

**BY-LAW NO. 2747-06-01 OF THE
COUNTY OF GRANDE PRAIRIE NO. 1**

A by-law of the County of Grande Prairie No. 1 in the
Province of Alberta, to amend the West Kehr-Althen Area
Structure Plan for Section 14-72-6-W6.

WHEREAS the Municipal Government Act, Statutes of Alberta, 2000, Chapter M-26. and amendments thereto, authorizes a Council to provide a framework for the subdivision and development of an area of land within the Municipality; and

WHEREAS the County has passed Bylaw 2747 adopting the West Kehr-Althen Area Structure Plan for the West half of Section 14-72-6-W6 and is now desirous of amending the said Area Structure Plan as herein provided; and

WHEREAS the Council of the County of Grande Prairie No. 1 has caused to be properly notified the owners of land within the development area, pursuant to provisions of the Municipal Government Act, Statutes of Alberta, 2000, Chapter M-26, and amendments thereto.

NOW THEREFORE the Council of the County of Grande Prairie No. 1 duly assembled, hereby enacts as follows:


1. That item 1 of Bylaw 2747 shall be amended by striking out "**ALTHEN WEST AREA STRUCTURE PLAN BY-LAW**" and inserting **WEST KEHR-ALTHEN AREA STRUCTURE PLAN BYLAW**";
2. That all references to land included in the West Kehr-Althen Area Structure Plan shall include the West half of Section 14-72-6-W6 and the SE 14-72-6-W6;
3. That the Plan area identified in 1.2 shall be amended by deleting 130 ha. and inserting 194 ha.
4. That Table 1 - Plan Area Composition shall be amended as follows:
 - a) the Owner identified for SW 14-72-6-W6 shall be amended to D. Kehr and J. Nelson;
 - b) Insertion of Legal SE 14-72-6-W6M, owner D.Kehr and J. Nelson and area 37.9 ha.;
 - c) Insertion of Legal Lots 1 and 2, Block 5, Plan 052 4784, owner Brandt Tractor Properties Ltd. and area 8.1 ha.;
 - d) Road Plans area 25.9 ha.;
 - e) Total Area (ha) be amended from 129.4 to 194.1.;
5. That item 1.2, paragraph two be amended by deleting the words *½ mile east of the Plan area* and inserting the words **at the southeast corner of the plan area** and by deleting the word **east** and inserting the word **northeast** in the last sentence of paragraph two.

6. Table 2 - Land Use Area Estimates shall be deleted and the following Table 2 inserted, namely:

Land Use Category	NW 14	SW 14	SE 14	Total	Percent
Gross Development Area	64.7	64.7	64.7	194.1	
Less Road Plans	0.0	(7.2)	(17.5)	(24.7)	
Add Service Road Closure	0.0	2.2	0.0	2.2	
Net Developable Area	64.7	59.7	47.2	171.6	100.0
Industrial	40.2	46.5	43.1	129.8	75.6
Highway Industrial	11.0	16.7	23.0	50.7	29.5
General Industrial	29.2	29.8	20.1	79.1	46.1
Roads	9.7	5.8	4.1	19.6	11.4
Storm Pond	4.4	0.0	0.0	4.4	2.6
Municipal Reserve	10.4	7.4	0.0	17.8	10.4

7. That Item 2.3.2 be amended by deleting 59 ha. and inserting 79 ha.
8. That Item 2.3.3 be amended by deleting 17 ha. (13%) and inserting 51 ha. (30%).
9. That item 2.4.1. be amended by deleting (12.4 ha) and inserting 17.2 ha.
10. That item 2.4.1., paragraph two be amended by inserting the words **by approximately 0.6 ha** after the words *they are located*
11. That item 3.1.4 shall be deleted and the following inserted:
- 3.1.4 Range Road 62 currently intersects with Township Road 722 (future Highway 43) at the southwest corner of the Plan area. Development will be permitted, subject to County approval, on the understanding that at such time as Highway 43 is constructed that the Province will close this intersection and provide service roads to the nearest interchange location. IN order to facilitate north-south traffic flow, a flyover may be constructed at this location at the developer's or County's expense.**
12. That Item 3.1.5 be amended by inserting the words **and for a flyover at the future Highway 43** after the words *Range Road 62 (108th Street)*.
13. That Maps 1 through 10 shall be deleted and new Maps 1 through 10 be inserted.
14. That this by-law shall take effect on the date of its final passage by Council.

READ A FIRST AND SECOND TIME THIS 29th DAY OF May,
A.D. 2006.


REEVE


COUNTY ADMINISTRATOR

READ A THIRD AND FINAL TIME, THIS 29th DAY OF May,
A.D. 2006.


REEVE


COUNTY ADMINISTRATOR

WEST KEHR-ALTEN AREA STRUCTURE PLAN

PROPOSAL: Application to amend the West Kehr-Althen Area Structure Plan to include the SE 14-72-6-W6M within the planning area.

COMMENTS: COUNTY STAFF: "The purpose of an area structure plan is to provide a framework for the subsequent subdivision and development of an area. The Municipal Development Plan for the County requires that area structure plans be prepared for all industrial development. The preparation of area structure plans for industrial development in this area of the County is critically important as the area is proposed to be serviced with municipal water and sewer services and it is important to ensure the coordination of the services with transportation networks and other surrounding land uses. The plan is consistent with provisions of the Municipal Development Plan.

In addition, the Subdivision and Development regulations require that area structure plans be prepared for multi-parcel subdivisions within 1/2 mile of a highway. The plan is consistent with the Subdivision and Development Regulations.

The plan provides a concept of overall land use in the area. It is contemplated that the area will be developed for a combination of industrial and highway industrial uses.

Water will be provided from the north from Clairmont. Municipal sewer will extend north to Clairmont through a lift station and force main. Storm water will be collected in a storm pond then released through normal channels and flow to Bear Creek.

Access to the area will be provided from an internal road system. All roads in the area will be developed to County standards including pavement.

The amendment will bring the SE quarter section into the planning area. It had previously been excluded pending negotiations with Alberta Transportation regarding future links to the highway system. The developers have negotiated wording that is satisfactory to Alberta Transportation and this has allowed the plan to proceed."

ALBERTA TRANSPORTATION: "Alberta Transportation has indicated that they will support the amendment and are prepared to approve the ASP in accordance with the Subdivision and Development regulations. At the time of the report writing, the approval has not been received but may be available by the time of the public hearing."

PUBLIC WORKS: "No objections to the rezoning application or the area structure plan amendment, access currently exists to the balance of the quarter section but would be required to be provided to County standards to the proposed parcel. Road widening is not required on this application, however a Transportation Levy would apply. Access to the proposed parcel would be required to be placed south of the center line

PAGE 2

WEST KEHR - ALTHEN

AREA STRUCTURE PLAN AMENDMENT

culverts on 102 Street.”

RECOMMEND: It is recommended that the amendment to the area structure plan be approved.

WEST KEHR-ALTHEN AREA STRUCTURE PLAN AMENDMENT

(W¹/₂ 14-72-6-W6M and SE 14-72-6-W6M)

(Proposed amendments to include the SE 14 are noted in bold italic text.)

Prepared by:

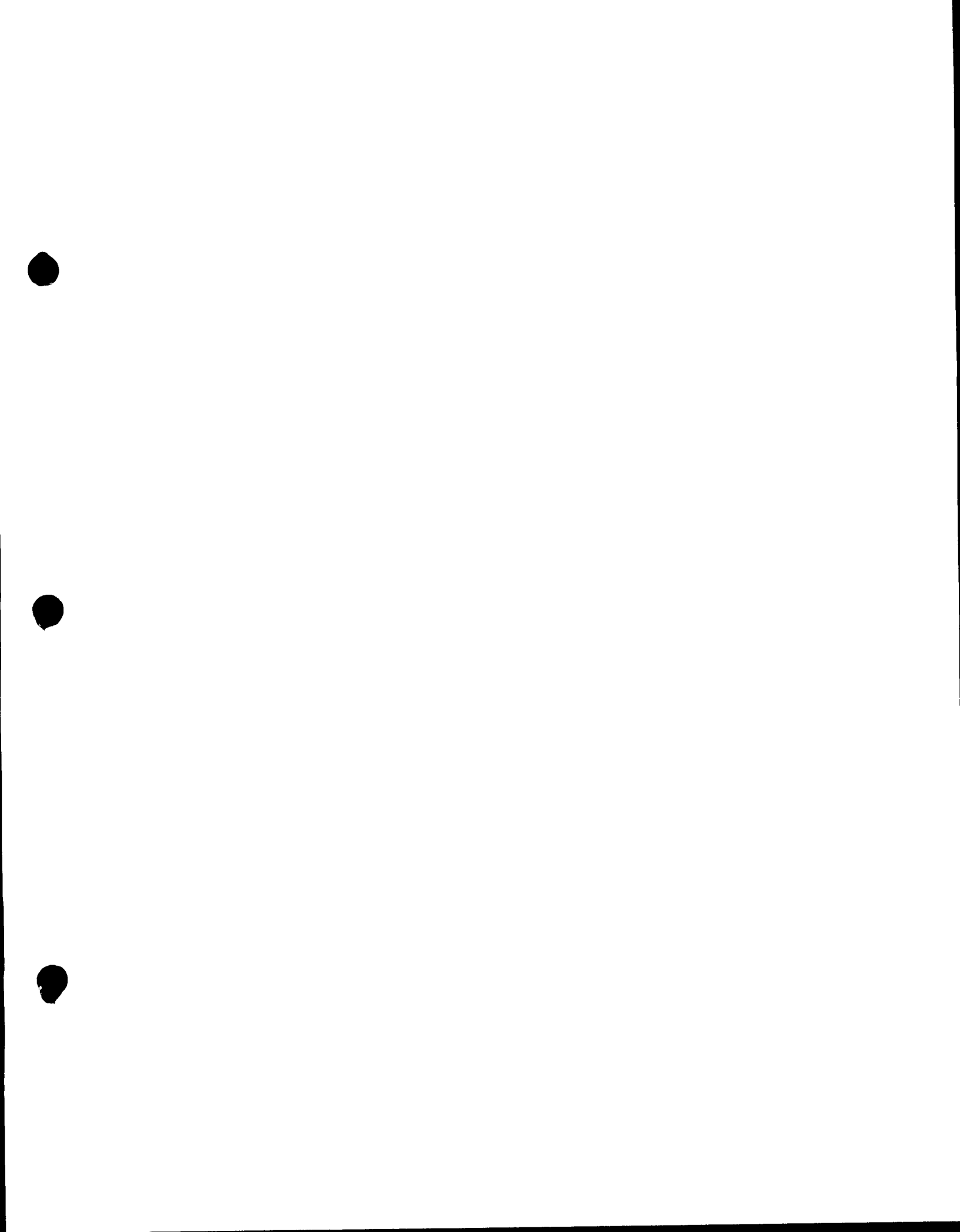
ISL

In association with



Beirsto Lehnert Ketchum Engineering Ltd.

March 2006



1.0 INTRODUCTION

1.1 Purpose of Plan

The West Kehr-Althen Area Structure Plan has been prepared to provide a framework for future development of a section of land in the County of Grande Prairie No. 1 north of the City of Grande Prairie.

The primary objective of this Plan is to provide a framework for the development of the subject lands for industrial purposes in a manner that is consistent with the goals, objectives and policies of the County of Grande Prairie No. 1. The Plan establishes the future land use and circulation pattern proposed for the site, and provides details respecting proposed servicing for the area.

This Area Structure Plan has been prepared in accordance with the Municipal Government Act, the Subdivision and Development Regulation, and the County of Grande Prairie Municipal Development Plan.

1.2 Plan Area

The land affected by this Area Structure Plan is located approximately 2.4 km north of the City of Grande Prairie, 800m west of the intersection of Highways 2 and 43 (Four Mile Corner) as illustrated in Map 1. The Plan area consists of a section of land totaling approximately **194** ha as outlined in Table 1 below. The policies of this plan will apply to this area.

Table 1 – Plan Area Composition

Legal	Owner	Area (ha)
NW 14-72-6-W6M	Grant Althen	64.7
SW 14-72-6-W6M	<i>D. Kehr and J. Nelson</i>	57.5
<i>SE 14-72-6-W6M</i>	<i>D. Kehr and J. Nelson</i>	<i>37.9</i>
<i>Lots 1 and 2, Block 5, Plan 0524784</i>	<i>Brandt Tractor Properties Ltd.</i>	<i>8.1</i>
<i>Road Plans</i>		<i>25.9</i>
Total		194.1

The site is bounded to the south by Township Road 722 (Future Highway 43) and to the west by Range Road 62. The recently completed Four Mile Corner interchange is located **at the southeast corner** of the Plan area. The Plan area is surrounded by agricultural lands to the north, south and west. The Precision Industrial Park, currently under development and includes the County office, is situated on the adjacent lands to the **northeast**.

2.0 DEVELOPMENT CONCEPT

2.1 Goals of the Plan

The West Kehr-Althen Area Structure Plan has been prepared in accordance with the following goals and objectives.

1. To provide a sound planning framework for the future development of the Plan area that is consistent with the goals of the County of Grande Prairie No. 1.
2. To contribute to the continued economic development of the Clairmont area through the development of the plan area for industrial and commercial purposes.
3. To establish an efficient and economical development concept for the Plan area.

2.2 Land Use Concept

A detailed breakdown of land uses proposed for the Plan Area is provided in Table 2. The overall development concept proposed for the area is illustrated in Map 4. The intent of this plan is to provide a generalized land use plan with a conceptual lot layout that will be subject to further refinement at the time of subdivision and survey.

Table 2 - Land Use Area Estimates

Land Use Category	NW 14	SW 14	SE 14	Total	Percent
Gross Developable Area	64.7	64.7	64.7	194.1	
Less Road Plans	0.0	(7.2)	(17.5)	(24.7)	
Add Service Road Closure	0.0	2.2	0.0	2.2	
Net Developable Area	64.7	59.7	47.2	171.6	100.0
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General Industrial	29.2	29.8	20.1	79.1	46.1
Roads	9.7	5.8	4.1	19.6	11.4
Storm Pond	4.4	0.0	0.0	4.4	2.6
Municipal Reserve	10.4	7.4	0.0	17.8	10.4

2.3 Industrial Development

- 2.3.1 As noted in Table 2, a mixture of highway-oriented commercial and general industrial development is proposed, the location of which is intended to take advantage of exposure to highway traffic and optimize opportunities for transition between uses.

- 2.3.2 General industrial development, totaling approximately **79** ha, is proposed for the Plan area. Uses encouraged in this area are those that are characteristic of other industrial parks in the vicinity, and would be administered under the Rural Medium Industrial (RM-2) District of the Land Use Bylaw. Lot sizes designated for this use are intended to average approximately 1.9 ha based on the layout illustrated in Map 4.
- 2.3.3 Given the proximity of the Plan area to the future Highway 43 alignments, it is proposed that those lands located along the south boundary of the Plan area be designated as Highway Industrial (RM-4) in the Land Use Bylaw. This comprises approximately **51** ha (**30%**) of the Plan area. It is the intent of these Districts that development be subject to a high level of design and landscaping given the high degree of visibility that these locations afford.
- 2.3.4 Highway Industrial zoning is also proposed for the north end of the Plan area adjacent to Bauman Road. This is recommended as a means of minimizing the potential for detrimental impacts on residential development proposed to the north, by providing a transition from general industrial development in the balance of the Plan area. In order to respond to potential changes in market conditions, however, these lands may be designated as Comprehensive Commercial (CC) without an amendment to this Plan. The land affected totals approximately 11 ha.

2.4 Municipal Reserve

- 2.4.1 In accordance with the Municipal Government Act, a maximum of 10% of the Plan area (**17.2** ha) may be provided as municipal reserve at the time of subdivision. It is proposed that the municipal reserve owing be allocated as follows:
- A large parcel totaling approximately 17 ha is proposed at the centre of the Plan area, situated adjacent to the storm pond for amenity value¹, to be developed as a regional recreation facility²;
 - A 1m wide strip, totaling approximately 0.1 ha is to be provided adjacent to the south boundary of 84th Avenue (Bauman Road) to deter direct access to the roadway;
 - Approximately 0.7 ha of land is to be dedicated in parcel form by way of a 15m wide corridor to accommodate a trail linkage extending from the regional park to future residential lands to the north.

It should be noted that the land required for this site exceeds the amount of MR that is potentially available from the lands in which they are located **by approximately 0.6 ha**. Therefore, it will be necessary to apply cash-in-lieu or reserve deferral from adjacent lands outside the Plan area in order to assemble the required land;

- 2.4.2 All municipal reserve will be graded and seeded to County standards at the developers' expense.
- 2.4.3 The timing of the development of the municipal reserve areas will be at the discretion of the County.

¹ The proposed 17 ha municipal reserve parcel excludes the area of the storm pond itself.

² The owner of the S ½ 14 has indicated that a park with an emphasis on local history may be desirable. Potential development for the site could be sports fields, ball diamonds, arena, campground, and a playground.

3.0 TRANSPORTATION AND SERVICING

3.1 Road Network

As illustrated in Map 5 access to the Plan area is to be obtained from Highway 2 through the extension of Bauman Road (84th Avenue) across the north boundary of the Plan area. A second access point is proposed from the future Highway 43 at the southwest corner of the Plan area at Range Road 62 (108th Street).

Map 5A identifies a broader, long term transportation plan for the entire area north of the City of Grande Prairie. The map indicates future highway locations, an arterial road network system linking the highways to future truck routes and land use areas. A major collector system to enable traffic to flow from the local roads to the arterial roads and ultimately to the highways is also indicated. Of particular importance to the County is the preservation and maintenance of the major collector road system that facilitates north-south traffic flow in the Clairmont corridor, and reduces reliance on the Highway 2/43 corridor. It is intended that this system be integrated into the area structure plan.

Range Road 62 currently intersects with Township Road 722, which is to eventually be developed as the westerly extension of Highway 43. All future planning and design approvals will take this into account to ensure that sufficient right-of-way is acquired for the ultimate design of the Highway 43 corridor. Traffic impact assessments will be prepared at the time of subdivision to determine if improvements to these intersections are required in the future.

Based on previous cost assessments it may be prudent to assess a levy to recover the cost of upgrading the range road. It is suggested that all quarters adjacent to Range Road 62 be assessed a levy of \$3750/ha to construct the improvements. This would include all of the westerly quarters. Once the intersection of Bauman Road and Highway 2 is determined a cost recovery mechanism could be developed to off-set future costs.

- 3.1.1 All roads are to be constructed to County specifications at the expense of the developer. In those instances where a proposed road straddles a property line, the cost of road construction shall be shared by the affected landowners.
- 3.1.2 All roads are to be paved and constructed in accordance with County specifications for road construction, with the exception of Bauman Road (the main east-west road across the north end of the Plan area) which is to be accommodated as an arterial road in a 50 m right-of-way.
- 3.1.3 All lots shall be accessed by the internal road system. No direct highway access will be permitted. Arterial access will be restricted. No highway frontage service roads are proposed for the Plan area, and the existing service road located in the south boundary of the Plan area is to be closed and replaced by the internal road system.

- 3.1.4 ***Range Road 62 currently intersects with Township Road 722 (future Highway 43) at the southwest corner of the Plan area. Development will be permitted, subject to County approval, on the understanding that at such time as Highway 43 is constructed that the Province will close this intersection and provide service roads to the nearest interchange location. In order to facilitate north-south traffic flow, a flyover may be constructed at this location at the developer's or County's expense.***
- 3.1.5 Through the subdivision process, additional land may be acquired by the County from the developer to provide for the future widening of Range Road 62 (108th Street) ***and for a flyover at the future Highway 43.*** In addition, traffic impact assessments shall be prepared to identify potential improvements to all external roadways.
- 3.1.6 In order to facilitate pedestrian and bicycle movement within the Plan area and provide linkages to adjacent areas, a trail system shall be developed that is consistent with the concept identified in Map 5.
- 3.1.7 Bauman Road (84th Avenue) shall be recognized as a major arterial in this Plan. All future planning approvals will recognize the status of this road that requires no less than a 40 metre wide right-of-way. This arterial road is part of a planned urban arterial ring road concept in the County connecting Bauman Road to the west with Range Road 63 (116th Street) and to the east with Range Road 55 (84th Street). Direct access to this roadway will be restricted. In the future as traffic volumes increase, the design of the road will shift from a rural standard to an urban standard.
- 3.1.8 Where improvements to the road network create a benefit to other landowners outside the plan area, the County will require any new development in those areas to compensate the developers in this plan area for a portion of the costs of the improvements.

3.2 Sanitary Sewer

The sanitary sewer for the Plan area and environs is broken down into 2 primary drainage basins. The north-east corner will be serviced by the existing sanitary lines that were installed to accommodate the County office and the Precision lands. This area is referred to as drainage basin B in Map 6. These lands drain downstream into the lift station in the Hamlet of Clairmont. There is an oversizing levy and an offsite levy associated with tying into the existing system. A significant portion of the NE of 14 is accommodated in this basin as well as a considerable portion of the lands north of the plan area.

The other drainage system (A) is a system that will ultimately drain to a lift station to be situated in the NW 11-72-6-W6M, which is topographically the lowest point. Map 6A identifies all the area that will ultimately be drained by gravity to the lift station, which will pump the sewage northward along Range Road 62 and ultimately tie into the Clairmont force main located along Township Road 722. A Right of Way along the lands adjacent to Range Road 62 will be required for these purposes. The existing east-west force main from Clairmont has the capacity for an additional combined flow of approximately 30L/s before force main upgrades are required. Upgrades will need to take into context future expansion on both sides of Highway 2 and integrate all other needed improvements.

The drainage basin includes a significant amount of land to the north and south, which causes many of the pipes in the plan area to be oversized, occasionally over trenched and the lift station made larger.

4.0 IMPLEMENTATION

4.1 Phasing

The proposed timing of development in the Plan area will be dependent on market conditions and the logical extension of municipal services. The overall phasing plan is proposed on Map 9.

4.2 Proposed Zoning

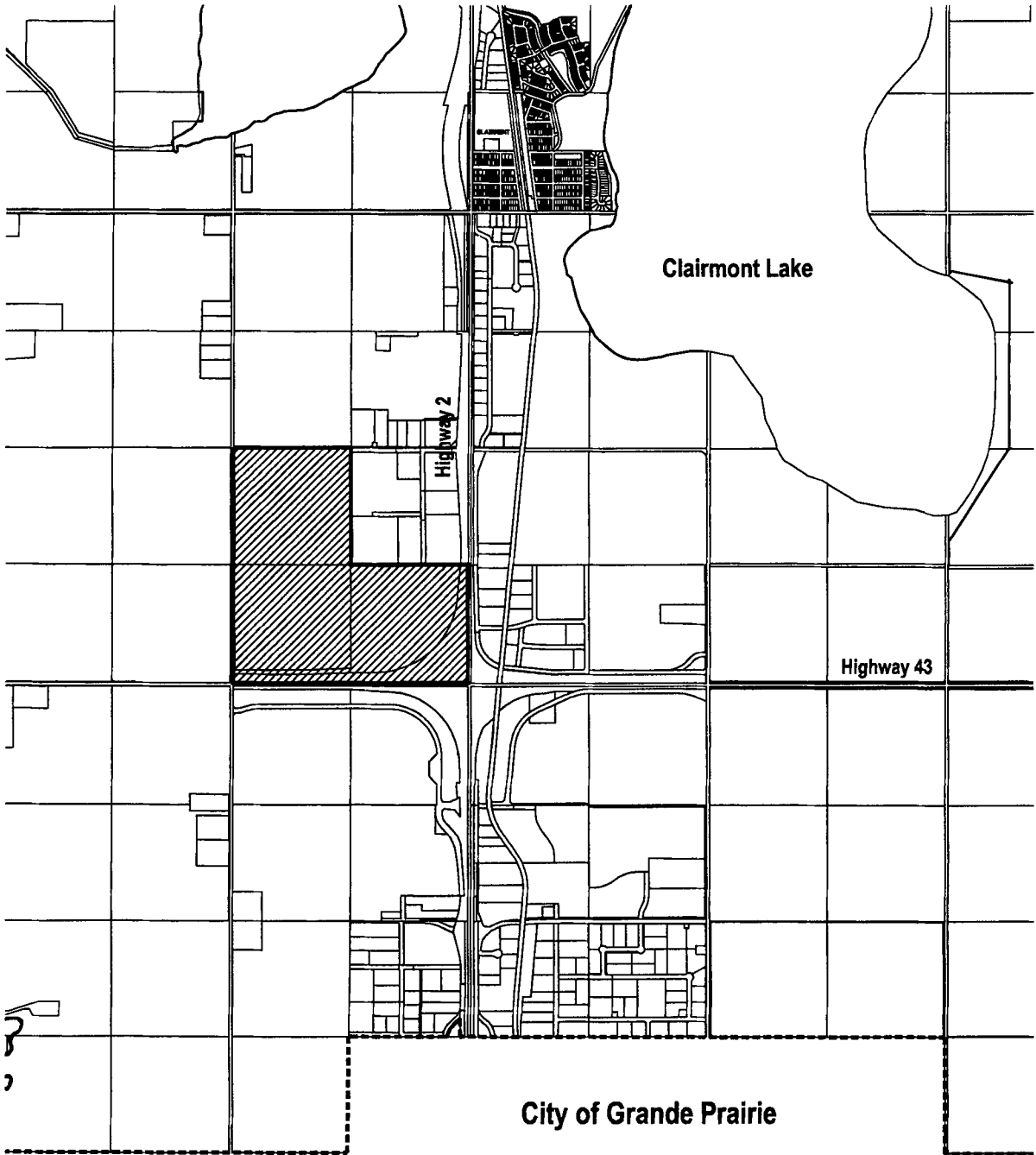
Proposed zoning for the Plan area is identified in Map 10. The industrial areas will be zoned under the Rural Medium Industrial (RM-2) and Highway Industrial (RM-4) Districts. The commercial area will be zoned Comprehensive Commercial (CC). All zoning changes will be made in advance of subdivision approval.

4.3 Subdivision and Development

- 4.3.1 All developers shall be required to enter into development agreements with the County as a condition of subdivision approval. The matters to be included in these agreements will include but not be limited to the provision of roads and municipal services, and the payment of off-site levies. The development agreements will also deal with the issue of benefiting areas.
- 4.3.2 Detailed engineering drawings and specifications for roads, water, sanitary sewer, and storm drainage shall be prepared by the developer and approved by the County and Aquatera Utilities Inc. prior to subdivision approval on the subject lands.
- 4.3.3 The lot sizes and yields identified in this Plan are conceptual and may be altered at the time of subdivision without requiring an amendment to this Plan.
- 4.3.4 The resubdivision of lots in the Plan area may be supported provided that the resulting lot sizes meet the minimum requirements of the Land Use Bylaw, and the capacity of servicing systems is not negatively affected. Where possible, buildings should be sited in a way that allows for the future resubdivision of lots.

4.4 Benefiting Areas

- 4.4.1 Where municipal infrastructure is developed that provides a benefit to lands outside of the Plan area, the County will assist in collecting a portion of the costs of the infrastructure from the said lands that benefit from the infrastructure at the time the lands that benefit initiate subdivision or development activities.
- 4.4.2 The efforts to collect costs from benefiting areas will expire within 20 years of the initial approval of this plan.



Map 1- Location

WEST KEHR-ALTEN AREA STRUCTURE PLAN
County of Grande Prairie No. 1

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BEIRSTO, LEHNERS, KETCHUM
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WEST KEHR-ALTEN
AREA STRUCTURE PLAN
MARCH 2006

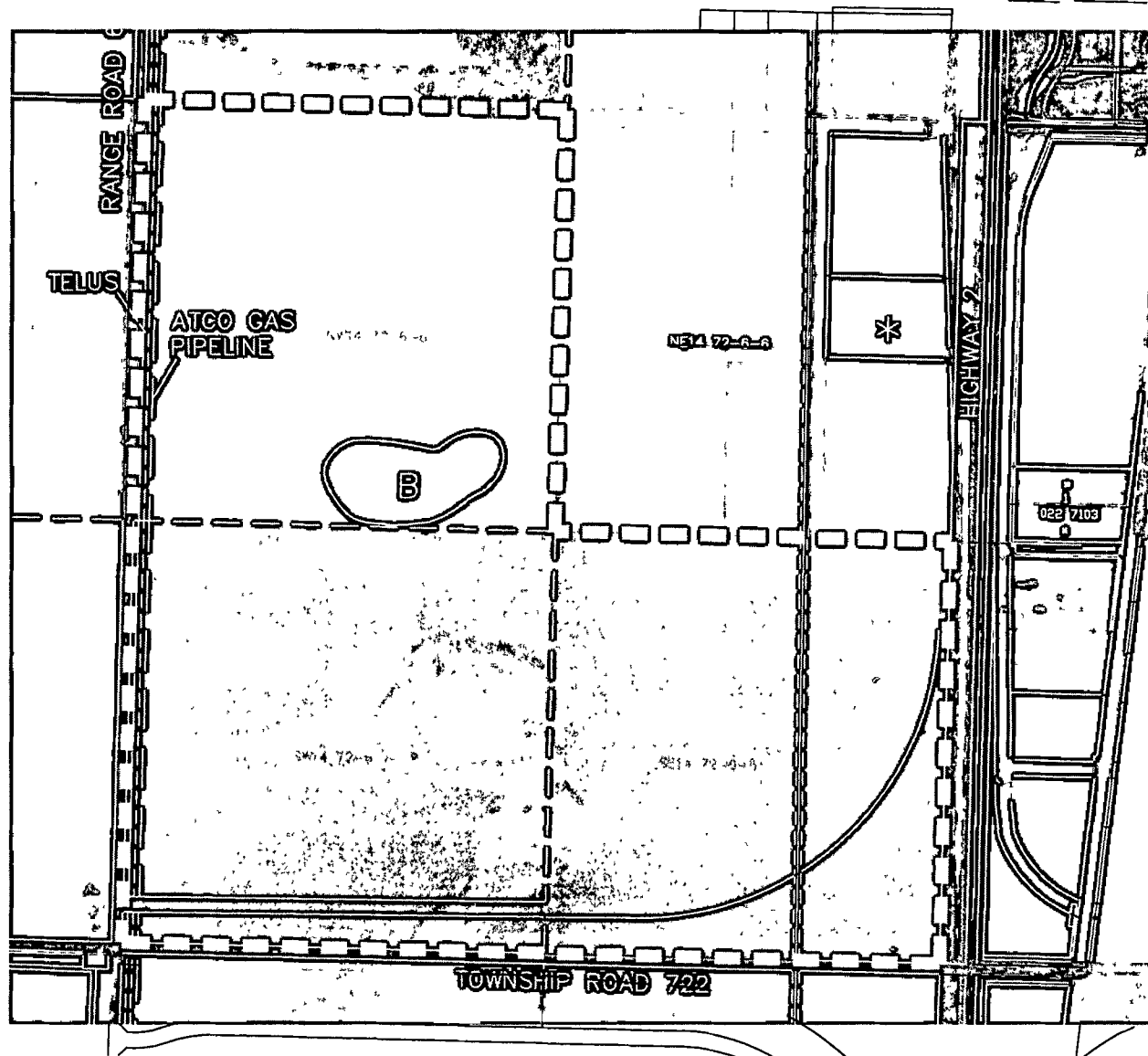
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MAP 2
EXISTING CONDITIONS



SCALE : N.T.S



LEGEND:

- I - INSTITUTIONAL USE
- * - INDUSTRIAL USE
- PLAN AREA

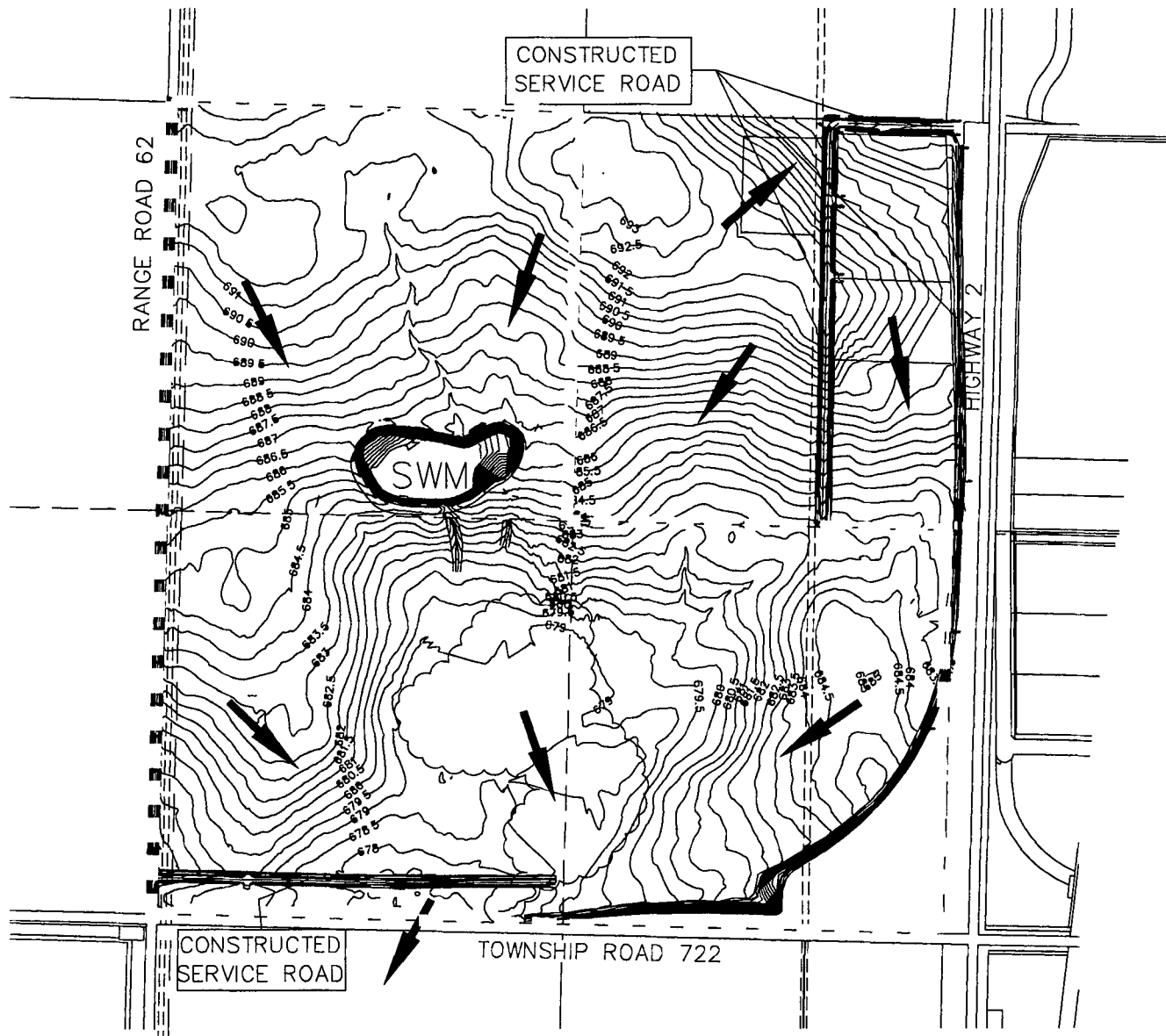
- - GAS LINE
- (B) - BORROW PIT



WEST KEHR-ALTHEN
AREA STRUCTURE PLAN
MARCH 2006

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MAP 3
PHYSICAL FEATURES



LEGEND:

690 - 0.5m CONTOUR

☁ - TREED AREA

○ - LOW AREA

➔ - DIRECTIONAL FLOW

— PLAN AREA



WEST KEHR-ALTEN
AREA STRUCTURE PLAN
MARCH 2006



MAP 4
DEVELOPMENT CONCEPT



SCALE : N.T.S



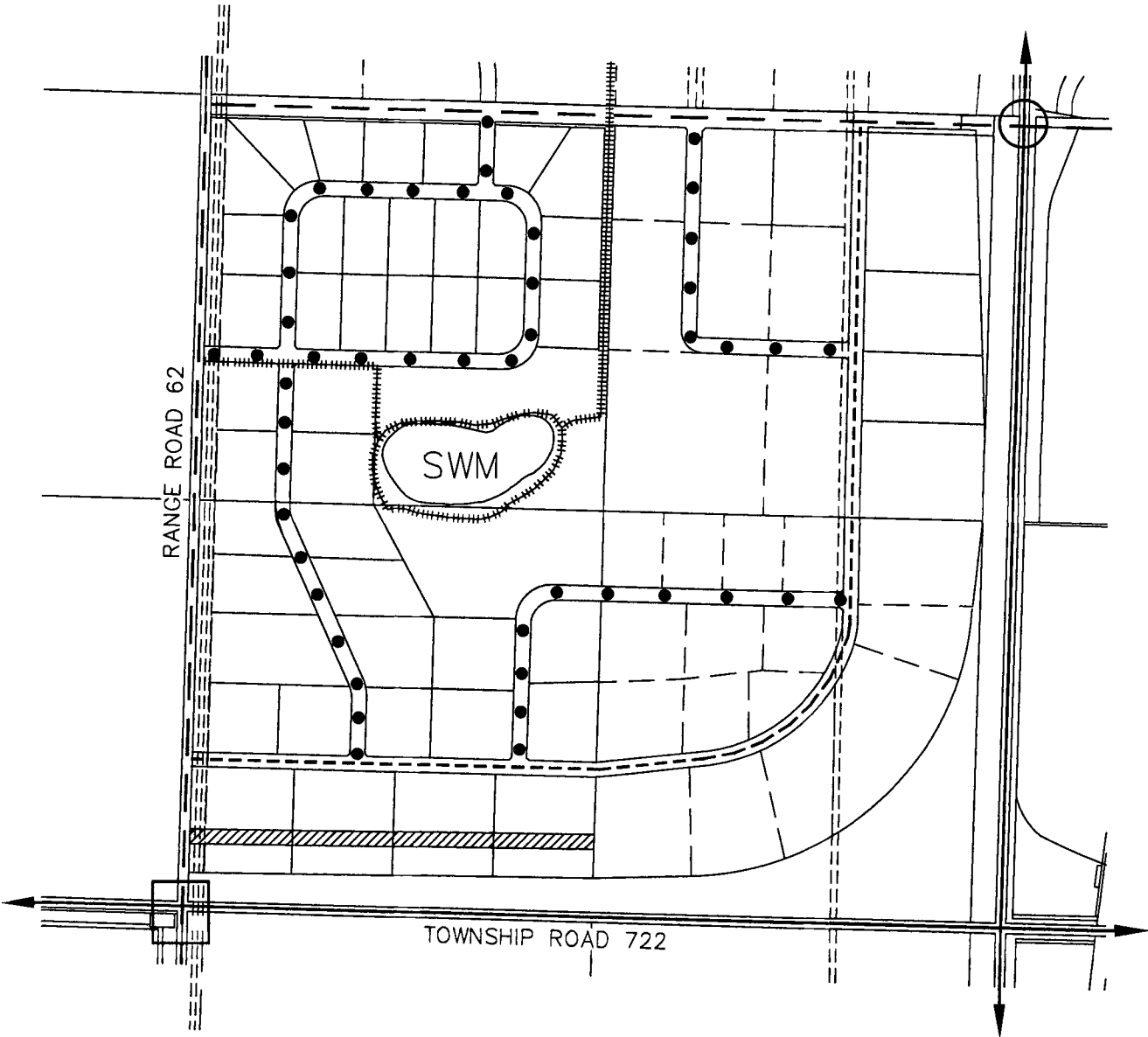
LEGEND:

- GENERAL INDUSTRIAL
- HIGHWAY INDUSTRIAL
- MUNICIPAL RESERVE
- STORM POND
- PLAN AMENDMENT AREA



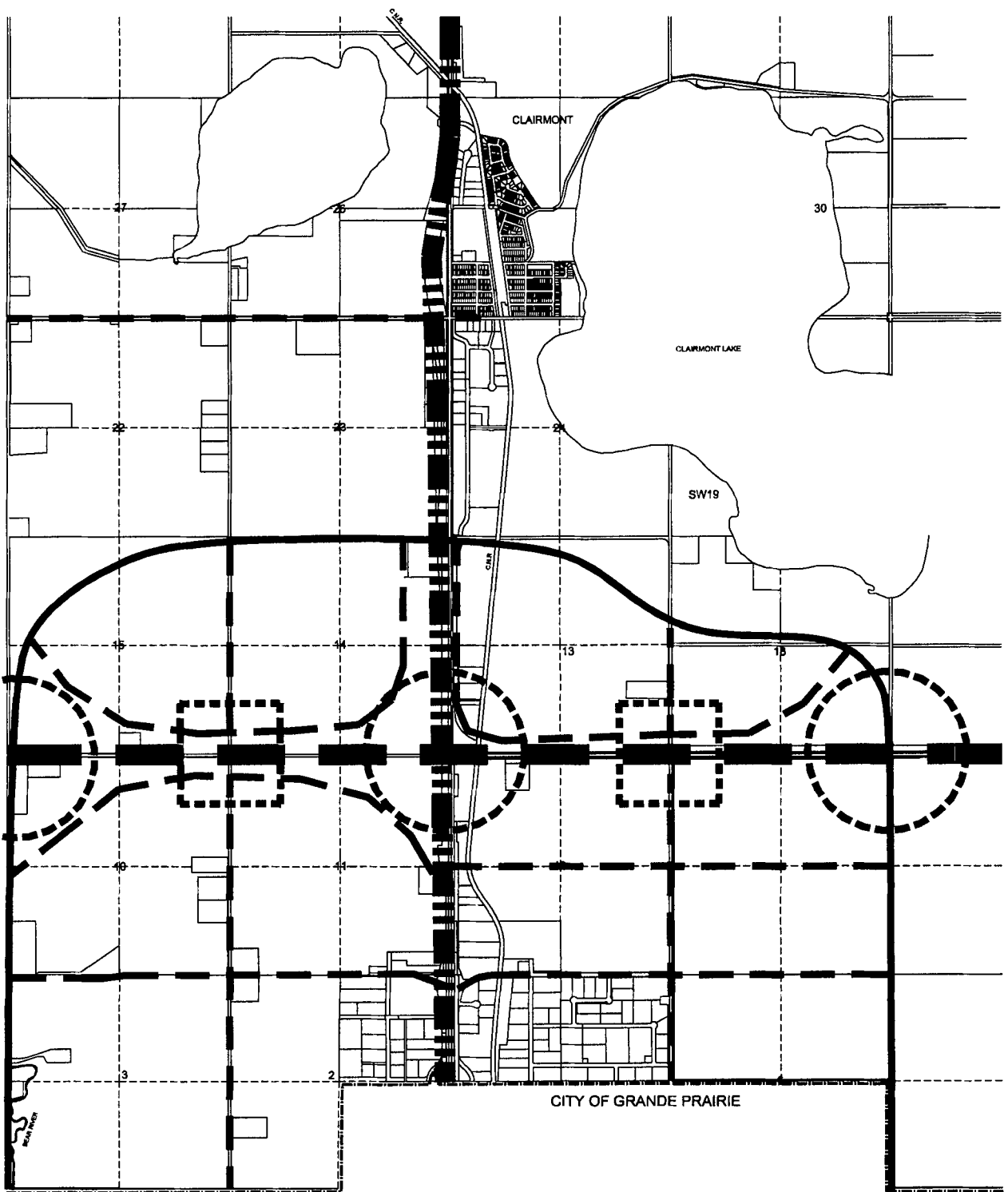
MAP 5
TRANSPORTATION CONCEPT

SCALE : N.T.S



LEGEND:

- | | | | |
|--|-------------------|--|------------------------|
| | - HIGHWAY | | - HIGHWAY INTERSECTION |
| | - MINOR COLLECTOR | | - POTENTIAL FLYOVER |
| | - LOCAL ROAD | | - TRAIL LINKAGE |
| | - ROAD CLOSURE | | - PLAN AMENDMENT AREA |







MAP 5A - FUTURE REGIONAL TRANSPORTATION NETWORK

SCALE . N.T.S

BEAIRSTO, LEHNERS, KETCHUM
ENGINEERING LTD.



ISL

-  HIGHWAY 43 (FUTURE FREEWAY)
-  HIGHWAY 2
-  ARTERIAL ROAD
-  MAJOR COLLECTOR ROAD



INTERCHANGE



FLYOVER

Note: Conceptual only. Subject to refinement in individual area structure plans.

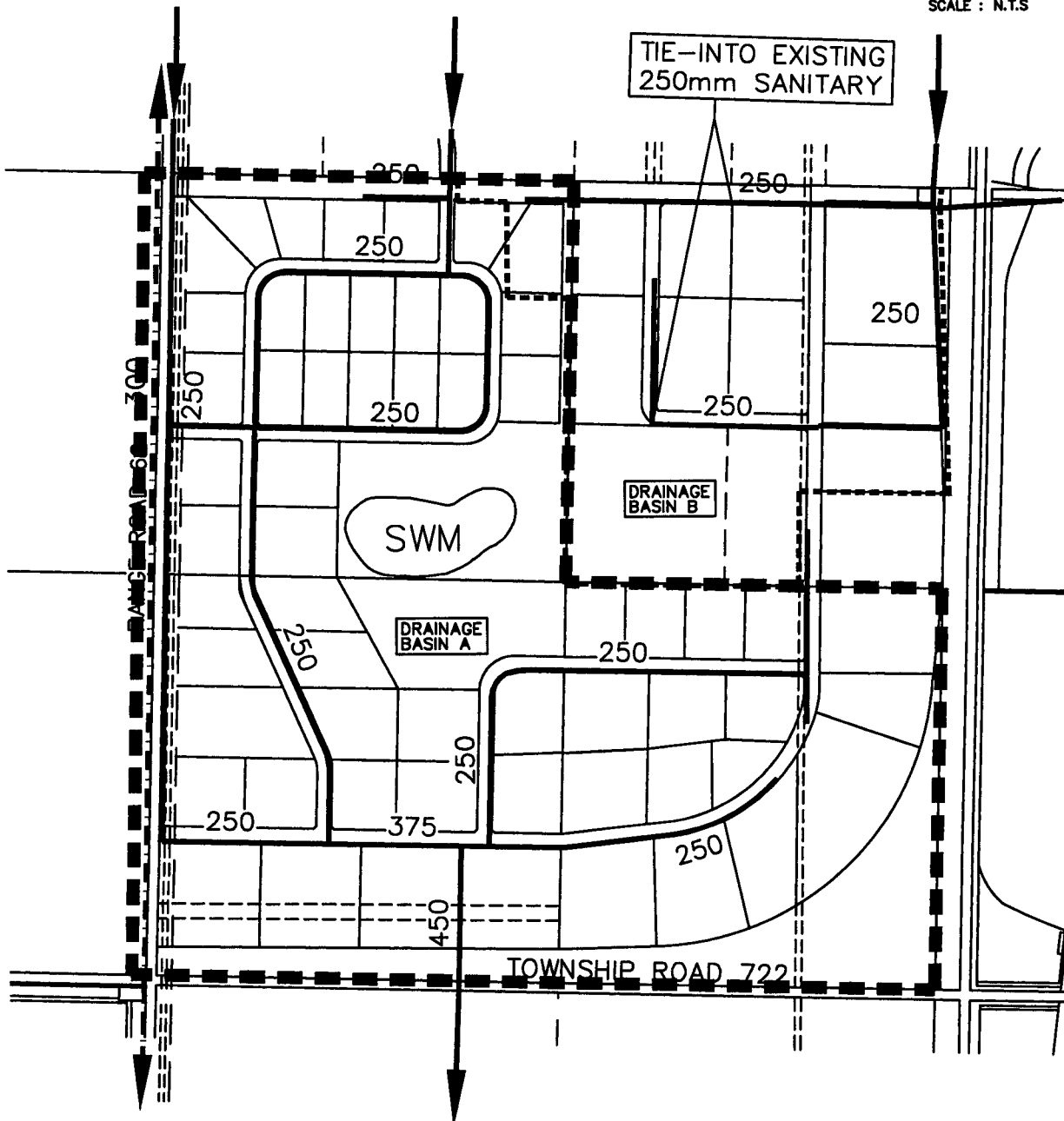


WEST KEHR-ALTEN
AREA STRUCTURE PLAN
MARCH 2005

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MAP 6
SANITARY SERVICING CONCEPT

SCALE : N.T.S



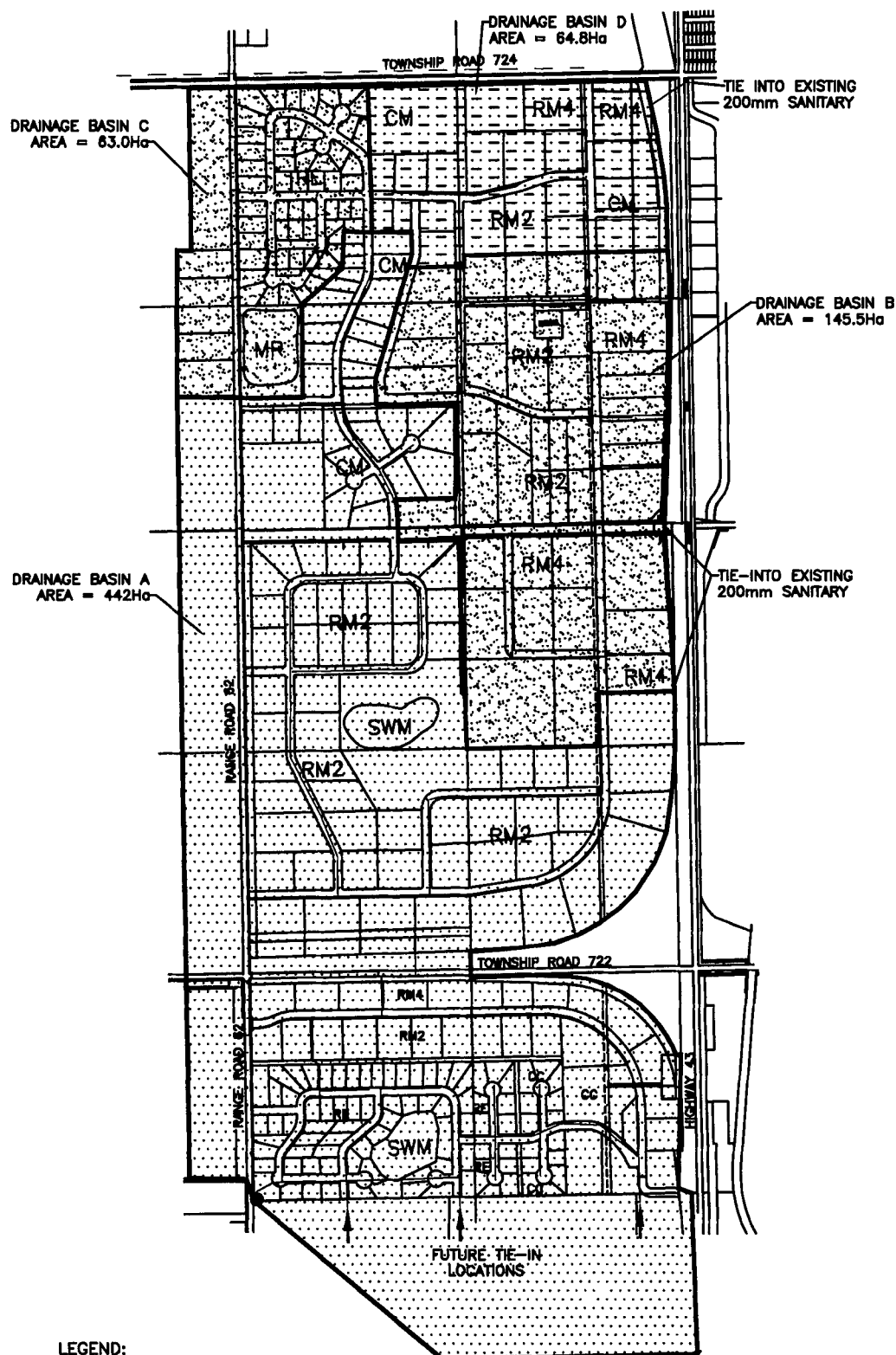
LEGEND:

- | | | |
|--------------------------|-----------------------------------|---------------------|
| 250 | - PROPOSED SANITARY MAIN AND SIZE | - DRAINAGE BOUNDARY |
| - EXISTING SANITARY MAIN | - PROPOSED FORCE MAIN | |
| - PLAN AREA | | |

MARCH 2005

MAP 6A

SCALE : N.T.S



LEGEND:

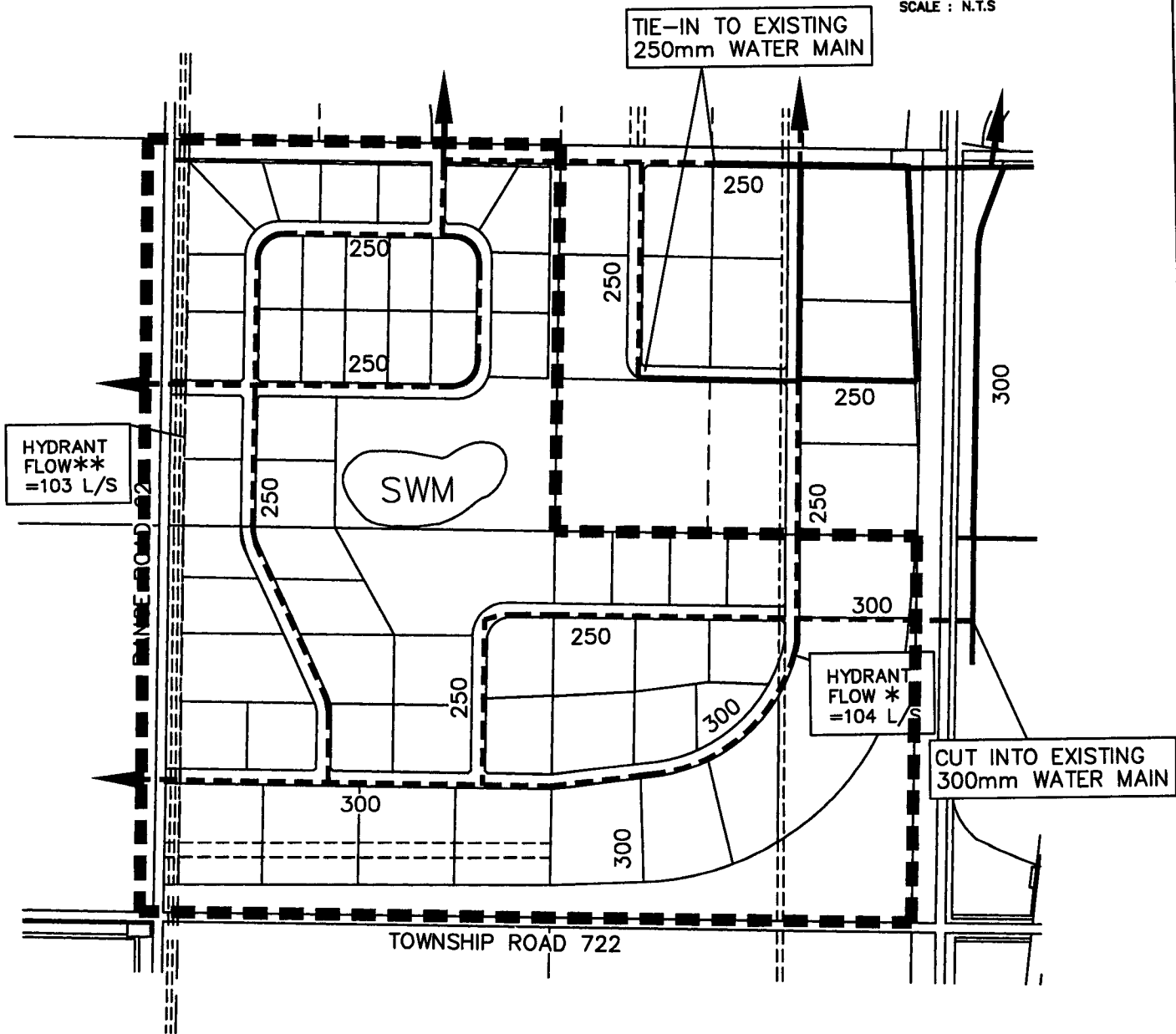
- 250 - PROPOSED SANITARY MAIN AND SIZE
 - - - - - EXISTING SANITARY MAIN
 - - - - - PROPOSED FORCE MAIN
 - - - - - EXISTING FORCE MAIN
 - - - - - DRAINAGE BOUNDARY
 ● - LIFT STATION



WEST KEHR-ALTEN
AREA STRUCTURE PLAN
MARCH 2005

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MAP 7
WATER SYSTEM



LEGEND:

- — EXISTING WATER MAIN
- - - - FUTURE WATER MAIN

- * - HYDRANT FLOWS BASED A CROSSROADS TIE-IN
ACROSS HIGHWAY 2
- ** - HYDRANT FLOWS BASED A CROSSROADS TIE-IN
ACROSS HIGHWAY 2 AND ONE OTHER TIE-IN



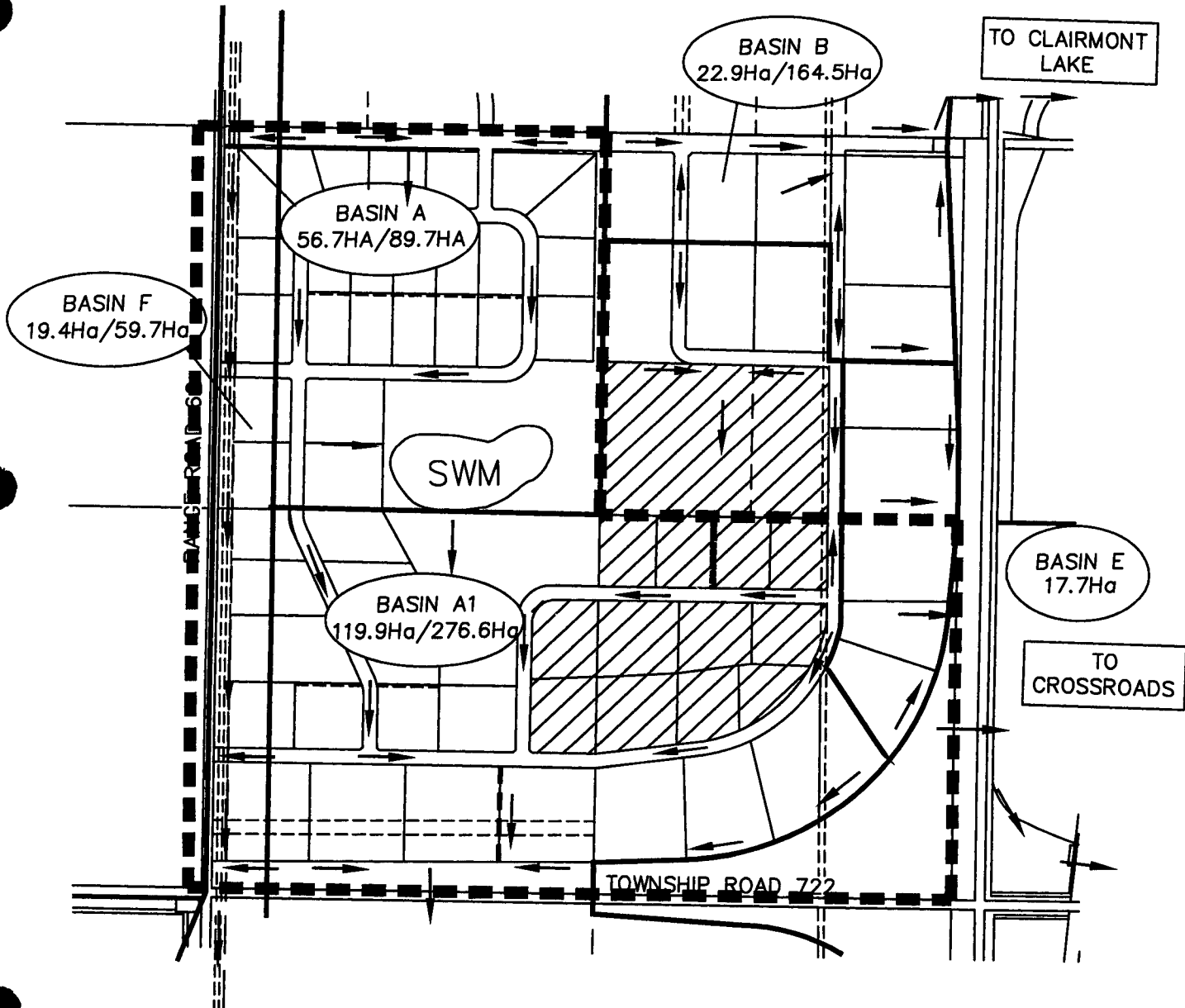
WEST KEHR-ALTHEN
AREA STRUCTURE PLAN
MARCH 2005

ISL



SCALE : N.T.S

MAP 8
STORM DRAINAGE CONCEPT



LEGEND:

- FLOW DIRECTION
- POSSIBLE DRAINAGE PUL OR R/W LOCATION
- /// - POTENTIAL DRAINAGE EASEMENT OR DRAINAGE PULS REQUIRED
- DRAINAGE BASIN BOUNDARIES

BASIN D
79.2Ha

- DRAINAGE BASIN D WITH A CONTRIBUTION OF 79.2Ha.

BASIN A
37.1Ha/98.4Ha

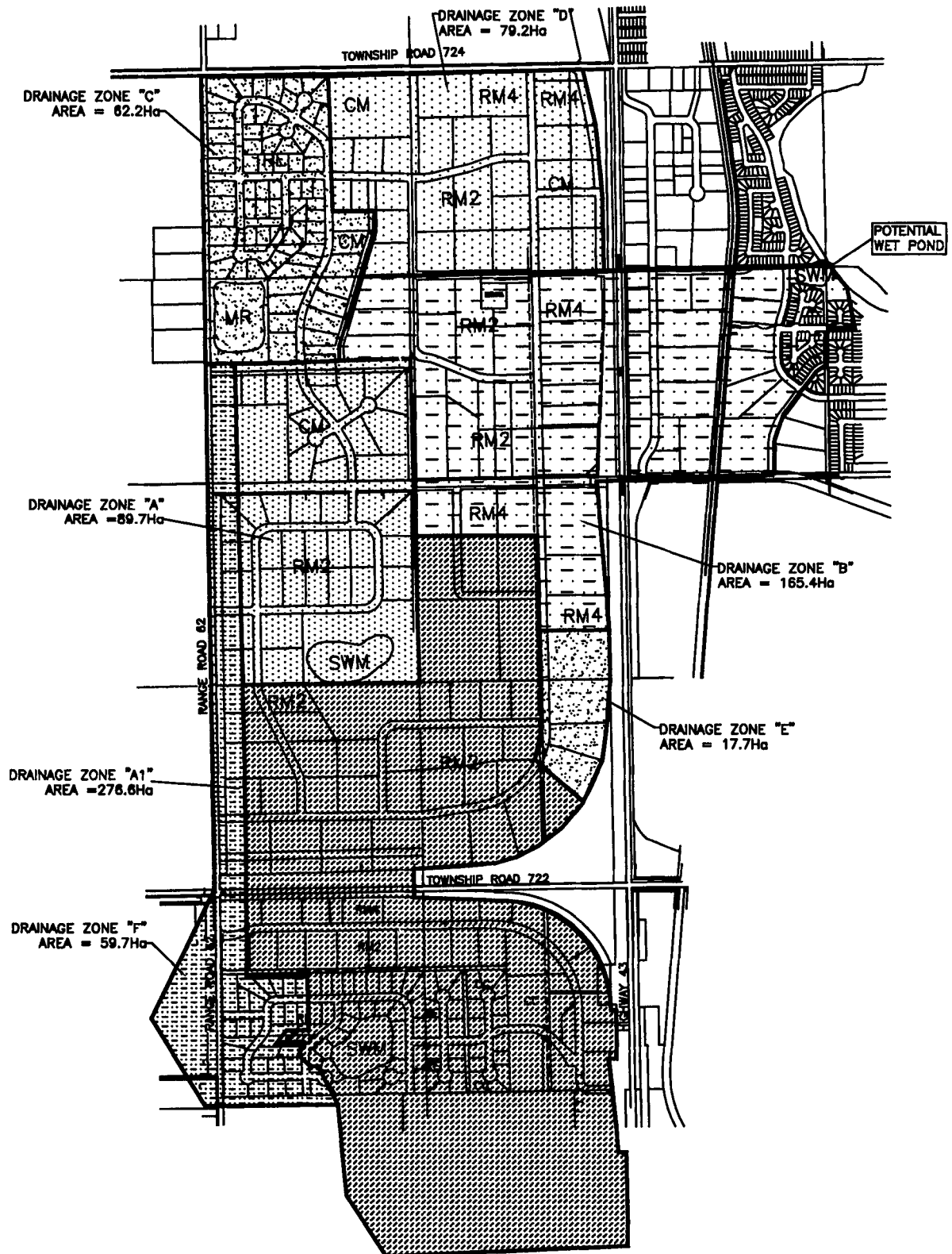
- DRAINAGE BASIN A WITH A CONTRIBUTION OF 37.1Ha OF 98.4Ha, IN PLAN AREA

BEIRSTO, LEHNERS, KETCHUM
ENGINEERING LTD.



WEST KEHR-ALTHEN
AREA STRUCTURE PLAN
MARCH 2005
MAP 8A
STORM SERVICING LEVY AREAS

SCALE : N.T.S.





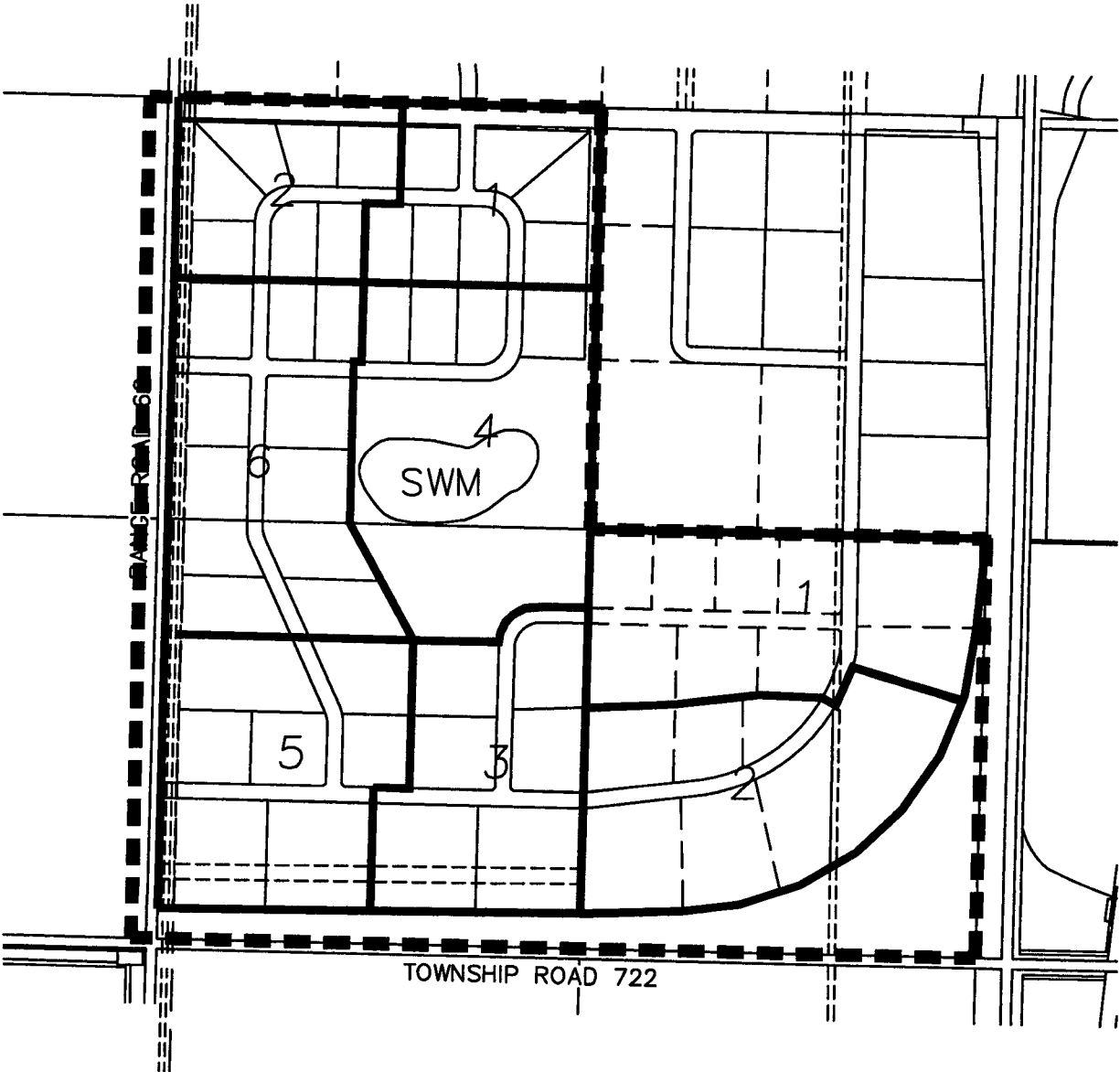
WEST KEHR-ALTHEN
AREA STRUCTURE PLAN
MARCH 2005



MAP 9
PROPOSED PHASING



SCALE : N.T.S



LEGEND:

1 - PHASE



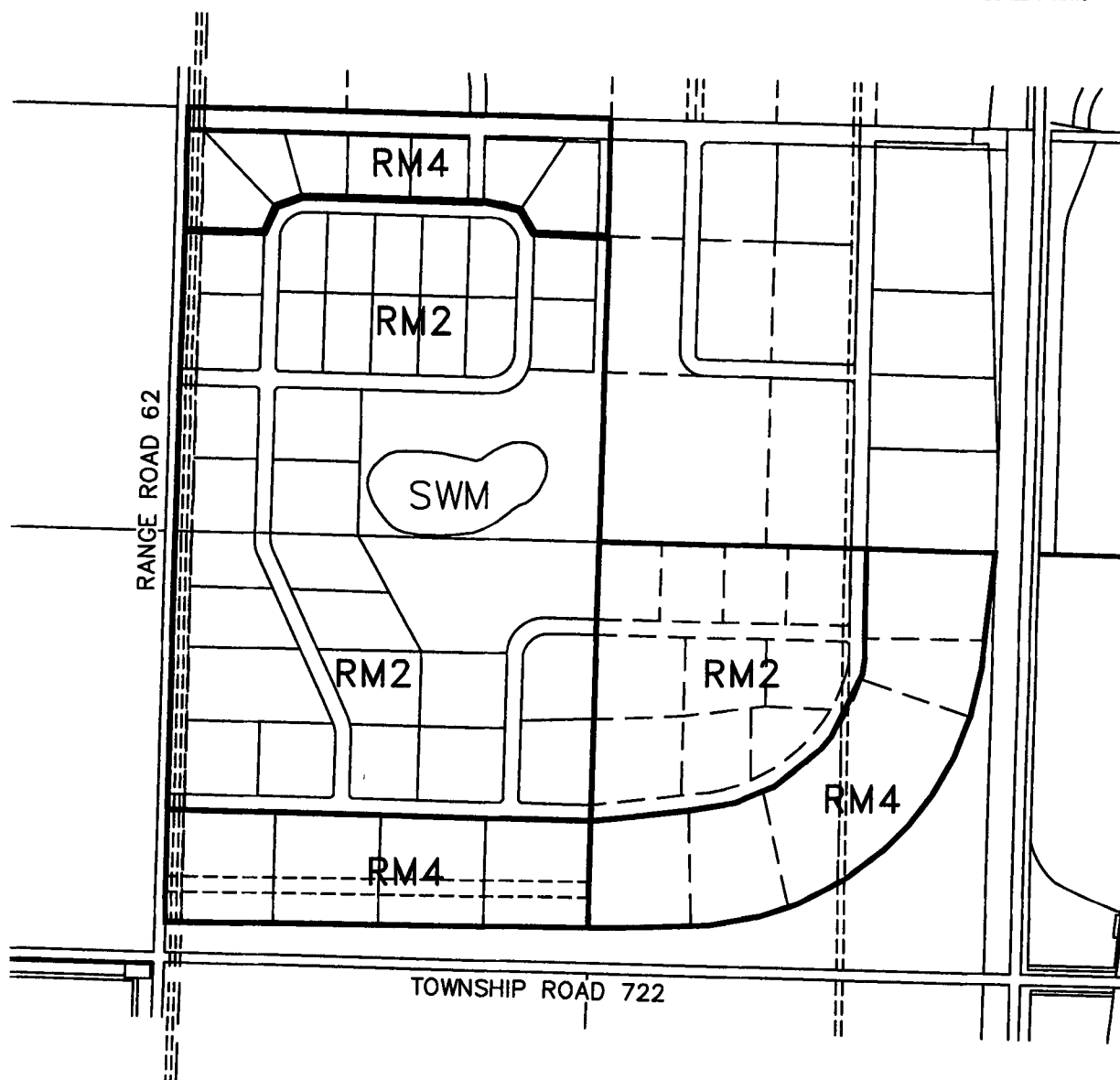
WEST KEHR-ALTHEN
AREA STRUCTURE PLAN
MARCH 2006

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MAP 10
PROPOSED ZONING




SCALE : N.T.S



LEGEND:

RM2 - RURAL MEDIUM INDUSTRIAL
RM4 - HIGHWAY INDUSTRIAL

 SWM - STORM POND
----- - SERVICE ROAD CLOSURE
■■■■ - PLAN AMENDMENT AREA