

CITY OF GRANDE PRAIRIE

OFFICE CONSOLIDATION

BYLAW C-1344

**A Bylaw to adopt the
Kensington Outline Plan**

**(As Amended by Bylaw C-1344A, C-1344B, C-1344C
C-1344D, C-1344E, C-1344F, C-1344G and C-1344H)**

**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 Outline Plan” Bylaw.
2. The Kensington Outline Plan, attached as Schedule “A”, is hereby adopted as an Area Structure Plan for Lots 4 and 5, Flyingshot Settlement, and part of the South ½ of Section 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 5 day of September , 2017.

“B. Given” (signed)
Mayor

“S. Walker” (signed)
Acting Corporate Services Director

READ a second time this 18 day of September , 2017.

READ a third time and finally passed this 18 day of September . 2017.

“B. Given” (signed)
Mayor

“S. Walker” (signed)
Acting Corporate Services Director

KENSINGTON OUTLINE PLAN

Bylaw C-1344
Adopted September 18, 2017

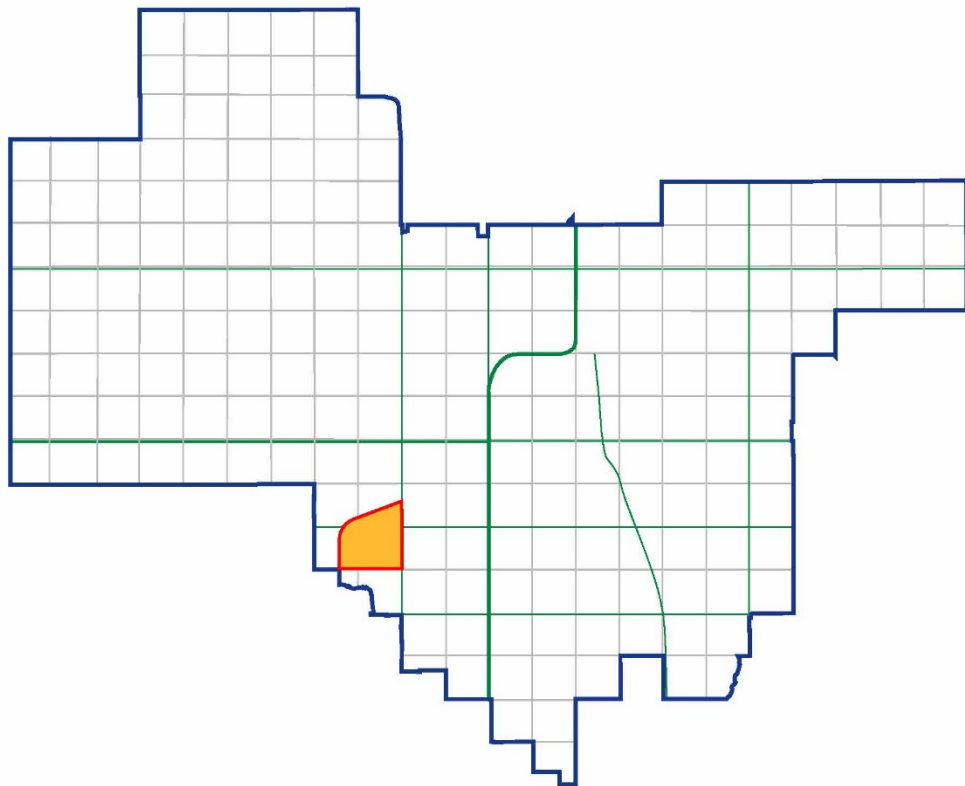


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1.0 INTRODUCTION

1.1 Purpose of Plan

This Kensington Outline Plan (OP) has been prepared on behalf of the owners of the subject lands to provide a detailed framework for the future development of lands in the southwest area of the City of Grande Prairie (City) for residential and commercial 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, the Plan 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.

1.2 Plan Area Location

This OP applies to 122.7 ha of land, legally described as Lots 4 and 5, Flyingshot Lake Settlement, and part of the South ½ of Section 21-71-6-W6M. The site is bounded to the east by 116 Street, to the south by 76 Avenue, and to the north and west by the rail line as illustrated on Map 1.

1.3 Ownership and Dispositions

The Plan area consists of three parcels of land totaling 122.7 ha 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	43.1
Pt. S½ 21-71-6-W6M	Private Owner	28.4
Road Plan 2783CL	Municipality	1.1
Road Plan 0526551	Municipality	0.6
Road Plan 1122943	Municipality	2.6
Road Plan 1125687	Municipality	0.5
Total		122.7

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

1.4 Policy and Regulatory Context

This 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, the promotion of a diversity of housing types, economic diversification, and expansion of the City's commercial assessment base.

This OP is also guided by the policies and development concepts contained in the Kensington Area Structure Plan.

As illustrated in Map 2, the subject land is designated as Urban Reserve (UR) in the City of Grande Prairie Land Use Bylaw (LUB) C-1260. The site will be rezoned to reflect the land uses contained in this OP prior to subdivision and development approval. In addition, the subject land is located within the 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).

Map 2 also illustrates the 25 Noise Exposure Forecast (NEF) contour of the Grande Prairie airport runway approach, which encroaches on the northeast corner of the Plan area. Residential land uses are not to be located within this 25 NEF boundary.

1.5 Site Characteristics

As illustrated in Map 3 the Plan area is in agricultural use, with the exception of a light industrial development in the southeast corner consisting of numerous out-buildings and vehicle storage. The Plan area is predominantly cleared of natural vegetation with the exception of a heavily forested area in the southwest corner, and some isolated tree stands along the south boundary.

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.

An abandoned well site is located in the southwest corner of the Plan area adjacent to the treed area. A search of provincial 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. A natural gas line right-of-way is located along the south boundary of the Plan area.

A separate parcel (Lot 1, Block 1, Plan 0422706) containing a residence is located to the west of the Plan area, adjacent to 76 Avenue east of the rail line.

As illustrated on Map 3, 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 southwest corner of Lot 4 at 655 m, representing an average grade of approximately 1.3%. The most significant topography is situated in the west end of the Plan area with an average grade exceeding 1.7%. A 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%.

2.0 DEVELOPMENT PLAN

2.1 Plan Objectives

This OP is intended to achieve the following objectives:

1. To provide an overall framework for future residential and commercial development in the southwest area of the City that is compatible with development located on, or proposed for, adjacent lands;
2. To develop a safe and efficient transportation network that meets the needs of passenger vehicles, pedestrians, cyclists, and public transit;

3. To create a neighbourhood with a comprehensively planned parks and open space network that provides a school site and a diverse range of recreation opportunities; and

(Bylaw C-1344A - May 21, 2019)

4. To develop an efficient municipal servicing and phasing system for the Plan area.

2.2 Development Concept

The proposed land use concept for this OP is illustrated on Map 4, and a summary of land uses is provided in Table 2. The net developable area available is approximately 116.8 hectares.

Table 2 - Land Use Summary

Land Use	Lot 4	Lot 5	S½ 21	Total Area (ha)	Percent
Gross Developable Area	46.66	45.90	30.10	122.66	
Less Existing ROW	0.30	2.80	1.70	4.80	
Less Environmental Reserve	1.10	-	-	1.10	
Net Developable Area	45.26	43.10	28.40	116.76	100.0
Residential	23.59	24.23	14.54	62.36	53.4
Single Family	10.95	16.57	-	27.52	23.6
Single Family (Laned)	-	5.59	-	5.59	4.8
Multi-Family Low Density	1.52	2.07	-	3.59	3.0
Manufactured Home Community	3.39	-	-	3.39	2.9
Mixed Residential Condo Community	7.73	-	12.92	20.65	17.7
Multi-Family Medium Density	-	-	1.62	1.62	1.4
Commercial	-	-	9.26	9.26	7.9
Open Space	6.40	5.24	-	11.64	10.0
School Site	1.50	3.14	-	4.64	4.0
Neighbourhood Parks	4.90	2.10	-	7.00	6.0
Utilities	5.56	1.30	2.02	8.88	7.6
Stormwater Management Ponds	4.60	-	2.02	6.62	5.7
Public Utility Lots	0.96	1.30	-	2.26	1.9
Roads	9.71	12.33	2.58	24.62	21.1
116 Street Widening*	-	0.26	-	0.26	0.2
84 Avenue Arterial	3.33	1.21	1.08	5.62	4.8
Collector Roads	2.75	2.49	1.50	6.74	5.8
Local Roads	3.56	7.56	-	11.12	9.5
Lanes	0.07	0.81	-	0.88	0.8

*Note: Road widening will likely be required within SE 21-71-6-6. Extents of required widening shall be determined through detailed design or functional study.

(Bylaws C-1344A – May 21, 2019, C-1344B – January 25, 2021, C-1344C – March 8, 2021, C-1344D – July 12, 2021, C-1344E – February 7, 2022, C-1344G – December 2, 2024 and C-1344H – February 24, 2025)

2.3 Residential Development

The largest single land use in the Plan is single family residential development, totaling approximately 33.1 ha and occupying 28 percent of the Plan area. The majority of the single family lots are to have a minimum lot width of 12.2 m in accordance with the General Residential (RG) District, totaling approximately 472 units as outlined in Table 3. The balance of the single family development, consisting of approximately 220 units will be developed in accordance with the Small Lot Residential (RS) District and a (DC) Direct Control District. A tentative lotting plan is provided in Map 5.

(Bylaws C-1344C – March 8, 2021 and C-1344H – February 24, 2025)

Table 3 - Dwelling Unit Yield and Population Generation

Land Use (Zoning)	Frontage/Area	Density	Units	Persons/ Unit	Population
Single Family (RG)	6,733 m	12.2 m/unit	552	3.2	1,766
Single Family Small Lot w/ Lane (RS)	1,178 m	10.4 m/unit	113	3.2	362
Single Family Small Lot w/out Lane (RS)	342 m	11.0 m/unit	31	3.2	99
Multi-Family Low Density (RC)	3.59 net ha	40 u/net ha	144	2.4	348
Manufactured Homes Community (MHC)	3.39 gross ha	14.5 u/gross ha ¹	50	3.2	160
Mixed Residential Condo Community	20.65 gross ha	12.8 u/gross ha	264	4.0	1,056
Multi-Family Medium Density (RM)	1.62 gross ha	127.1 u/gross ha	206	1.6	330
Single Family Small Lot w/ Lane (DC)	286 m	9.15 m/unit	31	3.2	99
Single Family Small Lot w/out Lane (DC)	478 m	10.4 m/unit	45	3.2	144
Total			1,436		4,364

(Bylaws C-1244B – January 25, 2021, C-1344C – March 8, 2021,
C-1344D – July 12, 2021, C-1344G – December 2, 2024 and C-1344H – February 24, 2025)

A manufactured home community totaling 3.4 ha is proposed for the westerly portion of the Plan area north of the 84 Avenue arterial. It is anticipated that this development will accommodate approximately 50 units based on densities in similar communities in the City. The design of this site will include provision for noise berms, fencing, and/or landscaped buffers from the abutting rail line in accordance with accepted guidelines associated with residential development in proximity to rail lines. In addition, the design of the manufactured home community will include sidewalks and/or trails to provide pedestrian connectivity. The community will also make provision for 10% internal private park space as per the requirements of the Manufactured Home Community (MHC) District.

(Bylaws C-1344B – January 25, 2021, C-1344D – July 12, 2021, and C-1344H – February 24, 2025)

Deleted by Bylaw C-1344G – December 2, 2024.

An area of RM totaling 1.62 ha is proposed at the corner of 118th street and 89th Ave. This site will be bounded by the Mixed Residential Condo Community on the west and a proposed storm pond on the east. It will be situated between 89th Ave and the existing rail line to the north. The site will include a noise berm and fencing in accordance with accepted guidelines associated with residential development in proximity to rail lines. It is anticipated that this parcel will accommodate 206 units, and support 330 residents.

(Bylaw C-1344H – February 24, 2025)

A mixed RC and DC Residential Condo Community totaling 20.65 ha is proposed between the manufactured home community and the rail line. It is anticipated that this development will accommodate approximately 264 units and consist of a mixture of semi-detached and single detached dwellings with secondary suites. The development will continue the pedestrian connectivity of the manufactured home community. The design of this site will include provision for noise berms, fencing and/or landscaping buffers from the abutting rail line in accordance with accepted guidelines associated with residential development in proximity to rail lines.

(Bylaws C-1344D - July 12, 2021, C-1344E - February 7, 2022 and C-1344G – December 2, 2024)

Several nodes of low density multi-family development totaling 3.59 ha are proposed for the neighbourhood. The development envisioned for these sites would include street-oriented town houses and semi-detached dwellings that are compatible with low density residential development. It is anticipated that approximately 144 units may be provided in these areas accommodating approximately 348 residents. It is assumed that these sites would be developed in accordance with the provisions of the Combined Residential (RC) District.

(Bylaws C-1344C - March 8, 2021 and C-1344H – February 24, 2025)

Table 4 - Student Generation

Student Generation Total	19.0% of Population	4,364
Population Total Students Total	65.5% of Total Students	830
Public	32.5% of Total Students	544
Total Separate Total Francophone	2.0% of Total Students	270
		16
Public School Students Total	70.1% of Students	544
Students Total K-8	29.9% of Students	381
Total 9-12		163
Separate School Students Total	72.9% of Students	270
Students	27.1% of Students	197
Total K-8 Total 9-12		73
Francophone School Students	87.0% of Students	16
Total Students	13.0% of Students	14
Total K-8 Total 9-12		2

(Bylaws C-1344B – January 25, 2021, C-1344C – March 8, 2021, C-1344D – July 12, 2021, C-1344E – February 7, 2022, C-1344G – December 2, 2024 and C-1344H – February 24, 2025)

Notes: Total Students¹ = 19.0% of Total Population (190 students/1,000 population)
Public School Students = 65.5% of Total Students
Separate School Students = 32.5% of Total Students
Francophone School Students = 2.0% of Total Students
Public K-8 Students = 70.1% of Total Public Students
Separate K-8 Students = 72.9% of Total Separate Students
Francophone K-8 Students = 87.0% of Total Francophone Students
(Bylaw C-1344H – February 24, 2025)

As illustrated in Table 4, a total population of approximately 4,364 people are estimated to be accommodated in the Plan area, of which approximately 830 are estimated to be of school age. Overall, the area will accommodate an average density of 19.5 units and population of 70 persons per net developable residential hectare.

(Bylaws C-1344B – January 25, 2021, C-1344C – March 8, 2021, C-1344D – July 12, 2021, C-1344G – December 2, 2024 and C-1344H – February 24, 2025)

All residential development is sited or to be designed in accordance with the “Guidelines for New Development in Proximity to Railway Operations”, prepared in 2013 for the Federation of Canadian Municipalities and the Railway Association of Canada. This includes provisions for internal buffering Mixed Residential Condo Community and Multi-Family Medium Density Area and appropriate distance separation from the proposed 84 Avenue rail line crossing.

(Bylaws C-1344B – January 25, 2021, C-1344D – July 12, 2021
C-1344G – December 2, 2024 and C-1344H – February 24, 2025)

2.4 Commercial Development

A commercial node of approximately 9.26 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-1344H – February 24, 2025)

¹ Based on the current City population of 63,166 (2016 federal census), and total September 2016 City school enrolment of 12,002
GP Public School District 7858 (5507 Grades K-8; 2351 Grades 9-12)
GP Catholic School District 3905 (2845 Grades K-8; 1060 Grades 9-12)
Ecole Nouvelle Frontiere 239 (208 Grades K-8; 31 Grades 9-12)

2.5 Parks and Open Space

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 11.6 ha, all of which is to be dedicated in parcel form in the residential neighbourhood. It is proposed that the open space (illustrated in Map 6) be allocated as follows:

(Bylaw C-1344H – February 24, 2025)

1. A school site of approximately 4.6 ha is to be provided at a central location 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.

(Bylaw C-1344A – May 21, 2019)

2. A large natural park, incorporating much of the forested area located at the southwest portion of the Plan area, is proposed to provide required buffering between proposed residential development and the rail line, as well as to maintain the privacy of the residents of the adjacent residential lot to the west (Lot 1, Block 1, Plan 0422706). According to the biophysical assessment, approximately 1.1 ha of this treed area in two (2) pockets of approximately 0.55 ha each is classified as wetland and therefore is to be allocated as environmental reserve and left undisturbed (including buffer area). 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, as well as trail linkages and a playground space.
3. Three (3) neighbourhood parks will be developed in the balance of the Plan area. These parks are to be connected to the community park space by way of green corridors through the neighbourhood. The specific size and configuration of these parks will be confirmed through the Parks Design Report.
4. An allotment of MR is also to be provided around the west and southwest storm pond areas for amenity value and provide (in the case of the southwest ponds) connectivity between the school site and the natural park to the west.

Open space provided in the manufactured home community will be developed privately and will not be applied to the MR allocation.

Pedestrians and cyclists are accommodated by a sidewalk and trail network that provides internal connections between park spaces, as well as connection to the existing arterial trail network along 116 Street. The proposed trails are to be accommodated within MR corridors and within arterial and collector road rights-of-way as illustrated in Map 6. The specific alignment of these trails, as well as the design of mid-block road crossings will be addressed at the detailed design stage.

2.6 Transportation and Utilities

The remainder of the site is allocated to accommodate municipal infrastructure requirements including stormwater management and other utilities (8.8 ha) and roads (24.6 ha).

(Bylaw C-1344H – February 24, 2025)

3.0 INFRASTRUCTURE

3.1 Transportation Network

As illustrated in Map 7, existing arterial access to the Plan area is provided from 116 Street on the east boundary. 116 Street is currently developed as a four-lane, paved arterial road north of 84 Avenue.

Future arterial access will be provided by 84 Avenue, which is a four-lane divided roadway that currently terminates at 116 Street. The first two lanes of 84 Avenue (ultimately a four-lane divided arterial) will be extended by the developer westerly to the rail line and will ultimately connect to 124 Street approximately 400 m further to the west. The alignment of 84 Avenue is curved south to allow for a perpendicular crossing of the rail line and provide for sight lines in accordance with the requirements of CN.

The Plan area will be accessed through a series of internal collector roads. Collector road access is to be obtained from all-directional intersections off 116 Street at 76 Avenue on the south boundary of the Plan area and at three locations from the future 84 Avenue. Collector access to the north side of the Plan area is proposed via intersections along 84th Avenue, and via a new all-directional intersection at 116 Street and 89th Avenue.

(Bylaw C-1344H – February 24, 2025)

Local access to the manufactured home community and Condo Community is proposed from the collector road at the east end of the development, as well as one (1) intersection location on 84 Avenue to the west.

**(Bylaws C-1344B – January 25, 2021, C-1344D – July 12, 2021,
C-1344G – December 2, 2024 and C-1344H – February 24, 2025)**

76th Avenue on the south boundary of the lands is currently a 2-lane rural roadway. This roadway shall remain a rural cross-section. Intersection improvements will be required at 116th Street and 76th Avenue. No improvements to the roadway west of the intersection are currently anticipated. Any cost for works required as part of development approvals shall be the responsibility of the developer(s) requiring the improvement whether that is cost shared between the landowners adjacent or solely the responsibility of one owner.

(Bylaw C-1344H – February 24, 2025)

While the proposed road system operates at an acceptable level of service with the configuration shown, turning movements at the 84 Avenue and 116 Street intersection would be reduced with the introduction of right-in/right-out (RIRO) entrances to the proposed commercial area. RIRO accesses are a viable consideration for the commercial site. Vehicular access to commercial sites significantly increases their viability if geometrically and functionally feasible. With consideration that the majority of the traffic in this area is generated by the commercial site, additional access should be considered. At the detailed design stage and once specific locations are identified, geometry of the access should be considered. If feasible they pose minimal concern to the functionality of the adjacent arterials. Median construction should be implemented with RIRO access to 84 Avenue in order to eliminate left turn movements. Future RIRO access locations off 116 Street and 84 Avenue are functionally acceptable if confirmed to meet TAC guidelines through a geometric assessment once specific locations are known.

(Bylaw C-1344H – February 24, 2025)

Public transit service will be provided within the neighbourhood along the collector roads. Potential routes are illustrated on Map 7.

The balance of the internal roads will be local roads. A portion of residential development is also proposed to be served by rear lanes. At the detailed engineering stage, the design of the local roads will be addressed to alleviate potential congestion caused by the back-to-back lane configuration. A wider than normal road carriageway may be required.

Additional information pertaining to the road network is outlined in the detailed design report for transportation.

3.2 Water Distribution

The proposed final looped water system for the Plan area is illustrated in Map 8. Connections to existing water systems to the east and south are proposed.

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 and trunk mains are illustrated in Map 9.

Sanitary servicing will be provided through the 116 Street Trunk Sewer, which was recently constructed through the Plan area from the south. The design and alignment of the trunk sewer through the neighbourhood allows for gravity servicing for the entire development.

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

3.4 Stormwater Management

Stormwater management for the Plan area is to be served by four (4) pond facilities that are situated to optimize local geography and maintain natural drainage patterns. The proposed ponds are to be located as illustrated in Map 10:

- a) Two (2) connected wet ponds are to be located in the southwest corner of the Plan area, serving as entry features to the neighbourhood;
- b) a single wet pond located at the west end of the Plan area north of the arterial will provide storage for the manufactured home community, and 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.

Stormwater captured in these ponds will then be discharged at predevelopment rates to the rail line and 116 Street ditches and ultimately conveyed to Flyingshot Lake, located to the south.

Additional information pertaining to the storm drainage system, including the accommodation of runoff, 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.

4.0 IMPLEMENTATION

4.1 Phasing

Development in the Plan area will commence with the manufactured home community as Phase 1, with the balance of the land north of 84 Avenue to follow when the market for commercial land allows. Development south of the 84 Avenue arterial is proposed to commence in the southwest corner of the Plan area and proceed easterly as market conditions warrant.

The presence of the existing industrial activity in the southeast corner of the Plan area requires that Phase 1 and 2 Environmental Site Assessments be prepared in advance of the rezoning and subdivision of Phase 9.

A tentative phasing plan is illustrated in Map 11, but given the potential variability of the market, the phases shown are conceptual and may be varied without an amendment to this OP.

4.2 Statutory Plan Amendments

The West Industrial Area Structure Plan (WIASP) was approved in 2002 and affects the north end of the Plan area. In the WIASP, opportunities for industrial development adjacent to the rail line north of 84 Avenue are identified. However, as a new Kensington ASP has been prepared for the Plan area concurrently with this outline plan, the WIASP was amended in May 2017 to exclude this northerly area.

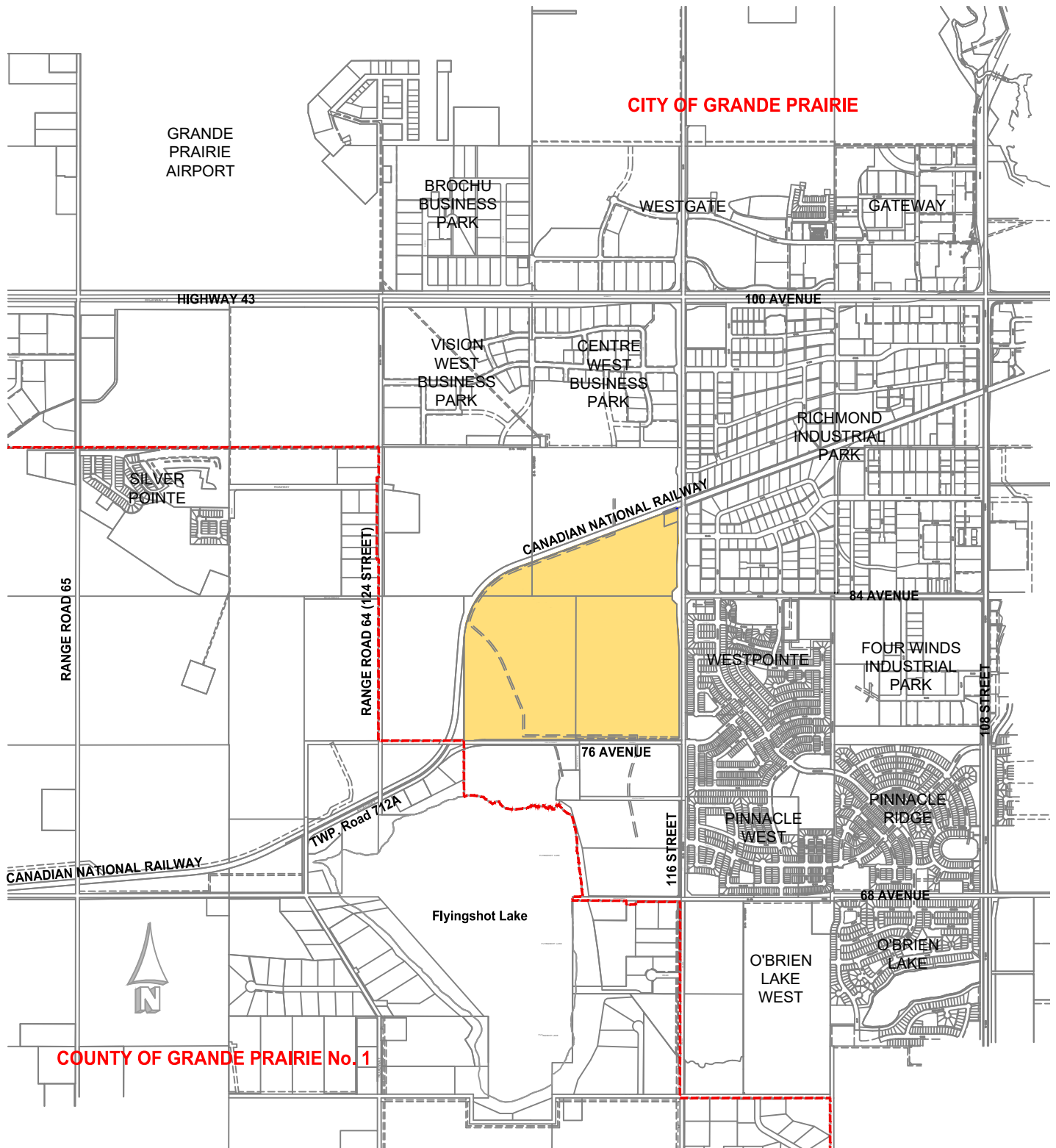
The City's MDP Future Land Use Map was amended in May 2016 (Bylaw C-12371) to reflect the commercial and residential land uses proposed for the lands north of 84 Avenue in the Kensington ASP and this OP.

4.3 Proposed Zoning

Proposed zoning for the Plan area as illustrated in Map 12. The areas slated for residential development will be zoned under the City's General Residential (RG), Small Lot Residential (RS), Medium Density Residential (RM), Combined Residential (RC), Direct Control (DC), and Manufactured Home Community (MHC) Districts at the applicable locations as described in Section 4 of this OP. The proposed commercial area will be zoned under the Arterial Commercial (CA) District, and the Public Service (PS) District will be applied to the storm pond areas and major park spaces.

(Bylaw C-1344H – February 24, 2025)

All zoning changes will be made in advance of subdivision approval.



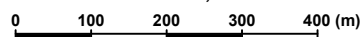
LOCATION MAP

KENSINGTON
OUTLINE PLAN

LEGEND

Plan Area

Scale - 1:30,000

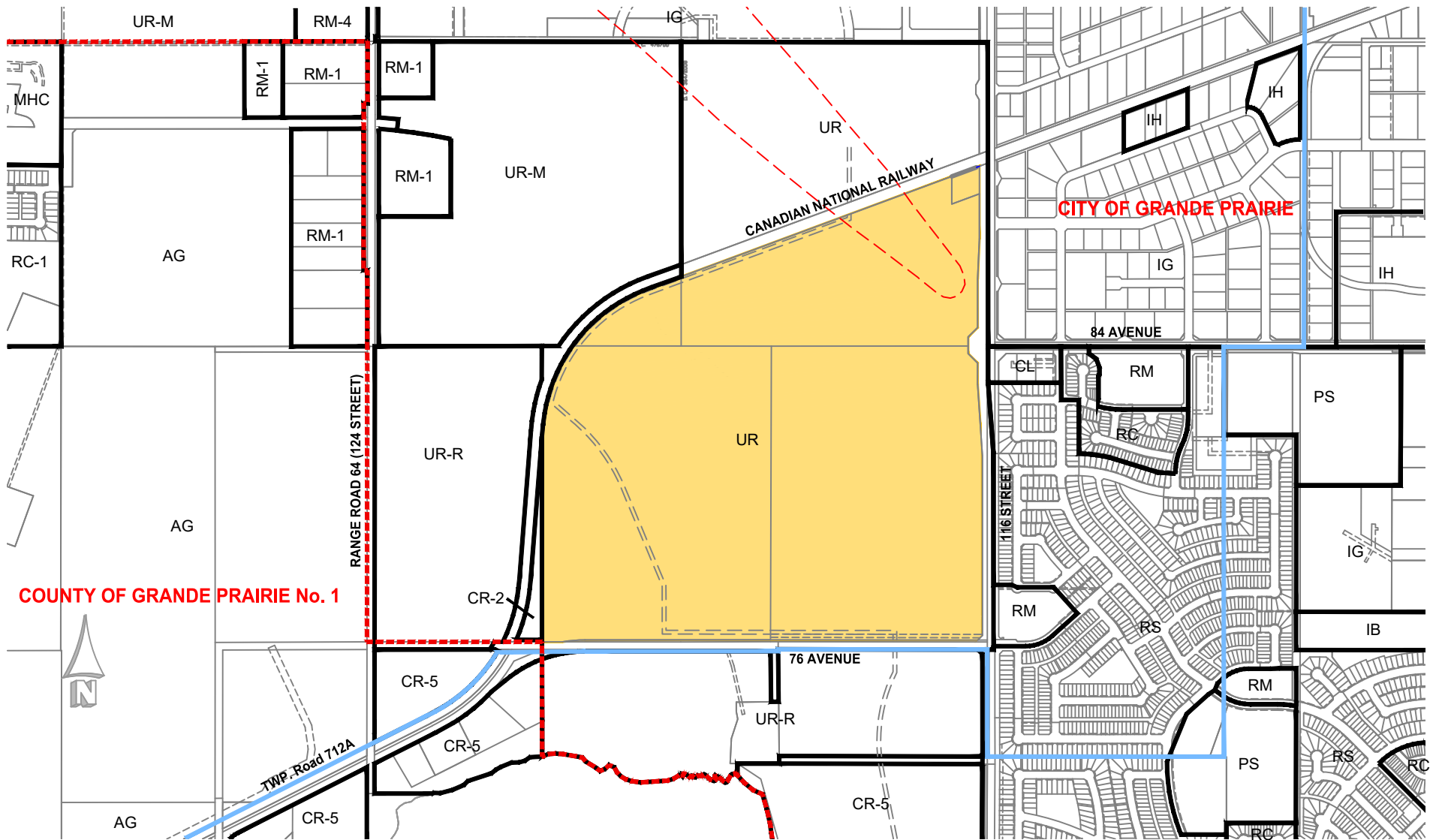


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September 18, 2017

ISL Engineering
and Land Services

HELIX
Engineering Ltd.



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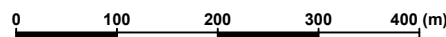
LEGEND

AG	Agricultural	RC-1	Residential Condominium
CR-2	Country Residential	RM-1	Rural Light Industrial
CR-5	Country Residential	UR-M	Urban Reserve Industrial
MHC	Manufactured Home Community	UR-R	Urban Reserve Residential

REGULATORY CONTEXT

KENSINGTON OUTLINE PLAN

Scale - 1:7,500



LEGEND

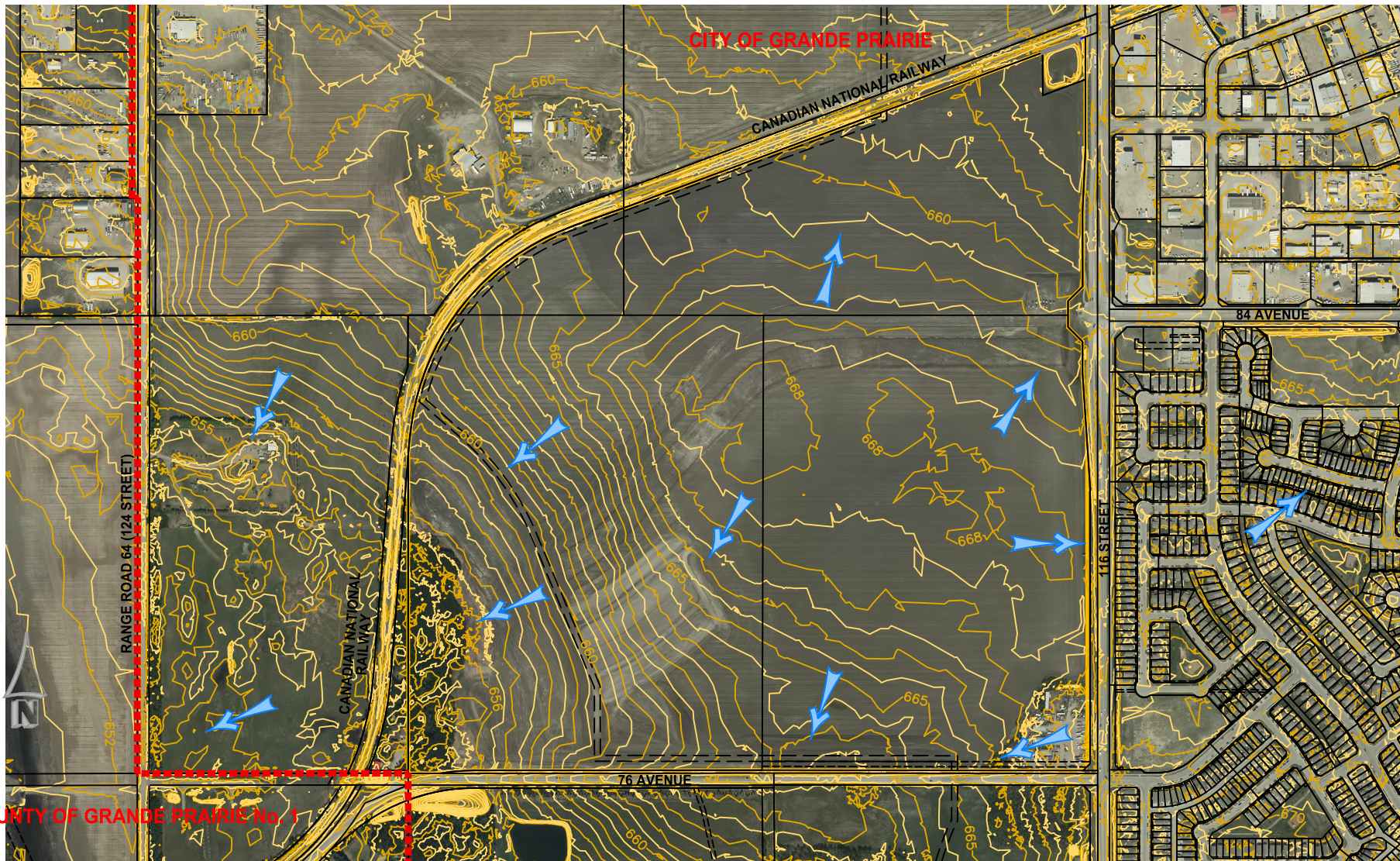
CL	Local Commercial	RC	Combined Density Residential
IB	Industrial Business	RM	Medium Density Residential
IG	General Industrial	RS	Small Lot Residential
IH	Heavy Industrial	UR	Urban Reserve
PS	Public Service		Airport Vicinity Overlay



--- Airport 25 NEF Contour

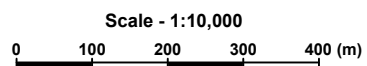
Bylaw C-1344
September 18, 2017

MAP 2



EXISTING CONDITIONS

KENSINGTON OUTLINE PLAN



LEGEND

- Plan Area
- 652— 1m Contour
- ➔ Direction of Flow
- ⊕ Abandoned Oil Well (Approximate Location)



LEGEND

- Open Space (MR)
- Open Space (ER)
- Stormwater Management/PUL
- Road Widening
- School

LAND USE

KENSINGTON OUTLINE PLAN

Scale - 1:10,000

0 100 200 300 400 (m)

LEGEND

- Single Family
- Single Family - Small Lot
- Multi-Family - Low Density
- Mixed Residential Condo Community
- Manufactured Home Community
- Commercial
- Multi-Family Medium Density

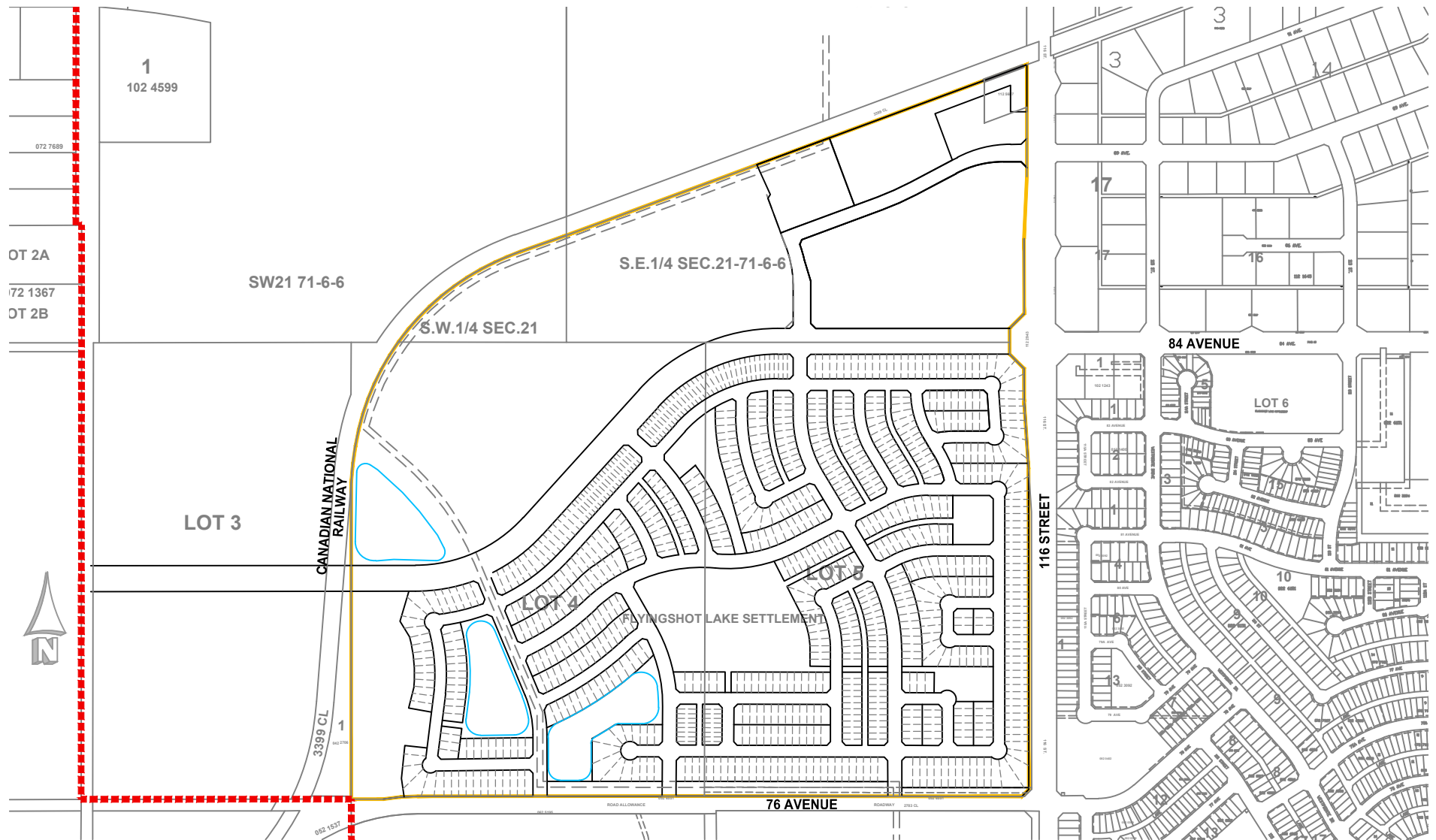


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February 24, 2025

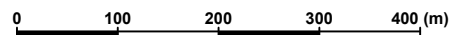
MAP 4



TENTATIVE LOTTING

KENSINGTON OUTLINE PLAN

Scale - 1:7,500

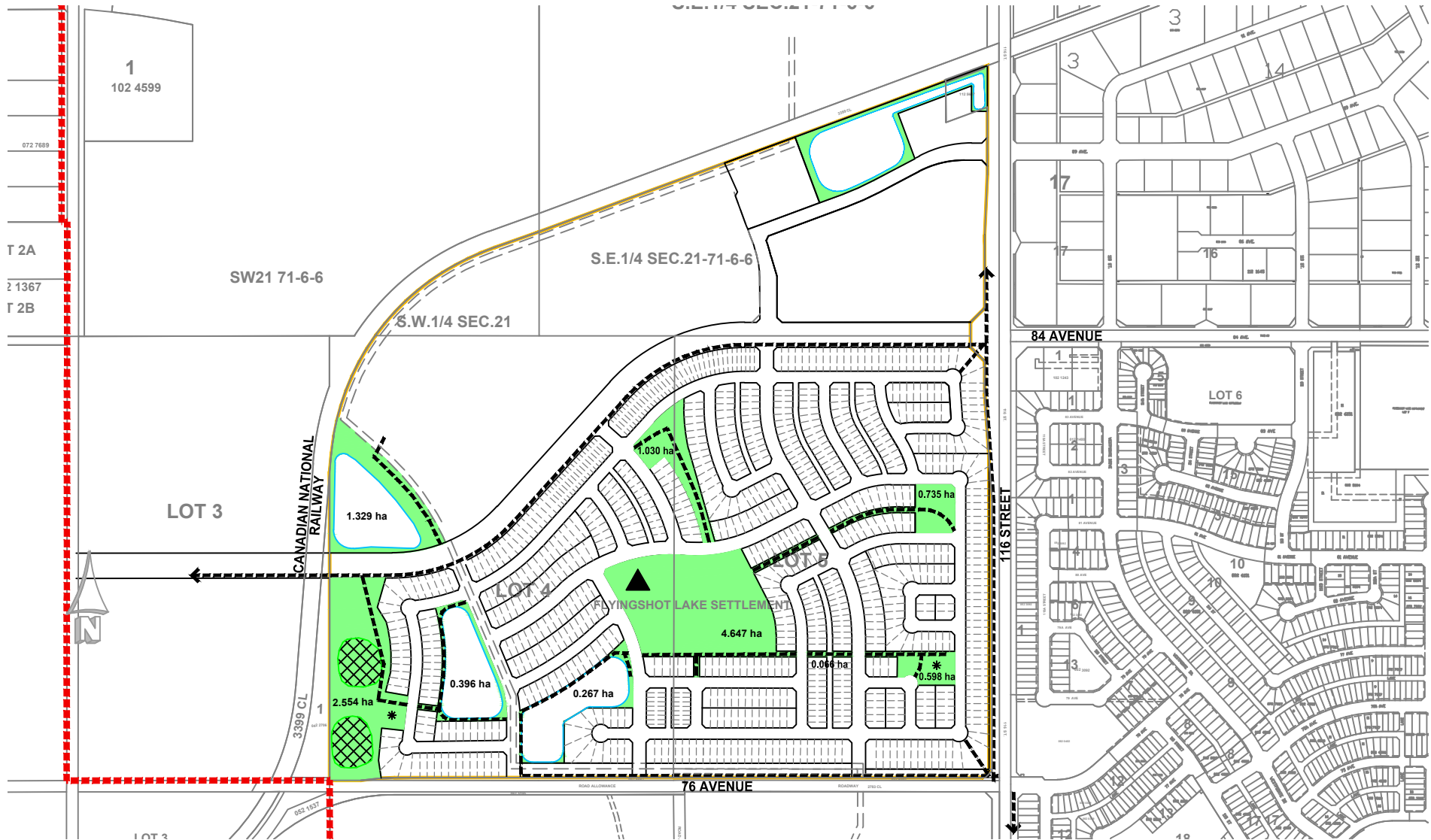


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February 24, 2025

MAP 5



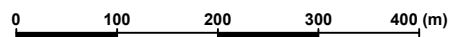
LEGEND

- School Site
- Neighbourhood Park
- Environmental Reserve
- Natural Area Park (MR)

OPEN SPACE

KENSINGTON OUTLINE PLAN

Scale - 1:7,500



LEGEND

- Potential Trail

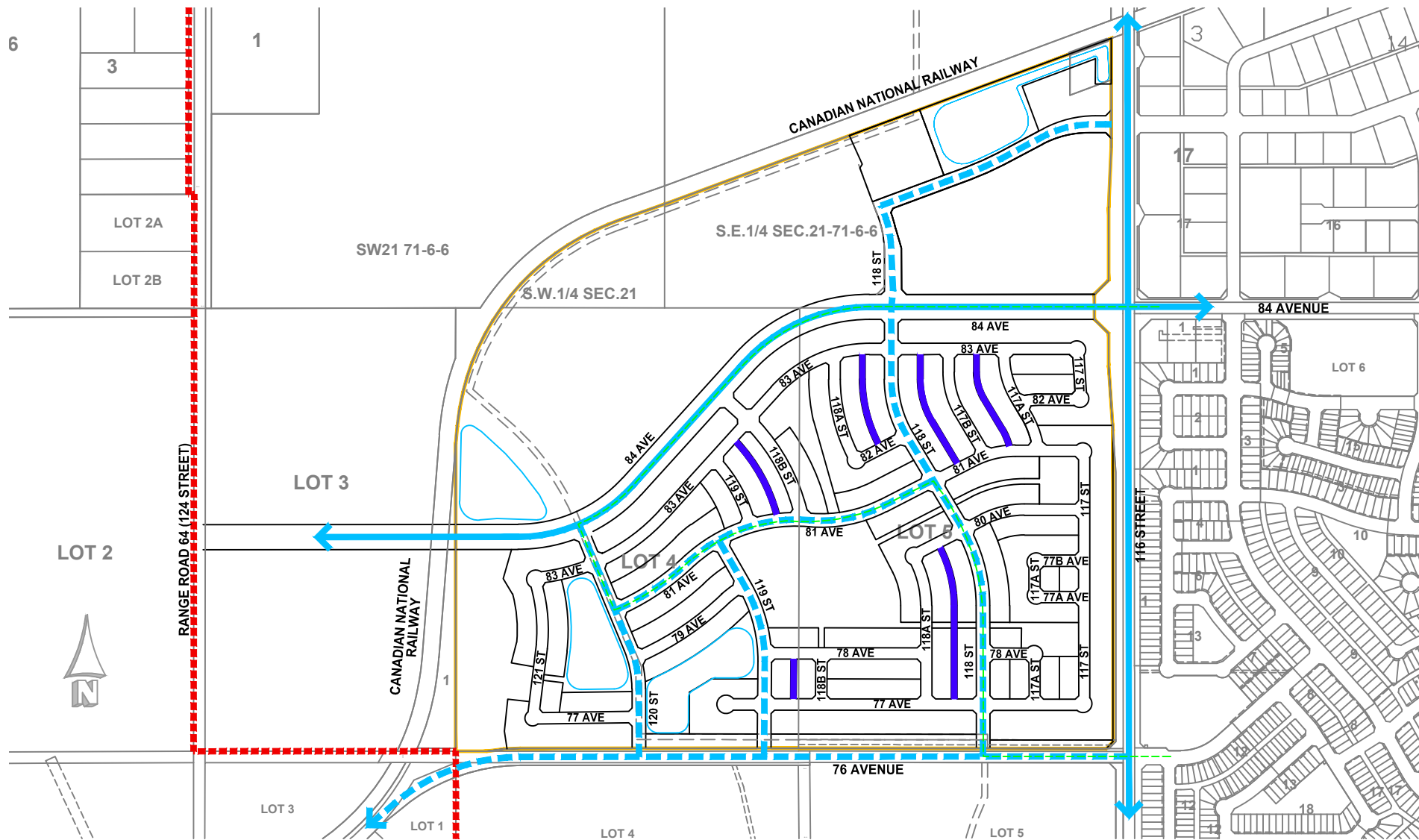


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February 24, 2025

MAP 6



LEGEND

- Arterial Roads
- Collector Roads
- Lane
- Potential Transit Route

TRANSPORTATION NETWORK

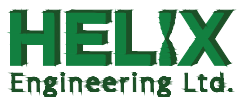
KENSINGTON OUTLINE PLAN

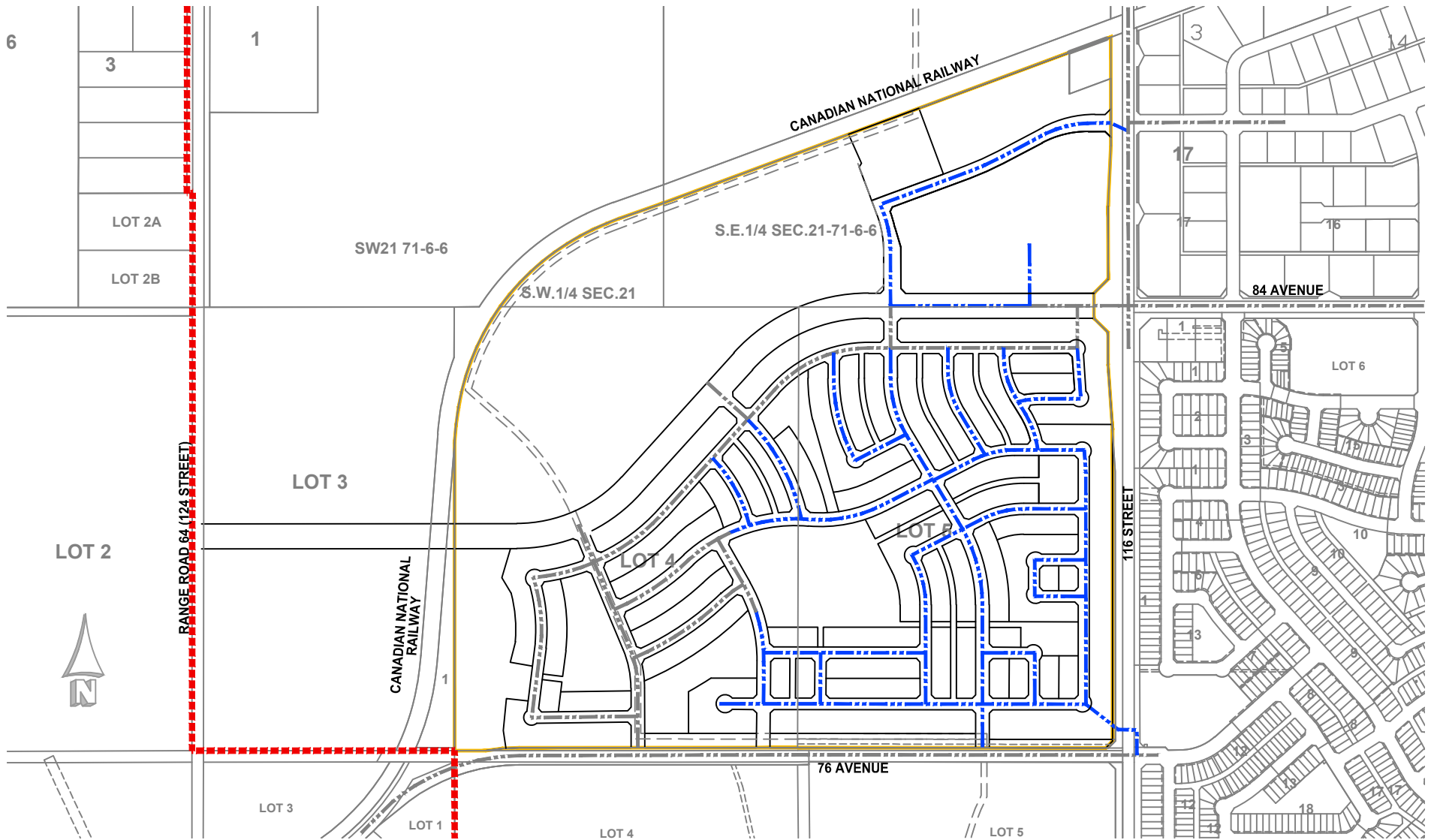
Scale - 1:10,000



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February 24, 2025

MAP 7





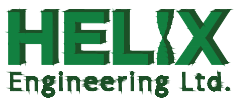
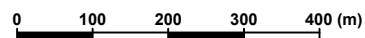
LEGEND

- Proposed Watermain
- Existing Watermain

WATER SERVICE

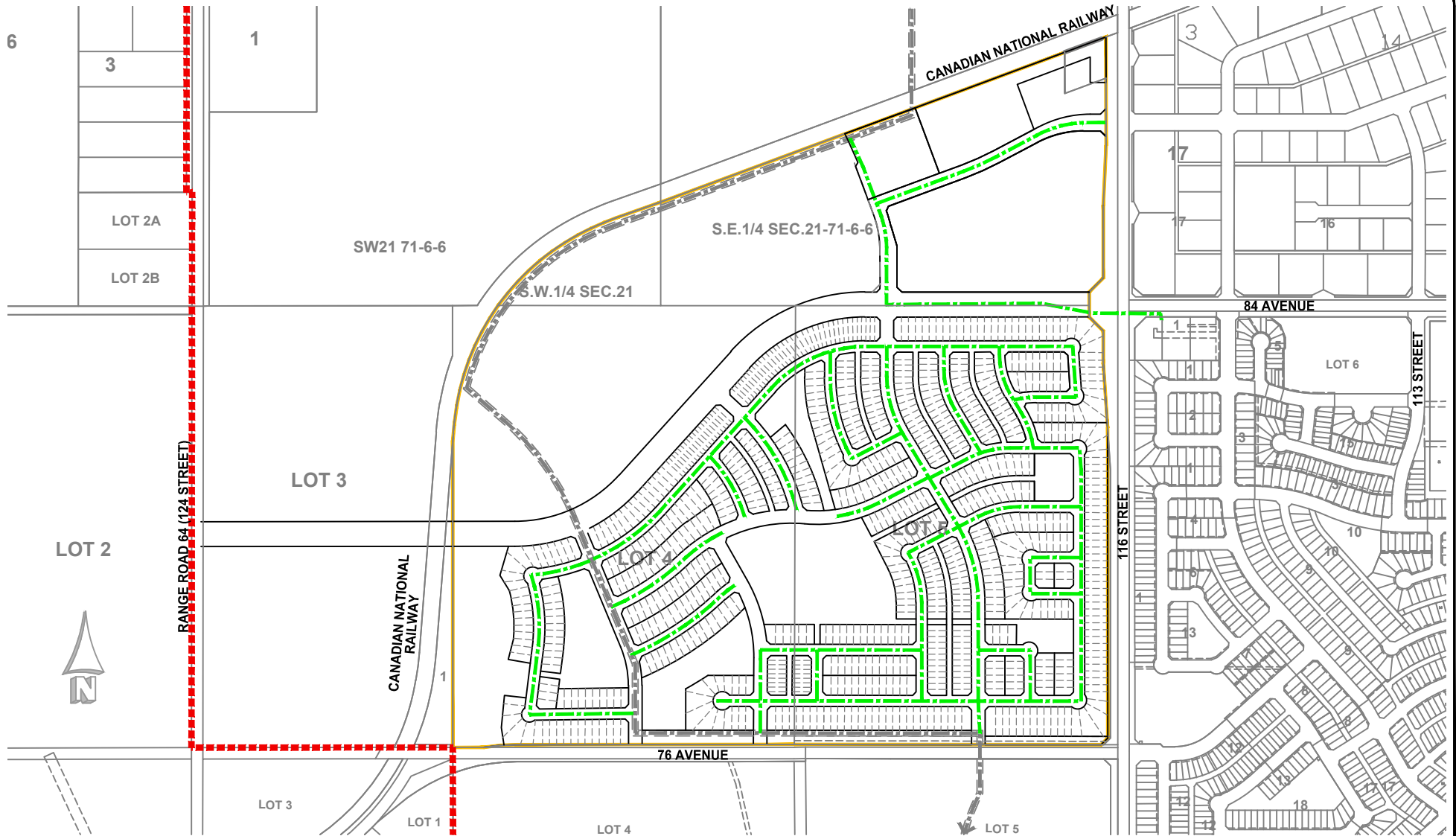
KENSINGTON OUTLINE PLAN

Scale - 1:10,000



Bylaw C-1344H
February 24, 2025

MAP 8



LEGEND

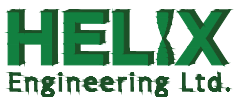
- 116th Street Trunk
- Gravity Mains
- Future Relief Main

SANITARY SEWER

KENSINGTON OUTLINE PLAN

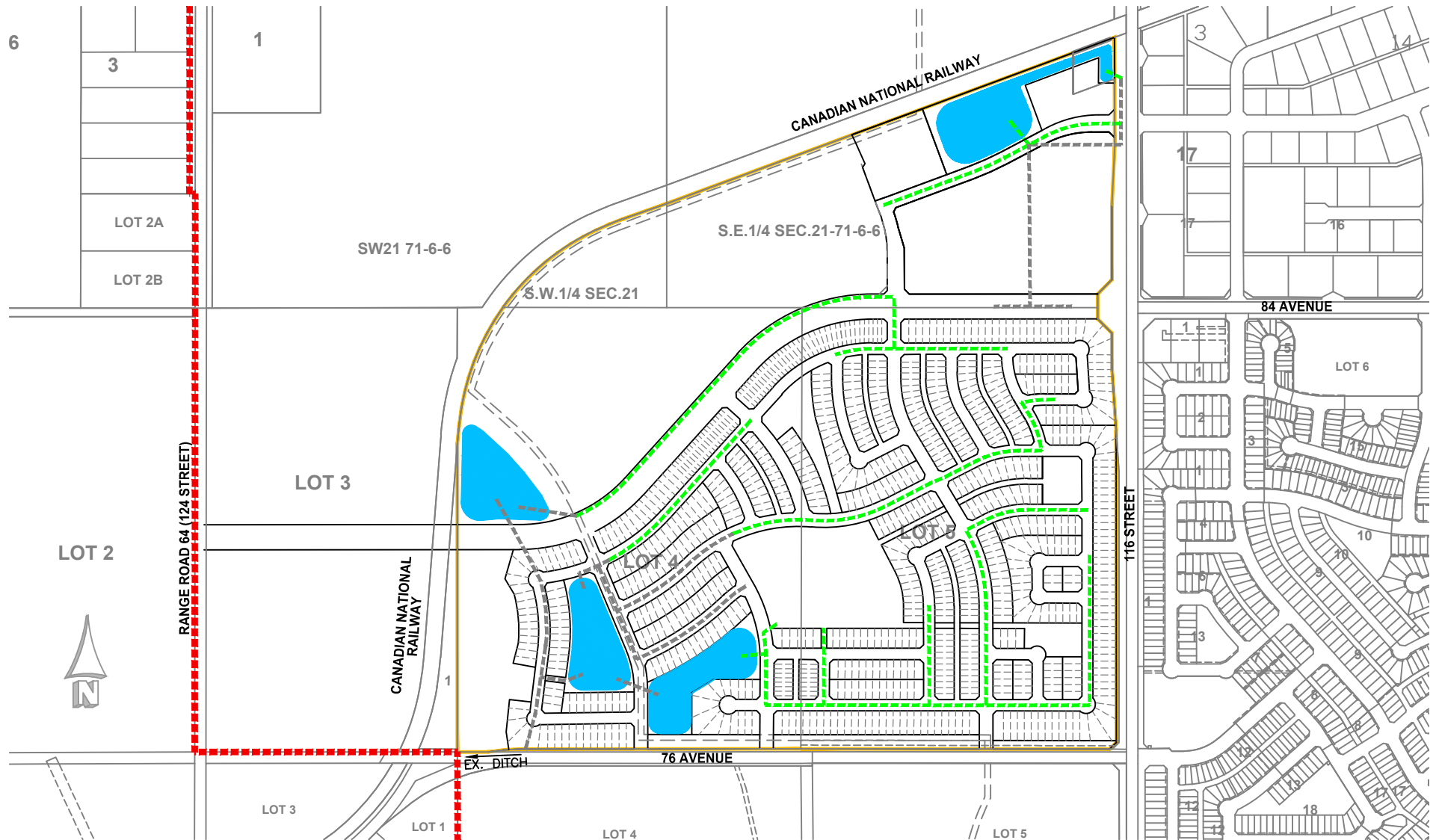
Scale - 1:10,000

0 100 200 300 400 (m)



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February 24, 2025

MAP 9



STORMWATER MANAGEMENT

KENSINGTON OUTLINE PLAN

LEGEND

- Stormwater Management Facility
- Storm Sewer Mains
- Existing Storm Sewer Mains

Scale - 1:10,000

0 100 200 300 400 (m)

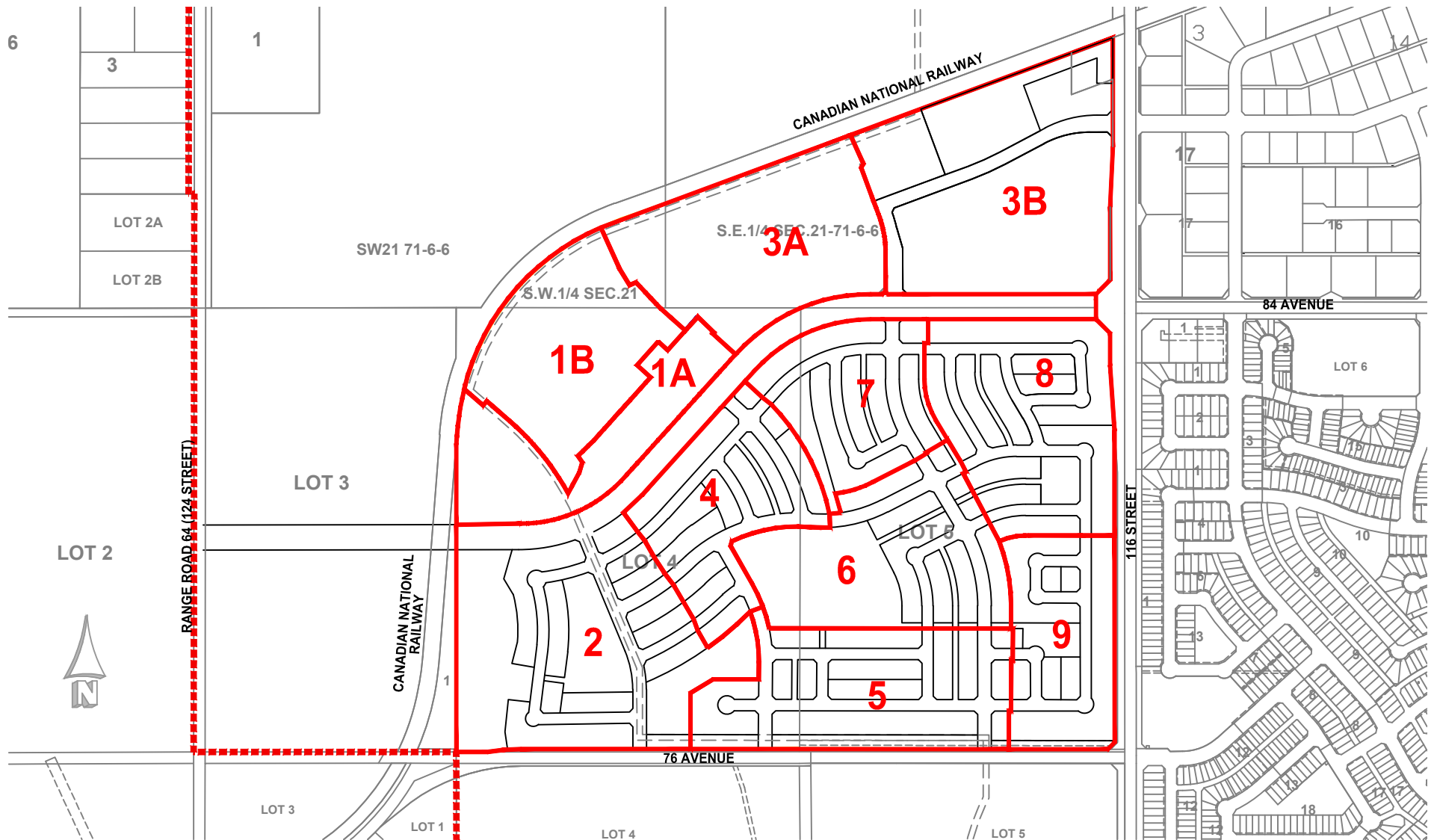


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MAP 10



LEGEND

— Development Phase (Tentative)

PHASING

KENSINGTON OUTLINE PLAN

Scale - 1:10,000

0 100 200 300 400 (m)

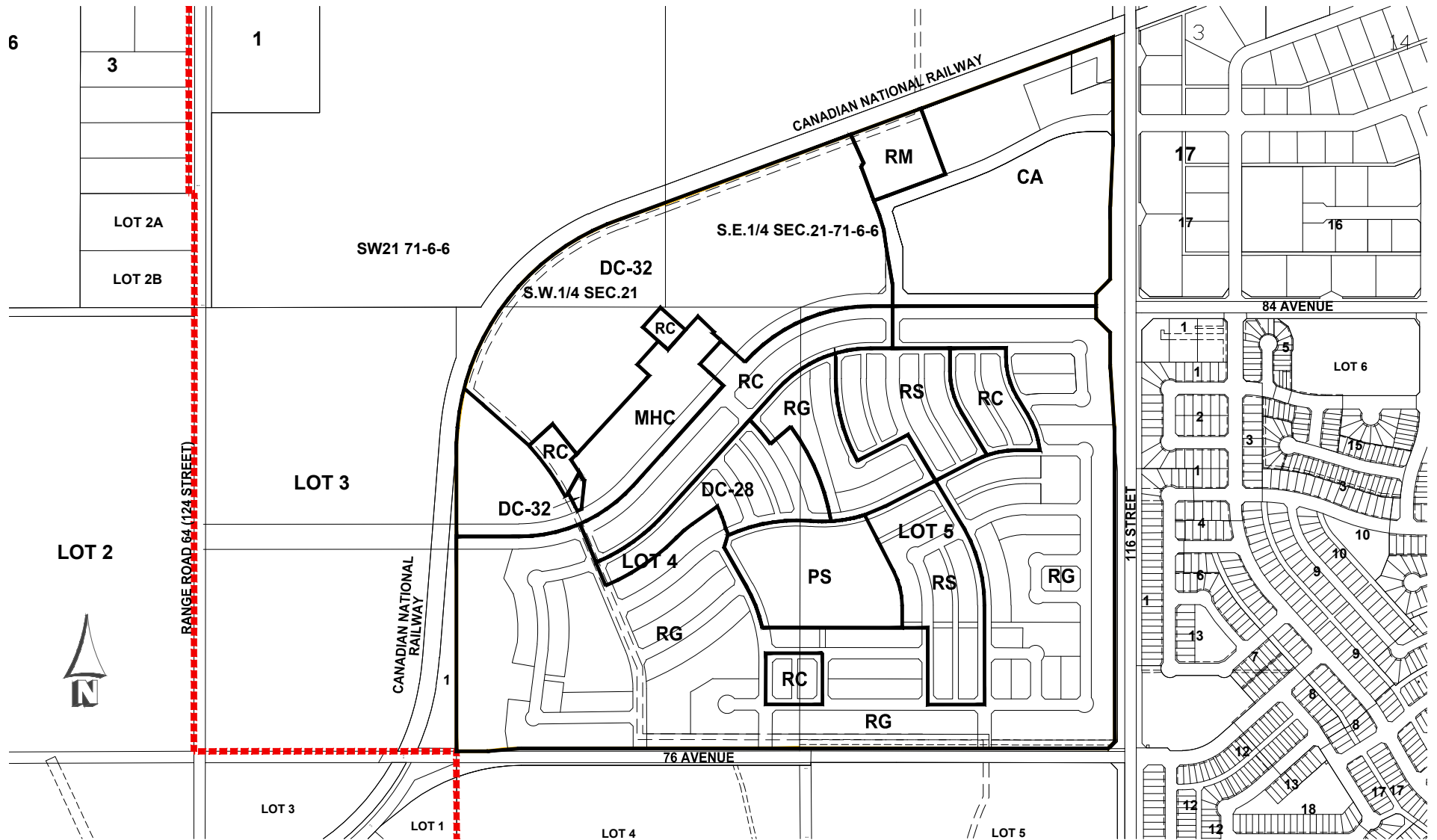


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February 24, 2025

MAP 11



ZONING

KENSINGTON OUTLINE PLAN

Scale - 1:10,000

0 100 200 300 400 (m)

LEGEND

RG	General Residential
RS	Small Lot Residential
RC	Combined Residential
RM	Medium Density Residential
CA	Arterial Commercial
MHC	Manufactured Home Community
DC	Direct Control

THE CITY OF
GRANDE
prairie
ALBERTA

Bylaw C-1344H
February 24, 2025

MAP 12



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