan is illustrated on Map 9. It is intended that development of the subject lands start at the northeast corner of this OP in order to take advantage of proposed servicing connections to Centre West and the airport. Development will then proceed to the south and west as conditions warrant.

4.2 Proposed Zoning

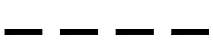
Proposed zoning for this OP is identified in Map 10. The areas slated for commercial development will be zoned under the Arterial Commercial (CA) District of the LUB. The balance of the area will be zoned under the Industrial Business (IB) and General Industrial (IG) Districts. All zoning changes will be made in advance of subdivision approval.



VISION WEST BUSINESS PARK OUTLINE PLAN
CITY OF GRANDE PRAIRIE



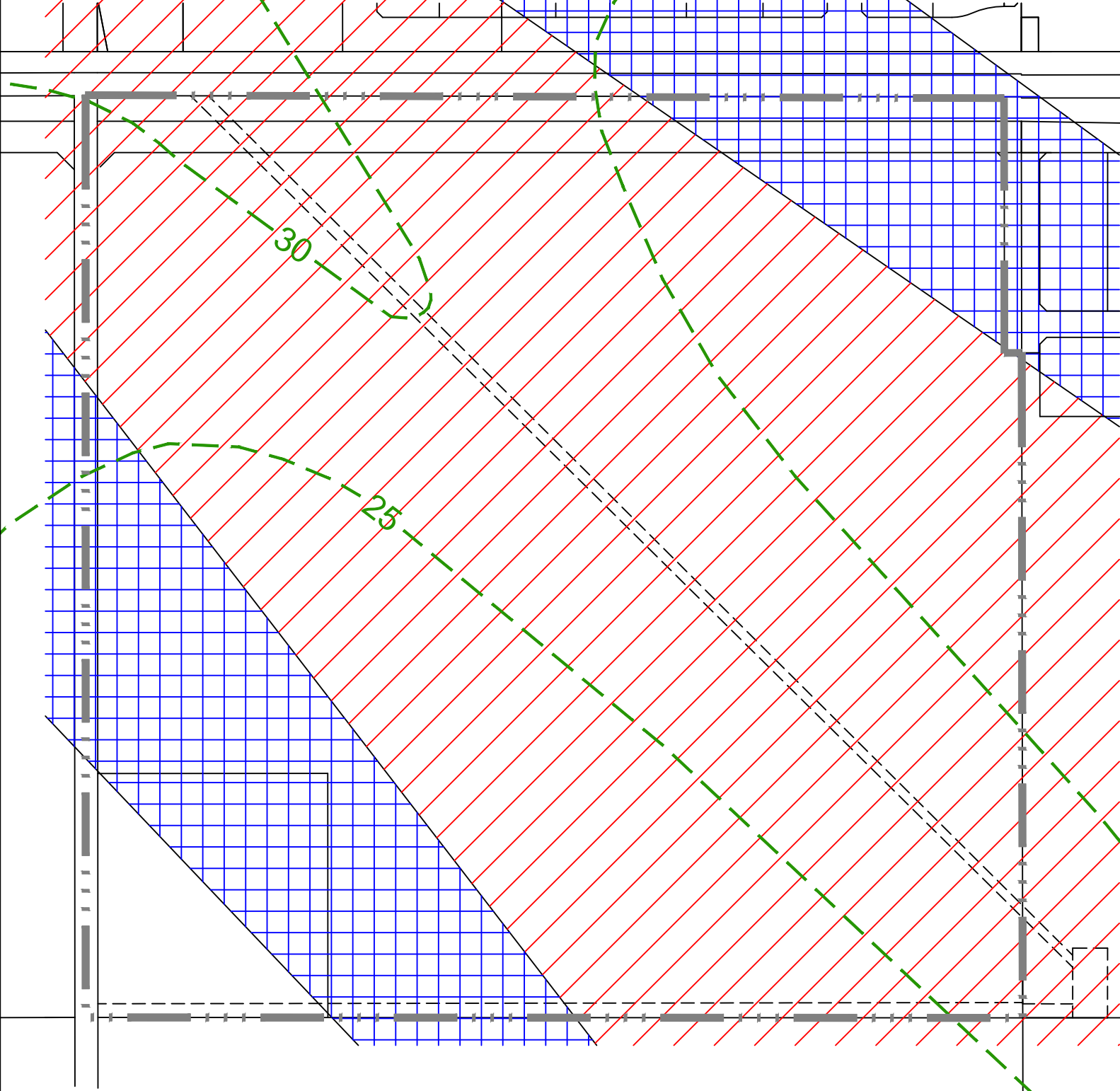
Plan Area



City Boundary

MAP 1 - LOCATION

Bylaw C-1353
 May 15th, 2017


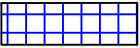



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Scale: N.T.S.

VISION WEST BUSINESS PARK OUTLINE PLAN
 CITY OF GRANDE PRAIRIE



-  Airport Approach - Transition Surface (1:7)
-  Airport Approach - Precision Surface (1:50)
-  —25— Noise Exposure Projection (NEP) Contour

MAP 2 - AIRPORT VICINITY REGULATION

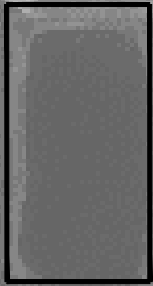
Bylaw C-1353
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HIGHWAY 43 (100TH AVE.)

Road Plan 2187JY
Road Plan 9922540

ROW PLAN 4329NY

COUNTY ROAD ALLOWANCE (RANGE ROAD 64)



Lot 1
Plan 9620432

ACCESS RIGHT-OF-WAY

Plan Area

Scale: N.T.S.

VISION WEST BUSINESS PARK OUTLINE PLAN

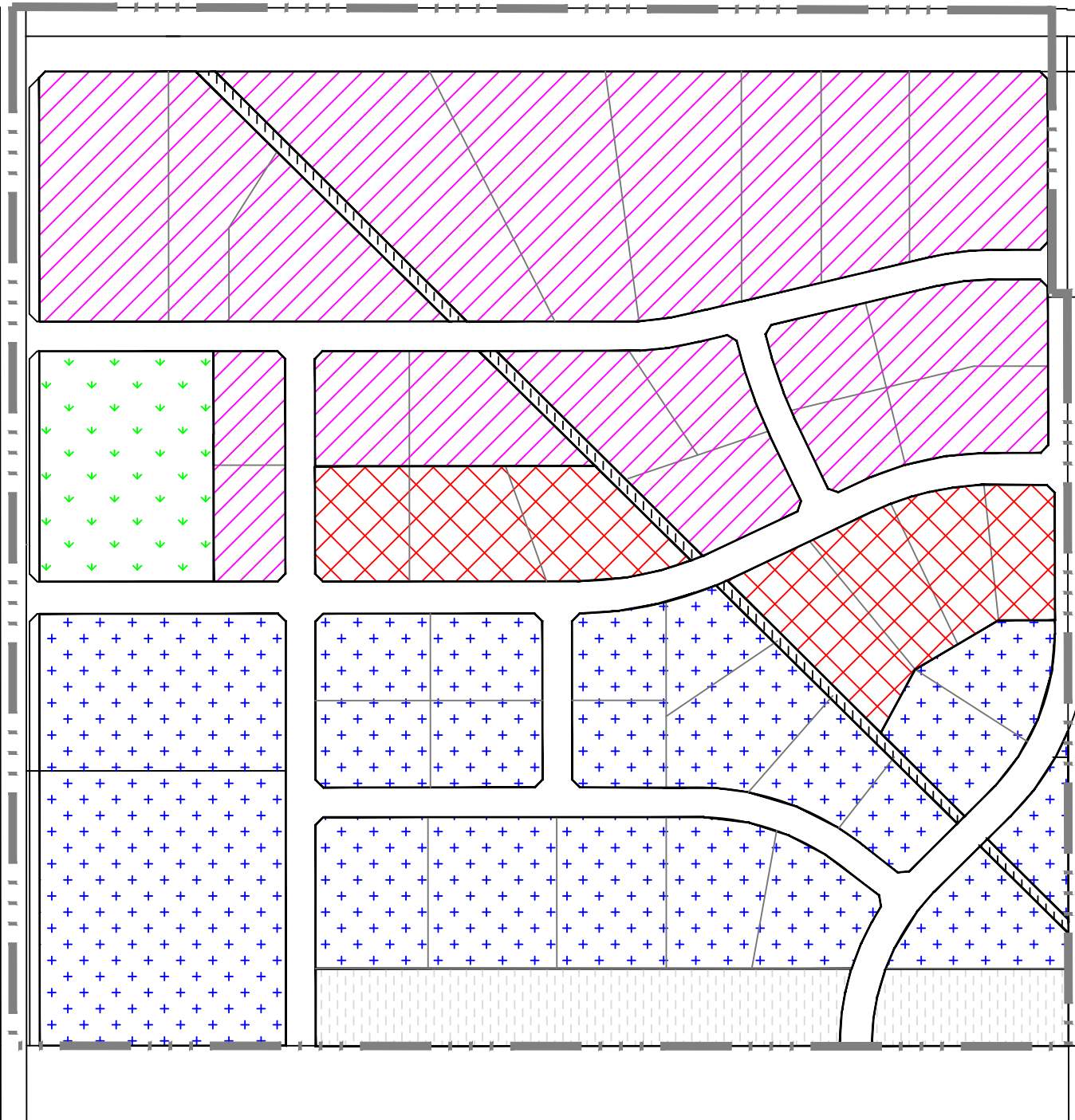
CITY OF GRANDE PRAIRIE



- ⊗ Approach Lights
- Borrow Pit
- Power Line

MAP 3 - EXISTING CONDITIONS

Bylaw C-1353
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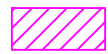


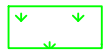
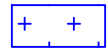


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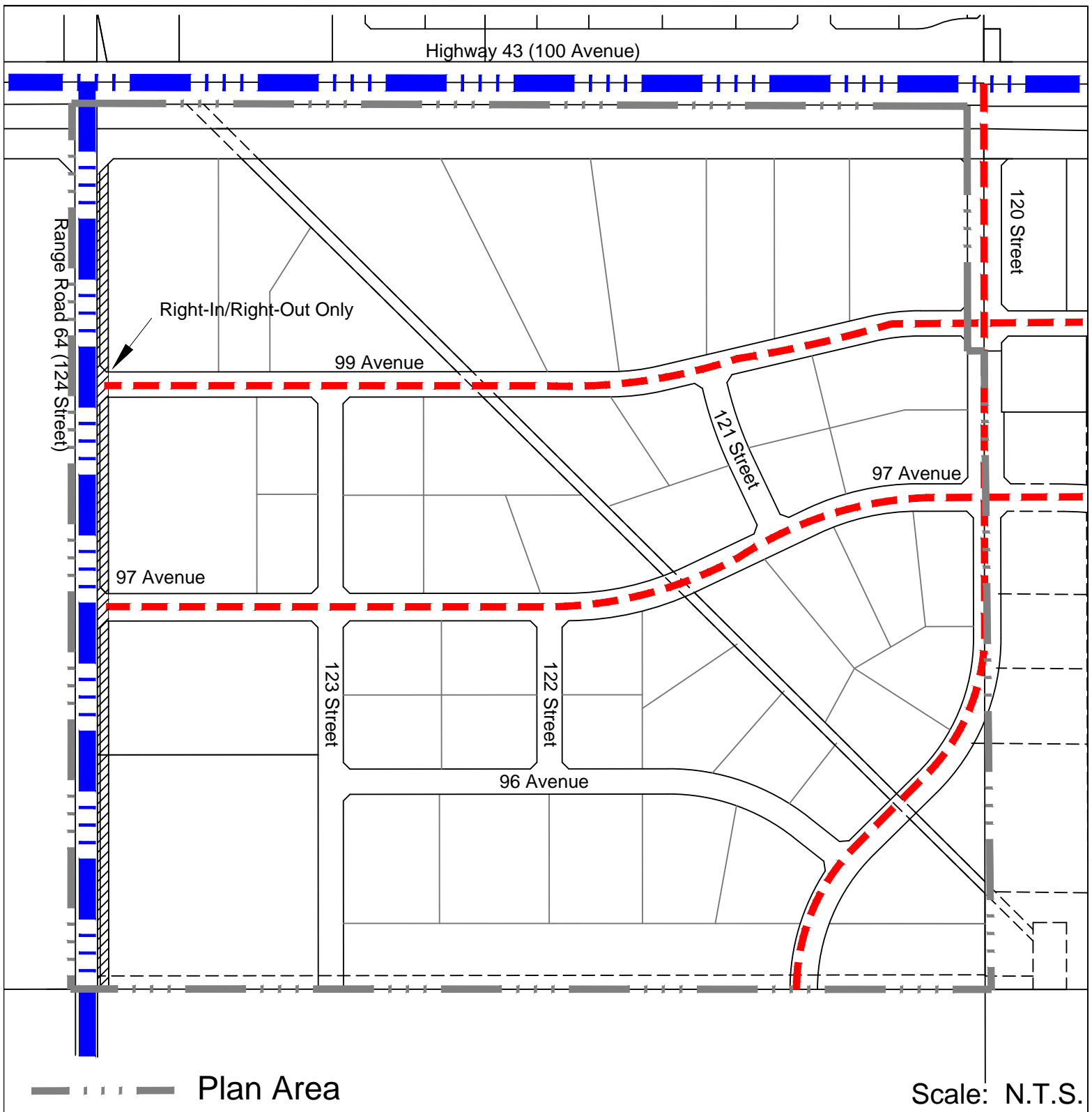
VISION WEST BUSINESS PARK OUTLINE PLAN
 CITY OF GRANDE PRAIRIE



- | | | | |
|---|--------------------|---|--------------------|
|  | Commercial |  | Public Utility Lot |
|  | Light Industrial |  | Municipal Reserve |
|  | General Industrial | | |

MAP 4 - LAND USE CONCEPT

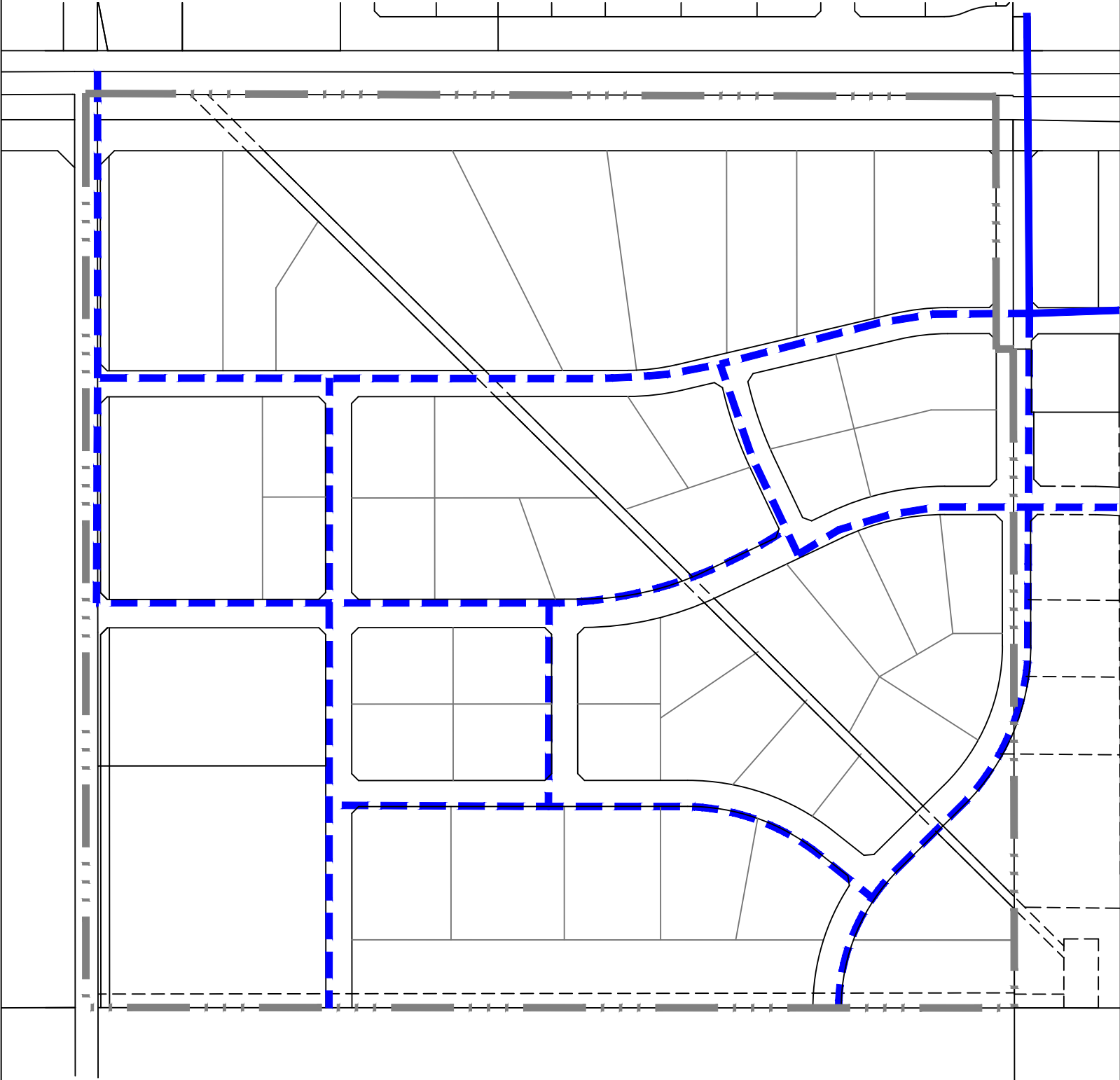
Bylaw C-1353
 May 15th, 2017



VISION WEST BUSINESS PARK OUTLINE PLAN
CITY OF GRANDE PRAIRIE



- Arterial Road
- Major Collector Road
- Road Widening



— · · · — Plan Area

Scale: N.T.S.

VISION WEST BUSINESS PARK OUTLINE PLAN
CITY OF GRANDE PRAIRIE

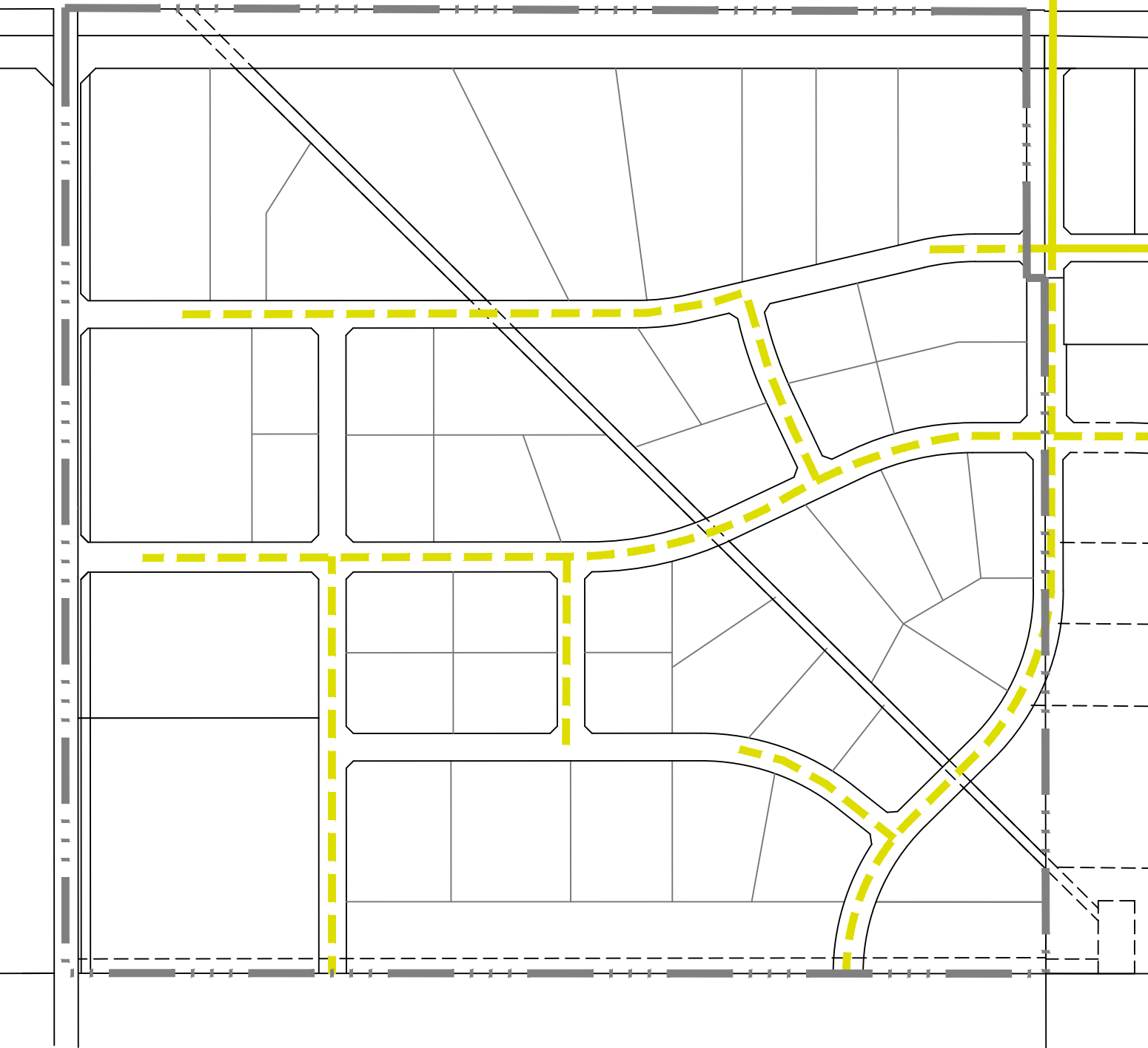


- Existing Water Line
- - - Proposed Water Line

MAP 6 - WATER SYSTEM

Bylaw C-1353
 May 15th, 2017

Future 450mm trunk main by others



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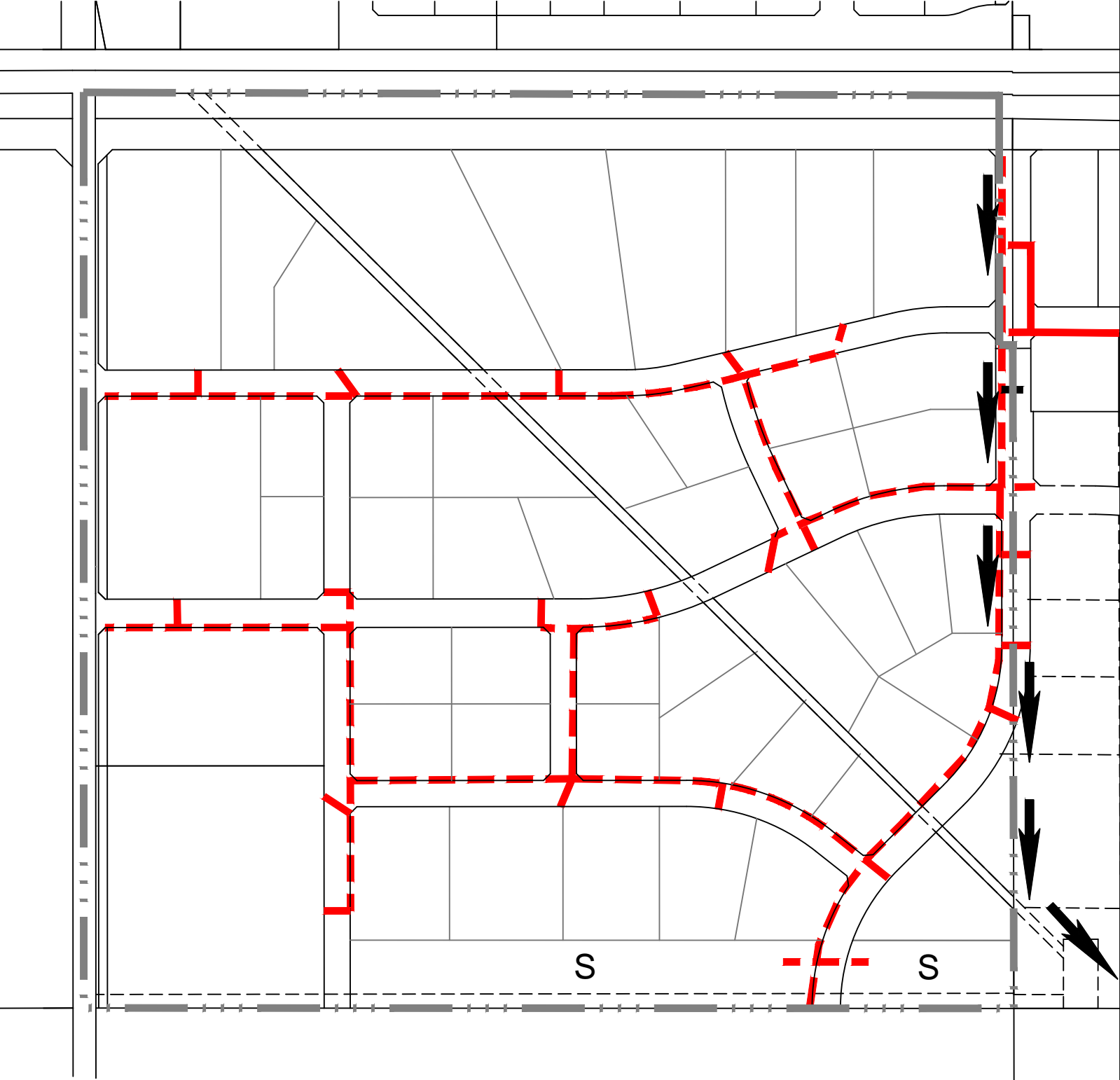
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VISION WEST BUSINESS PARK OUTLINE PLAN

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- Existing Sanitary Line
- - - Proposed Sanitary Line



— · · · — Plan Area

Scale: N.T.S.

VISION WEST BUSINESS PARK OUTLINE PLAN
 CITY OF GRANDE PRAIRIE



- Existing Storm Line
- - - Proposed Storm Line
- S** Storm Pond
- Overland Drainage

MAP 8 - STORMWATER MANAGEMENT

Bylaw C-1353
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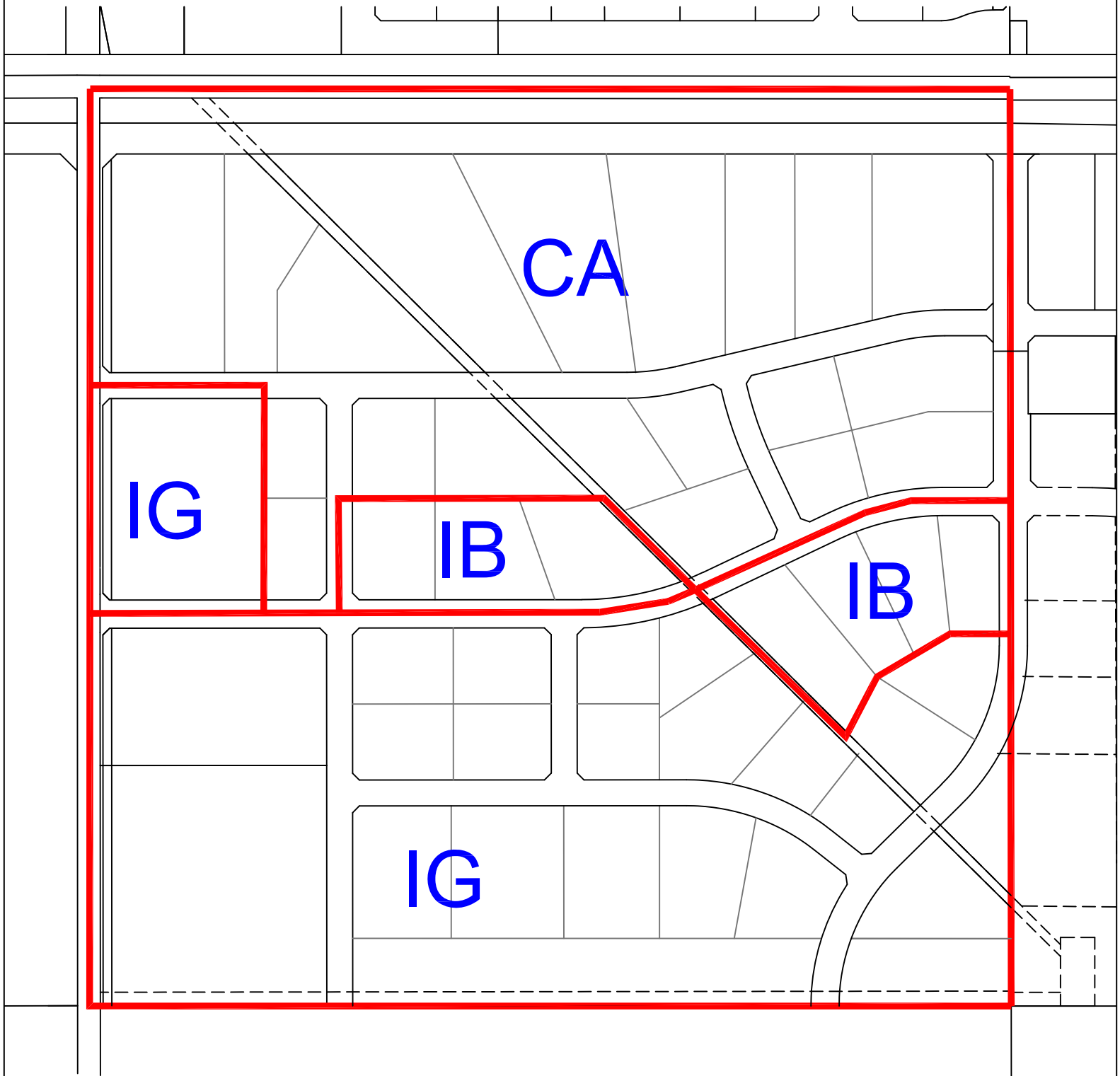
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VISION WEST BUSINESS PARK OUTLINE PLAN

CITY OF GRANDE PRAIRIE



1 Development Phase (Tentative)



Scale: N.T.S.

VISION WEST BUSINESS PARK OUTLINE PLAN
 CITY OF GRANDE PRAIRIE



CA Arterial Commercial
IB Industrial Business

IG General Industrial
PS Public Service