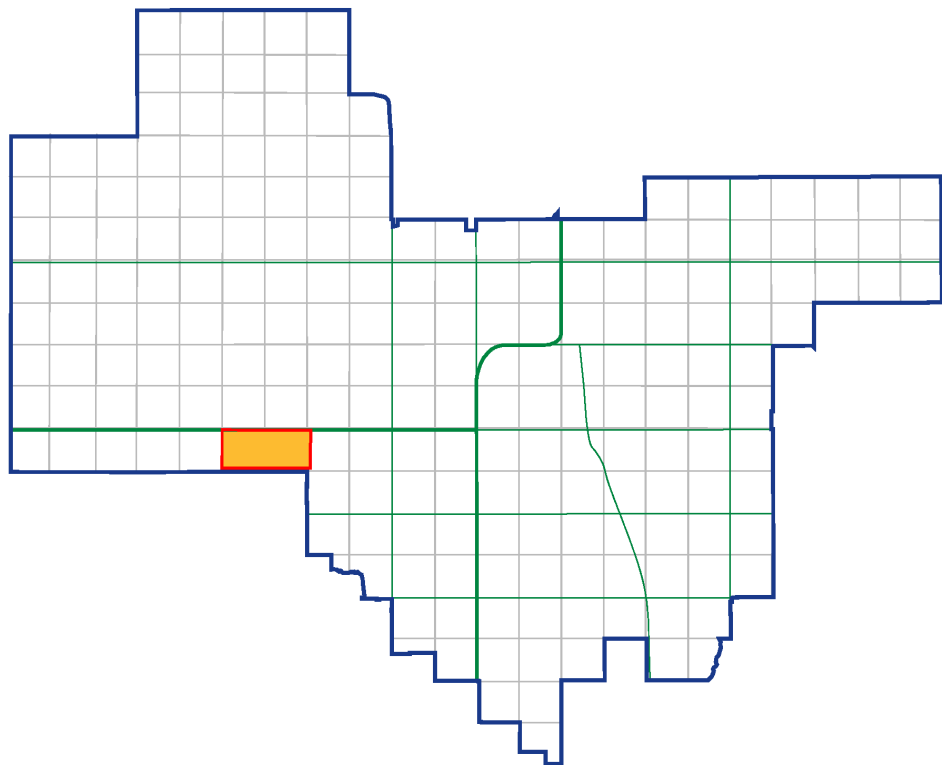


# AIRPORT INDUSTRIAL OUTLINE PLAN

Bylaw C-1322  
Adopted May 29, 2017



**CITY OF GRANDE PRAIRIE**

**BYLAW C-1322**

**A Bylaw to adopt the  
Airport Industrial 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 called the “Airport Industrial Outline Plan” Bylaw.
2. The Airport Industrial Outline Plan attached as Schedule “A” is hereby adopted as an area structure plan for the N½ 20-71-6-6, 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 15th day of May, 2017.

**READ** a second time this 15th day of May, 2017.

“B. Given” (signed)  
Mayor

“K. Anderson” (signed)  
Corporate Services Director

**READ** a third time and finally passed this 29th 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 purpose of this Airport Industrial Outline Plan (OP) is to provide a framework for the development of a 130 ha site in close proximity to the Grande Prairie Airport for future industrial and commercial use. It contains a general land use concept that is integrated with overall servicing concepts, and serves as a guideline for subsequent rezoning and subdivision of the subject lands.

This OP has been prepared in accordance with Section 633 of the Municipal Government Act and Policy 15.7 of the City’s Municipal Development Plan (MDP). As required by this policy, the OP addresses the following:

- a) Physical features and development constraints;
- b) Future land use and development concept 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**

As illustrated in Map 1, this OP applies to a half section of land (N½ 20-71-6-W6M) located in the west end of the City. The subject lands were annexed on January 1, 2016 from the County of Grande Prairie No. 1. (County)

The Plan area is bounded to the north by the Grande Prairie Airport, to the east by the Vision West Business Park, to the west by the Mountview Business Park, and to the south by Silver Pointe, a manufactured home community. Road access to the site is available from 124 Street (Range Road 64) that borders the Plan area to the east, and 132 Street (Range Road 65) to the west.

The Plan area totals approximately 130 ha as outlined in Table 1.

**Table 1 - Plan Area Composition**

Legal Description	Owner	Area (ha)
NE 20-71-6-W6M	Private Owner	61.28
NW 20-71-6-W6M	Private Owner	50.55
Lot 1, Block 1, Plan 8121510	Private Owner	5.80
Lot 2, Block 1, Plan 9623040	Private Owner	2.28
Drainage Ditch (Plan 4226EU)		0.85
Existing Road/Highway Widening		9.64
<b>Total</b>		<b>130.40</b>

### **1.3 Policy Context**

There are numerous plans and policy documents currently in force that provide a broader policy context for OP preparation. These plans, both statutory and non-statutory, are outlined below.

#### **1.3.1 City of Grande Prairie Municipal Development Plan (MDP)**

The Airport Industrial OP has been prepared in accordance with the requirements of the City's 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 industrial and commercial base.

#### **1.3.2 Existing Statutory Plans**

As illustrated in Map 2 there are several existing Area Structure Plans (ASP) and OPs in force that, due to their proximity, affect the Plan area. This OP is compatible with these adjacent plans and its future land use and servicing concepts have been designed to provide a seamless transition between these plans.

This OP is specifically guided by the policies and development concepts contained in the West Industrial ASP, in which this OP area is to be included. The West Industrial ASP is to be amended concurrently with approval of this OP.

#### **1.3.3 City of Grande Prairie Land Use Bylaw (LUB)**

Although the subject lands were annexed into the City on January 1, 2016, the Plan area remains zoned as "Agricultural" under the County's LUB as illustrated in Map 3. Existing subdivided sites on the east and west ends of the Plan area are zoned for "Highway Industrial" and "Comprehensive Commercial" use respectively.

In addition, due to the proximity of the Grande Prairie Airport, all lands in the Plan area are affected by Transport Canada zoning caveats<sup>1</sup> and building height restrictions. In addition, the subject lands are contained within the City's LUB - Schedule D, Airport Vicinity Overlay, which provides development standards for all lands in proximity to the airport.

#### **1.3.4 Non-Statutory Plans**

Master Plans are in place for all major forms of infrastructure including transportation, sanitary sewer, storm drainage, and water distribution. It is expected that all ASPs and OPs conform to these documents.

With regard to the City's Transportation Master Plan, Highway 43 (100 Avenue) is identified as a dangerous goods route and 124 Street (Range Road 64) is ultimately to be developed to four-lane divided arterial standard. The Transportation Master Plan does not contemplate any changes (ie. widening) to Highway 43 (100 Avenue).

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<sup>1</sup> All developments located in this area are required to conform to Transport Canada's "Land Use in the Vicinity of Airports (TP1247E)" which is administered by Nav Canada.

## **2.0 PLAN OBJECTIVES**

This Airport Industrial OP is intended to achieve the following objectives:

1. To provide an overall framework for future industrial and commercial development on the subject lands.
2. To integrate future development with the existing urban fabric and approved plans for adjacent lands.
3. To prepare a land use and servicing plan that is compatible with the requirements of the City.
4. To ensure that future development in the area is compatible with nearby airport operations.
5. To implement a land use concept that mitigates potential impacts on the adjacent Silver Pointe community.
6. To establish a preliminary internal road and access management system for the Plan area.
7. To provide for a conceptual servicing system based on the extension of municipal infrastructure and utilities.

### **3.0 PLAN AREA**

#### **3.1 Topography and Natural Features**

As illustrated in Map 4, the Plan area slopes to the east and west from the highest point located at the north central portion of the site. The west side of the Plan area has a slope of approximately 1% with a change in elevation of approximately 8 m from east to west. The east half of the Plan area is basically flat, with an elevation change of 2 m from west to east (0.3%).

With the exception of two (2) small stands of trees, the Plan area is cleared of natural vegetation and is in agricultural production.

#### **3.2 Existing Land Use**

The majority of the Plan area is currently used for agriculture. Existing development consists of a farm site on the southeast side of the NE 20, a propane distributor in the northwest corner on Lot 2, and a farm site and industrial venture on the balance of the NW 20.

A drainage ditch is located on the west end of the Plan area, bisecting Lots 1 and 2 from the balance of the subject lands. It is intended that this drainage ditch be retained.

A well site that was licensed, drilled and abandoned in 1986 is located in the southerly portion of the NW 20 as illustrated in Map 4.

The Plan area is surrounded to the north by the Grande Prairie Airport, and to the east and west by existing Mountview and Vision West Business Parks. The Silver Pointe manufactured home community, located in the County, abuts the south boundary of the NW 20.



## 4.0 PROPOSED DEVELOPMENT CONCEPT

### 4.1 Introduction

The proposed land use concept for this Airport Industrial OP is illustrated in Map 5.

It is proposed that the Plan area be developed for highway commercial and general industrial uses. A summary of major land uses by area, subject to refinement at subsequent stages of the approval process, is provided in Table 2.

*Table 2 - Land Use Summary*

Land Use Category	NE 20 (ha)	NW 20 (ha)	Lot 1 (ha)	Lot 2 (ha)	Total (ha)	Percent
<b>Gross Developable Area</b>	<b>65.2</b>	<b>57.1</b>	<b>5.8</b>	<b>2.3</b>	<b>130.4</b>	
Less Existing Road Widening	3.9	5.8	0	0	9.7	
Less Drainage Ditch ROW	0	0.9	0	0	0.9	
<b>Net Developable Area</b>	<b>61.3</b>	<b>50.4</b>	<b>5.8</b>	<b>2.3</b>	<b>119.8</b>	<b>100.0</b>
<b>Commercial</b>	<b>19.8</b>	<b>7.1</b>	<b>0</b>	<b>2.3</b>	<b>29.2</b>	<b>24.4</b>
<b>Industrial</b>	<b>28.4</b>	<b>30.2</b>	<b>5.8</b>	<b>0</b>	<b>64.4</b>	<b>53.8</b>
<b>Roadways</b>	<b>8.4</b>	<b>8.3</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>13.9</b>
Arterial Widening	0.4	0	0	0	0.4	0.3
Collectors	5.1	6.0	0	0	11.1	9.3
Local Roads	2.9	2.3	0	0	5.2	4.3
<b>Utilities</b>	<b>4.4</b>	<b>4.5</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>7.4</b>
Stormwater Management	3.9	3.1	0	0	7.0	5.8
Public Utility Lots	0.5	1.4	0	0	1.9	1.6
<b>Municipal Reserve</b>	<b>0.3</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>0.5</b>

### 4.2 Future Development

As illustrated in Map 5 and Table 2, the majority (54%) of the Plan area is to be developed for industrial purposes.

Industrial development in accordance with the City’s LUB, General Industrial (IG) District is proposed for the central and south portions of the Plan area, adjacent to future highway commercial development. The character of development in this area is anticipated to be similar in nature to that found in the adjacent Brochu Industrial Park, and the Mountview and Vision West Business Parks.

Existing industrial development is currently concentrated in the west end of the Plan area. In order to demonstrate how this area may be re-subdivided in the future at a conceptual level, a shadow plan is illustrated in Map 5A.

Highway commercial development is proposed for those portions of the Plan area fronting on Highway 43 (100 Avenue), and along 124 Street (Range Road 64). The area proposed for highway commercial development totals approximately 30 ha or 25% of the Plan area. Uses typical of arterial corridors are intended for this area. Typical uses would include hotels, motels,

restaurants, service stations, and similar developments as outlined in the City's LUB, Arterial Commercial (CA) District.

The remainder of the site is allocated to accommodate municipal infrastructure requirements including stormwater management and other utilities (8.9 ha) and roads (16.7 ha).

A minimum 10 m wide linear corridor consisting of a combination public utility lot and Municipal Reserve (MR), is proposed along the south boundary of the Plan area. The primary intent of the corridor is to accommodate a proposed water transmission line, but also provides buffering between future industrial development in the Plan area and existing residential properties to the south. A paved trail will be developed within this corridor to provide pedestrian connectivity to the City's trail system located to the east. Detailed landscaping plans for the corridor, including the provision of a berm (minimum 2 m in height), tree planting and fencing, designed in accordance with City requirements, will be provided to the City for approval in advance of development.

#### **4.3 Municipal Reserve**

At the time of subdivision, a maximum of 10% of the developable land shall be dedicated as MR in accordance with the Municipal Government Act. The available MR in the Plan area totals approximately 12 ha.

Given that the Plan area is to be developed for industrial purposes, it is proposed that the MR primarily be provided as cash-in-lieu. MR totaling approximately 0.6 ha will be dedicated as land to augment the utility corridor along the south boundary of the Plan area.

Storm ponds located in industrial areas will not be considered for MR credit.

There are no environmentally sensitive lands located within the Plan area that warrant protection through the dedication of environmental reserve.

## 5.0 PROPOSED SERVICING CONCEPT

### 5.1 Transportation Network

The proposed transportation network is illustrated in Map 6.

#### Arterial Roads

124 Street (Range Road 64) and 132 Street (Range Road 65) provide road access to the Plan area. Highway 43 (100 Avenue) is developed to a four-lane divided rural arterial standard. 124 Street (Range Road 64) is currently a two-lane, paved road.

According to the Transportation Master Plan, 124 Street (Range Road 64) is to ultimately be developed as four-lane divided arterial. The specific amount of land required for future road widening along 124 Street (Range Road 64) will be secured at the time of subdivision.

Access to Highway 43 (100 Avenue) (under the jurisdiction of Alberta Transportation) is limited to one (1) intersection every 800 m. As no direct highway access is permitted to individual properties, access to future development within the Plan area is to be via the internal collector and local road network.

#### Collector Roads

Collector road access to the Plan area is to be provided at:

- a) 124 Street (Range Road 64) at Sequoia Drive (97 Avenue);
- b) 124 Street (Range Road 64) at 98 Avenue (right-in/right-out only);
- c) 132 Street (Range Road 65) at 99 Avenue; and
- d) 132 Street (Range Road 65) at Sequoia Drive. It is intended that 132 Street (Range Road 65) be eventually upgraded to a collector road standard. As long as this road remains under County jurisdiction, development of direct accesses to 132 Street (Range Road) will be in accordance with County standards through a development agreement with the County.

Specific collector road alignments and the location of internal road networks are the responsibility of each developer through the preparation of Transportation Design Reports. Construction of all internal roads will be to an urban standard.

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

### 5.2 Water Distribution

Water servicing for the Plan area will be extended from the Vision West Business Park development to the east. 300 mm water mains were extended to the 124 Street (Range Road 64) right-of-way with the Vision West Business Park development. Connection locations are as follows:

- a) 124 Street (Range Road 64) at 99 Avenue (300 mm connection);
- b) 124 Street (Range Road 64) at 97 Avenue (300 mm connection); and

- c) 124 Street (Range Road 64) at Township Road 713A (250 mm connection, if required).

Connections will be installed as fire flows and redundancy warrant in conjunction with development. It is proposed that a line eventually run from Highway 43 (100 Avenue) south along 124 Street (Range Road 64) then east to 116 Street along 84 Avenue. The proposed skeletal network will generally follow collector road alignments. A transmission main is required to pass through the Plan area. The preferred alignment is along the south boundary, but will be finalized with further input from Aquatera Utilities Inc. (Aquatera) at the time of design.

The developer will be responsible for providing municipal water servicing to the area. The proposed long-term water supply and distribution network for the Plan area is illustrated in Map 7.

Provision is also made for the installation of a water transmission line along the south boundary of the Plan area. Due to its status as a regional transmission line, Aquatera will not permit connection for local water service.

### 5.3 Sanitary Sewer

The Plan area's natural topography is split into two (2) drainage basins. The NE 20 naturally drains south to southeast and the NW 20 naturally drains southwest. Although traditional gravity sanitary sewer and lift station is a viable alternative to servicing the area, low pressure (LP) sanitary sewer is the most cost effective and feasible option at the time of writing of this OP. Utilizing a low pressure sewer option will allow discharge from the system to be diverted to the future west trunk main ultimately extended to the south central portion of the Plan area while minimizing infiltration and eliminating the need for a temporary lift station. The proposed sanitary sewer concept is illustrated in Map 8. Since the surrounding area is predominantly developed, it is not anticipated that the service area will extend beyond the Plan area.

The development will utilize private septic and effluent pumping systems to accommodate sanitary flows from individual properties. Each property will install systems sized appropriately for discharge into Aquatera's sanitary system. Discharge locations are illustrated in Map 8. The servicing options are as follows:

- a) Should downstream capacity be adequate, an interim discharge located on 97 Avenue between 124 Street (Range Road 64) and 123 Street within the Vision West Business Park. This piped system ultimately drains to the 116 Street Sanitary Trunk Sewer;
- b) Once capacities are exceeded at this discharge point, flows will have to be redirected to the existing 1050 mm 116 Street Sanitary Trunk Sewer located at 120 Street; and
- c) Ultimately, Aquatera has indicated a desire to have flows from these areas directed south to a future gravity west trunk main located in the south central portion of the subject property. The timing on this trunk main is unknown at this time.

The 116 Street Trunk Sanitary Sewer servicing basin does not include these lands. As such, flows from the area have not been accommodated in the servicing strategy or design calculations for the 116 Street Trunk Sewer. Since full build-out of the West Trunk Servicing area is not anticipated for at least 15 years, there would be adequate capacity within the 116 Street Trunk for interim servicing of these lands should they develop prior to full basin build-out. The 116

Street Trunk is under construction between Centre West Business Park and O'Brien Lake West, with anticipated commissioning in 2016. Regardless of connection timeframes, it is not anticipated that connection to Aquatera's system can proceed until construction of the 116 Street Trunk Sewer is completed.

The proposed sanitary sewer network for the Plan Area is illustrated in Map 8. Details of the proposed sanitary servicing concept will be outlined in a sanitary design report to be completed prior to further subdivision of the lands.

#### **5.4 Stormwater Management**

Stormwater management will be required for quantity and quality control. Storm retention will assist to alleviate erosion and flooding potential. Contaminants should be prevented from entering downstream watercourses and drainage ditches.

The Plan area is split into two (2) drainage basins. The NE 20 naturally drains southeast and the NW 20 drains to the southwest. Due to the topography of the subject land, three (3) interconnected stormwater retention facilities are proposed for the area. An existing pond in the northwest corner of the NW 20 will be expanded to accommodate as much storm storage as possible. This pond currently outlets to a drainage course which flows west through 132 Street (Range Road 65). Modifications and improvements to the existing dugout will be required to accommodate storage and retention of increased storm flows. As this pond expansion will not be adequate for both quarter sections, additional facilities will be required to accommodate development. The balance of stormwater storage is accommodated by two (2) new ponds located in the southwest and south central portion of the Plan area as illustrated in Map 9. Detailed design and phasing will determine more specifically the location and size required for these facilities.

Due to the proximity to the Grande Prairie Airport, any proposed ponds shall be constructed as dry ponds unless otherwise approved by the Grande Prairie Airport Commission. Expansion of the existing facility should also incorporate a dry storage area if possible in order to minimize the water surface area adjacent the airport lands.

All of the ponds will outlet to the west controlled at pre-development flow rates. Outlet elevations, alignments and lengths of outlet pipes will be confirmed with detailed design.

Pond size will be designed to store flow volumes for the 1:100 year rainfall event. An event exceeding the 1:100 year event will pass a pond overflow and follow natural drainage patterns west through the existing drainage course. Flows may also be diverted south down the 124 Street (Range Road 64) right-of-way, however, existing ditch capacities will have to be assessed to determine the effects on adjacent lands and businesses. Overflow should be maintained within the County road Right-of-Way and existing Environmental Reserve. Driveways and downstream culverts should be analysed to ensure that adequate capacity exists in the ditches and approaches to handle the flows discharged by the area in major events.

Minor system design for the area will consist of ditch conveyance to the pond facilities. This will assist with quality control of water discharged from the private lots as minimal quality improvement can be achieved with dry ponds. Ditches are to be landscaped and culverts for

individual approaches sized to adequately handle the 1:5 year flows without surcharge. Should the landowner wish to proceed with curb/gutter and storm sewer development for portions of the Plan area, this could be accommodated through the storm sewer detailed design. Further analysis of the minor system will be required at detailed design stage.

Residential development exists south of the Plan area in the Silver Pointe subdivision. During detailed design it is critical that the adjacent properties are considered to ensure that no flooding occurs on private residential property. It is not anticipated that easements or rights-of-way will be required on these properties, however the existing conditions of the area need to be considered to ensure no detrimental impacts occur to these properties. During development of lots adjacent to the residential development, development plans for each individual lot should also take this into consideration. Development permits should be reviewed by the City to ensure this occurs.

Detailed engineering design plans will be required for each phase of development of the subject area. These plans must consider the 1:100 year event and must ensure the outflow does not impact private property.

The proposed stormwater management concept is illustrated in Map 9.

## **5.5 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.

## **6.0 IMPLEMENTATION**

### **6.1 Phasing**

The tentative phasing for the Plan area is illustrated in Map 10, the specific timing of which will be dependent on market conditions. The first phase is located in the southeast corner of the Plan area, proceeding to the north and west. 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 OP.

### **6.2 Subdivision and Development**

The phasing of future development in the Plan area is to be determined by market conditions, the logistics associated with the extension of municipal services, and the willingness of individual landowners to proceed.

In compliance with municipal policy, detailed engineering design reports for transportation, water, sanitary sewer and storm drainage will be prepared by the developer in advance of zoning and subdivision approval. In the process of detailed design, developers shall be required to provide for linkages to adjacent lands and transition between land uses to the satisfaction of the City.

All developers shall be required to enter into development agreements with the City for each phase of development as a condition of subdivision approval.

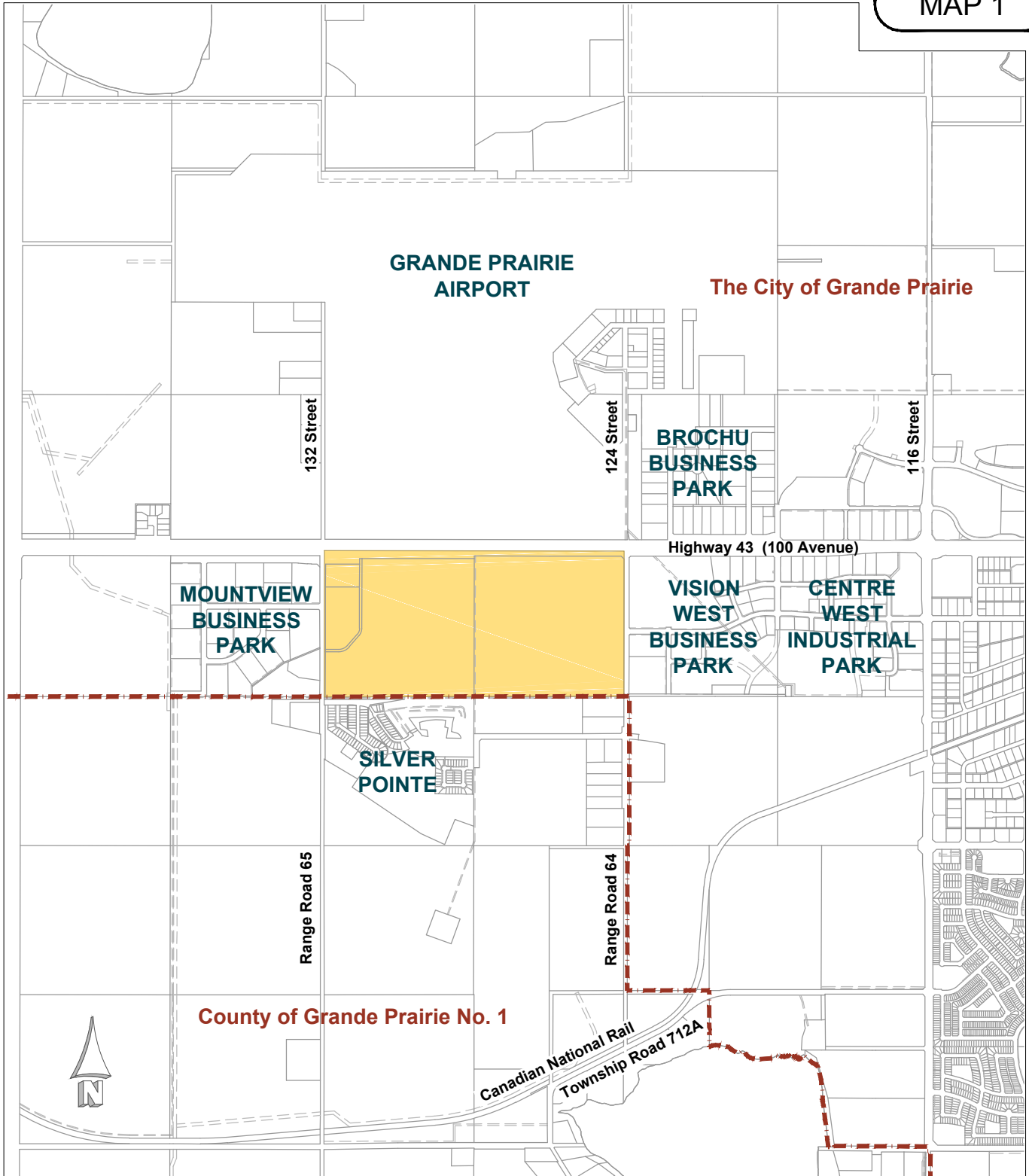
In order to ensure that the integrity of the airport approach is maintained and the operational integrity of the airport is protected, the City shall circulate all subdivision and development proposals to the Grande Prairie Airport Commission and Nav Canada for review and comment.

### **6.3 Statutory Plan Amendments**

The West Industrial ASP was approved in 2002 and addresses development in the area at a general level. The subject lands are adjacent to the ASP area and were not included as they were previously located in the County. The OP area was annexed to the City on January 1, 2016. In order to meet City planning requirements, the West Industrial ASP is being repealed and replaced with an updated version, which includes the Airport Industrial OP area. The West Industrial ASP is required prior to this OP approval and will be addressed by City Administration concurrently with the OP application.

### **6.4 Proposed Zoning**

As noted in Section 4.2, the commercial area is to be zoned under the City's LUB Arterial Commercial (CA) District, and industrial development is to be zoned as the City's LUB General Industrial (IG) District as illustrated in Map 11. All zoning changes will be made in advance of subdivision approval.



## LOCATION MAP

AIRPORT INDUSTRIAL  
OUTLINE PLAN

BYLAW C-1322 - May 29, 2017

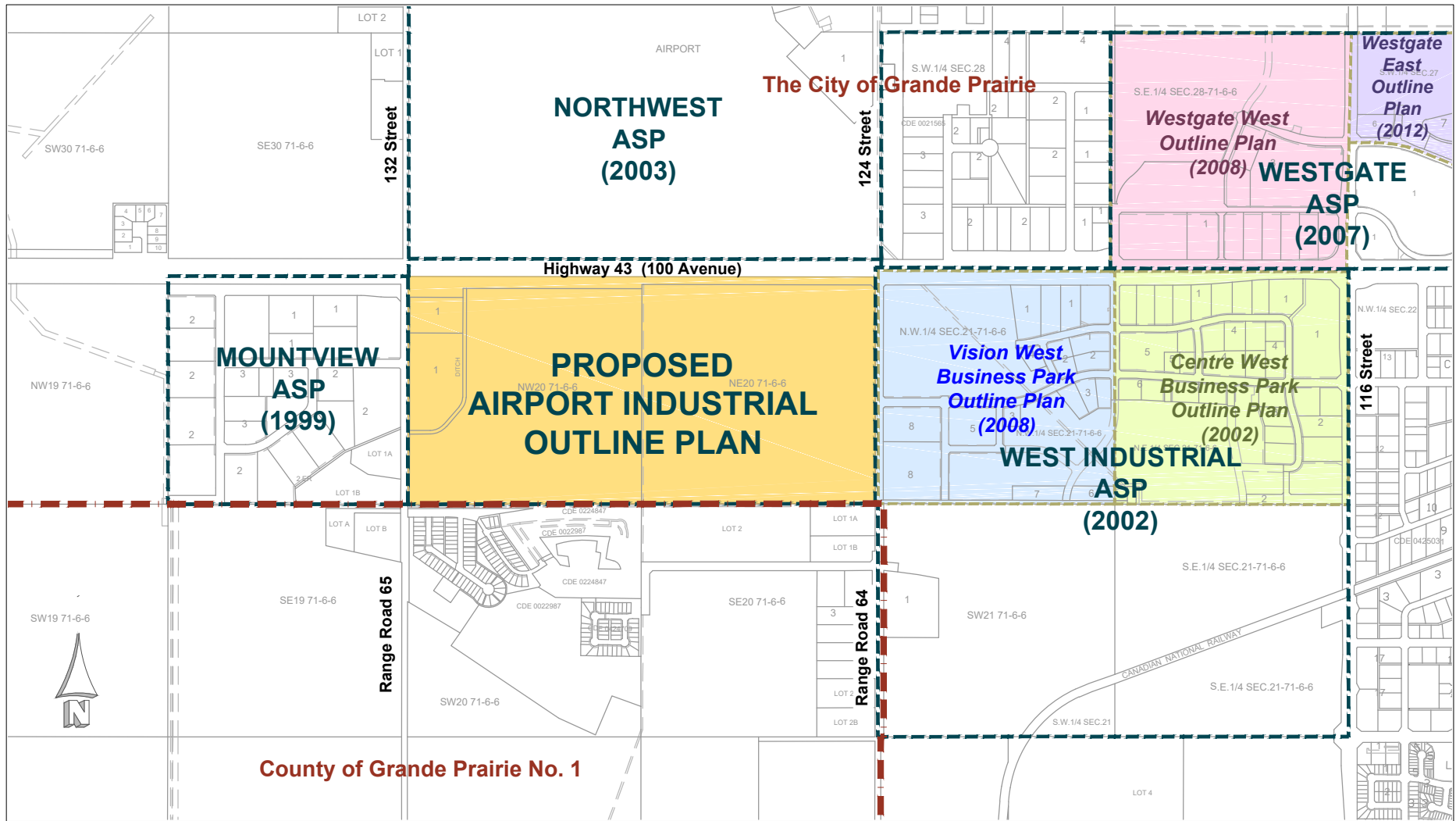
### LEGEND

-  Plan Area
-  City Boundary

Scale - 1:30,000

0 0.5 1.0 1.5 2.0 km





County of Grande Prairie No. 1





The City of Grande Prairie

## CONTEXT

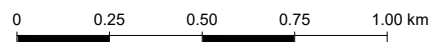
AIRPORT INDUSTRIAL  
OUTLINE PLAN

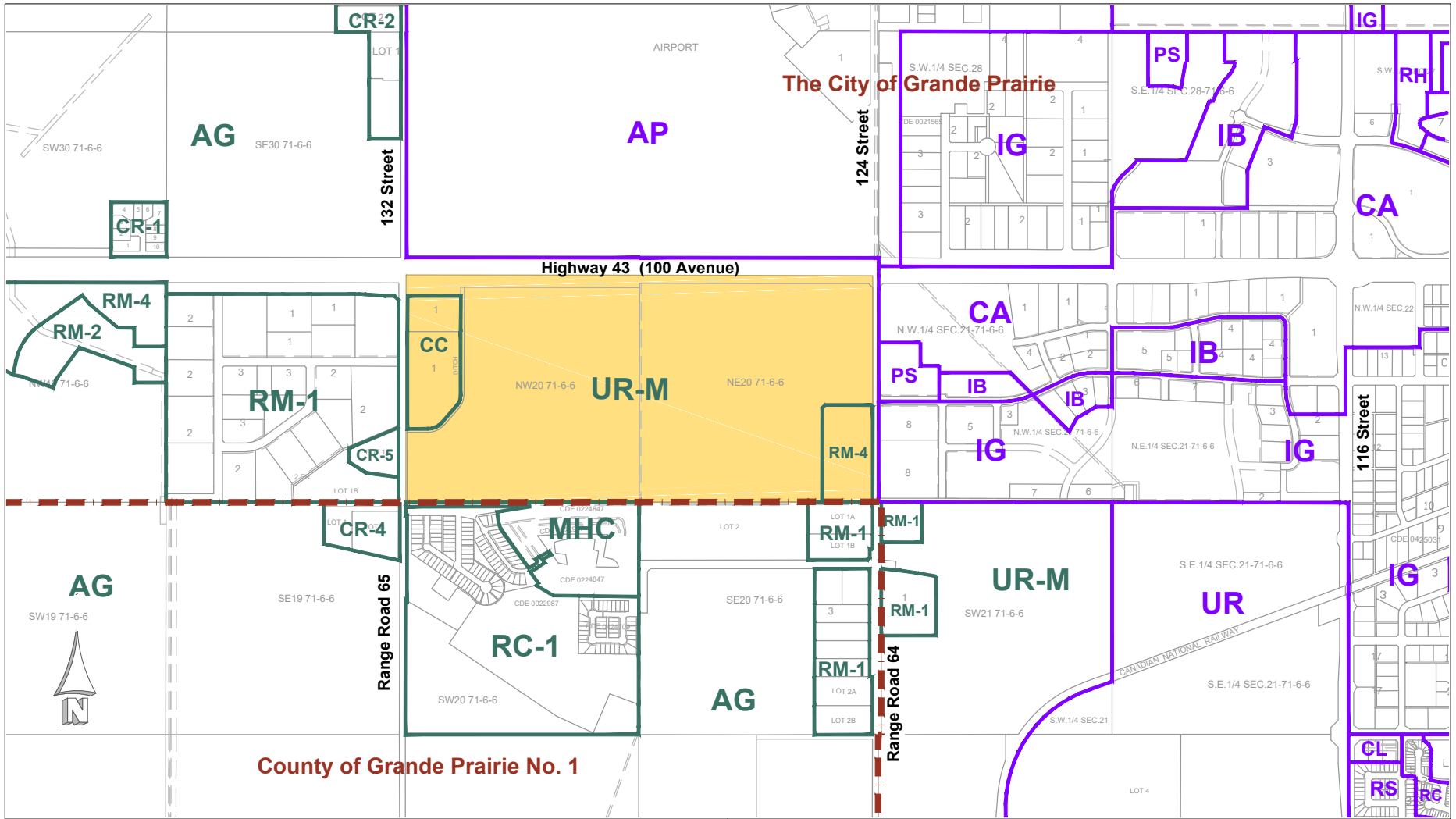
BYLAW C-1322 - May 29, 2017

### LEGEND

-  Plan Area
-  ASP Area
-  Outline Plan Area
-  City Boundary

Scale - 1:20,000





County of Grande Prairie No. 1

## ZONING

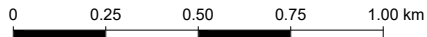
City of Grande Prairie

<b>AG</b> Agricultural	<b>CR-5</b> Country Residential
<b>CC</b> Comprehensive Commercial	<b>MHC</b> Manufactured Home Community
<b>CR-1</b> Country Residential	<b>RC-1</b> Residential Condominium
<b>CR-2</b> Country Residential	<b>RM-1</b> Rural Light Industrial
<b>CR-4</b> Country Residential	<b>RM-4</b> Highway Industrial
	<b>UR-M</b> Urban Reserve Industrial

### AIRPORT INDUSTRIAL OUTLINE PLAN

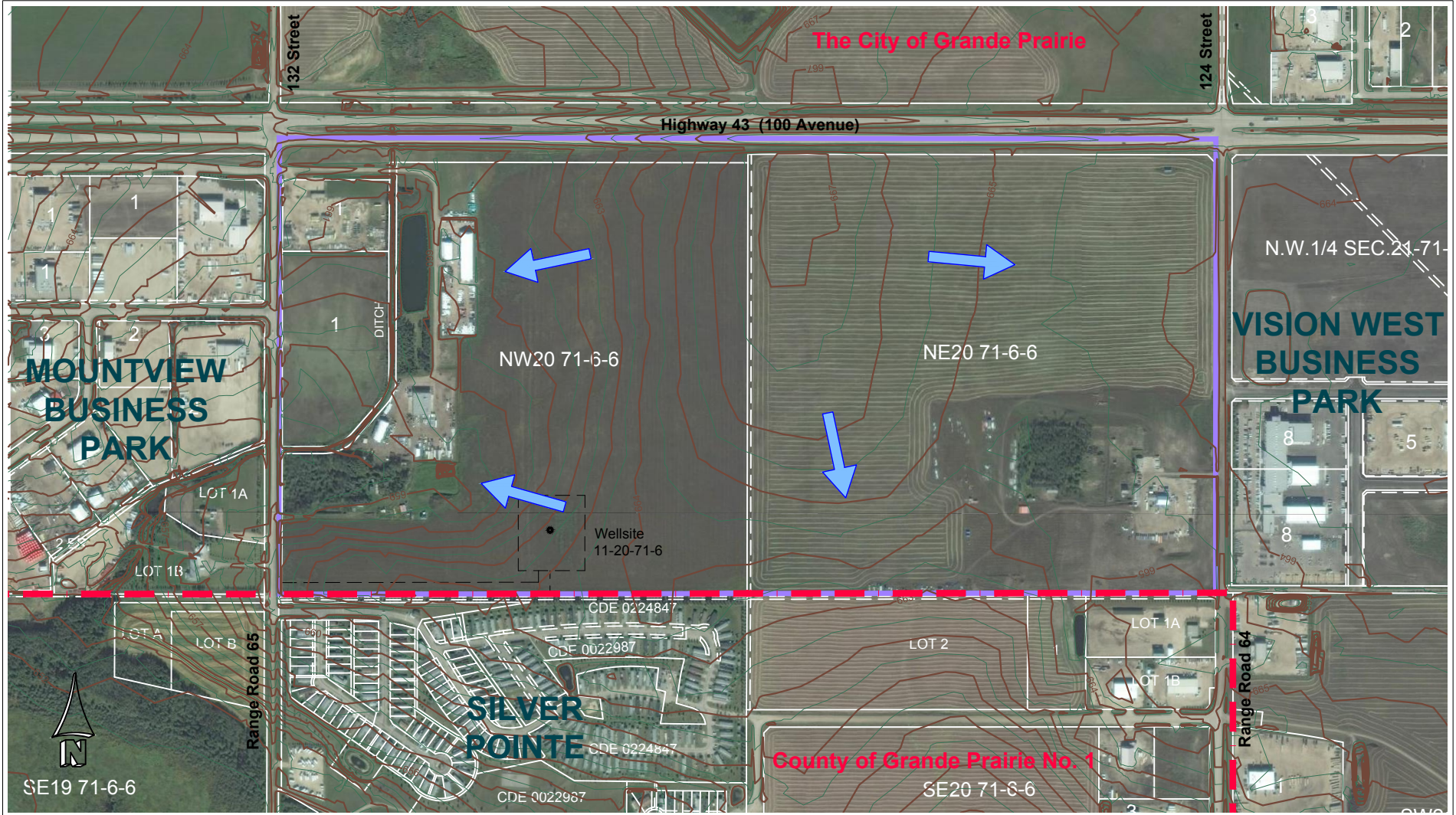
BYLAW C-1322 - May 29, 2017

Scale - 1:20,000



<b>AP</b> Airport District	<b>PS</b> Public Service
<b>CA</b> Arterial Commercial	<b>RC</b> Combined Density Residential
<b>CL</b> Local Commercial	<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



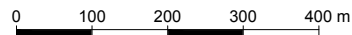


## SITE CHARACTERISTICS





AIRPORT INDUSTRIAL  
OUTLINE PLAN

BYLAW C-1322 - May 29, 2017

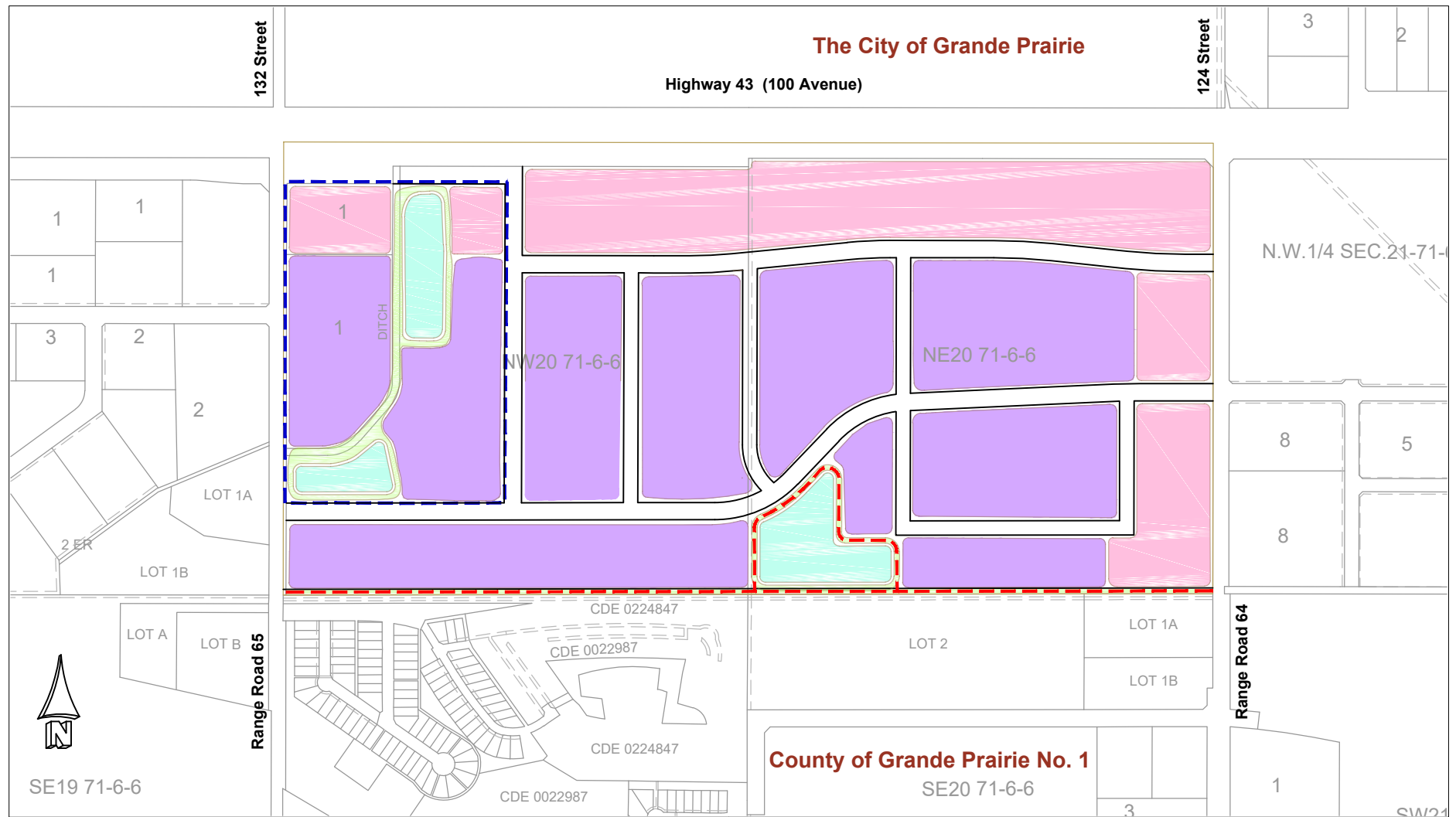
Scale - 1:10,000



### LEGEND

-  City Boundary
-  Plan Area
-  1m Contour
-  Direction of Flow





The City of Grande Prairie

Highway 43 (100 Avenue)

**DEVELOPMENT CONCEPT  
(Generalized)**

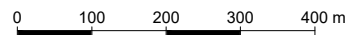
AIRPORT INDUSTRIAL  
OUTLINE PLAN

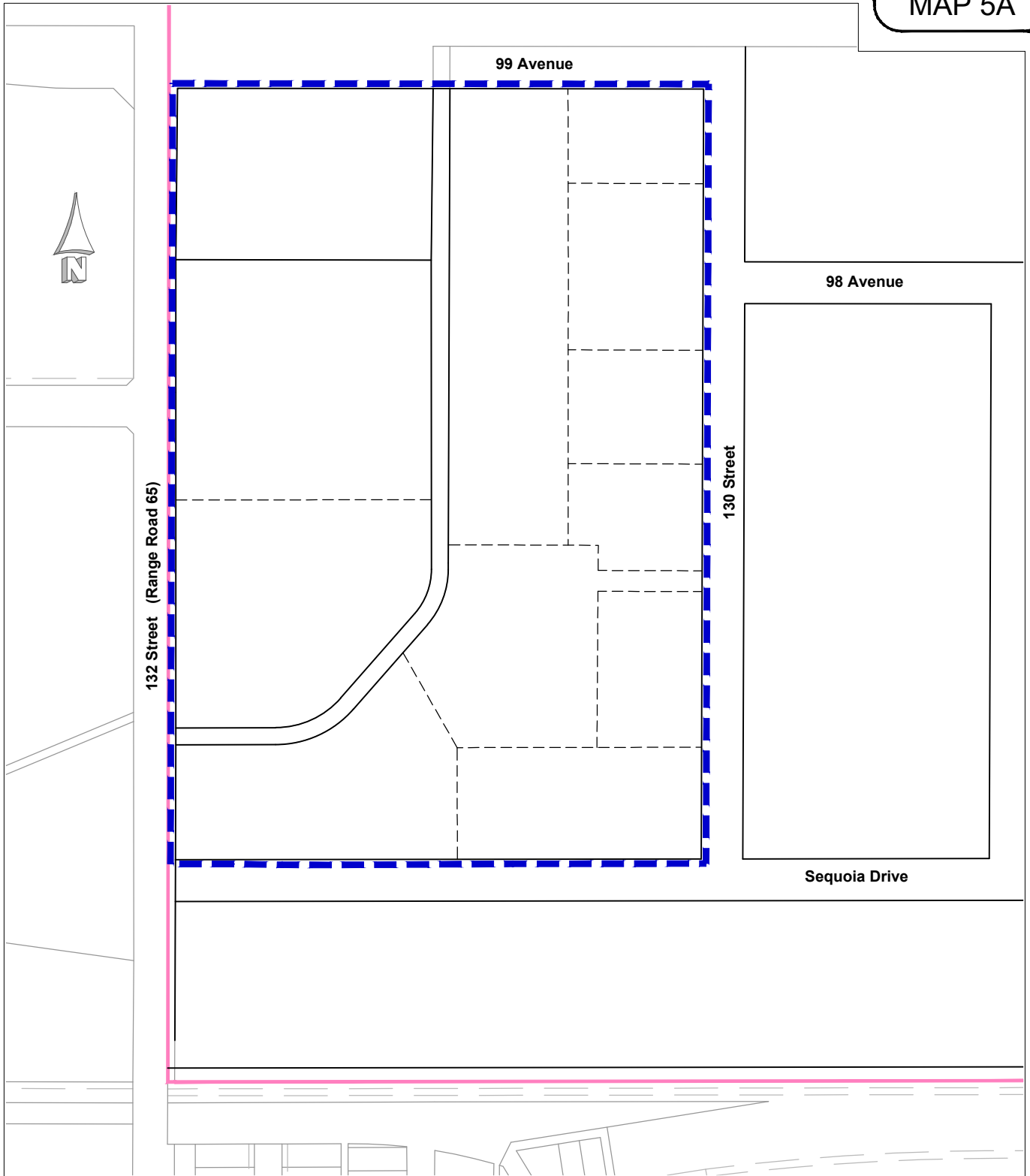
BYLAW C-1322 - May 29, 2017

Legend

- Highway Commercial
- General Industrial
- PUL / Storm Pond
- Path
- Shadow Plan Area  
(See Map 5A)

Scale - 1:10,000








# SHADOW PLAN

AIRPORT INDUSTRIAL

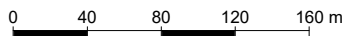
OUTLINE PLAN

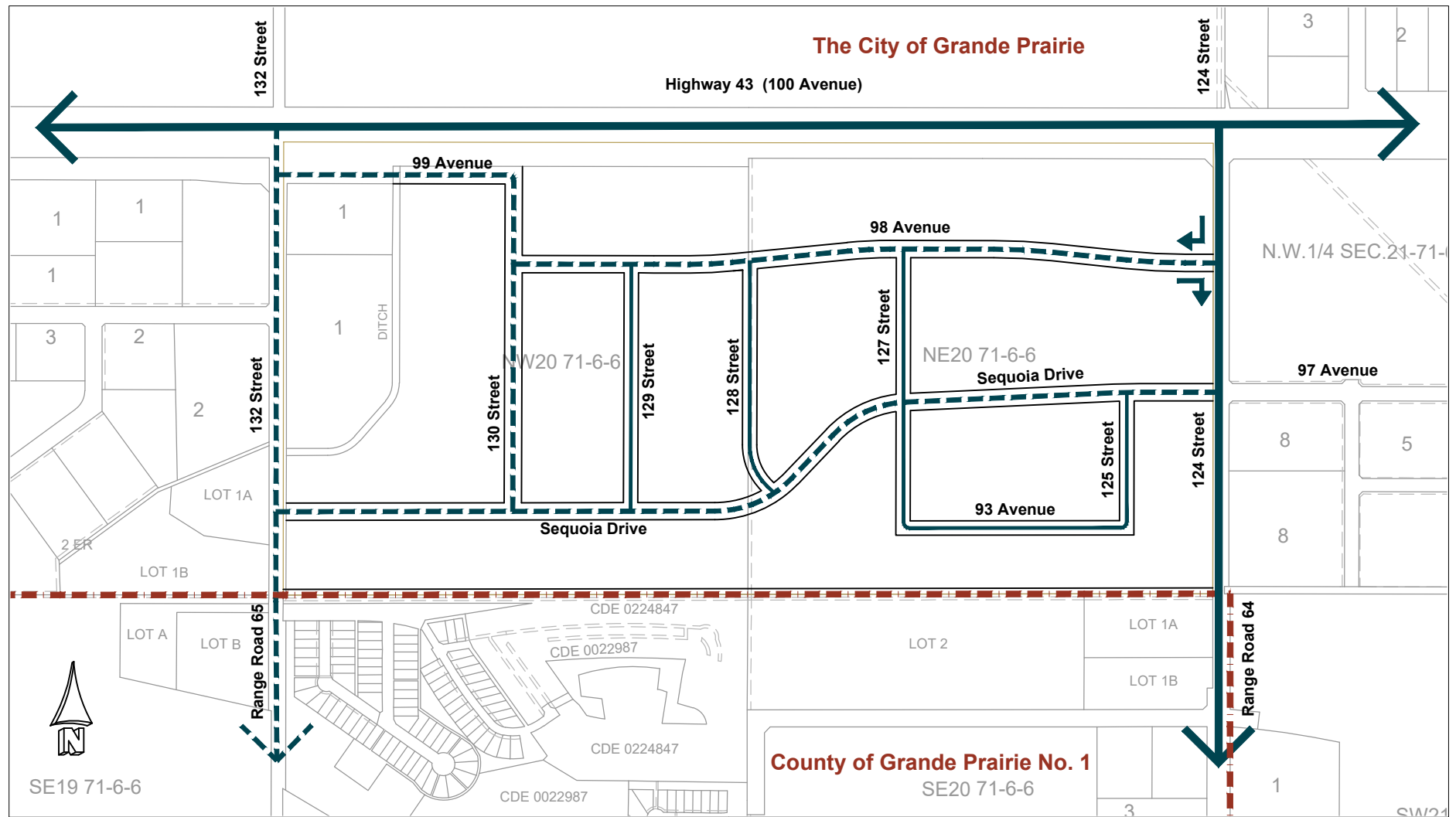
BYLAW C-1322 - May 29, 2017

### LEGEND

-  Plan Area
-  Proposed Lot Boundary
-  Shadow Plan Area

Scale - 1:4,000





# TRANSPORTATION NETWORK

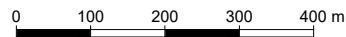
AIRPORT INDUSTRIAL  
OUTLINE PLAN

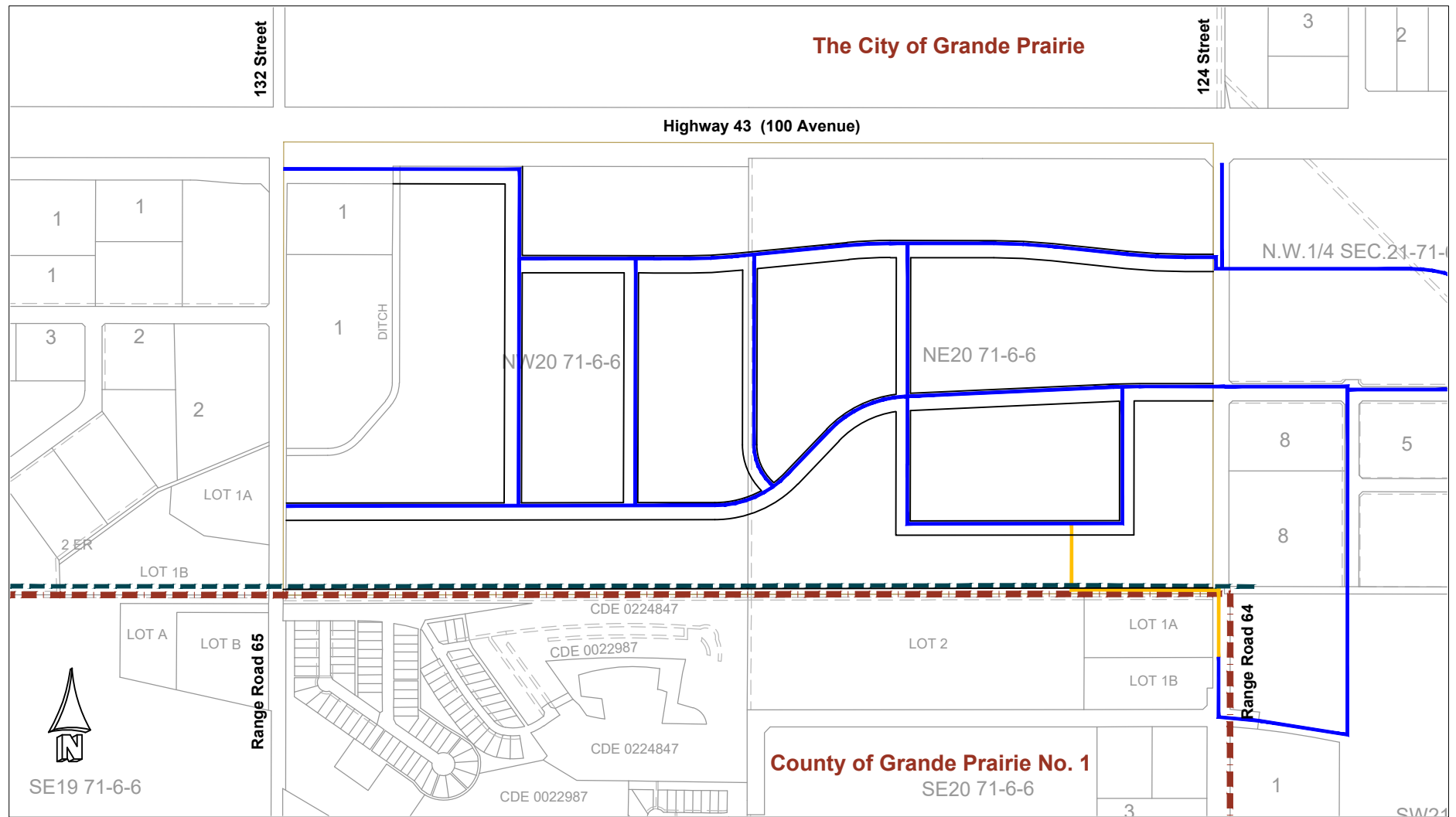
BYLAW C-1322 - May 29, 2017

### Legend

-  Arterial Road
-  Collector Road
-  Local Road
-  Right In / Right Out

Scale - 1:10,000





The City of Grande Prairie

Highway 43 (100 Avenue)

N.W.1/4 SEC.21-71-6

NW20 71-6-6

NE20 71-6-6

LOT 1A

LOT 1B

LOT A

LOT B

Range Road 65

CDE 0224847

CDE 0022987

CDE 0224847

CDE 0022987

LOT 2

LOT 1A

LOT 1B

Range Road 64

County of Grande Prairie No. 1

SE20 71-6-6

1

SW21

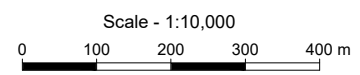
# WATER SYSTEM

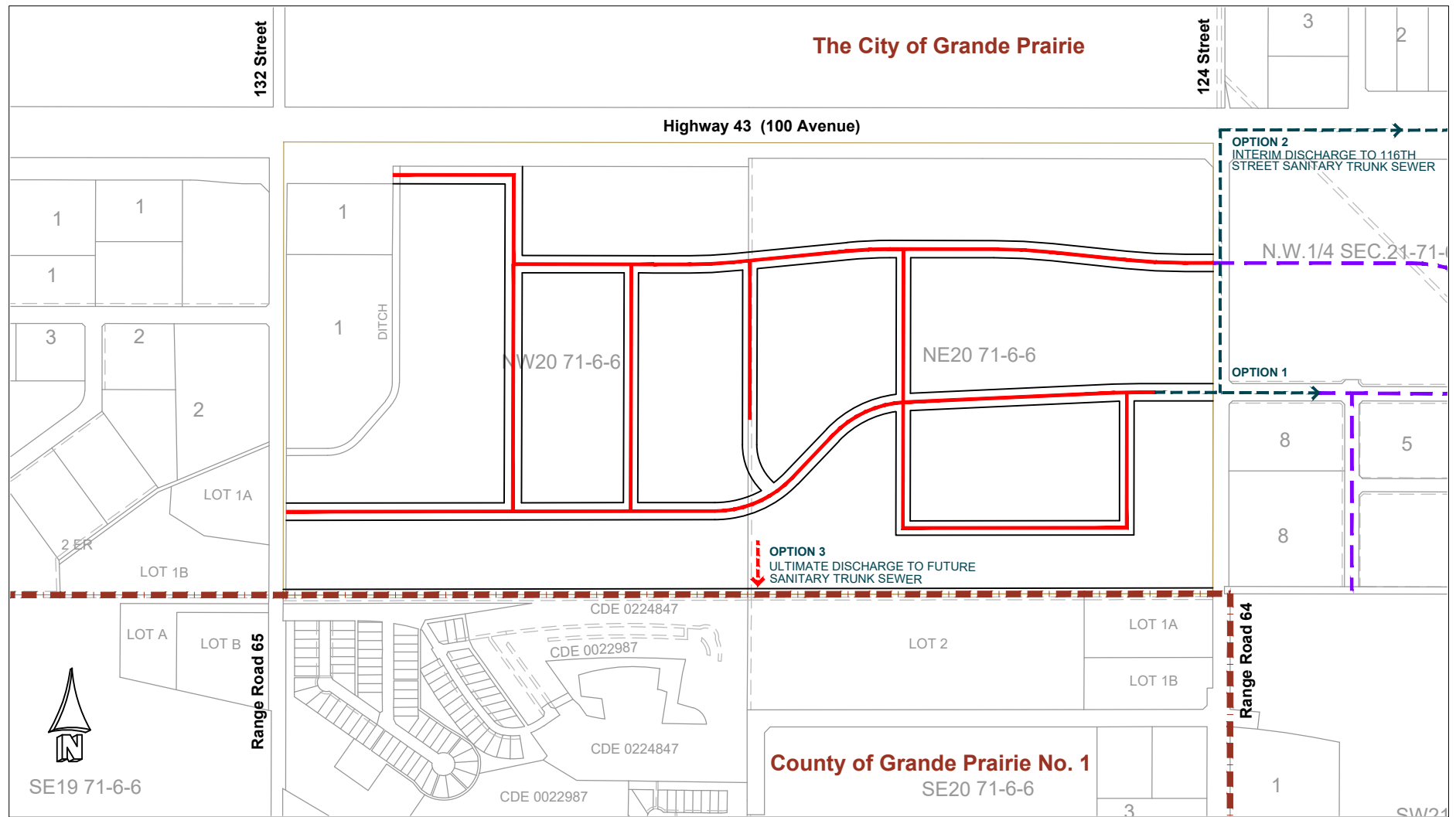
AIRPORT INDUSTRIAL  
OUTLINE PLAN

BYLAW C-1322 - May 29, 2017

## Legend

- Watermain
- Alternate Loop
- Water Transmission Main Alignment





The City of Grande Prairie

Highway 43 (100 Avenue)

OPTION 2  
INTERIM DISCHARGE TO 116TH  
STREET SANITARY TRUNK SEWER

N.W. 1/4 SEC. 21-71-

NW20 71-6-6

NE20 71-6-6

OPTION 1

OPTION 3  
ULTIMATE DISCHARGE TO FUTURE  
SANITARY TRUNK SEWER

CDE 0224847

CDE 0022987

LOT 2

LOT 1A

LOT 1B

Range Road 64

County of Grande Prairie No. 1

SE20 71-6-6

SE19 71-6-6

CDE 0022987

# SANITARY SEWER

AIRPORT INDUSTRIAL  
OUTLINE PLAN

BYLAW C-1322 - May 29, 2017

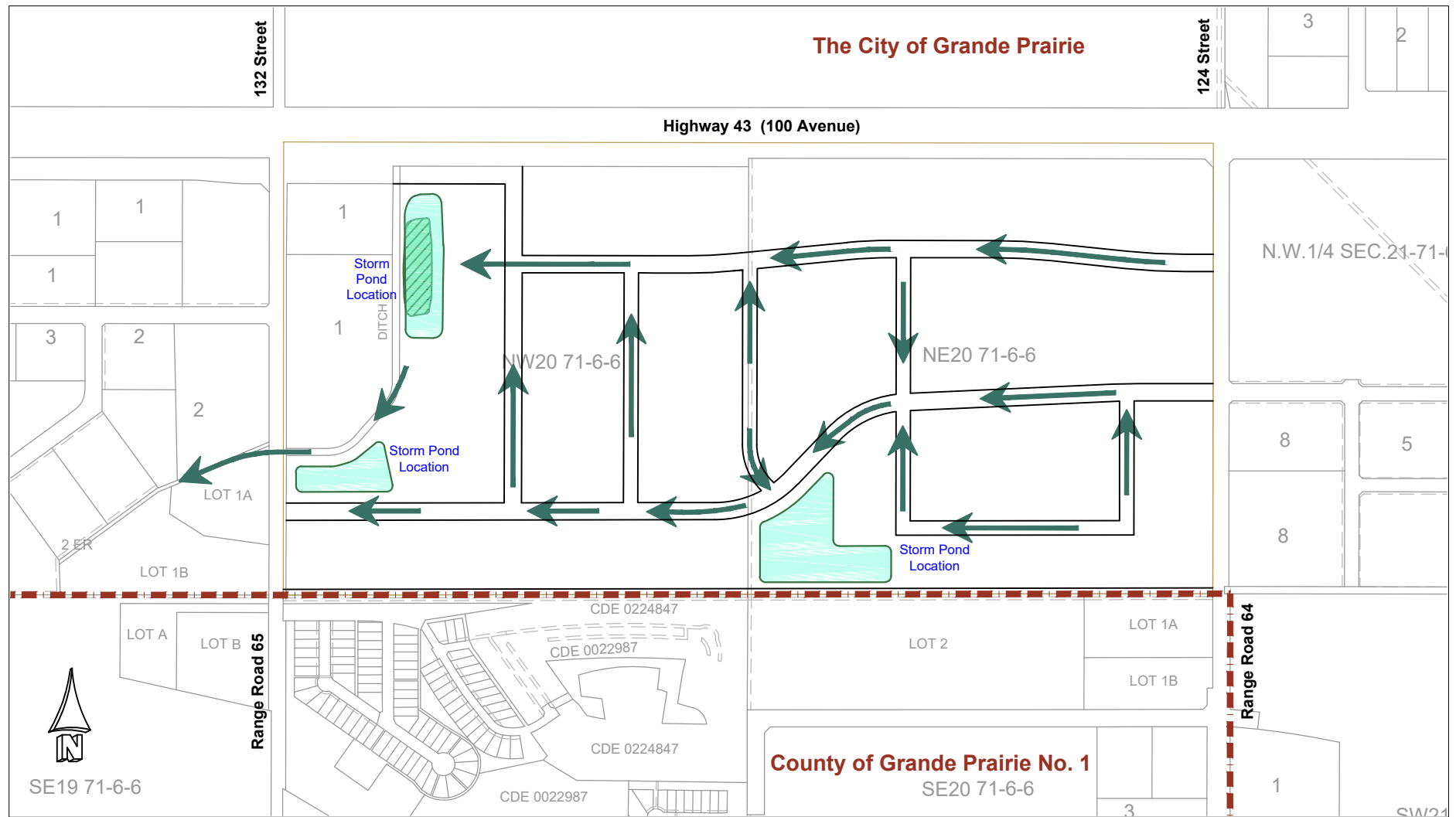
## Legend

- Low Pressure Sanitary Sewer Mains
- - - Off-Site Sanitary Sewer Low Pressure Mains
- - - Ultimate Discharge Location
- - - Existing Gravity Sewer

Scale - 1:10,000





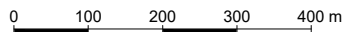


# STORMWATER MANAGEMENT




AIRPORT INDUSTRIAL  
OUTLINE PLAN

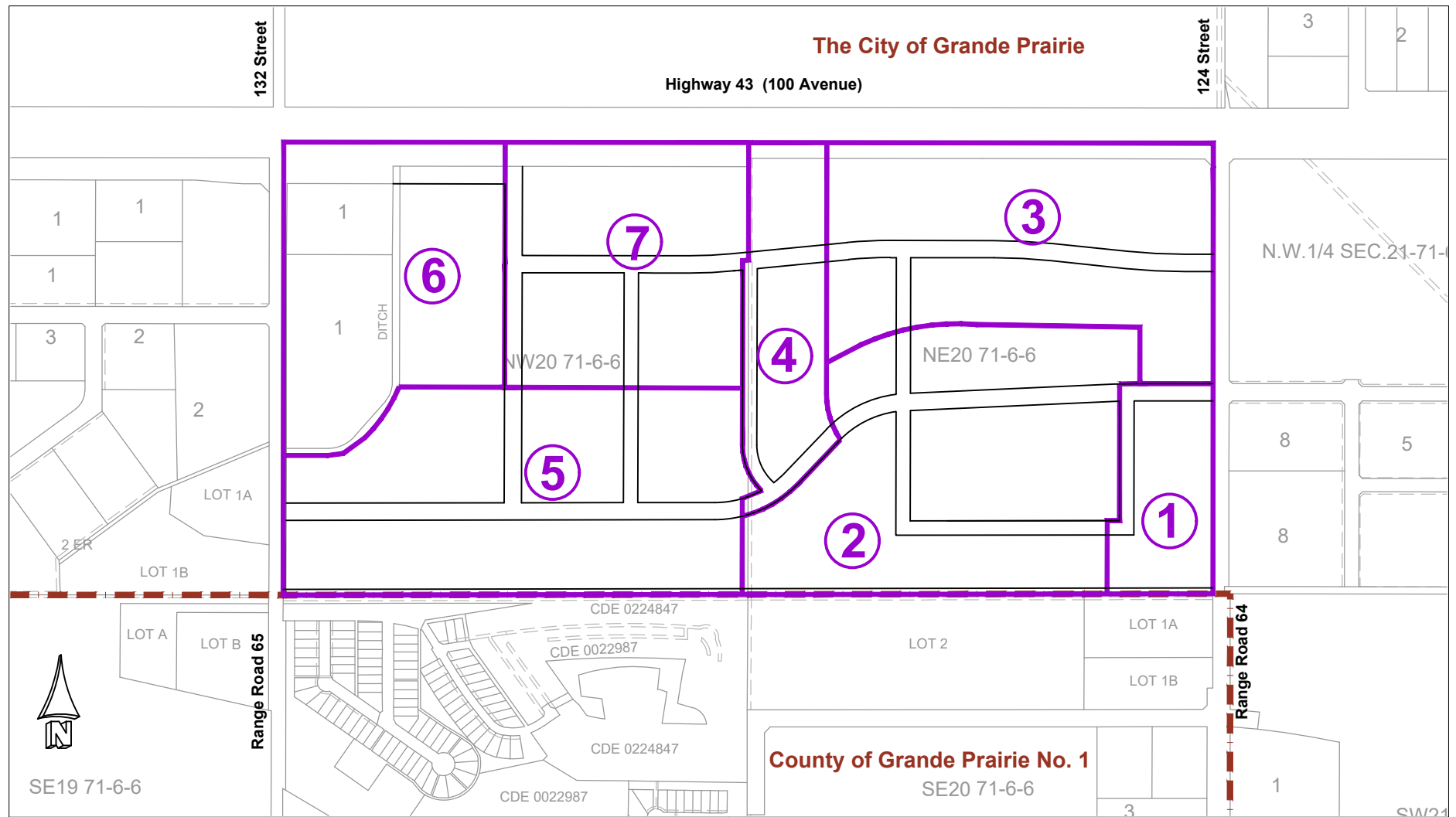
BYLAW C-1322 - May 29, 2017

Scale - 1:10,000



## Legend

-  Direction of Flow
-  Existing SWM Pond
-  Proposed SWM Pond Expansion





## PHASING

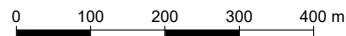
AIRPORT INDUSTRIAL  
OUTLINE PLAN

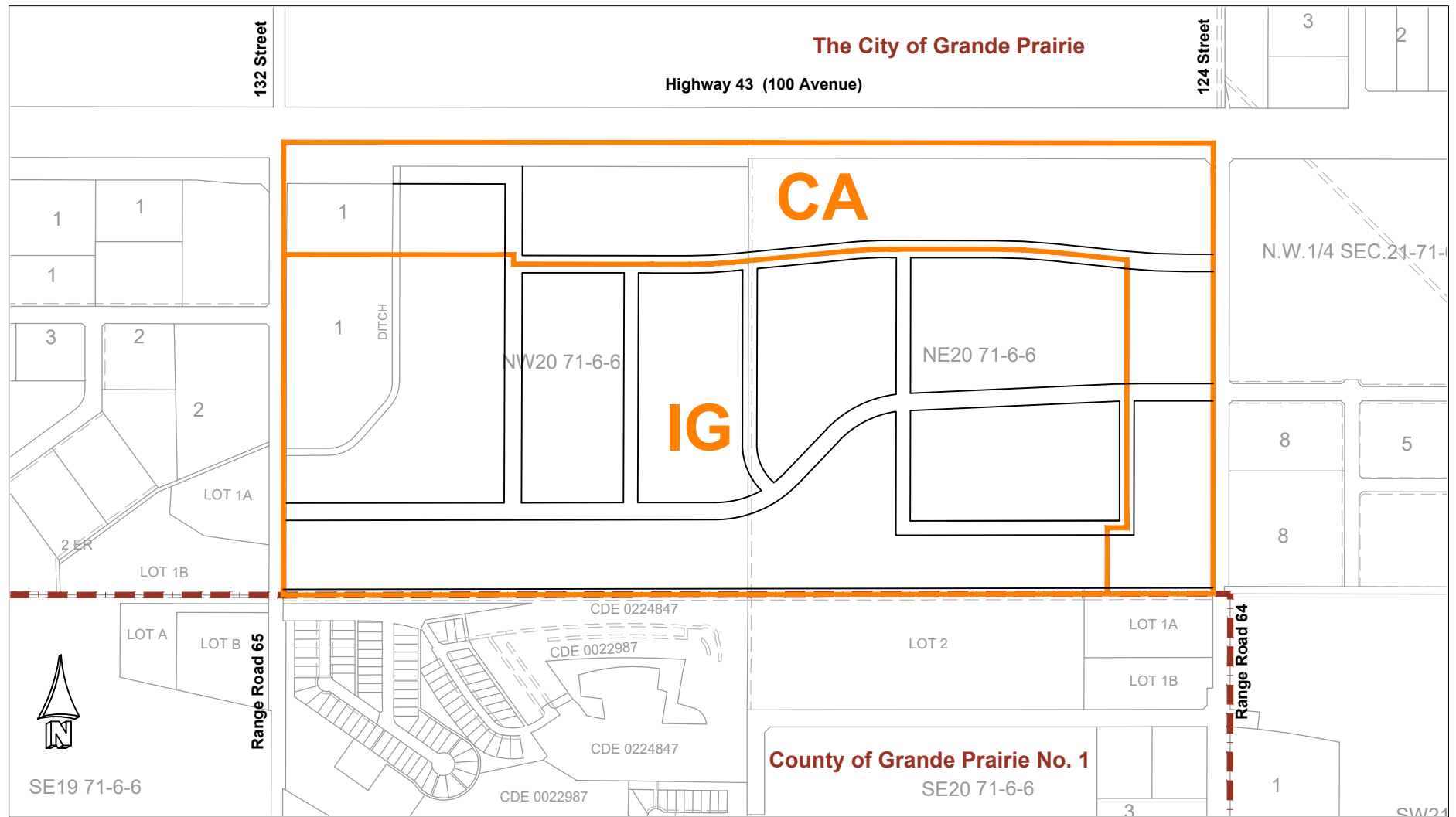
BYLAW C-1322 - May 29, 2017

### Legend

-  Potential Phase
-  City Boundary

Scale - 1:10,000





## ZONING

AIRPORT INDUSTRIAL OUTLINE PLAN  
 BYLAW C-1322 - May 29, 2017

### Legend

- CA** Arterial Commercial
- IG** General Industrial
- - -** City Boundary

Scale - 1:10,000

