

COUNTY OF GRANDE PRAIRIE NO. 1

WEST MOUNTVIEW INDUSTRIAL
AREA STRUCTURE PLAN
(NW and SW Sec. 19-71-6-W6M)

Prepared by:



Beirsto Lehnert Ketchum Engineering Ltd.

January 2012

**BY-LAW NO. 2920 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 adopt the attached West Mountview Area Structure Plan for NW-19-71-06-W6M and SW-19-71-06-W6M.

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 Council of the County of Grande Prairie No. 1 has properly notified the owners of land within the development area, pursuant to provisions of the Municipal Government Act, Statutes of Alberta, 200, Chapter M-26, and amendments thereto.

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

1. That this By-law shall be known as the **"WEST MOUNTVIEW AREA STRUCTURE PLAN BY-LAW"**.
2. That the West Mountview Area Structure Plan document is attached to this by-law as an appendix and forms part of this by-law.
3. That this by-law shall take effect on the date of its final passage by Council.

READ A FIRST TIME THIS 23 **DAY OF** JANUARY **,A.D. 2012**



REEVE



COUNTY ADMINISTRATOR

READ A SECOND TIME THIS 13TH **DAY OF** FEBRUARY **,A.D. 2012**

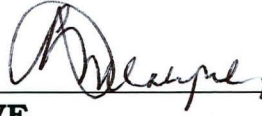


REEVE



COUNTY ADMINISTRATOR

READ A THIRD AND FINAL TIME AND FINALLY PASSED THIS 20th DAY
OF AUGUST, A.D. 2012.



REEVE



COUNTY ADMINISTRATOR

TABLE OF CONTENTS

1.0	Introduction	1
1.1	Purpose of Plan	1
1.2	Plan Area	1
1.3	Existing Conditions	1
1.4	Policy Framework	6
2.0	Development Concept	8
2.1	Goals of the Plan	8
2.2	Land Use Plan	8
2.2.1	Industrial Development	8
2.2.2	Environmental Protection	11
2.2.3	Municipal Reserve	11
2.3	Engineering Design	12
2.3.1	Road Network	12
2.3.2	Servicing	15
2.3.3	Stormwater Management	16
2.3.4	Shallow Utilities	18
2.3.5	Lot Grading	18
3.0	Implementation	19
3.1	Phasing	19
3.2	Proposed Zoning	19
3.3	Subdivision and Development	19

LIST OF MAPS

1	Location	2
2	Existing Conditions	3
3	Topography	5
4	Development Concept	9
5	Transportation	13
6	Regional Transportation	14
7	Stormwater Management.....	17
8	Phasing.....	20
9	Zoning	21
10	Landscaping.....	22

1.0 INTRODUCTION

1.1 Purpose of Plan

The West Mountview Industrial Area Structure Plan has been prepared to provide a framework for future development of two quarter sections of land west of the City of Grande Prairie in the County of Grande Prairie No. 1.

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. In addition, as the Plan area fronts onto Highway 43, the requirements of Alberta Transportation need to be accommodated. The Plan establishes the future land use and circulation pattern proposed for the site, and provides details respecting proposed servicing for the area.

The subject area is suited to future industrial development as it provides for a logical extension of existing industrial development in the area, is well served by the local and provincial transportation network, and is buffered from neighbouring concentrations of residential development (such as the Silver Pointe manufactured home community) by a major natural feature (Flyingshot marsh). Where issues of incompatibility are present, the Plan proposes mitigative measures to address these issues.

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

1.2 Plan Area

The land affected by this Area Structure Plan is located 1.6 km (1 mile) west of the City of Grande Prairie as illustrated on Map 1. The land area affected totals 130.3 hectares (322 acres) as noted in Table 1. The policies of this plan will apply to this area.

The site is bounded to the north by Highway 43, to the west by a County road (Range Road 70), to the south and west by agricultural lands and to the east by an industrial area and incidental country residential development. The Flyingshot Marsh and two country residential parcels are located adjacent to the Plan area to the southeast. The Nordhagen country residential subdivision is located across the highway to the north.

1.3 Existing Conditions

As shown in Map 2, the quarter east of the Plan area is occupied by the Mountview Business Park, which is completely developed and a majority of the lots are occupied. There are two country residential parcels located east of the Plan area. The Plan area is in agricultural production.



WEST MOUNTVIEW AREA STRUCTURE PLAN

COUNTY OF GRANDE PRAIRIE NO. 1

Map 1 - Location



SCALE : N.T.S.



Plan Area



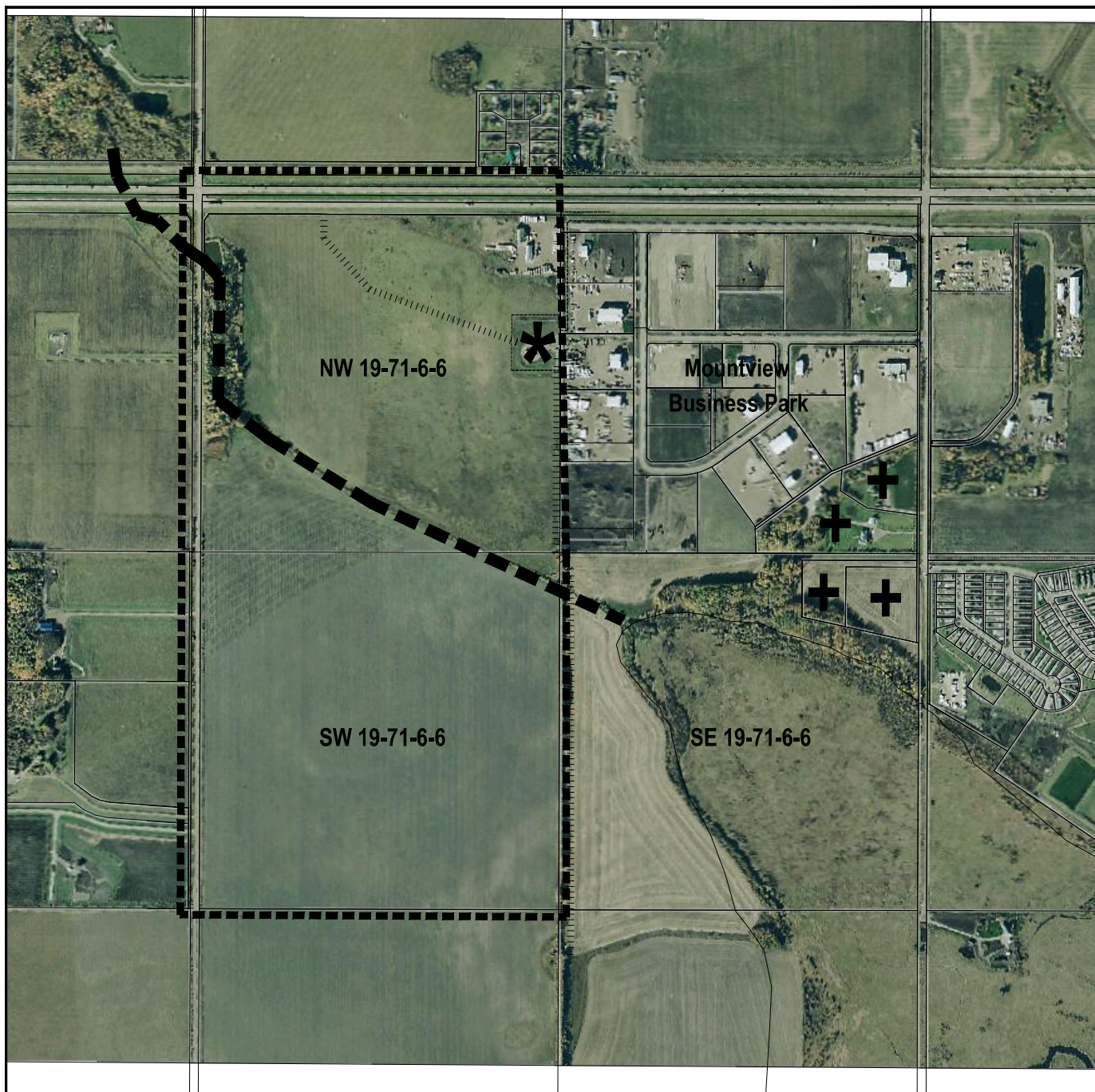
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Map 2 - Existing Conditions



SCALE : N.T.S.

--- Drainage Ditch

* Gas Well

+ Residence

..... Pipeline

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A gas well lease is located at the north central portion of the Plan area, and a pipeline travels along the east side of the Plan area in a north-south fashion. There is a 73 mm (2.9") high-pressure gas line located within the Highway 43 right-of-way along the north side of the property. Setbacks from all oil and gas facilities will be enforced at the time of development permit application.

Table 1 – Plan Area Composition

Legal	Owner	Area (ha)
NW 19-71-6-6	Soncorp Landco Inc. S. A. Innes	59.7
SW 19-71-6-6		65.2
Internal Roads and Road Plans		5.4
Total		130.3

The Plan area is characterized by relatively steep slopes at the north end where slopes approach 5%, while the south-central portion is relatively flat. A portion of the Flyingshot Marsh is located on adjacent lands to the southeast, to which the Plan area, as well as lands further to the north and west drain. Elevations range from approximately 674 m at the north-central area to 652 m at the marsh.

The surface drainage pattern of the site is illustrated on Map 3. The majority of the surface drainage is directed to the marsh from the northwest and southwest through a drainage ditch that traverses the west side of the Plan area.



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COUNTY OF GRANDE PRAIRIE NO. 1

Map 3 - Topography



SCALE : N.T.S.

665 Elevation
 Direction of Flow

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1.4 Policy Framework

1.4.1 County of Grande Prairie Municipal Development Plan

The County MDP provides the general policy framework with which more detailed plans are required to be consistent. The County under the provisions of the MDP will require area structure plans for any industrial park, hamlet, highway commercial subdivision or any other major development where such a plan would assist the County in making planning decisions. The purpose in requiring area structure plans under the MDP is to more efficiently guide land uses and infrastructure development by specifically addressing transportation networks, broad land use categories, population or employment densities, contours, water supply, phasing and sequence of development, existing and future land uses, existing and proposed utilities, and environmentally sensitive features. This document is prepared in accordance with this policy framework.

1.4.2 Grande Prairie Intermunicipal Development Plan

The plan area is included within the City & County of Grande Prairie IDP. The intent of the IDP is to outline a cooperative framework for the coordination of land use planning, economic development, servicing and transportation issues that are of joint interest between the City and County. Generalized future land use for the area is identified as Industrial/Commercial. In terms of future annexation, the Plan area is split between both the Short Term and Long Term Annexation areas identified within the IDP.

Applications for industrial and commercial development involving most of, or all of, a quarter section in the Short Term Annexation area in advance of annexation are required to be forwarded to the City for comment to ensure consistency with City policy. Land located within the Long Term annexation area and adjacent to areas within the Short Term annexation area may be considered for subdivision provided the proposal is designed to a standard satisfactory to the City and is accompanied by an annexation application to the City. An area structure plan is also required as a prerequisite to subdivision occurring; this plan has been prepared in accordance with this policy direction.

1.4.3 Mountview Area Structure Plan

The Mountview Area Structure Plan was approved in 2000 to address the development of a rural industrial park in the NE 19. The provisions of the Mountview ASP have been illustrated in this Plan in order to ensure consistency in the development pattern of the area.

1.4.4 County of Grande Prairie Land Use Bylaw

The Plan area is currently designated as Agricultural (AG) in the County's Land Use Bylaw. In order to facilitate the development of the Plan area for industrial purposes, it is intended that the Plan area be rezoned to the appropriate districts as a prerequisite to subdivision.

1.4.5 Grande Prairie Airport Vicinity Protection Area

The subject lands are not located within the Grande Prairie Airport Vicinity Protection Area (AVPA). However, given the close proximity of the airport, the AVPA restrictions on building height do apply to the Plan area, and the subject lands are the subject of Transport Canada zoning caveats. The issue of building height will be addressed at the time of development permit application.

2.0 DEVELOPMENT CONCEPT

2.1 Goals of the Plan

The West Mountview Industrial Area Structure Plan has been prepared in accordance with the following goals and objectives.

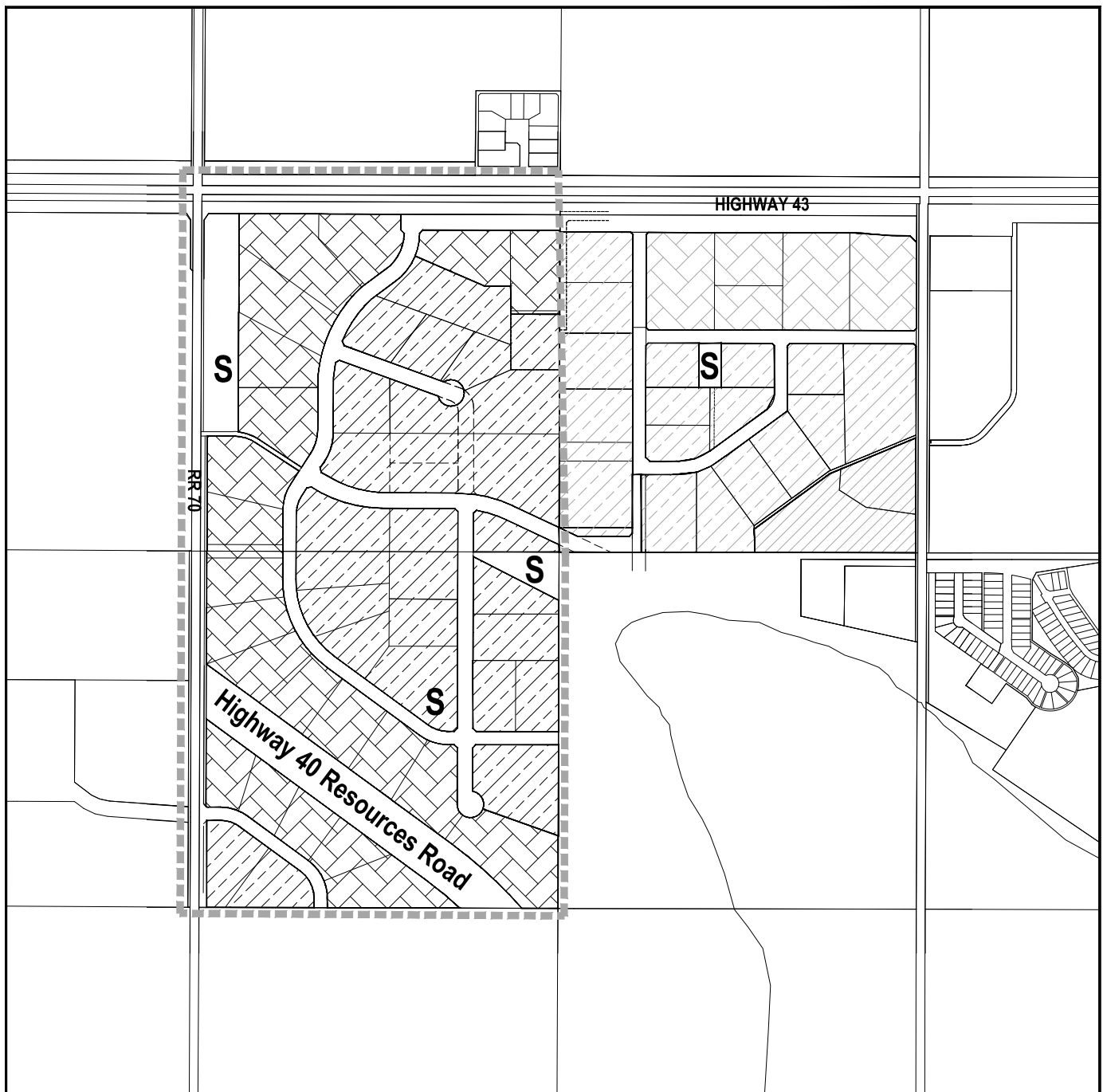
- (a) To provide a sound planning framework for the future development of the Plan area that is consistent with the goals and policies of the County of Grande Prairie No. 1.
- (b) To contribute to the continued economic development of the Grande Prairie area through the development of the plan area for industrial purposes.
- (c) To protect and maintain the operational safety and integrity of the Highway 43 corridor, and accommodate future upgrades to this corridor.
- (d) To accommodate and make planning provisions for the proposed South West Resources Road expansion.
- (e) To establish an efficient and economical municipal servicing and development concept for the Plan area.
- (f) To foster a high aesthetic standard of design for the Plan area, and provide measures to mitigate potential impacts on adjacent residential development.
- (g) To mitigate all potential environmental impacts to Flyingshot Marsh and its adjacent lands.
- (h) To comply with the future land uses mandated by the County's MDP and IDP.

2.2 Land Use Plan

A 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 survey and subdivision.

2.2.1 Industrial Development

- (a) As noted in Table 2, 81% of the developable land in the Plan area is to be developed for industrial purposes. A mixture of highway-oriented and medium industrial development is proposed. Given the proximity to Highway 43 and Highway 40, it is proposed that approximately 46 ha of land located along the north and west boundaries of the Plan area be designated as Highway Industrial (RM-4) in the Land Use Bylaw. The balance of the industrial land (50 ha or 42% of the Plan area) is to be zoned as Rural Medium Industrial (RM-2).



WEST MOUNTVIEW AREA STRUCTURE PLAN

COUNTY OF GRANDE PRAIRIE NO. 1

Map 4 - Development Concept



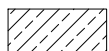
SCALE : N.T.S.



Highway Industrial



Country Residential



Light/Medium Industrial

S

Storm Pond

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- (b) Medium industrial development, totaling approximately 50 ha, is proposed for a majority of the Plan area. Uses encouraged in this area are those that are characteristic of other unserved industrial parks in the County, 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 2.3 ha based on the layout illustrated in Map 4.

Table 2 - Land Use Area Estimates

Land Use	NW 19	SW 19	Total	Percent
Gross Area	65.1	65.2	130.3	
Less Existing Highway/Service Roads	3.6	0	3.6	
Less Future Southwest Resource Road ROW	0	8.1	8.1	
Net Developable Area	61.5	57.1	118.6	100.0
Industrial	47.3	48.9	96.2	81.1
Highway Industrial (RM-4)	21.6	24.7	46.3	39.0
Medium Industrial (RM-2)	25.7	24.2	49.9	42.1
Gas Well	1.3	0	1.3	1.1
Roads	8.8	6.7	15.5	13.1
Internal Roads	7.1	5.9	13.0	11.0
Future Highway 43X ROW	1.2	0	1.2	1.0
Road Widening	0.5	0.8	1.3	1.1
Stormwater Management	4.1	1.5	5.6	4.7

- (c) Highway Industrial development (zoned RM-4 in the Land Use Bylaw) comprises approximately 46 ha (39%) of the Plan area. Lot sizes designated for this use are intended to average approximately 2.7 ha based on the layout illustrated in Map 4. Given the high visibility of the site, due to its proximity to the Highway 43 and Highway 40 corridors, a higher landscaping standard for individual lots in the development will be expected in accordance with the Land Use Bylaw.
- (d) All industrial development in the Plan area shall be the subject of a high level of design and landscaping in accordance with County requirements. This is a result of the high degree of visibility that these locations afford. These landscaping plans shall contribute to mitigating any negative environmental and aesthetic impacts to adjacent properties. As a result, landscaping plans must be submitted with any development permit application.

2.2.2 Environmental Protection

The Flyingshot Marsh is a natural area located adjacent to the southeast portion of the Plan area. In addition, a small creek located along the south boundary of the Mountview Business Park was designated as Environmental Reserve when the NE 19 development was subdivided.

- (a) In order to prevent the transfer of pollutants into the marsh, a series of storm ponds are proposed in the Plan area. These ponds serve as a means to control runoff and to allow for

settlement of pollutants prior to discharge. Additional detail regarding the stormwater management strategy is provided in Section 2.3.3.

- (b) In order to ensure that the marsh is not negatively impacted by development in the Plan area, the County shall strictly enforce rear-lot development setbacks and landscaping standards on those lots located adjacent to the marsh.
- (c) Uses that involve the storage of hazardous materials or goods will be evaluated closely at the time of a development permit application to ensure that any potential for contamination of the environmental area is minimized. There will be special attention paid to secondary containment, berming and strict drainage control. All Provincial and Federal regulations will be strictly enforced.

2.2.3 Municipal Reserve

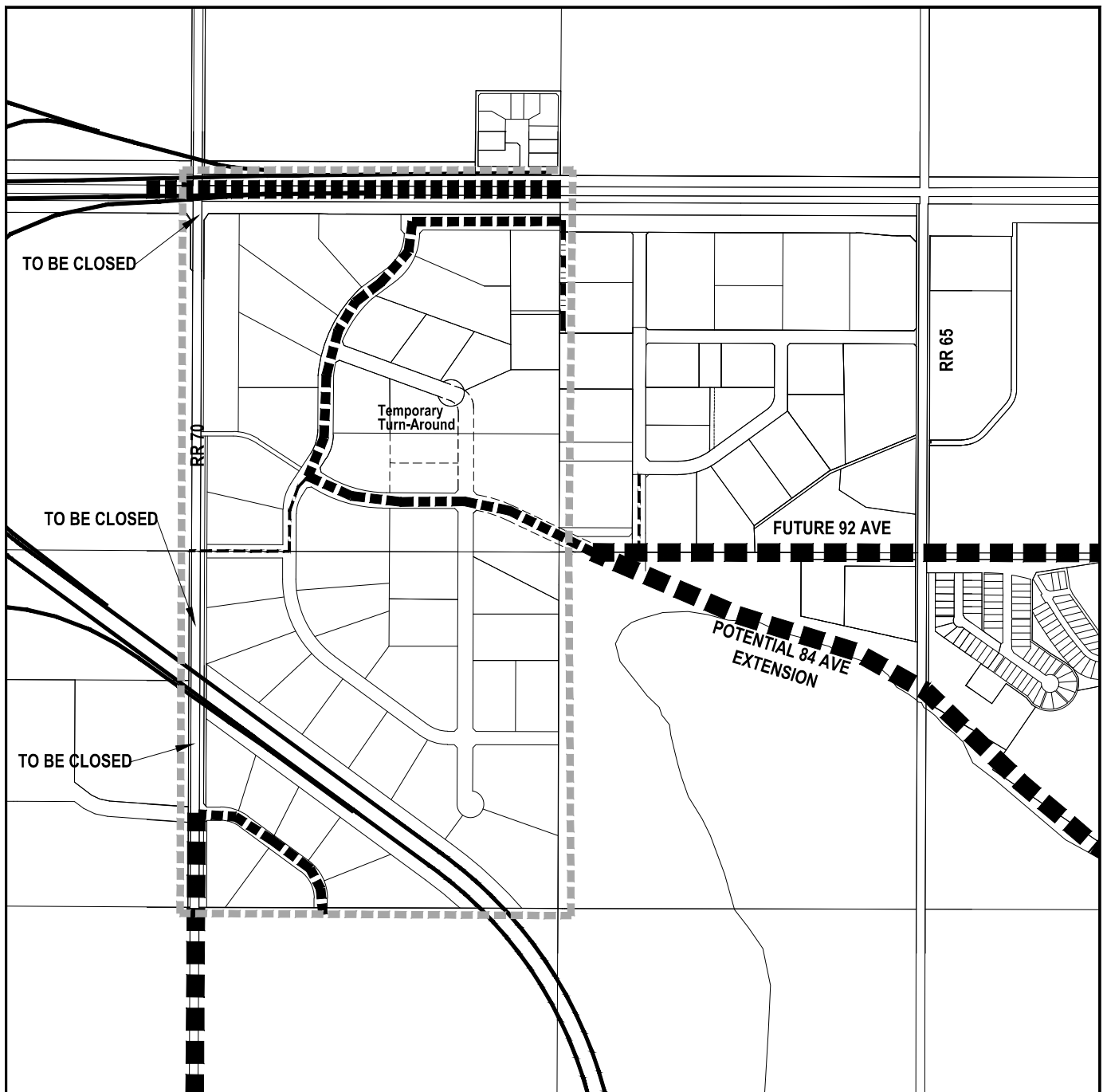
In accordance with the Municipal Government Act, a maximum of 10% of the Plan area's developable land (11.9 ha) may be provided as municipal reserve at the time of subdivision. Given that the land in question is to be developed for industrial purposes and that no specific needs have been identified for school or recreation purposes in this area, the Municipal Reserve shall be provided as cash-in-lieu.

2.3 Engineering Design

2.3.1 Road Network

- (a) As illustrated in Map 5, primary access to the Plan area is currently obtained from existing locations along Range Road 70 to the west and Range Road 65 to the east. Highway access to the Plan area shall be limited to Range Road 65. Traffic will likely increase on Range Road 65 until the 92nd avenue access or the potential 84th avenue access are constructed. No direct highway access to individual lots will be permitted, as all lots shall be accessed by the internal road system.
- (b) Traffic impact assessments (TIA) will be prepared for Alberta Transportation and the County at the time of subdivision to determine if improvements to these intersections are required in the future. If warranted, and consented to by AB Transportation, intersection signalization may be required at RR65.
- (c) As part of the larger regional transportation network, it is proposed that a new Highway 43X interchange will be constructed at a location approximately 800m to the west of the Plan area. As part of the interchange construction it is the intention of Alberta Transportation to close the intersection of Range Road 70 and Highway 43. This will require that internal traffic from the Plan area north of the Southwest Resource Road be diverted to Range Road 65. Traffic from the Plan area located south of the Southwest Resource Road will be directed to Range Road 70 south. There will be no connections to the proposed Southwest Resource Road which will link Highway 40 with the proposed Highway 43X interchange.
- (d) Internal vehicle circulation in the Plan area is to be accommodated by a looped road system that is constructed within 30 m (98 ft) rights-of-way. All roads are to be built to a rural cross-section and paved and graded in accordance with County requirements.
- (e) Through the subdivision process, additional land may be acquired by the County from the developer to provide for the future widening of Range Road 70. Improvements to Range Road 70 will create a benefiting area which includes the two quarter sections to the west of the Plan area. The County may require new development occurring in the benefiting area to pay levies to recover a portion of the costs for these improvements.
- (f) In the event that the municipality takes over the highway 43 corridor, or consent is obtained from Alberta Transportation, it is possible that an additional right-in/right-out intersection may be introduced west of Range Road 65 to relieve access issues.¹

¹ Further relief of traffic congestion at this intersection may also be achieved through upgrading Range Road 64 further to the east, which will help divert the Silver Pointe residential traffic from the south.



WEST MOUNTVIEW AREA STRUCTURE PLAN

COUNTY OF GRANDE PRAIRIE NO. 1

Map 5 - Transportation

■■■■■■ Highway 43

■■■■ Collector

----- Potential Connection

----- Gas Well Access



SCALE : N.T.S.

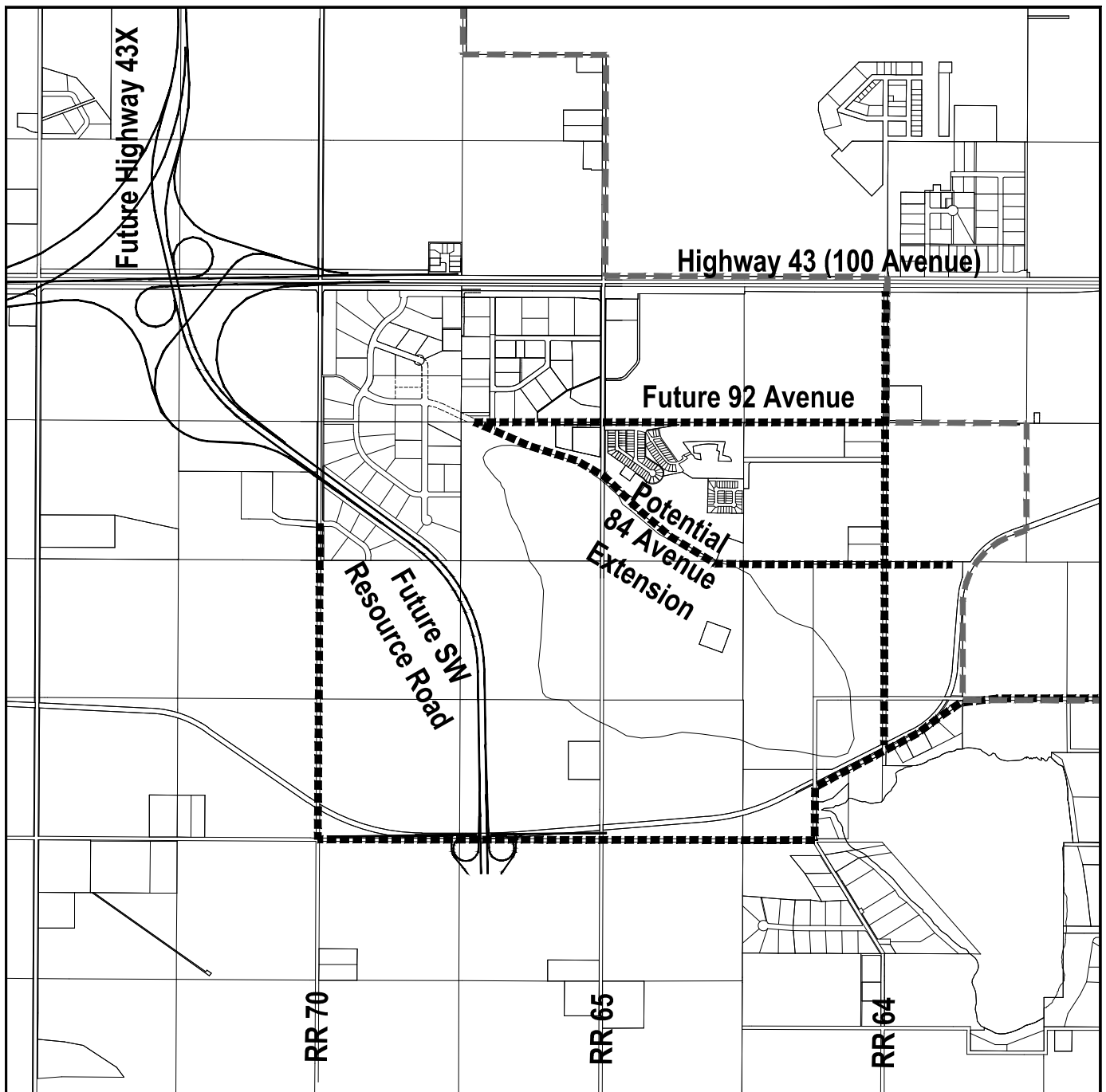
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COUNTY OF GRANDE PRAIRIE NO. 1

Map 6 - Regional Transportation



SCALE : N.T.S.

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- (g) As part of the subdivision process, the developer may be required to implement noise attenuation measures for neighbouring residential developments if deemed necessary by the County. For example, the Nordhagen subdivision is a 10 lot country residential development that predates all industrial development in the Plan area. In order to mitigate noise and aesthetic concerns raised by residents, fencing and berming² will be constructed along the south boundary of the Nordhagen subdivision by the developer as part of the development of Phase 1.
- (h) In the event that 84th Avenue or 92nd Avenue are constructed through the plan area, adequate landscaping/tree planting will be required as per County standards. Noise attenuation measures (ie. berming/fencing) may also be required at the time of construction. This is not part of the ASP and will be evaluated based on traffic volumes, etc. at a later date, if required.

2.3.2 Servicing

All existing development in the Plan area is served by private water supply and sewage disposal systems. These existing developments will be permitted to continue to utilize these private services until a change in landuse or re-subdivision occurs. The West Aqua Co-op water line runs approximately 2 miles south of the Plan area. In the future, it is intended to extend municipal water servicing into the Plan area.

- (a) In accordance with Provincial regulations, all existing water wells in the Plan area are required to be licensed by Alberta Environment. No new wells will be permitted.
- (b) Notwithstanding the provisions of 2.3.2(a), no new subdivision may occur³ unless provision is made for the extension of the municipal water system to the Plan area as outlined in 2.3.2(d) and (e). If a municipal water system is developed, the minimum water flow shall be 95 litres per second. The feasibility of providing a low pressure sewage system (or extension of the municipal system) in the Plan area may also be investigated in the future.
- (c) Should municipal services become available to the area, the Plan should be amended to reflect the impact that municipal services will have on lot density and the type of development permitted.
- (d) The provision of municipal services can be provided by the developer or by the local municipality. If municipal services are made available in the area, all new developments in the west half of 19-71-6 W6M will be required to connect to the services. Caveats on the new lots will be attached to the properties to ensure that the connections are required. Any new development permits issued in the Plan area will carry the condition that land owners must connect to municipal water services when they become available in the area.

² Options for such measures include the construction of a 2.4m solid fence, or a 1.8m fence installed on a landscaped berm. The specific nature of the measures will be dependent on the amount of property available to construct a berm adjacent to the highway right-of-way.

³ There is an existing water license registered on the NW 19 that the owner is in the process of modifying for industrial use through Alberta Environment. Assuming this license revision is successful, it is proposed that no new subdivisions or water wells occur beyond the limits of the existing water license.

- (e) The municipality will support a petition for a local improvement charge to enable the extension of municipal water and/or wastewater services to this area.

2.3.3 Stormwater Management

Storm water from the Plan area drains to the Flyingshot Marsh, which is located southeast of the Plan area and extends to Flyingshot Lake further to the southeast. This is a large marsh area which in turn drains into Flyingshot Lake and ultimately into Bear Creek. An intermittent drainage course bisects the west half of the Plan area, which accommodates drainage flows from lands to the northwest.

- (a) It is intended that all storm water be channeled through roadside ditches. Existing drainage courses not contained within road allowances will be secured as public utility lots, as illustrated in Map 6. Sizing of these ponds will be determined at the time of subdivision. Any permanent storm ponds will be provided as PULs at subdivision.
- (b) Two 2.7m culverts are used to handle upstream flows across Highway 43. Downstream of the highway culverts and prior to entry into the Plan area, a 2.1m culvert directs flows across Range Road 70 into the Plan area. The difference in sizing is related to project logistics and the differing flow event frequency requirements for both primary highways and secondary roads. Industrial development within the Plan area will utilize the same 1:5 year flood frequency for assessing culvert needs. As a result, the existing drainage course will be modified with the installation of additional 2.1m culverts as noted in Map 7.
- (c) In order to accommodate drainage, a network of public utility lots will be required to facilitate the movement of storm water.
- (d) In order to accommodate the large flows produced from the existing drainage course, it is proposed that the internal road adjacent to the ditch be constructed within a 40m right-of-way. The additional 10m width is to be provided on the north side of the road to allow for a 2.6m ditch with 3:1 side slopes. The County may consider the requirement of approaches in this section at the time of subdivision.
- (e) All approach culverts should be 600mm unless otherwise specified. The flows from Highway 43 are to be extended westerly to Range Road 70 and must not be directed into the subdivision and be diverted away from Flyingshot Marsh.

2.3.4 Shallow Utilities

- (a) All shallow utilities (natural gas, power, telephone) are to be extended into the Plan area by the developer.
- (b) Shallow utilities may be located outside road rights-of-way in easements registered in the name of the County of Grande Prairie No. 1.

2.3.5 Lot Grading

- (a) A lot grading plan will be prepared by the Developer in accordance with County standards, with the intent that all future building projects conform to the grading plan. The grading plan is intended to ensure that surface drainage from all lots is directed to the roadside ditches and storm retention ponds as provided in Section 2.3.3 and to ensure that all new construction proceeds in a manner consistent with that intent.
- (b) Lot grading plans must be submitted to the County for approval prior to development permit approval.

3.0 IMPLEMENTATION

3.1 Phasing

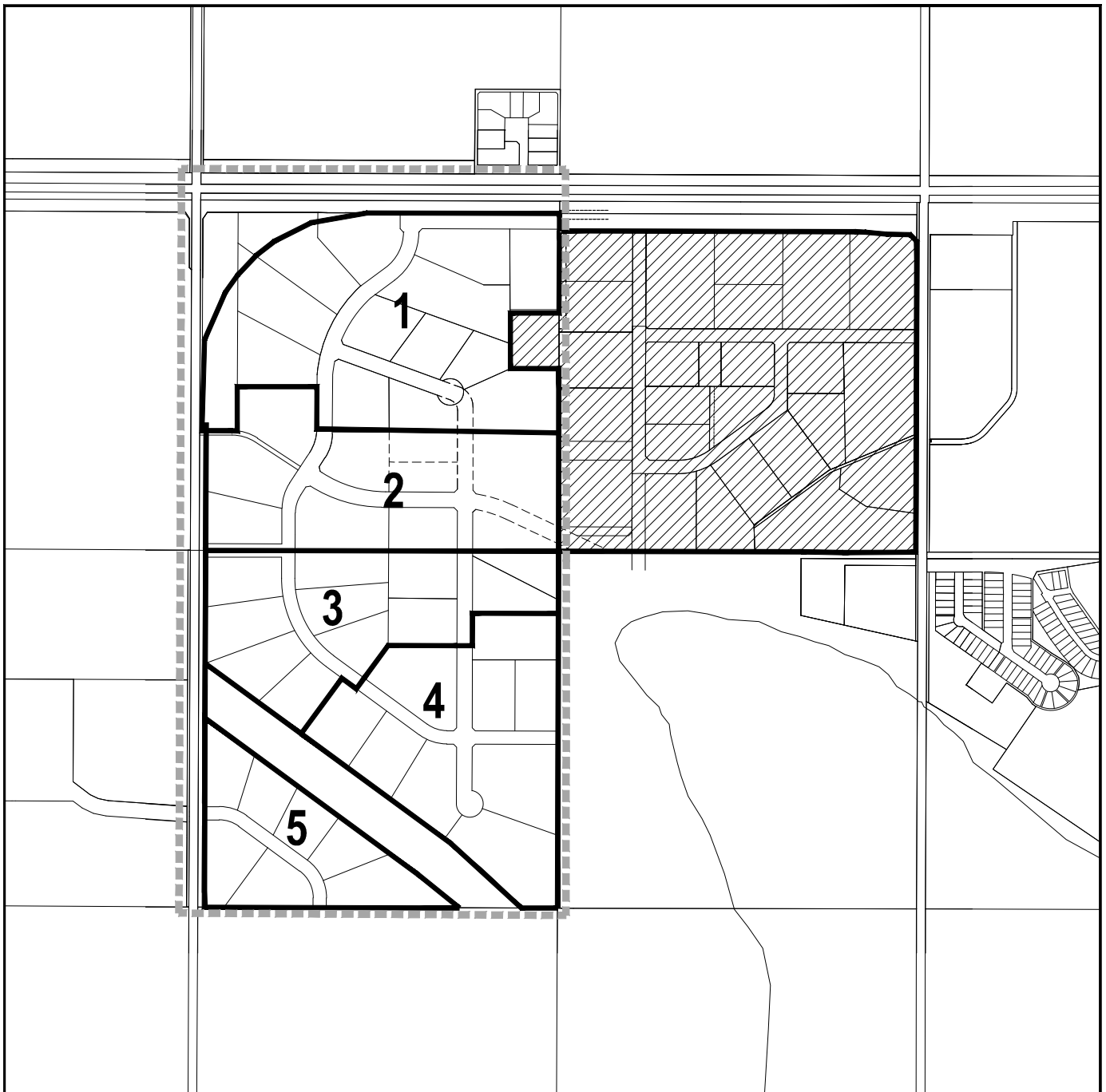
The proposed timing of development in the Plan area will be dependent on market conditions and the logical extension of municipal services. A tentative phasing plan is proposed on Map 8.

3.2 Proposed Zoning

Proposed zoning for the Plan area is identified on Map 9. The industrial area will be zoned under the Rural Medium Industrial (RM-2) and Highway Industrial (RM-4) Districts of the County's Land Use Bylaw. It is intended that the land occupied by the Flyingshot Marsh retain its current Agriculture General (AG) zoning. All zoning changes will be made in advance of subdivision approval.

3.3 Subdivisions and Development

- 3.3.1 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, utilities and stormwater management facilities, and the payment of any applicable off-site levies.
- 3.3.2 Detailed engineering drawings and specifications for roads and storm drainage shall be prepared by the developer and approved by the County prior to subdivision approval on the subject lands.
- 3.3.3 The resubdivision of lots in the Plan area may be supported without amendment to the Plan provided that the resulting lot sizes meet the minimum requirements of the Land Use Bylaw. Where possible, buildings should be sited in a way that allows for the future resubdivision of lots.
- 3.3.4 In order to ensure that existing gas processing and transmission facilities in the Plan area are protected, the County shall ensure that all proposed lots located in the immediate vicinity of these facilities are of sufficient size to accommodate all required setbacks. All development setbacks will then be enforced by the County through the development permit process.
- 3.3.5 The area will be subject to offsite levy requirements. All offsite levies related to transportation issues will be paid before subdivision registration.



WEST MOUNTVIEW AREA STRUCTURE PLAN

COUNTY OF GRANDE PRAIRIE NO. 1

Map 8 - Phasing

1 Development Phase (Tentative)



Existing Development



SCALE : N.T.S.

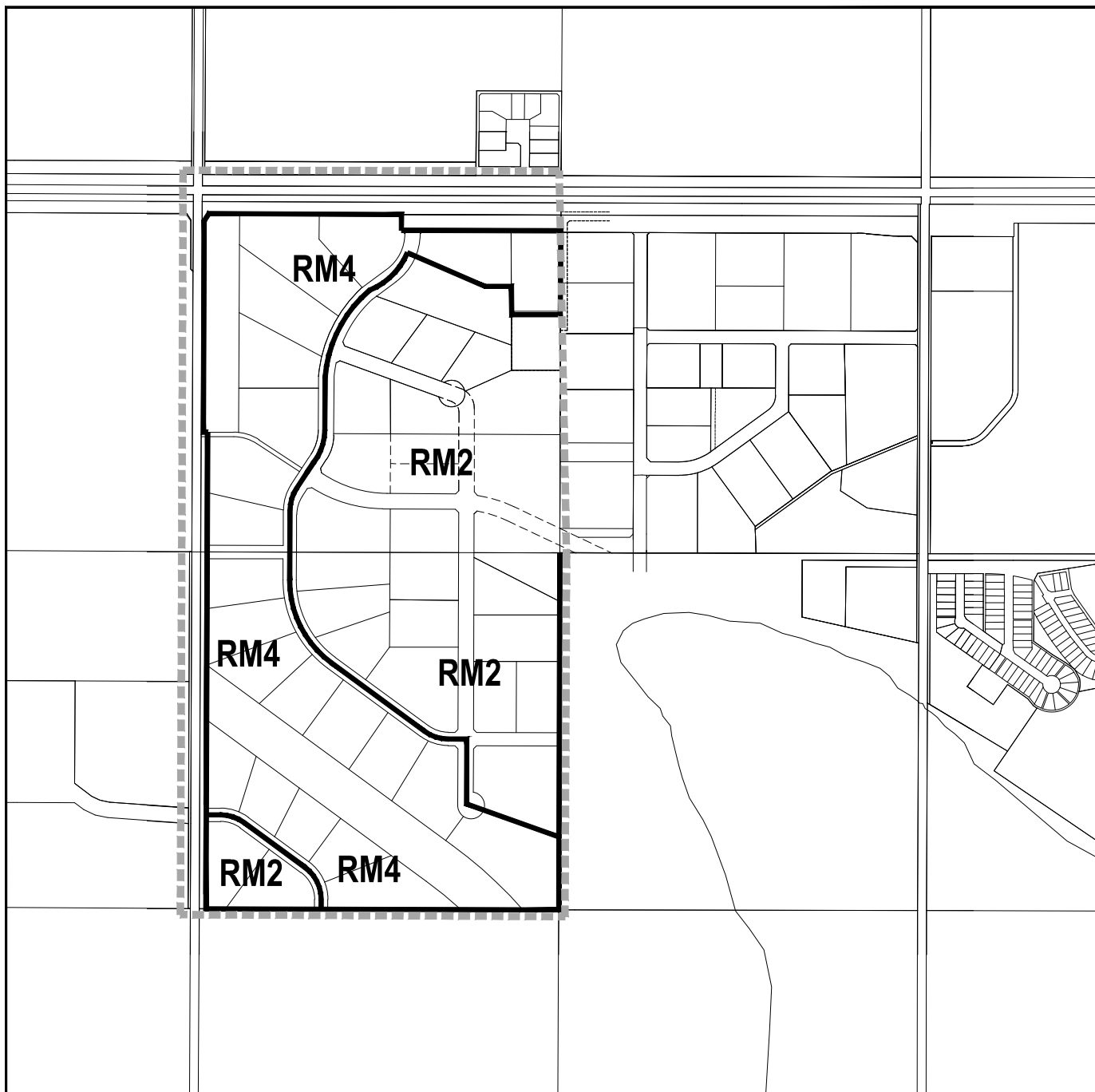
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WEST MOUNTVIEW AREA STRUCTURE PLAN

COUNTY OF GRANDE PRAIRIE NO. 1

Map 9 - Proposed Zoning



SCALE : N.T.S.

RM2 Rural Medium Industrial

RM4 Highway Industrial

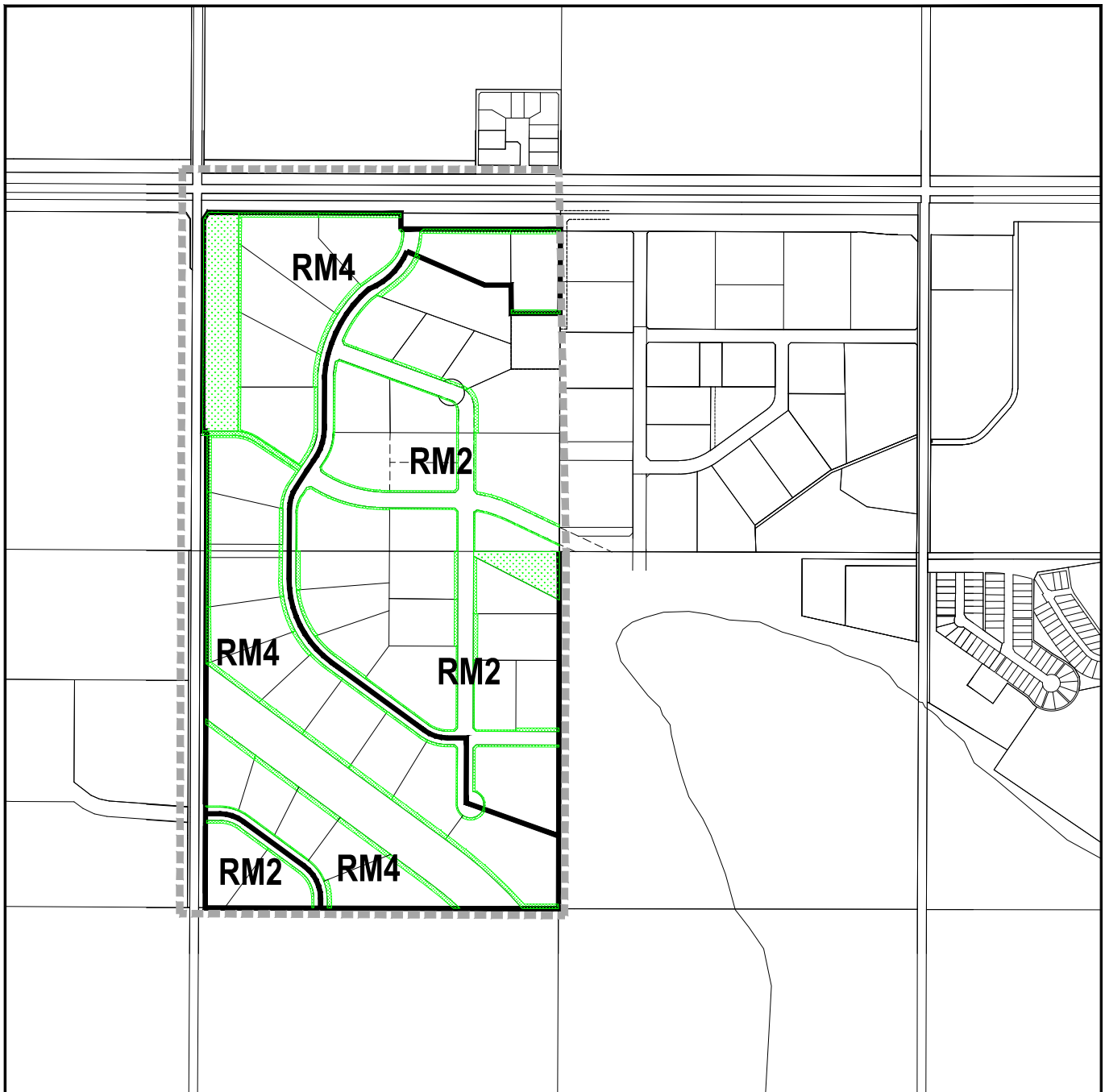
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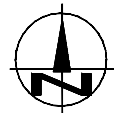




WEST MOUNTVIEW AREA STRUCTURE PLAN

COUNTY OF GRANDE PRAIRIE NO. 1

Map 10 - Proposed Landscaping



SCALE : N.T.S.

RM2 Rural Medium Industrial

RM4 Highway Industrial

 Landscaping

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