

CITY OF GRANDE PRAIRIE

OFFICE CONSOLIDATION

BYLAW C-1442

**A Bylaw to adopt the
Kensington Area Structure Plan**

(As Amended by Bylaw C-1442A)

**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 “Kensington Area Structure Plan” Bylaw.
2. The Kensington Area Structure Plan, attached as Schedule “A”, is hereby adopted as an Area Structure Plan for Lots 4 and 5, Flyingshot Settlement, part of the South ½ Section 21-71-6-W6M and part of the South ½ Section 16-71-6-W6M, pursuant to Section 633 of the Municipal Government Act, RSA 2000, Chapter M-26.
3. Bylaw C-1343 and all its amendments are hereby repealed.
4. This Bylaw shall take effect on the date it is passed.

READ a first time this 7 day of March, 2022.

READ a second time this 7 day of March, 2022.

READ a third time and finally passed this 7 day of March, 2022.

“J. Clayton” (signed)
Mayor

“A. Karbashewski” (signed)
City Clerk

KENSINGTON AREA STRUCTURE PLAN

Bylaw C-1442
Adopted March 7, 2022

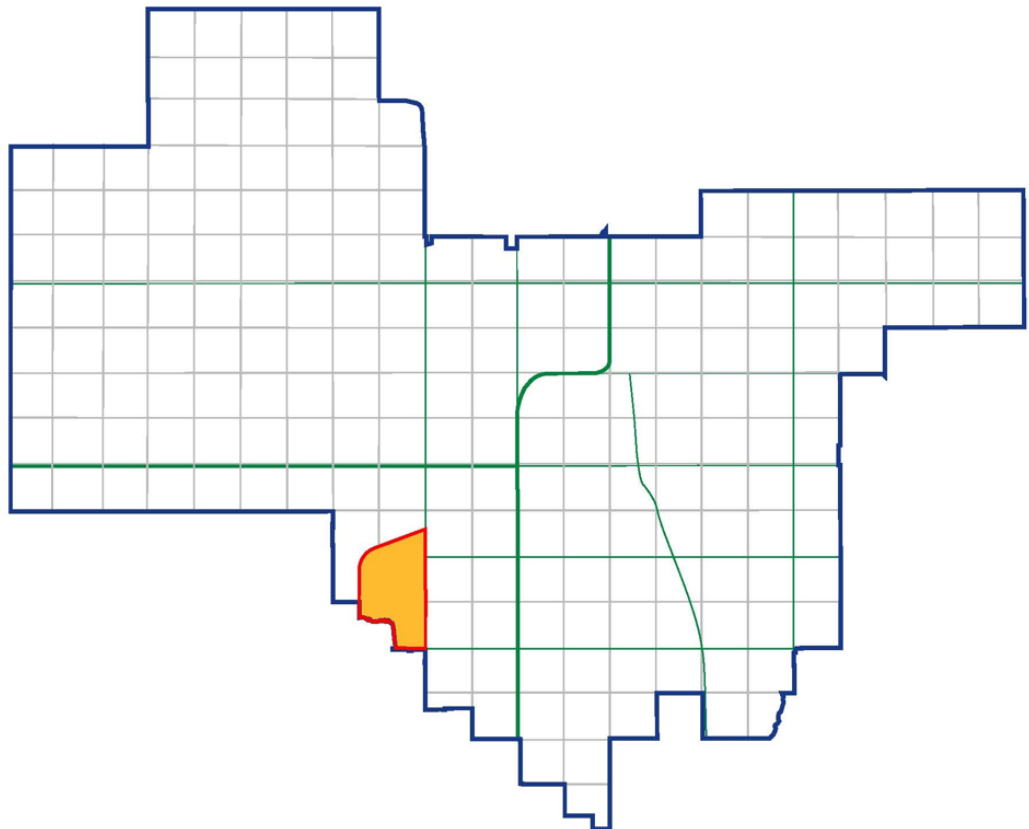


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1.0 INTRODUCTION

1.1 Purpose of Plan

- 1.1.1 The purpose of the Kensington Area Structure Plan (ASP) is to provide a generalized land use planning and servicing framework for the future development of lands located in the vicinity of Flyingshot Lake in the west end of the City of Grande Prairie (City).
- 1.1.2 This ASP provides policies and guidelines to facilitate the orderly and efficient development of the Plan area for residential and commercial purposes in a manner that is consistent with the goals, objectives and policies of the City. The future land use and servicing concepts provided represent a logical extension of the City's established urban fabric and establish a framework for more detailed planning and engineering design at the Outline Plan (OP), zoning, subdivision and development application stages.
- 1.1.3 This ASP has been prepared on behalf of the owners of the subject lands in accordance with Section 633 of the Municipal Government Act (MGA) and the City's Municipal Development Plan (MDP).

1.2 Plan Area Location

- 1.2.1 This ASP applies to lands located along the western edge of the City limits, west of 116 Street and north of 68 Avenue as illustrated on Map 1. The Plan area is bounded to the north and west by the Canadian National Rail line and the City limits respectively.
- 1.2.2 The Plan area consists of two (2) settlement lots (Flyingshot Settlement Lots 4 and 5), part of the South ½ of Section 21-71-6-W6M and part of the South ½ of Section 16-71-6-W6M totaling approximately 190.4 gross hectares as noted in Table 1.

Table 1 - Plan Area Composition

Legal Description	Owner	Area (ha)
Lot 4, Flyingshot Settlement	Private Owner	46.4
Lot 5, Flyingshot Settlement	Private Owner	43.2
Pt. S½ 21-71-6-W6M	Private Owner	28.4
Pt. S½ 16-71-6-W6M	Private Owner	67.7
Road Plan 2783CL	Municipality	1.1
Road Plan 0526551	Municipality	0.6
Road Plan 1122943	Municipality	2.5
Road Plan 1125687	Municipality	0.5
Total		190.4

1.3 Policy Context

1.3.1 This ASP has been prepared within the context of the City's statutory policy and regulatory documents, which provide guidance for the future land use and development of the area.

1.3.2 Municipal Government Act

1.3.2.2 This ASP has been prepared in accordance with Section 633 of the Municipal Government Act.

1.3.3 City of Grande Prairie Municipal Development Plan

1.3.3.1 The MDP was adopted in 2010 and is the City's primary land use policy document. This ASP is in compliance with the land use and policy directions contained in the MDP as follows:

- a) The Future Land Use Map was amended in May 2016 (Bylaw C-12371) to allow for residential and commercial development north of 84 Avenue;
- b) The land use concept and development strategy are consistent with the Smart Growth Neighbourhood Design Guidelines identified in Policy 5.2;
- c) The content of this ASP meets the content requirements identified in Policy 15.6; and
- d) The proposed road network meets the intent of the Arterial Road Network Map.

1.3.4 Area Structure Plans and Outline Plans

1.3.4.1 As illustrated on Map 2, ASPs and OP's have been approved on adjacent lands that provide context for the preparation of this ASP, and with which this Plan is consistent:

- a) The Southwest ASP (2002), and the associated Flyingshot OP (2000) and Pinnacle West OP (2005) are located adjacent to the Plan area east of 116 Street. These plans provide development frameworks for the adjacent Westpointe and Pinnacle Ridge neighbourhoods that are now approaching full build-out; and
- b) The West Industrial ASP (2002) affects the lands to the immediate north, which are proposed for future industrial development.

1.3.4.2 This ASP 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.

1.3.5 City of Grande Prairie Land Use Bylaw

1.3.5.1 Map 3 illustrates the existing zoning within the Plan area and on the adjacent lands. Currently the northern portion of the Plan area is designated primarily for residential development through the adoption of the Kensington OP. The lands south of 76 Avenue were annexed into the City in 2016. These lands will retain County zoning until rezoned and incorporated into the City's Land Use Bylaw C-

1260 (LUB). They fall under the Rural Service Area Land Use Bylaw 2680 and are zoned Urban Reserve Residential (UR-R) and Country Residential (CR-5).

1.3.5.2 UR zoning also applies to the adjacent lands to the north of the Plan area. Existing development to the east consists of a mix of Small Lot Residential (RS), Medium Density Residential (RM), and Local Commercial (CL), and General Industrial (IG) to the northeast. Lands to the west were also recently annexed into the City and are designated as Urban Reserve-Industrial (UR-M), Urban Reserve-Residential (UR-R), and County Residential (CR-2).

1.3.5.3 A portion of the Plan area is also located within the City's Airport Vicinity Overlay (AVO), in which all development applications are reviewed to ensure that they meet prescribed height limits, and do not involve activities that would interfere with airport operations (e.g., generate emissions or attract birds). The northeast portion of the Plan area is also affected by the 25 Noise Exposure Forecast (NEF) contour of the Grande Prairie airport runway approach. Residential land uses are not to be located within this 25 NEF boundary.

1.3.5.4 In order to facilitate the development of the lands within the Plan area, the subject lands will be rezoned to the appropriate districts as a prerequisite to subdivision.

1.3.6 Non-Statutory Plans

1.3.6.1 Master Plans are in place for all major forms of infrastructure including:

- a) Storm Drainage Master Plan (2018);
- b) Water Distribution System Master Plan (Aquatera - 2013);
- c) Wastewater Collection System Master Plan (Aquatera - 2013);
- d) Transportation Master Plan (2020);
- e) Municipal Sustainability Plan (2010);
- f) Parks Master Plan (2012); and
- g) Moving Forward: A Strategy for Active Transportation in Grande Prairie (2014).

1.3.6.2 The City requires that all ASP's and subsequent OP's be consistent with these documents, and this ASP meets this requirement.

1.3.6.3 In addition, the development concept contained in this Plan was prepared in accordance with the document "*Guidelines for New Development in Proximity to Railway Operations*", prepared in 2013 for the Federation of Canadian Municipalities and the Railway Association of Canada.

2.0 PLAN OBJECTIVES

- 2.1 This ASP is intended to achieve the following objectives:
 - 2.1.1 To provide an overall framework for the future development of the Plan area that is consistent with the goals of the City.
 - 2.1.2 To provide for the full integration of development in the Plan area with existing and proposed development on adjacent lands.
 - 2.1.3 To create a land use plan that optimizes the amenity value and opportunities afforded by the site.
 - 2.1.4 To provide an efficient land use and transportation layout for the neighbourhood.
 - 2.1.5 To provide for a diversity of housing types and densities.
 - 2.1.6 To preserve and protect natural features located on the site, and to integrate these natural features into the development of the site.
 - 2.1.7 To locate future commercial development in proximity to arterial roadways.
 - 2.1.8 To provide clear separation and buffering between residential and neighbouring commercial development.
 - 2.1.9 To provide aesthetic and functional buffers between proposed residential development and the adjacent rail line.
 - 2.1.10 To provide a framework for the future servicing of the subjects lands.
 - 2.2.11 To provide a transportation network that supports a diversity of modes including vehicles, pedestrians, cyclists, and public transit.
 - 2.2.12 To provide a comprehensive parks and open space network.
 - 2.2.13 To provide a K-8 school site.

3.0 PLAN AREA

3.1 Topography and Natural Features

- 3.1.1 As illustrated on Map 4, the Plan area is predominantly cleared of natural vegetation with the exception of a heavily forested area along the west boundary, skirting Flyingshot Lake corner and some isolated tree stands throughout the southern portion of the Plan area. Any disturbance to these treed areas, or preservation measures, will be undertaken in accordance with a supporting biophysical assessment.
- 3.1.2 The high point of the Plan area is located along a ridge situated in the north central portion of Lot 5 at 668 m. The site slopes primarily to the west and south from this ridge, the lowest point being the high water mark of Flyingshot Lake at 651 m, representing an average grade of approximately 1.7 percent. The most significant topography is situated in the southwest end of the Plan area with an average grade exceeding 3.4 percent. A small portion of Lot 5 and the South ½ of Section 21 drains from the ridge to the northeast corner of the Plan area with an average grade of approximately 0.7 percent.

3.2 Existing Land Use

- 3.2.1 The Plan area is mainly in agricultural production, with some residential development north of 76 Avenue. There is an isolated light industrial development at the intersection of 76 Avenue and 116 Street. Country residential lots are found in the southern portion of the Plan area, including houses and outbuildings with open and vacant land surrounding the yard-sites. All of the above mentioned are illustrated on Map 4.
- 3.2.2 The Plan area is surrounded to the north and west by agricultural land, to the east by urban residential and industrial development, and to the south by low density country residential development.
- 3.2.3 An abandoned well site is located in the southwest corner of the Plan area adjacent to the treed area. A search of the well data does not indicate the nature of the abandoned well. The only confirmed information is the date of drilling and abandonment, both of which occurred in 1969.
- 3.2.4 A narrow parcel (Lot 1, Block 1, Plan 042 2706) containing a residence is located between the west Plan boundary and the rail line, on the north side of 76 Avenue. There is residential development located west of the Plan area within the County of Grande Prairie, between 76 Avenue and the north end of Flyingshot Lake.

4.0 DEVELOPMENT CONCEPT

4.1 Introduction

- 4.1.1 The proposed development concept for this ASP is illustrated on Map 5. The intent is to provide a generalized land use plan that will be the subject of further refinement through OP preparation and the subdivision process.
- 4.1.2 It is proposed that the Plan area be developed for a combination of residential and commercial development. Residential development is the predominant use, providing a logical extension of similar development located to the east and proposed for the lands to the south. Neighbourhood development is to be supported by an integrated open space network.
- 4.1.3 A large manufactured home community, RC Condo Community, RG Condo Community and commercial development are the predominant uses proposed for lands situated north of the proposed 84 Avenue.
- 4.1.4 A summary of major land uses by approximate area¹ is provided in Table 2.

Table 2 - Land Use Summary

Land Use Category	Lot 4 (ha)	Lot 5 (ha)	S½ 21 (ha)	S½ 16 (ha)	Total (ha)	Percent
Total Area	46.7	45.9	30.1	68.9	191.6	
Less Existing Road Widening ²	0.3	2.8	1.7	1.1	5.9	
Less Environmental Reserve	1.1	-	-	6.9	8.0	
Net Developable Area	45.3	43.1	28.4	60.9	177.7	100.0
Residential	23.6	24.3	14.5	42.1	104.5	58.8
Single Family Residential	11.0	22.2	-	35.5	68.7	38.7
Multi-Family Residential	1.5	2.1	1.6	6.6	11.8	6.6
Manufactured Home Community	3.4	-	-	-	3.4	1.9
Condo Community	7.7	-	12.9	-	20.6	11.6
Commercial	-	-	9.3	-	9.3	5.2
Open Space	6.4	5.2	-	6.1	17.7	10.0
School Site	1.5	3.1	-	-	4.6	2.6
Neighbourhood Parks and Other	4.9	2.1	-	6.1	13.1	7.4
Roadways	9.7	12.3	2.6	12.2	36.8	20.7
Arterial Roads	3.3	1.5	1.1	-	5.9	3.3
Collector Roads	2.8	2.5	1.5	6.2	13.0	7.3
Local Roads	3.6	8.3	-	6.0	17.9	10.1
Utilities	5.6	1.3	2.0	0.5	9.4	5.3
Stormwater Management	4.6	-	2.0	0.5	7.1	4.0
Other	1.0	1.3	-	-	2.3	1.3

(Bylaw C-1442A – February 24, 2025)

¹ Subject to refinement during Outline Plan preparation.

² Refers to lands previously dedicated for the widening of 116 Street and 76 Avenue.

4.2 Residential Development

- 4.2.1 It is the intent of this ASP to promote the development of a diversity of housing types and lot sizes. Low density residential development consisting primarily of single family dwellings will be the predominant housing form, consisting of both conventional residential development in accordance with the Residential General (RG) District, and small lot development under the provisions of the Residential Small Lot (RS) District of the LUB.
- 4.2.2 It is proposed that multi-family development, consisting primarily of street oriented town housing and semi-detached development that is compatible with low density residential development, be integrated into the Plan area along collector roads in proximity to entry points to the neighbourhood. It is assumed that these sites would be developed in accordance with the provisions of the Combined Residential (RC) District.
- 4.2.3 A manufactured home community is proposed for a portion of this ASP area located north of the 84 Avenue arterial. The design of this site, totaling approximately 3.5 ha, will include provision for noise berms, fencing, and landscaped buffers from the abutting rail line in accordance with accepted guidelines associated with residential development in proximity to rail lines. The community will also make provision for internal private park space.
- 4.2.4 A mixed residential Condo Community is proposed for a large portion of this ASP area located north of the 84 Avenue arterial, adjacent to the manufactured home community. The design of this site, totaling approximately 13 ha, will include provision for noise berms, fencing and landscaped buffers from the abutting rail line in accordance with accepted guidelines associated with residential development in proximity to rail lines.
(Bylaw C-1442A – February 24, 2025)
- 4.2.5 An RC Condo Community is proposed for a large portion of this ASP area located north of the manufactured home community. The design of this site, totaling approximately 9 ha, will include provision for noise berms, fencing and landscaped buffers from the abutting rail line in accordance with accepted guidelines associated with residential development in proximity to rail lines.
- 4.2.6 As noted in Table 3, it is estimated that a total of approximately 2,377 dwelling units will be developed in the neighbourhood at full build-out, generating a population of approximately 7,559 residents based on conventional densities.
(Bylaw C-1442A – February 24, 2025)

Table 3 - Dwelling Unit Yield and Population Generation

		Total	Percent
Developable Residential Area		104.5	100.0
Single Family		68.7	65.7
Multi-Family		11.8	11.3
Manufactured Home		3.4	3.3
Community		20.6	19.7
Condo Community			
Total Residential Units		2,377	100.0
Single Family	68.7 ha @ 21 ³ u/net ha	1,443	60.7
Multi-Family	11.8 ha @ 40 u/net ha	472	19.9
Manufactured Home	3.4 ha @ 14.5 ⁴ u/net ha	50	2.1
Community	20.6 ha @ 20 u/net ha	412	17.3
Condo Community			
Total Population		7,559	100.0
Single Family	1443 units @ 3.2 ppu	4,618	61.1
Multi-Family	472 units @ 2.4 ppu	1,133	15.0
Manufactured Home	50 units @ 3.2 ppu	160	2.1
Community	412 units @ 4.0 ppu	1,648	21.8
Condo Community			

(Bylaw C-1442A – February 24, 2025)

- 4.2.7 It is anticipated that of the 7,559 residents estimated for the neighbourhood at full build-out approximately 1,436 will be of school age. A summary of student generation is in Table 4.

(Bylaw C-1442A – February 24, 2025)

Table 4 - Student Generation

Total Students	19.0% of Area Population⁵	1,436
Public School Students	66% of Total Students	948
Grades K-8	948 @ 70% of PS students	664
Grades 9-12	948 @ 30% of PS students	284
Catholic School Students	32% of Total Students	460
Total K-8	460 @ 70% of CS students	322
Total 9-12	460 @ 30% of CS students	138
Francophone School Students	2% of Total Students	29
Total K-8	29 @ 70% of FS Students	20
Total 9-12	29 @ 30% of FS Students	9

(Bylaw C-1442A – February 24, 2025)

³ Assumes a blended density of the Residential General (RG) District and the Residential Small Lot (RS) District in the City's LUB. RS zoned development will not exceed 25% of the total single family area in accordance with the MDP. This is an approximate dwelling count that may change through more detailed calculations at the time of OP preparation.

⁴ Based on density estimate from Creekside manufactured home community.

⁵ Based on the current City population of 63,166 (2016 federal census), and total September 2016 City school enrolment of 12,002.

- 4.2.8 Public uses such as churches and community halls that are compatible with residential development may be incorporated into the neighbourhood without an amendment to this Plan. If such facilities are to develop, they shall be located along collector roadways.

4.3 Commercial Development

- 4.3.1 A commercial node of approximately 9.3 ha is proposed adjacent to the intersection of 116 Street and 84 Avenue at the entrance to the development. It is anticipated that this site would be developed under the provisions of the Arterial Commercial (CA) District. The types of uses to be accommodated may include grocery stores, gas bars, restaurants, and retail/office uses.

(Bylaw C-1442A – February 24, 2025)

4.4 Parks and Open Space

- 4.4.1 At the time of subdivision, a maximum of ten percent (10%) of the net developable land may be dedicated as Municipal Reserve (MR) in accordance with the Municipal Government Act. The available MR in the Plan area totals 17.7 ha, all of which is to be dedicated in parcel form in the residential neighbourhood. The open space allocation for the Plan area is illustrated conceptually on Map 6.
- 4.4.2 This ASP area is to be served by a school site approximately 4.6 ha in size. This proposed site is centrally located adjacent to the east-west collector road. The purpose of the site is to provide for the development of a K-8 school. The site is large enough to also provide for recreational opportunities that serve local residents, as well as those in surrounding neighbourhoods.
- 4.4.3 A community park will be located in the southwest corner of the Plan area, adjacent to Flyingshot Lake. The stormwater management facility will be incorporated into this park area as a feature of the park; but will designated as a PUL Public Utility Lot. The orientation of the green space along the edge of Flyingshot Lake will provide public access to this natural area.
- 4.4.4 Several neighbourhood parks will be developed throughout the Plan area. The size and configuration of these parks will be confirmed through subsequent preparation of the OP and associated Parks Design Report. Open space provided in the manufactured home community will be developed privately and will not be applied to the MR allocation.
- 4.4.5 Much of the forested area located at the southwest portion of the Plan area will be retained to provide required buffering between proposed residential development and the rail line, proposed residential development and Flyingshot Lake, as well as to maintain the privacy of the residents of the adjacent residential lots to the west (Lot 1, Block 1, Plan 042 2706 and Lot 1, Plan 912 2661). A portion of this treed area will have to be removed, however, in order to accommodate the 84 Avenue arterial right-of-way and some residential development. The extent of treed area to remain will be confirmed through the OP and associated biophysical assessment. The mechanism for

accommodating this treed area through dedication of a combination of Environmental Reserve (ER) and MR will be confirmed in the OP.

4.5 Roads and Utilities

- 4.5.1 The balance of the Plan area, totaling approximately 45.9 ha, is allocated to roads and utilities. The infrastructure requirements required to serve the Plan area are discussed in Section 5.

5.0 TRANSPORTATION AND SERVICING

5.1 Road Network

- 5.1.1 The Plan area will be served by two (2) arterial roadways as illustrated on Map 7 as follows:
- a) 116 Street, bounding the Plan area to the east, is currently developed to a four-lane arterial standard north of 84 Avenue; and
 - b) 84 Avenue, which is currently undeveloped, will bisect the Plan area on an east-west alignment. This road will ultimately be developed to a four-lane divided standard in accordance with the Transportation Master Plan.
- 5.1.2 It is intended that 84 Avenue ultimately connect to 124 Street to the west at 80 Avenue which requires a crossing of the rail line. CN requires that the road crossing be perpendicular to the rail line and requires clear sight lines, requiring that the road be aligned to the south as it crosses Lot 4.
- 5.1.3 Access to 84 Avenue shall be limited to the approved intersection locations as illustrated in this ASP.
- 5.1.4 MDP - Policy 11.10 - Top-of-Bank Road, applies to Flyingshot Lake, as a crown waterbody. Details on the provision of top-of-bank road in adherence to this policy will be contained in the OP for the area south of 76 Avenue.
- 5.1.5 As residential development abuts both 116 Street and 84 Avenue, noise attenuation measures including landscaped berms and fencing will be provided in accordance with City requirements.
- 5.1.6 Arterial road access to the neighbourhood is to be provided at five (5) locations - two (2) connections onto 84 Avenue (118 Street and 120 Street) and four (4) connections onto 116 Street (68 Avenue, 76 Avenue, Pinnacle Drive and 89th Avenue). Any existing roadway or road accesses constructed to a rural standard will be upgraded to an urban standard by the developer when development in the area warrants and as urban development occurs.
(Bylaw C-1442A – February 24, 2025)
- 5.1.7 Internal collector road alignments and intersection locations are generally to follow the alignments illustrated on Map 7. Confirmation of the specific location and alignment of collectors will be provided through subsequent preparation of the OP and supporting Transportation Design Report.

- 5.1.8 The public transit system will be extended into the Plan area as population growth and development activity warrants. More specific transit routing will be identified in the OP.
- 5.1.9 In order to facilitate the movement of pedestrian and bicycle traffic within and between neighbourhoods, as well as reduce the potential for pedestrian/vehicle conflict, a number of trails are provided within and adjacent to the neighbourhood. Although more specific alignment of trails will be determined through OP and design report preparation, the following general locations are proposed as illustrated on Maps 6 and 7:
 - a) adjacent to arterial roads, connecting to established trails along 116 Street;
 - b) internal corridors connecting to neighbourhood parks, the school site, and the stormwater pond area; and
 - c) along select collector roads.

5.2 Water Servicing

- 5.2.1 At present there is no municipal water service in the Plan area.
- 5.2.2 Water will be provided to the Plan area by extending water lines westward across 116 Street from existing water mains located at 68, 76, 84 and 89 Avenues. Looping will be achieved through the installation of an internal network to provide domestic pressures and required fire flows. The specific alignment and pipe sizing of the internal water service infrastructure will be identified through the engineering design report prepared at the OP stage.
(Bylaw C-1442A – February 24, 2025)

- 5.2.3 The generalized water network for the Plan area is illustrated on Map 8.

5.3 Sanitary Sewer Servicing

- 5.3.1 At present there is no municipal sanitary service in the Plan area. Existing development in the Plan area is serviced by on-site sewage disposal systems.
- 5.3.2 The Plan area will be serviced by the existing 116 Street trunk main, which was recently constructed through the Plan area. A series of gravity mains connecting to the 116 Street trunk will serve as the internal link to service development in the Plan area. The specific alignment and pipe sizing of the internal sanitary servicing infrastructure will be identified through the engineering design report prepared at the OP stage.
- 5.3.3 The generalized sanitary sewer servicing strategy for the Plan area is illustrated on Map 9.

5.4 Stormwater Management

- 5.4.1 Stormwater management for this ASP area is to be served by five (5) stormwater management facilities that are situated to optimize local geography and maintain natural drainage patterns. The proposed ponds are to be located as illustrated on Map 10:

- a) two (2) connected wet ponds are to be located in the central west corner of the Plan area, serving as entry features to the neighbourhood;
- b) a single wet pond located at the northwest end of the Plan area north of the arterial will provide storage for the manufactured home community, which will also provide a buffering function from the intersection of the arterial with the rail line; and
- c) a pond located in the northeast corner of the Plan area adjacent to 116 Street adjacent to the rail line. There is an existing dry pond at this location that was constructed as a surge pond as part of the twinning of 116 Street. It is intended that this pond be expanded to accommodate the northeast portion of the Kensington development. This expanded facility shall be designed as a dry pond due to its location under the airport flight path; and
- d) a stormwater forebay in accordance with the Storm Drainage Master Plan shall be located in the southwest part of the Plan area, adjacent to Flyingshot Lake. The stormwater forebay will provide stormwater management for the east portion of the lands south of 76 Avenue. The stormwater forebay will discharge into Flyingshot Lake in accordance with all Provincial and local regulations. A pond may be considered instead of a forebay if the need for such a change is established in the OP Stormwater Design Report.

5.4.2 A detailed analysis of the storm drainage system will be provided in the engineering design report prepared at the OP process.

5.5 Shallow Utilities

5.5.1 All shallow utilities (natural gas, power, telephone, cable) are to be extended to the Plan area by the individual franchise utility companies as required to service new development. Any rights-of-way that may be required to accommodate utilities are to be secured at the time of subdivision.

5.5.2 All power lines serving the Plan area shall be installed underground in accordance with City policy.

6.0 FLYINGSHOT LAKE

6.1 Environmental Assessment

- 6.1.1 The landowner/developer is responsible for providing a flood study prepared by qualified professionals containing detailed current and future flood levels and recommendations on development setbacks - which will be incorporated into the OP for the area south of 76 Avenue.
- 6.1.2 No development in the Plan area shall be susceptible to flooding. Any land identified as being at risk of flooding shall be dedicated as ER in a plan of subdivision.
- 6.1.3 The geotechnical study that is required to be submitted with the OP application shall include study of the top-of-bank.

7.0 IMPLEMENTATION

7.1 Subdivision and Development

- 7.1.1. In compliance with City policy, OP's will be prepared by individual landowners in advance of subdivision approval. In the process of OP preparation, landowners shall be required to provide for linkages to adjacent lands and transition between land uses in accordance with this ASP to the satisfaction of the City.
- 7.1.2. Detailed design reports for transportation, water, sanitary sewer, stormwater management and parks, as well as supporting technical reports (e.g., geotechnical and biophysical assessments) shall be prepared by the developer and approved by the City prior to OP approval, rezoning, or subdivision proceeding on the subject lands.

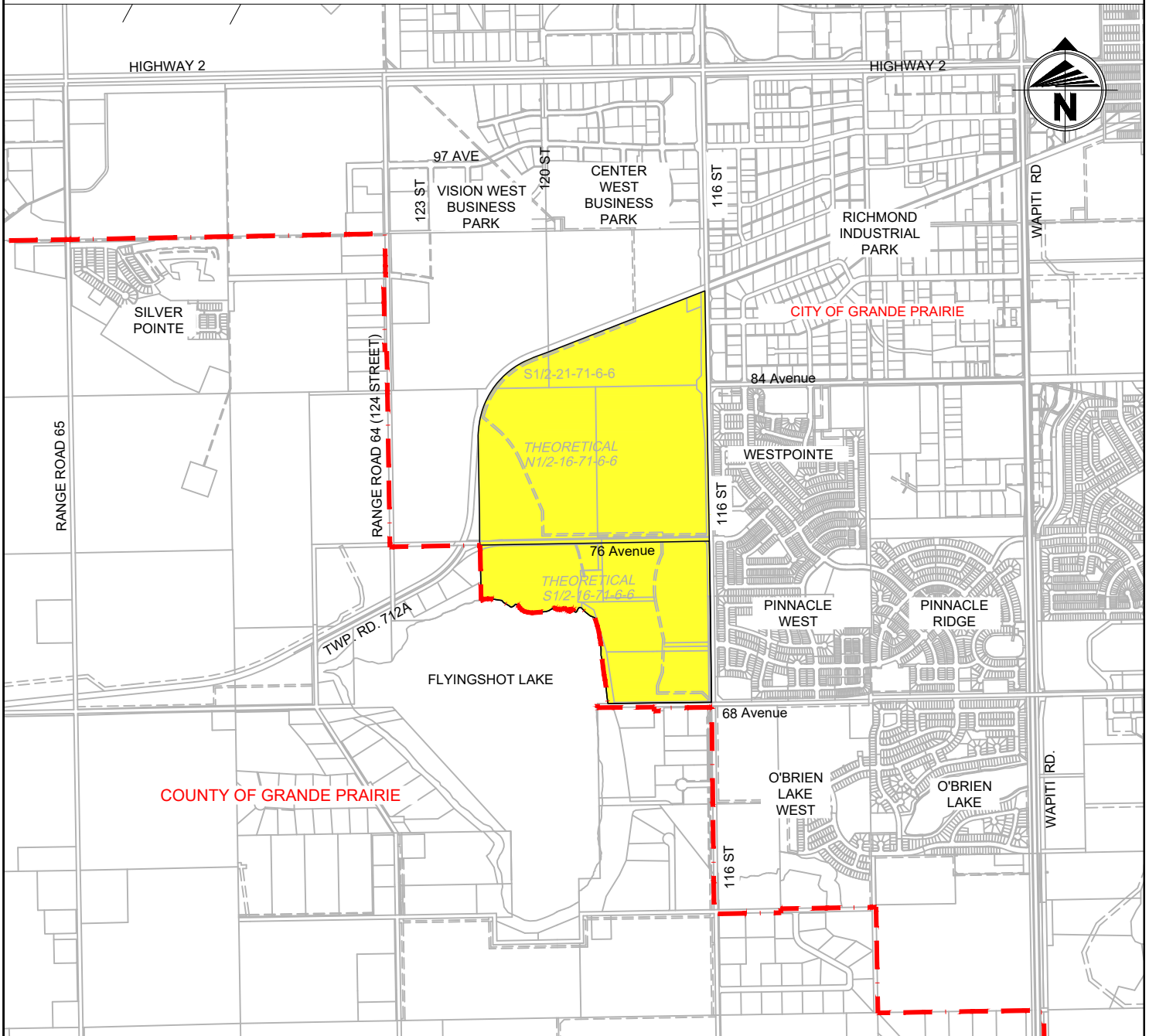
7.2 Plan Amendments

- 7.2.1. Unless otherwise noted, an amendment to this ASP shall be required if in the opinion of the City a proposed OP results in one or more of the following changes to the ASP:
 - a) a change in the general land use pattern of an area or site except as provided in this ASP;
 - b) a change in location of a school site or major park;
 - c) the elimination, reclassification, or significant realignment of proposed arterial roads, or the relocation of intersections with major collector roads; or
 - d) significant changes to the location of major utility networks or stormwater management facilities.
- 7.2.2. The land use areas and population densities provided in this Plan are approximate and subject to refinement through individual OP's.

7.3 Outline Plan Areas

- 7.3.1 There will be separate OP's for the areas north and south of 76 Avenue, as illustrated on Map 11.

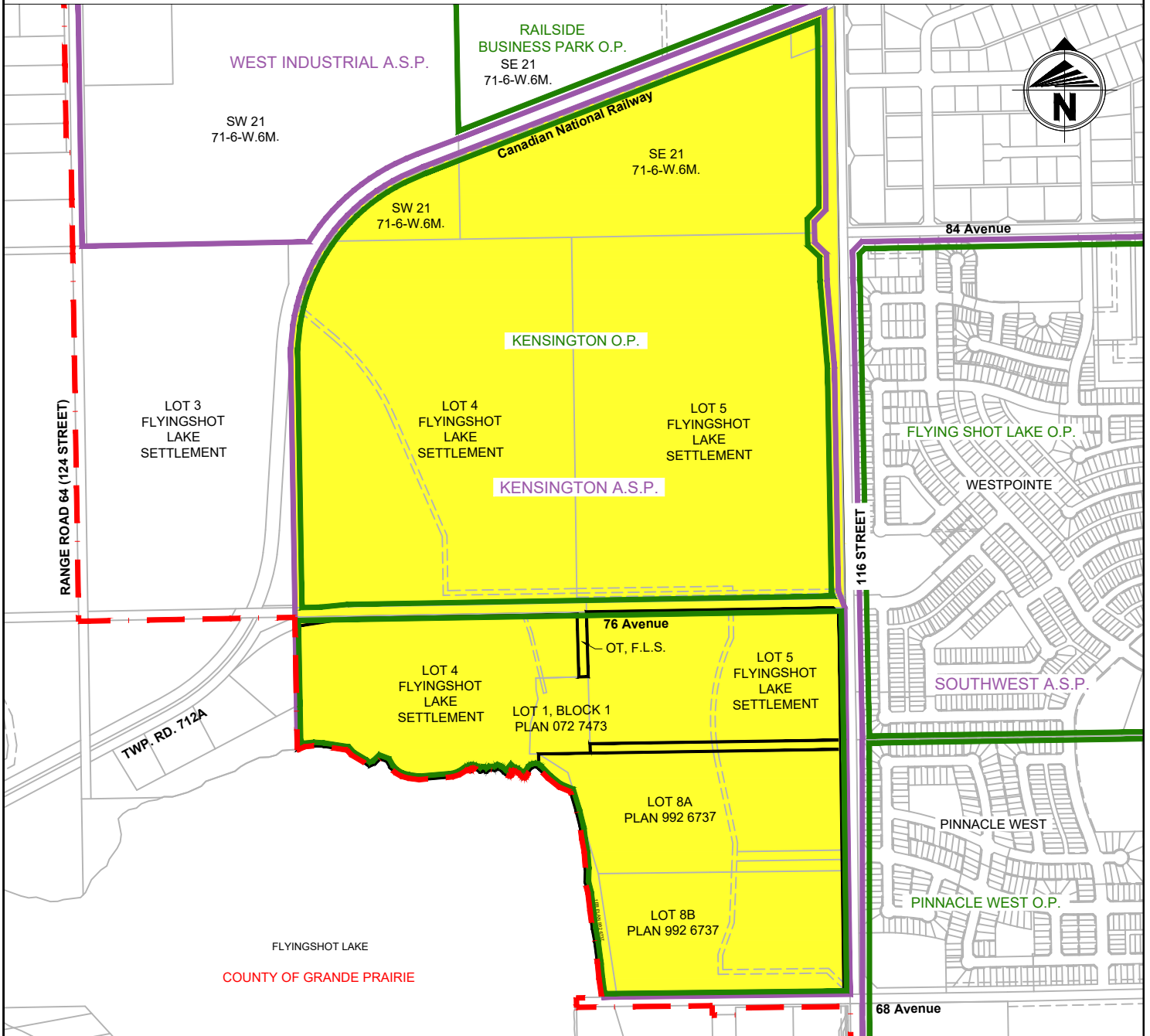
Map 1 - Location Map



Legend

- City Boundary
- Area Structure Plan Amendment Area

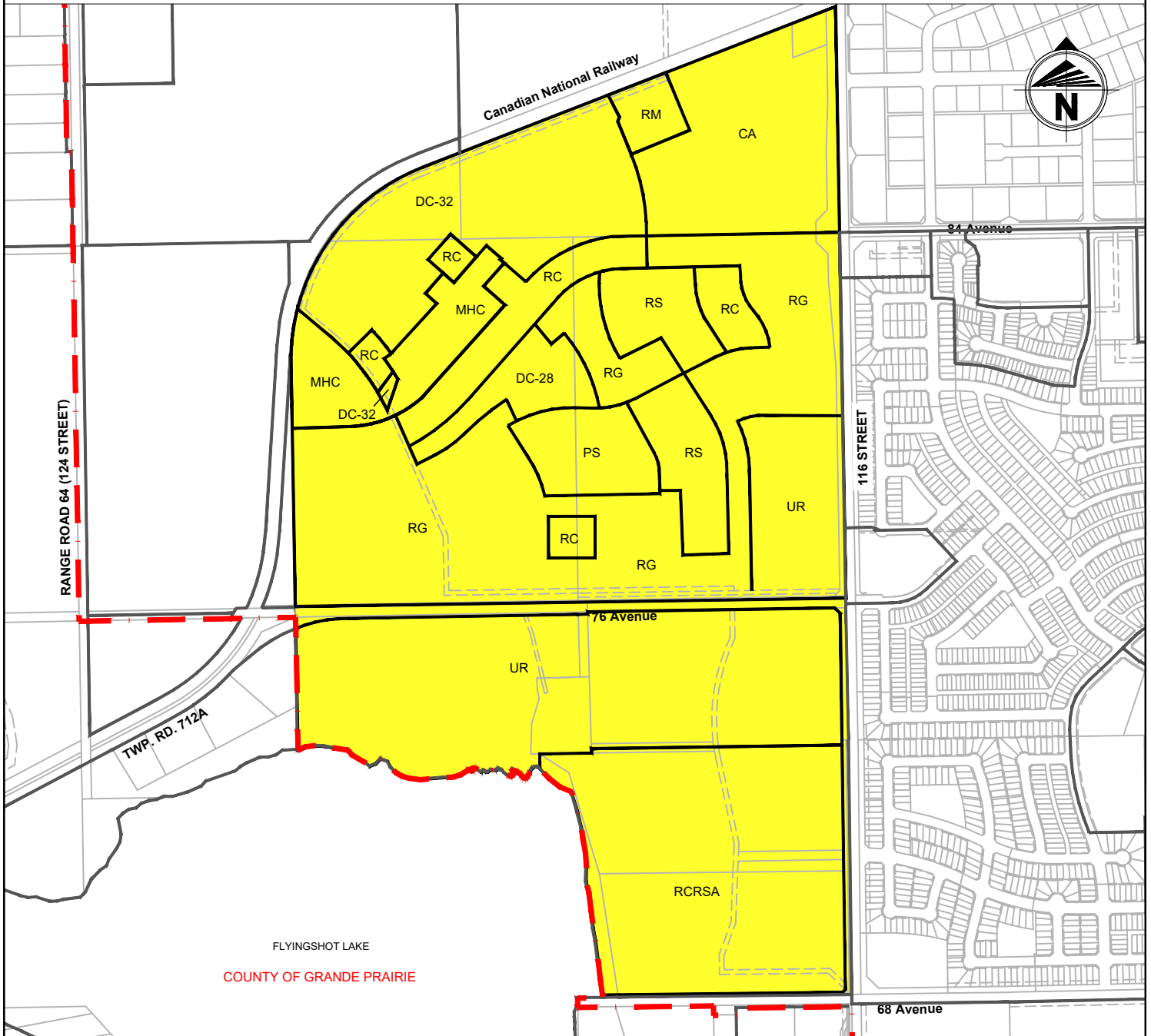
Map 2 - Context



Legend

- City Boundary
- Area Structure Plans
- Area Structure Plan Amendment Area
- Outline Plans

Map 3 - Zoning



Legend

	City Boundary	CA	ARTERIAL COMMERCIAL DISTRICT	RCRSA	COUNTY RESIDENTIAL DISTRICT
	Area Structure Plan Amendment Area	DC-28	DIRECT CONTROL DISTRICT	RG	GENERAL RESIDENTIAL DISTRICT
		DC-32	DIRECT CONTROL DISTRICT	RM	MEDIUM DENSITY RESIDENTIAL
		MHC	MANUFACTURED HOME COMMUNITY	RS	SMALL LOT RESIDENTIAL
		PS	PUBLIC SERVICE	UR	COUNTY URBAN RESERVE
		RC	COMBINED DENSITY RESIDENTIAL		

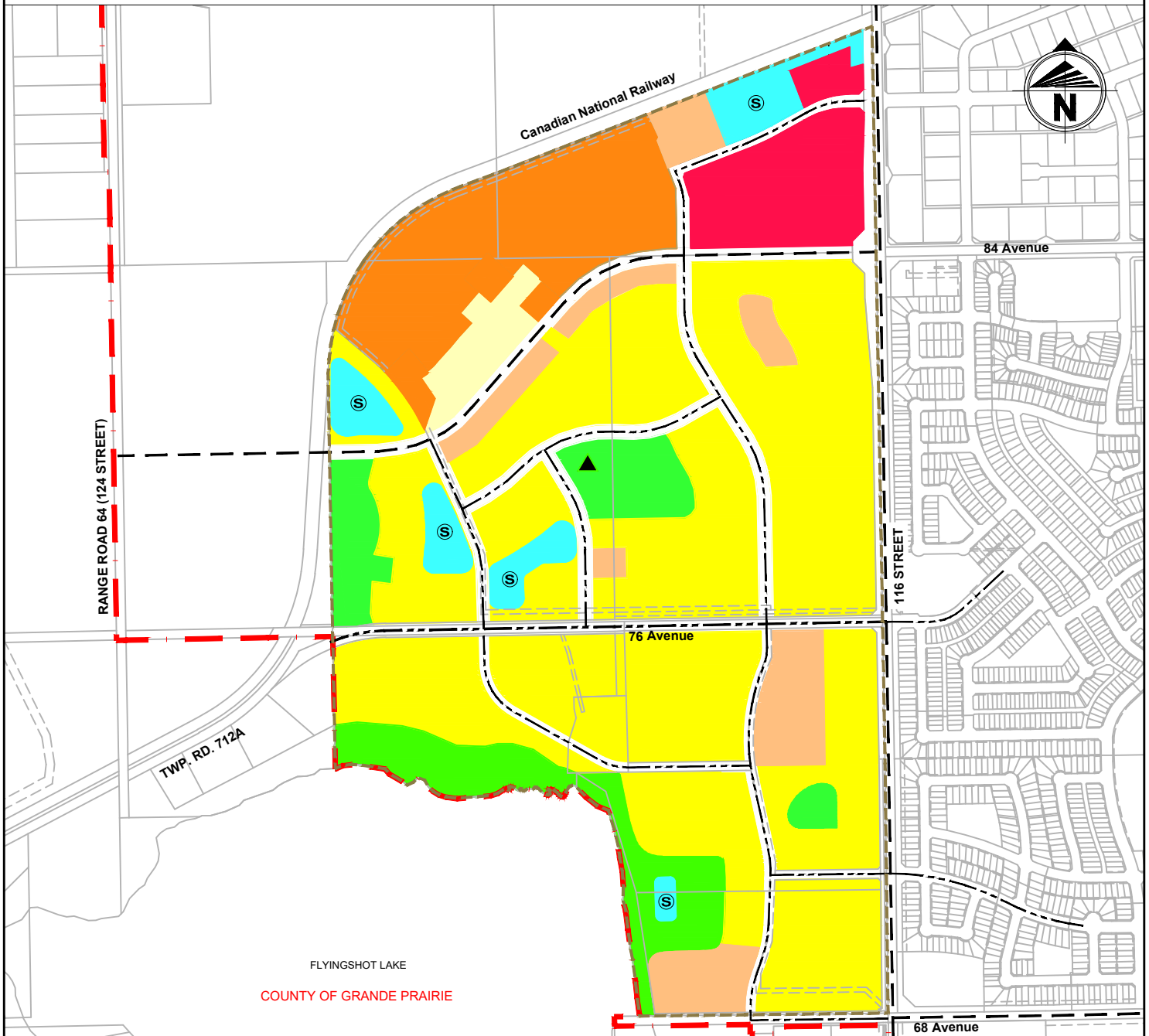
Map 4 - Site Features



Legend

- City Boundary
- ★ Abandoned Well
- Existing Building

Map 5 - Development Concept



Legend

- | | | | |
|---------------------------|-------------------|--------------------------------|--------------------|
| City Boundary | Green Space | Residential Condo Community | Plan Area Boundary |
| Multi-Family Residential | Residential (MHC) | Stormwater Management Facility | Arterial Road |
| Single Family Residential | Commercial | | Collector Road |
| | | | School |

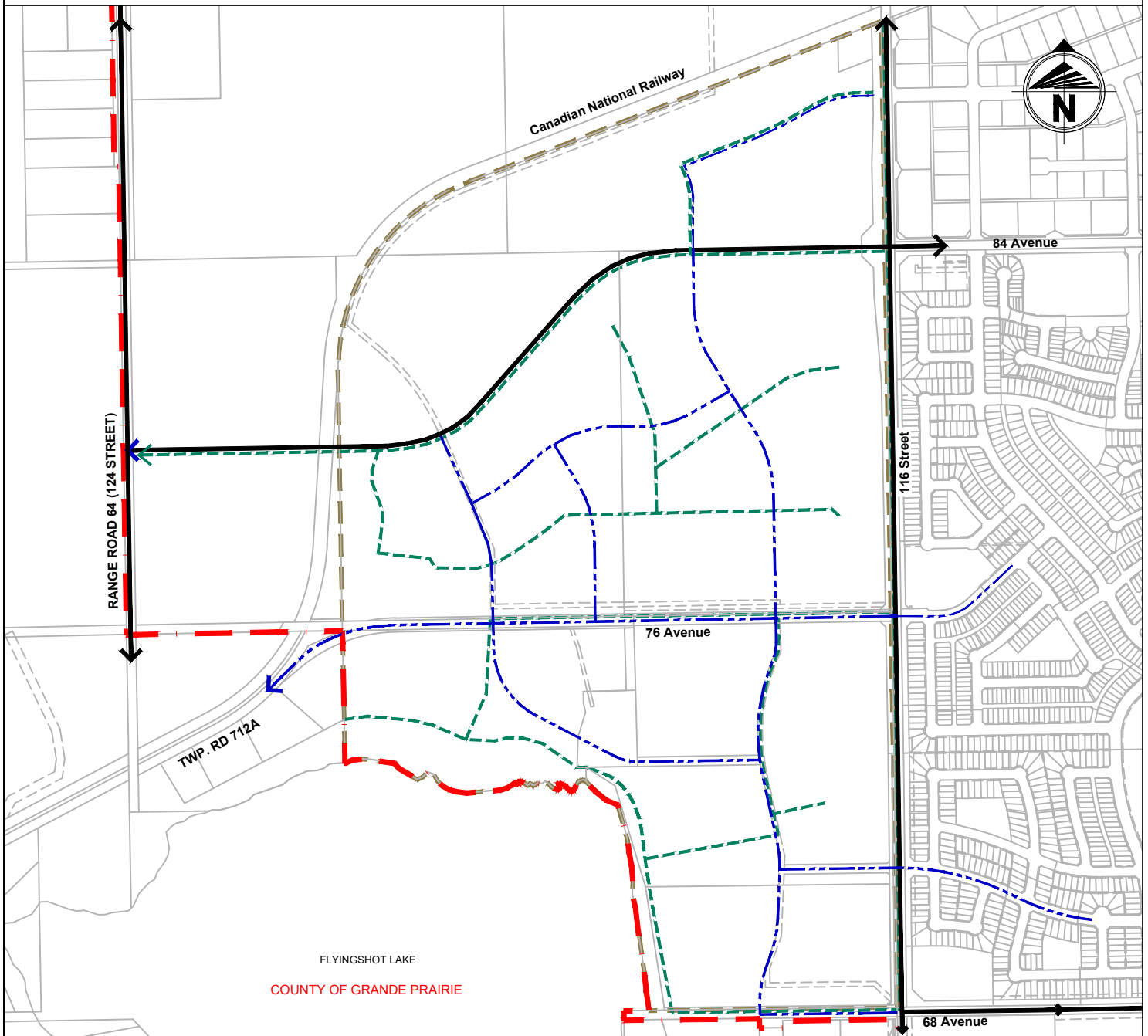
Map 6 - Open Space



Legend

- City Boundary
- Plan Area Boundary
- School
- Green Space
- Walking Trail
- Neighbourhood Park
- Stormwater Management Facility

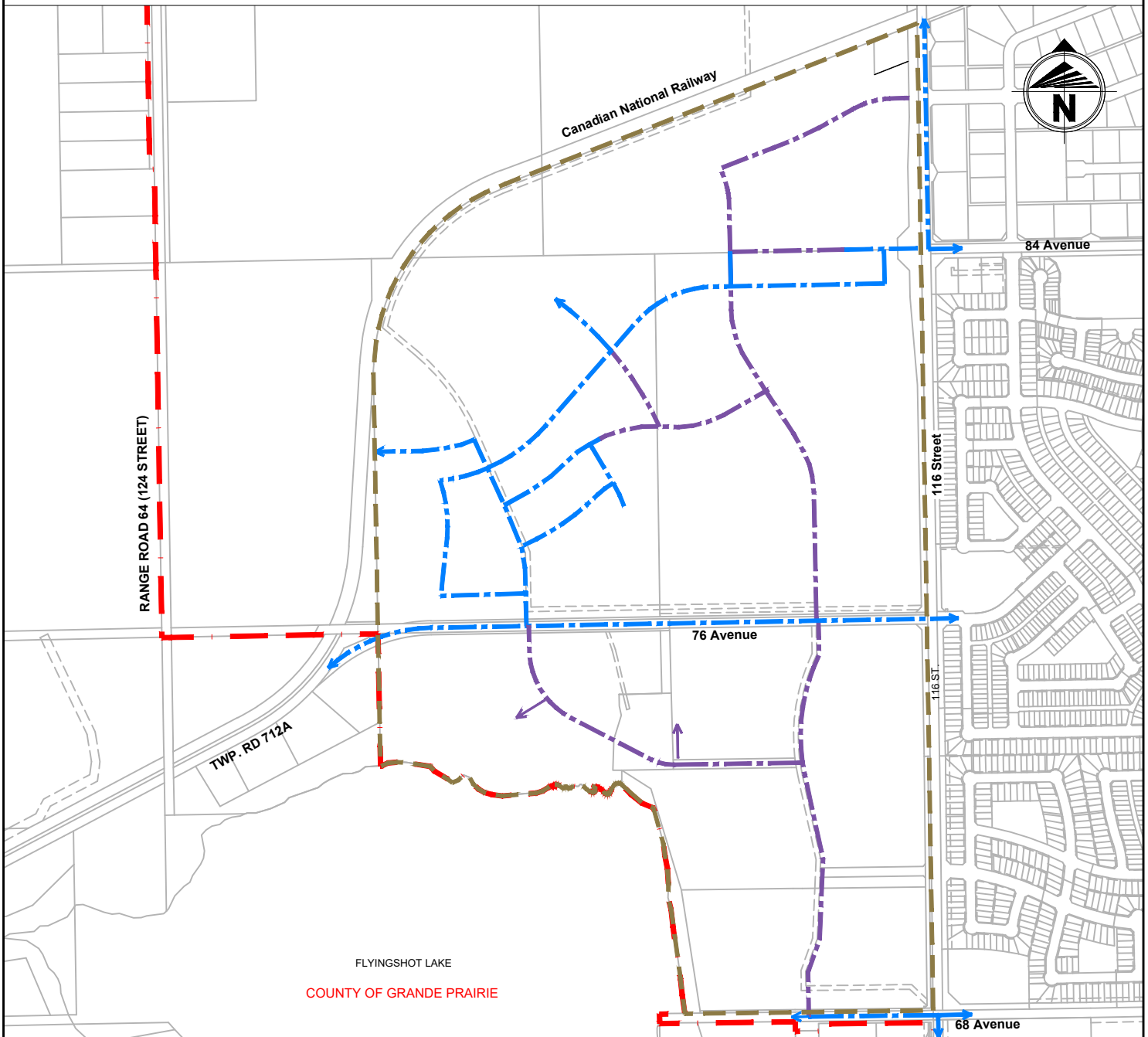
Map 7 - Transportation Network



Legend

- | | |
|---|--|
| --- City Boundary | --- Collector Road |
| --- Plan Area Boundary | --- Walking Trail |
| — Arterial Road | |

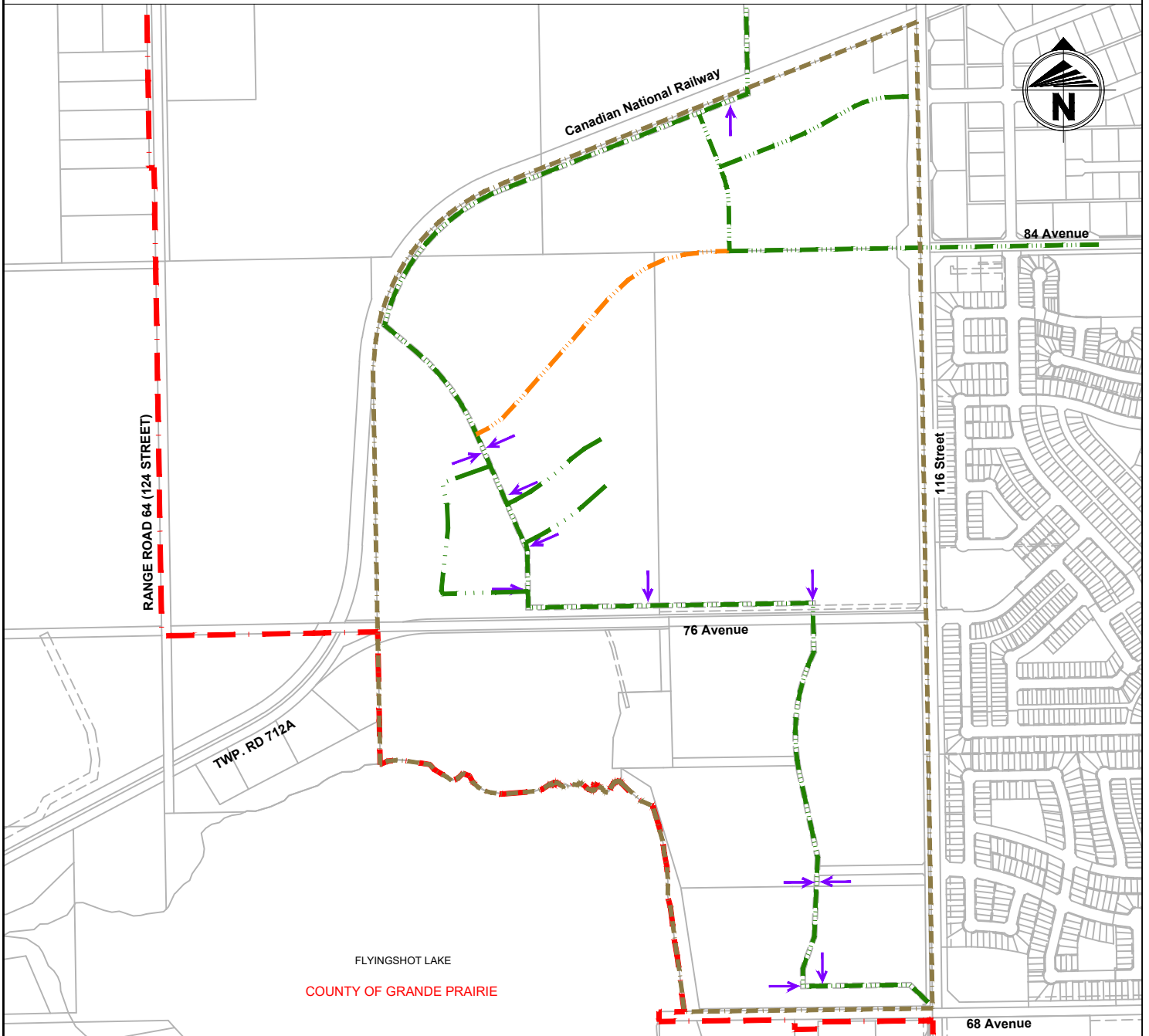
Map 8 - Water Service



Legend

- City Boundary
- Plan Area Boundary
- Proposed Water System
- Existing Water System

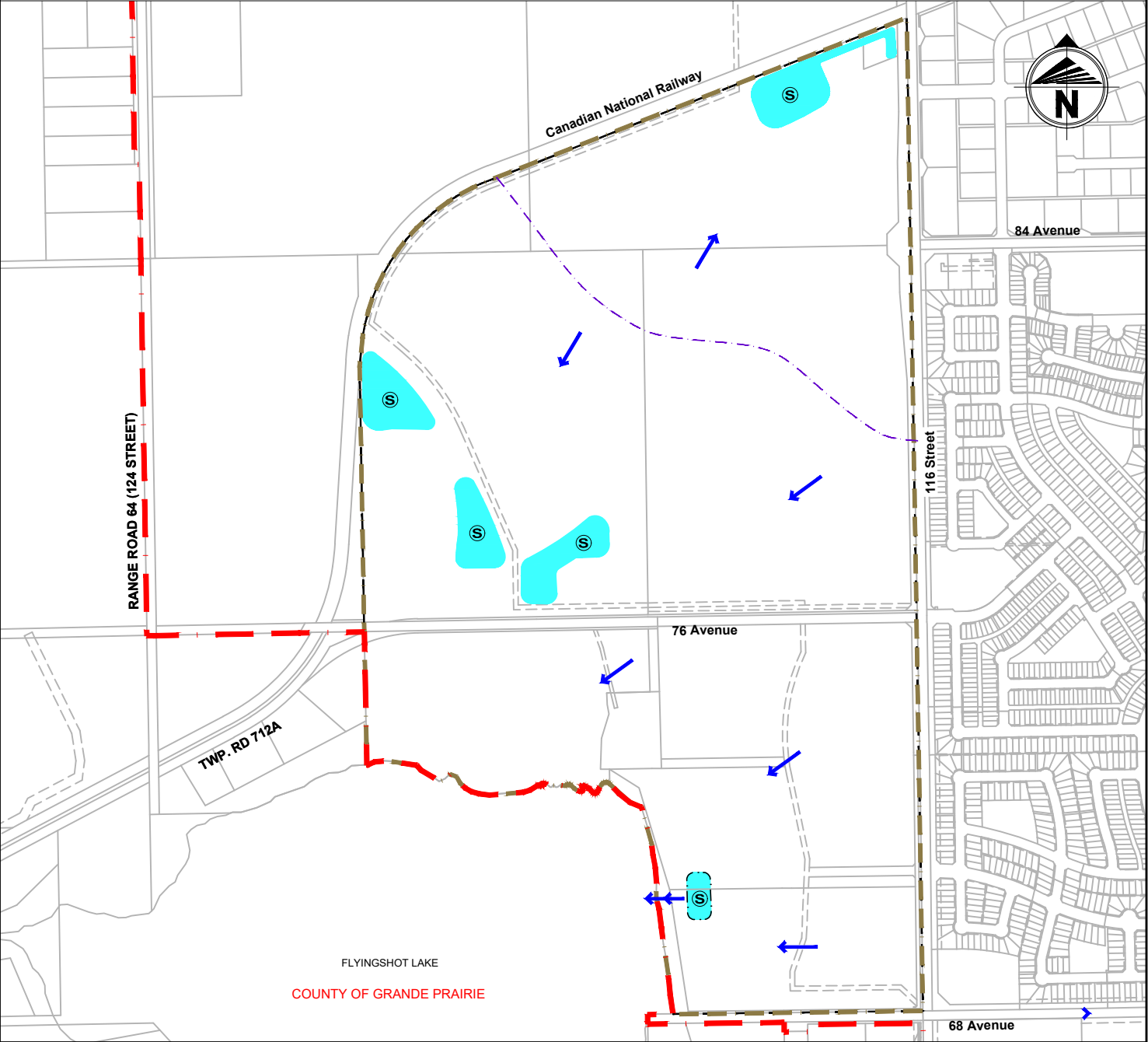
Map 9 - Sanitary Service



Legend

- - - City Boundary
- - - Plan Area Boundary
- - - Possible Future Relief
- - - Existing Sanitary Sewer
- ➔ Potential Sanitary Connections

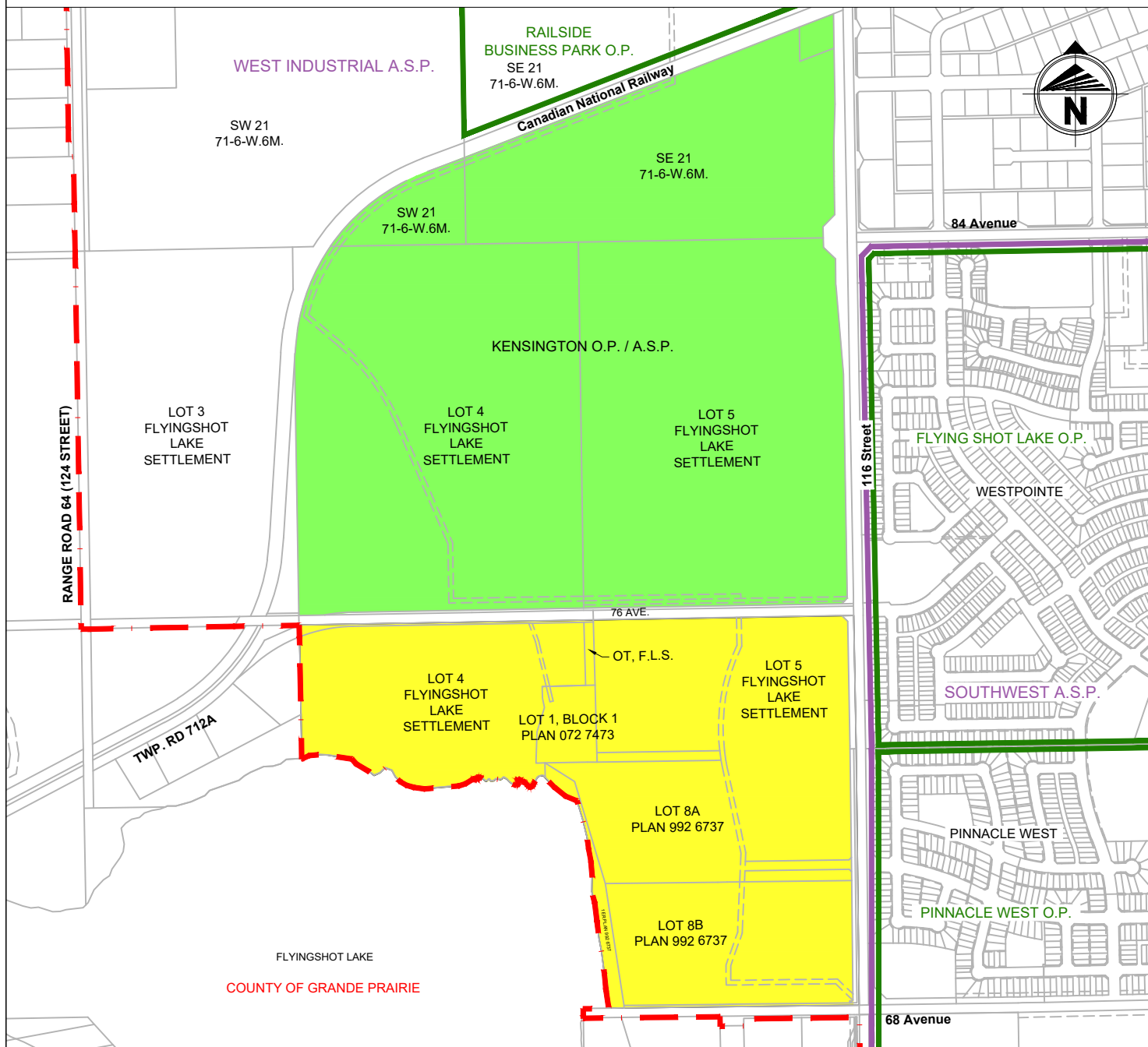
Map 10 - Stormwater Management



Legend

- City Boundary
- Plan Area Boundary
- Catchment Area
- Drainage Area Summit
- Stormwater Management Facility
- Direction of Flow
- Discharge Point

Map 11 - Outline Plan Areas



Legend

- City Boundary
- Outline Plan Areas (Existing)
- Outline Plan Areas (Proposed Addition)