



**City of Grande Prairie  
Development Services  
Department**

**FLYINGSHOT LAKE  
OUTLINE PLAN  
OP-06-07**

**June 26, 2000**

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## **1.0 INTRODUCTION**

The Outline Plan is a non-statutory development plan required by the City as a prerequisite to subdivision approval. The Plan will address land use and servicing issues in greater detail than in an Area Structure Plan. It applies to areas generally no larger than a quarter section in size.

### **1.1 Plan Framework and Compliance with Statutory Plans**

The Outline Plan is generally consistent with approved Flyingshot Lake Area Structure Plan that is in place for the planning area. However, the City is currently preparing an Area Structure Plan for the Southwest Area. The Outline Plan will be consistent with the Southwest Area Structure Plan. When the Southwest Area Structure Plan is adopted, the Flyingshot Lake Area Structure Plan will be repealed.

By extension, conformity with the Area Structure Plan should indicate conformity with the Municipal Development Plan. Normally, an Outline Plan will be accompanied by the appropriate Land Use Bylaw amendments which will enable the zoning of the land for the intended uses. The net effect will be to produce a comprehensive plan for the area that will include future zoning. The approval of the Plan and Land Use Bylaw amendments should lead to a faster subdivision approval process.

## **2.0 DEVELOPMENT AREA**

### **2.1 Site Conditions**

The Outline Plan will cover the same lands as identified in the Flyingshot Lake Area Structure Plan. The area included is approximately 82 hectares in size and does not include all of the lands in Flyingshot Lake Settlements Lots 6 and 7.

The total land included in Flyingshot Lake Settlement Lots 6 and 7 is 89.03 ha or 220 acres. The main rationale for not including the balance of the land within the planning area at this time is size and shape of the 'remnant' parcel. In addition, the slope of the land is such that the area would be best serviced from the south and not the north as the rest of the planning area.

Some discussions have occurred regarding the development of the remnant parcel. The best solution for the planning and development of the remnant parcel is to integrate the development of the parcel with the development of adjacent lands.

The majority of the land located in Flyingshot Lake Settlement Lots 6 and 7 slopes gently to the northeast from the south. Some portions of the land in the south half of Lot 7 drain to the south.

Most of the land is currently in agricultural production. There are some pockets of trees within the planning area.

## **2.2 Development Opportunities and Constraints**

There are no environmental restrictions, topographical or physical constraints that would inhibit the development of the property. The land is sloping and well drained.

In terms of other surrounding land uses, the Richmond Industrial Park lies to the north across 84 Avenue. With the expansion of 84 Avenue and the construction of commercial and multi-family units along 84 Avenue, the impact of the park on single family housing will be minimal.

To the northeast of the planning area is the City cemetery. It is expected that a large storm water pond will be necessary in the vicinity of the cemetery and, when developed, will form a large buffer between the cemetery and the surrounding residential area. An undeveloped road allowance lies along the eastern boundary of the planning area. Beyond the eastern boundary is the Four Winds/Government Industrial Park. It is expected that the road allowance will remain undeveloped except for a trail system and form a buffer between the industrial area and the residential area.

Lands to the west and east of the planning area are largely identified as future residential growth areas. The planning the Flyingshot Lake Outline Plan is consistent with the other objectives.

An old zoning caveat exists against the property. The caveat was filed by the federal government and places height restrictions on development in the glide path of the airport runways. As the area is to develop as single family residential, there is unlikely to be any conflicts with the regulations.

## **3.0 DEVELOPMENT CONCEPT**

### **3.1 Concept Overview**

The overall future land use is shown on Map 4. The predominant land use in the area will be residential. As per City policy, there will be a mix of residential including single family residential and medium density residential. The Plan will comply with City policy regarding the overall density requirements for an area.

In addition, the development will feature all of the amenities normally found in any traditional neighbourhood. Provision will be made for a local commercial site to service the residents of the area. The neighbourhood will have a complete compliment of parks and open spacing throughout the planning area. A joint K-9 school site will be provided. Lastly, the Plan has identified the location of a future church site.

The area will be well integrated with other adjacent land uses. The road networks and servicing are complimentary. Where residential development is located adjacent to a major arterial roadway, buffers and screening will be provided to enhance the qualities of the residential area.

### **3.2 Commercial Development**

The Plan identifies one commercial site of just less than 1 hectare. The site is located in the northwest corner of the planning area. It is intended that this site be developed as Commercial Local C-3 district. It is expected that the site will contain a convenience store, car wash, gas bar and other similar uses. The number and location of accesses to this commercial site will be dependent upon an approved traffic impact analysis to be carried out at the time of development.

This will be the only commercial site in the planning area.

### **3.3 Low Density Residential**

The predominate land use will be single family residential. It is expected that the area will yield approximately 828 residential units. Based on an average household size of 3.0 persons per household, the low density residential area should yield approximately 2500 persons.

There will be a variety of housing styles offered in the area. Lot frontages will range from 38 to 50 feet. This will provide a variety of lot sizes that will appeal to a wide range of income levels. Again, this strategy is consistent with the density targets identified in the City's Municipal Development Plan of 40-50 persons per hectare.

The low density area has been planned using the R-1A district. This district provides much flexibility to the developer to design and build a strong housing mix. It is very well suited to meet changing market conditions.

### **3.4 Medium and High Density Residential**

Several sites are identified as potential medium density residential sites. For the purpose of planning these areas, the sites have been identified as a Residential Medium Density R-4 District. This district provides a range of housing designed to provide flexibility to the developer of the sites to choose to the housing style and density most appropriate for the location.

The density requirements are calculated on the basis of townhouse or rowhouse condominium development yielding approximately 52 units per hectare.

A total of 11.06 ha or 27.34 acres have been identified in four separate sites for multi-family housing. If each of the sites develops for multi-family, it is estimated that 566 dwelling units would be created. Based on an average household size of 2.0 persons per household, the multi-family areas would yield a total of 1,132 persons.

Three of the four multi-family sites are identified as swing sites. This policy will allow the sites to be developed as single family residential area should a market for multi-family not be feasible. It is not expected that the change from multi-family to single family will have a major impact on the population projections for the area nor on the servicing requirements.

### **3.5 Municipal and School Reserve and Open Space**

The location and approximate size of future municipal and school reserves are illustrated on Map 8. It is expected that all municipal reserve requirements will be provided as parcels of land.

Parks and open space will be an integral part of the neighbourhood. A joint K-9 school site is identified in the south half of the development area. It is proposed that the owners of Flyingshot Lake Settlement Lots 6 and 7 will provide 13.84 acres towards the development of the site, with the balance to be obtained at a future date from the owners of Flyingshot Lake Settlement Lot 8.

Other parks and open spaces will be provided throughout the neighbourhood. In addition, the open spaces will be augmented by a system of trails running adjacent to the neighbourhood.

### **3.6 Other Land Uses**

Provision has been made within the planning area for a church site. The location of the church site is in a reasonably central location to the entire planning area in the southwest part of the City.

## **4.0 TRANSPORTATION AND CIRCULATION**

### **4.1 Circulation**

The overall transportation and circulation patterns are shown on Map 5.

Four lane divided arterial roadways including 68 Avenue, 84 Avenue and 116 Street will ring the area. A major collector road will run south from 84 Avenue and connect with the collector road serving Pinnacle Ridge. Two other minor collector roads have been identified in the Outline Plan area.

### **4.2 Screening and Buffers**

Appropriate measures will be provided along 116 Street to screen and buffer single family residential from the major arterial roadway. At the present, 116 Street is a designated truck route. Should the roadway continue to be designated all future screening and buffering should recognize this scenario. Screening and buffering will be addressed through the provision of a buffer strip that will be provided between the lots and the roadway. This strip will enable the development of a berm and/or fencing that will act as a screen and buffer between the housing and the roadway. Furthermore, fences will be located on private property and will provide additional screening.

In addition, the undeveloped road allowance on the eastern boundary of the property will remain undeveloped except for a possible trail system. The area will act as a buffer between the residential development in this Plan area and the light industrial to the east.

### **4.3 Transit**

A proposed transit route is indicated on Map 6. It is not expected that transit service will be provided until the completion of the collector road system serving both the Pinnacle Ridge and the Flyingshot Lake areas. As well, significant residential development would have to occur in order to justify extension of the service to the area.

### **4.4 Pedestrian and Bicycle Trails**

A potential pedestrian and bicycle trail system is outlined on Map 8. Much of the trail system will be part of the development of the arterial road system. However, this external trail system will have extensive linkages throughout the neighbourhood.

## **5.0 SERVICING CONCEPT**

### **5.1 General**

Detailed design reports are provided as part of the Outline Plan concept and as a condition of Outline Plan approval.

### **5.2 Sanitary Sewer**

All information pertaining to the sanitary sewer requirements for the area are outlined in the detailed design report for sanitary sewer. Please refer to Map 11.

### **5.3 Water**

All information pertaining to the provision of storm water management for the area is contained within the report for storm water management. Please refer to Map 13.

## **6.0 IMPLEMENTATION**

The phasing of future subdivision and development of land will be governed by market conditions. Generally, the phasing will be from north to south to take advantage of existing servicing patterns.

Development will proceed as the market demands. To address the issue of access, a second temporary access will be required where the development exceeds 100 residential lots in the planning area. A second permanent access will be developed at a future date when economically feasible. Please refer to Map 10.



## **6.2 Integration with Adjacent Lands**

The development of the area for single family residential will be compatible with other adjacent lands. In areas where there may be potential conflicts, the cemetery, the industrial to the north and east and with major transportation routes, provisions will be made to minimize those impacts. With regard to linkage to adjacent lands, the major road patterns have been identified in the transportation section of this Plan. The location of collector or arterial roads will be designed to meet all City standards. Allowances will be made to ensure that the transportation networks and trunk sanitary sewer and water services will be aligned with adjacent lands wherever possible.

The location of the school sites has been determined to best meet the needs of the overall neighbourhood.

## **6.3 Development Policies**

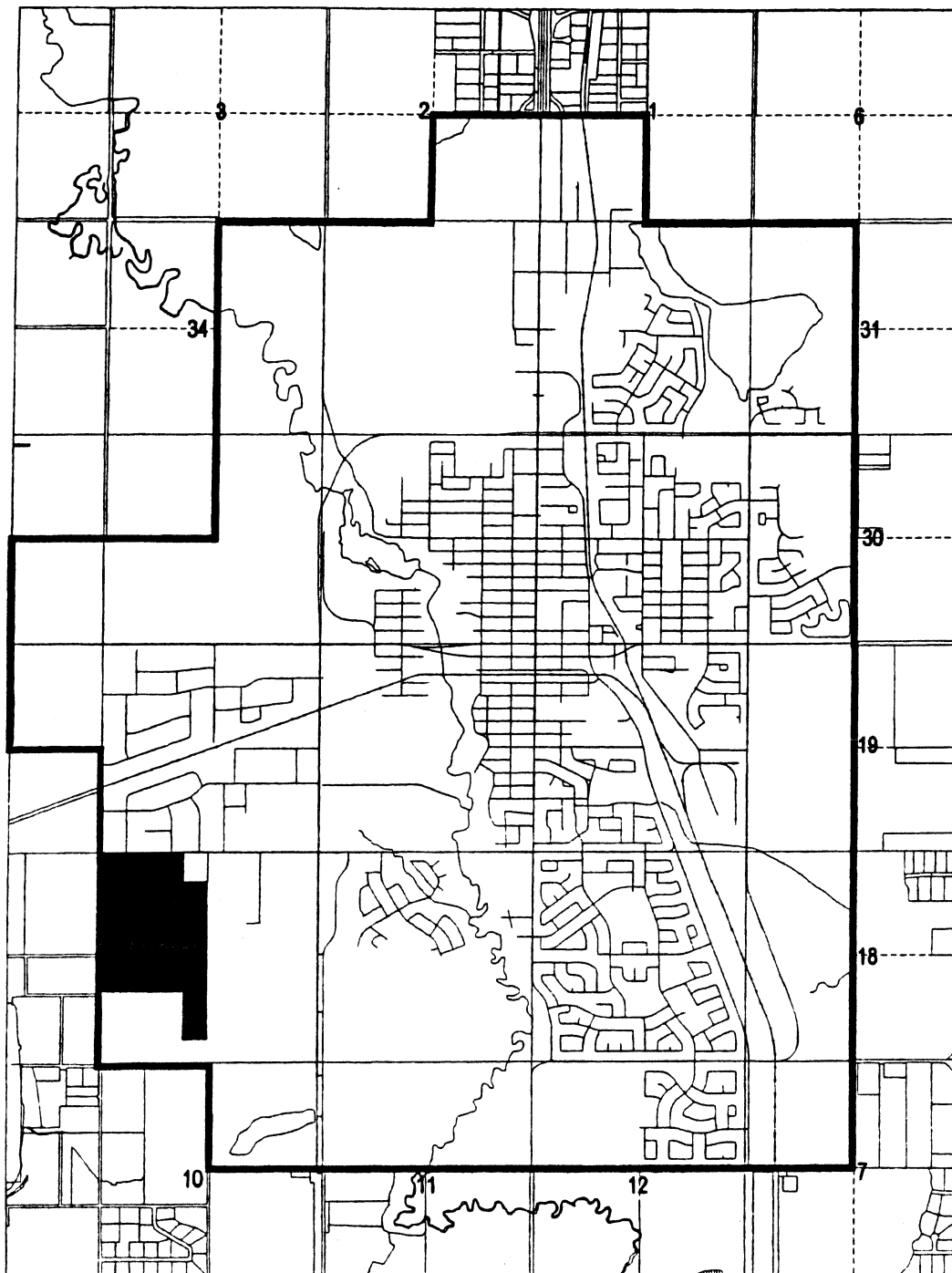
The Outline Plan will be approved by resolution by the City of Grande Prairie. The approval of the Outline Plan is required prior to the approval of any Land Use Bylaw amendments or subdivisions. All future applications that comply with this Plan will be dealt with in an expeditious manner. Flexibility for design changes at the time of subdivision will be allowed without an amendment to the Outline Plan. Many of the numbers and figures indicated on the Land Use Chart are deemed to be estimates only. Variations to these numbers will not require an amendment to the Plan.

Major changes to the design or to land uses as indicated in the Plan will require an amendment to the Plan except as provided for in this Plan, i.e. the development of the swing sites.



An amendment to an Outline Plan shall be required if, in the opinion of the Approving Authority, a proposed subdivision or Land Use Bylaw amendment results in one or more of the following changes to the Plan:

- A change in the general land use pattern of an area or site except as provided in this Plan. For example, those areas identified as swing sites will not require an amendment to the Plan in order to down zone all or a portion of the site from multiple family to single family;
- A change in size or location of a school site or major park;
- The elimination, reclassification, or significant realignment of proposed arterial roads, or the relocation of intersections with major collector roads; and
- Significant changes to the location of major utility networks or storm sewer management.

<b>Flyingshot Lake Development Land Use Statistical Analysis Totals</b>			
	Hectares	Percentage of Gross Developable Area	Projected Population
Total Plan Area	83.01	100.00	N/A
Environmental Reserve	0.00	0.00	N/A
Net Developable Area	83.01	100.00	N/A
School (Total)	5.54	6.67	916
Public			610
Separate			305
Church	1.63	1.95	N/A
Storm Pond	3.10	3.73	N/A
Municipal Reserve	2.80	3.37	N/A
Right of Way / Utility Lots	21.15	25.48	N/A
Road Widening	1.62	1.96	N/A
Residential (Total)	45.98	55.39	3 680
Low Density (RL)	35.06	42.24	2 565
Combined Density (RC)	0.84	1.01	75
Medium Density (RM)	10.08	12.14	1 040
Commercial (CL)	1.19	1.43	N/A



# Legend

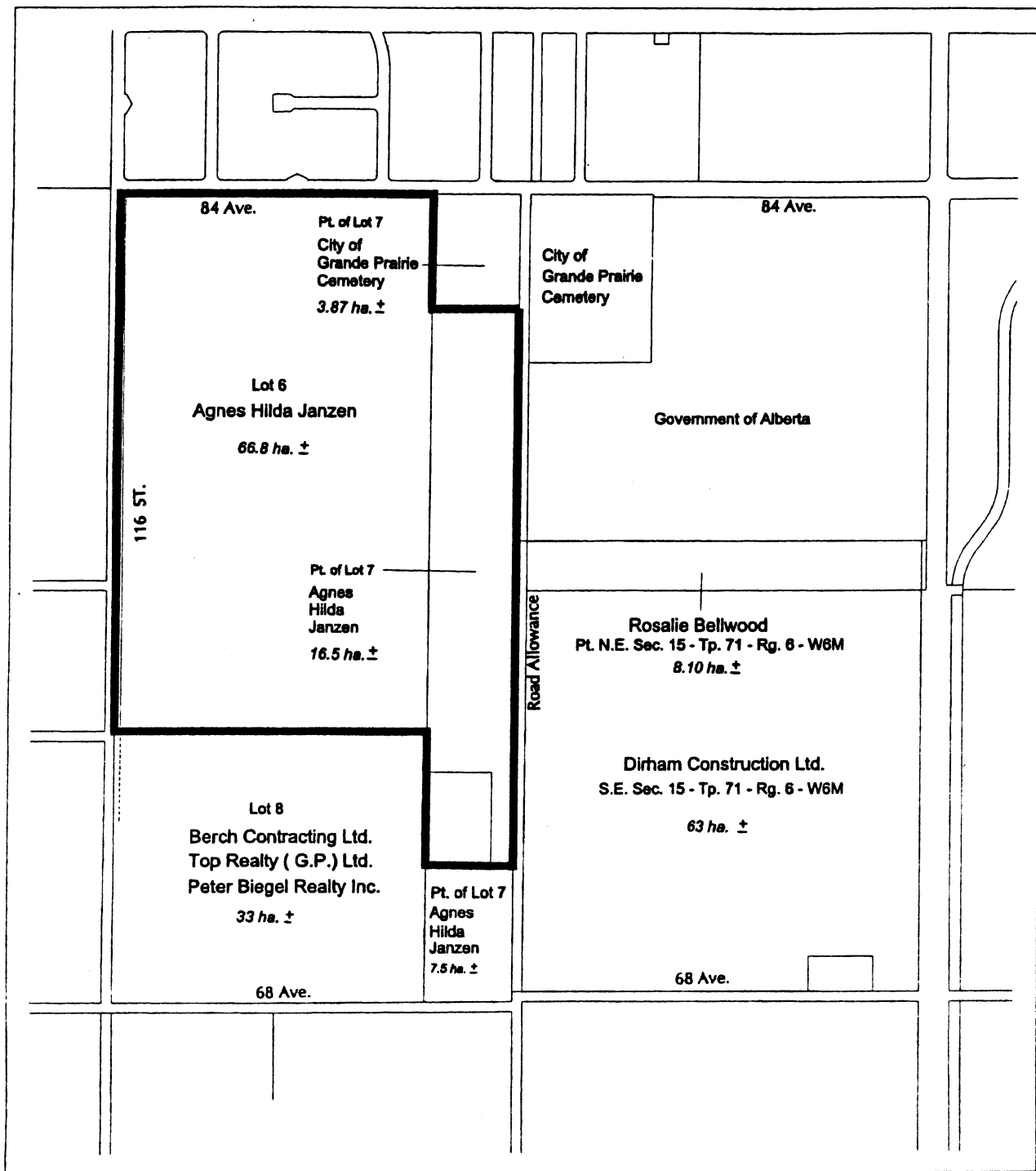
-  City of Grande Prairie boundary
-  Area Structure Plan Location

## FLYINGSHOT LAKE OUTLINE PLAN

### Map 1 Location Map



ASD PLANNING SERVICES / GPEC CONSULTING LTD.  
scale: N.T.S. 15 / 05 / 00



Legend

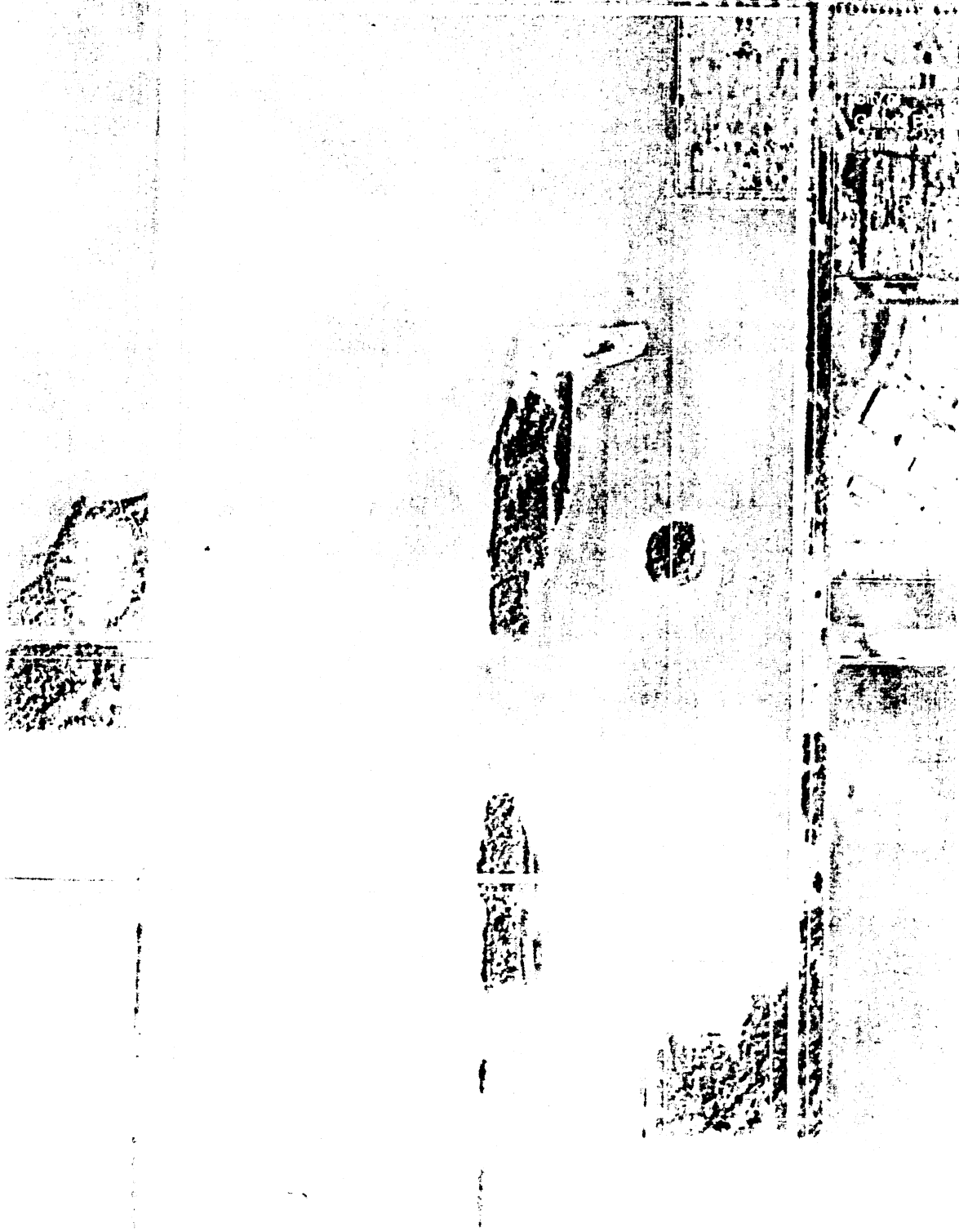
— Plan Boundary

## FLYINGSHOT LAKE OUTLINE PLAN

Map 2  
Land Ownership



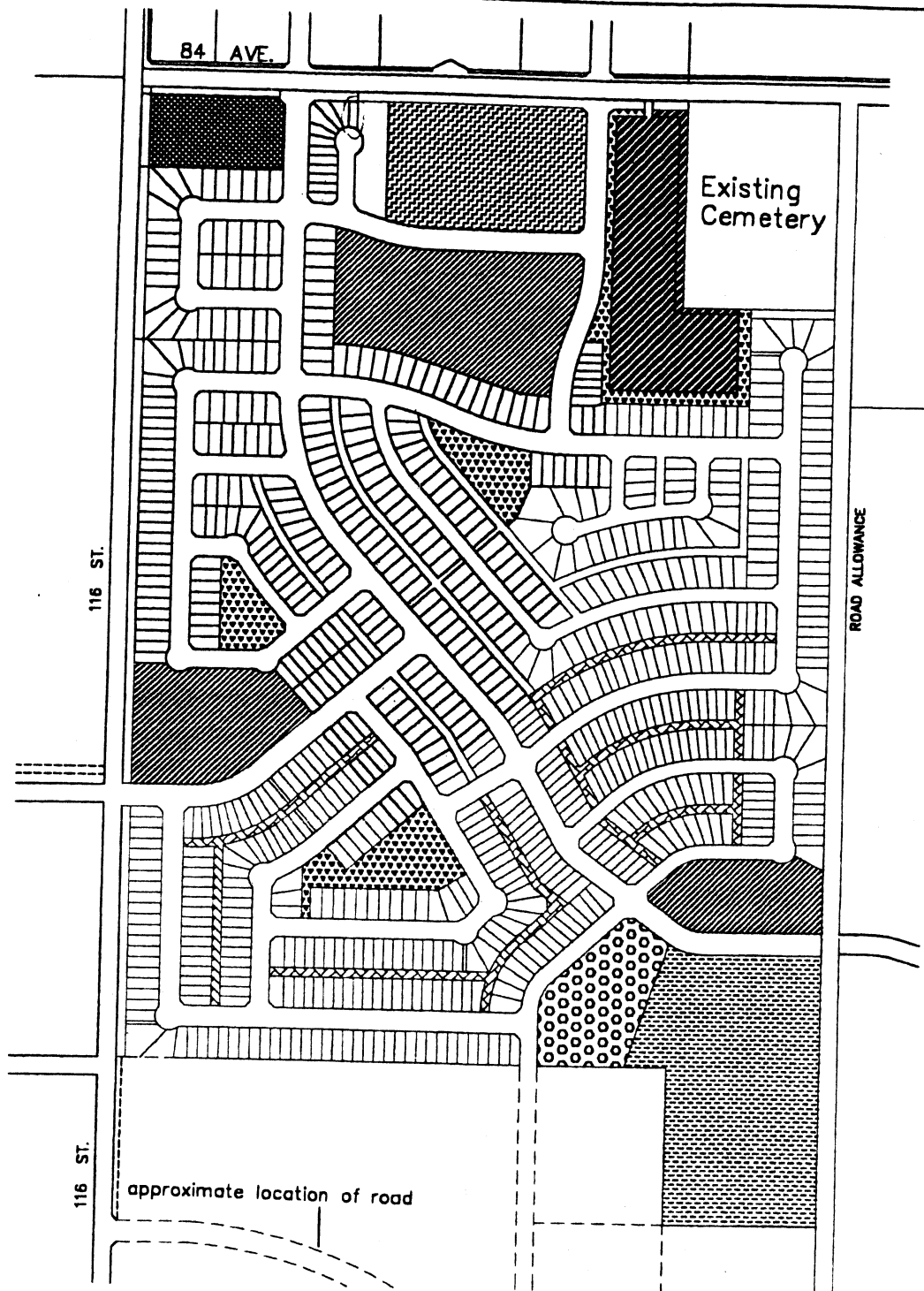
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FLYINGSHOT LAKE OUTLINE PLAN  
MAP 3 EXISTING USES

Plan Boundary

ASD PLANNING SERVICES GPEC CONSULTING LTD.



# legend

- |  |               |  |               |
|--|---------------|--|---------------|
|  | Proposed Lane |  | School        |
|  | Commercial    |  | Church        |
|  | Multi-Family  |  | Storm Pond    |
|  | Swing Sites   |  | Single Family |
|  | Parks         |  |               |

## FLYINGSHOT LAKE OUTLINE PLAN

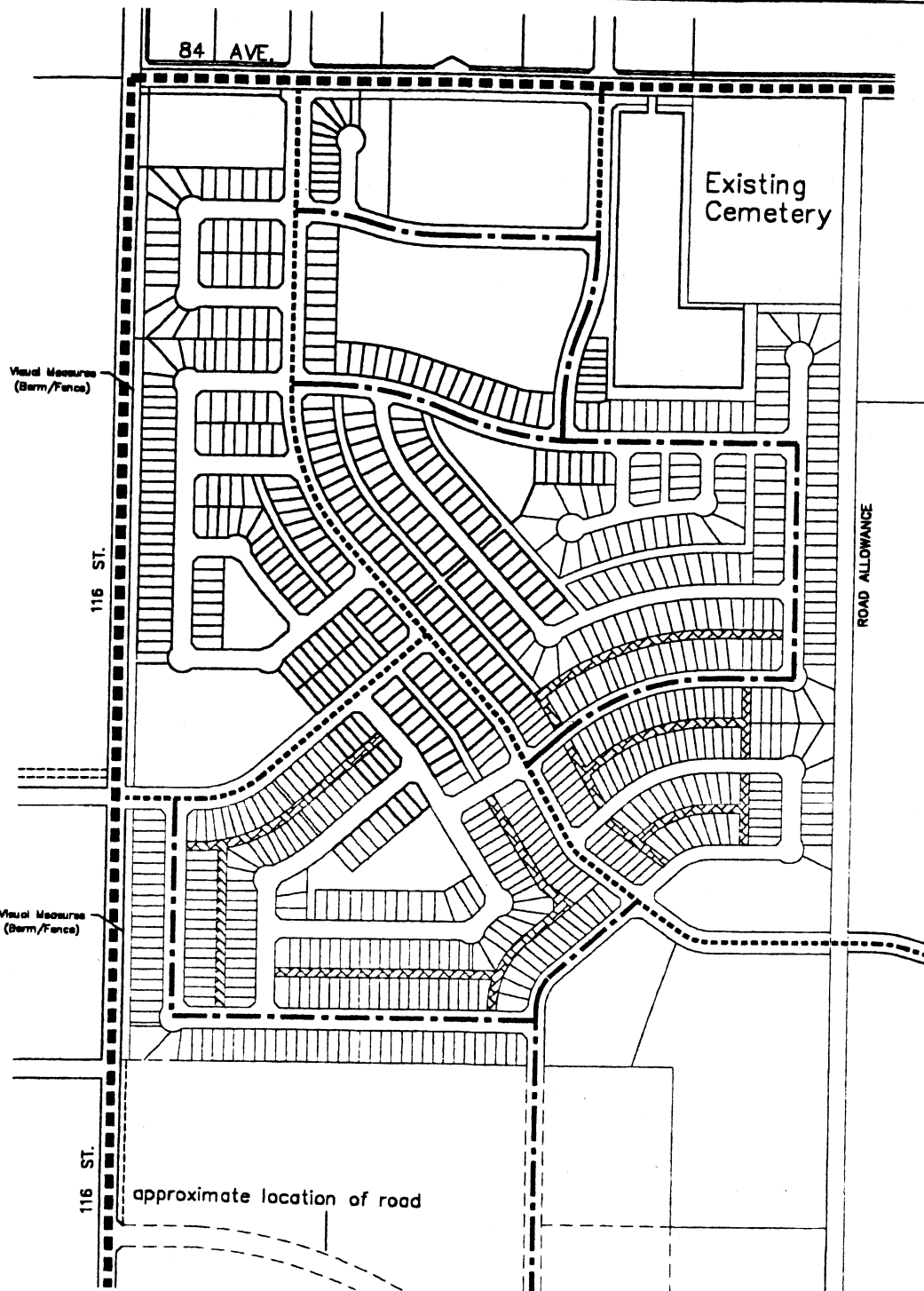
### Map 4 Future Land Use Plan

GPEC CONSULTING LTD.

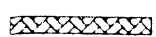
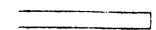



scale: N.T.S.

FEB 3, 2004





# legend

-  Proposed Lane
-  Local Road
-  Minor Collector
-  Major Collector
-  Arterial

## FLYINGSHOT LAKE OUTLINE PLAN

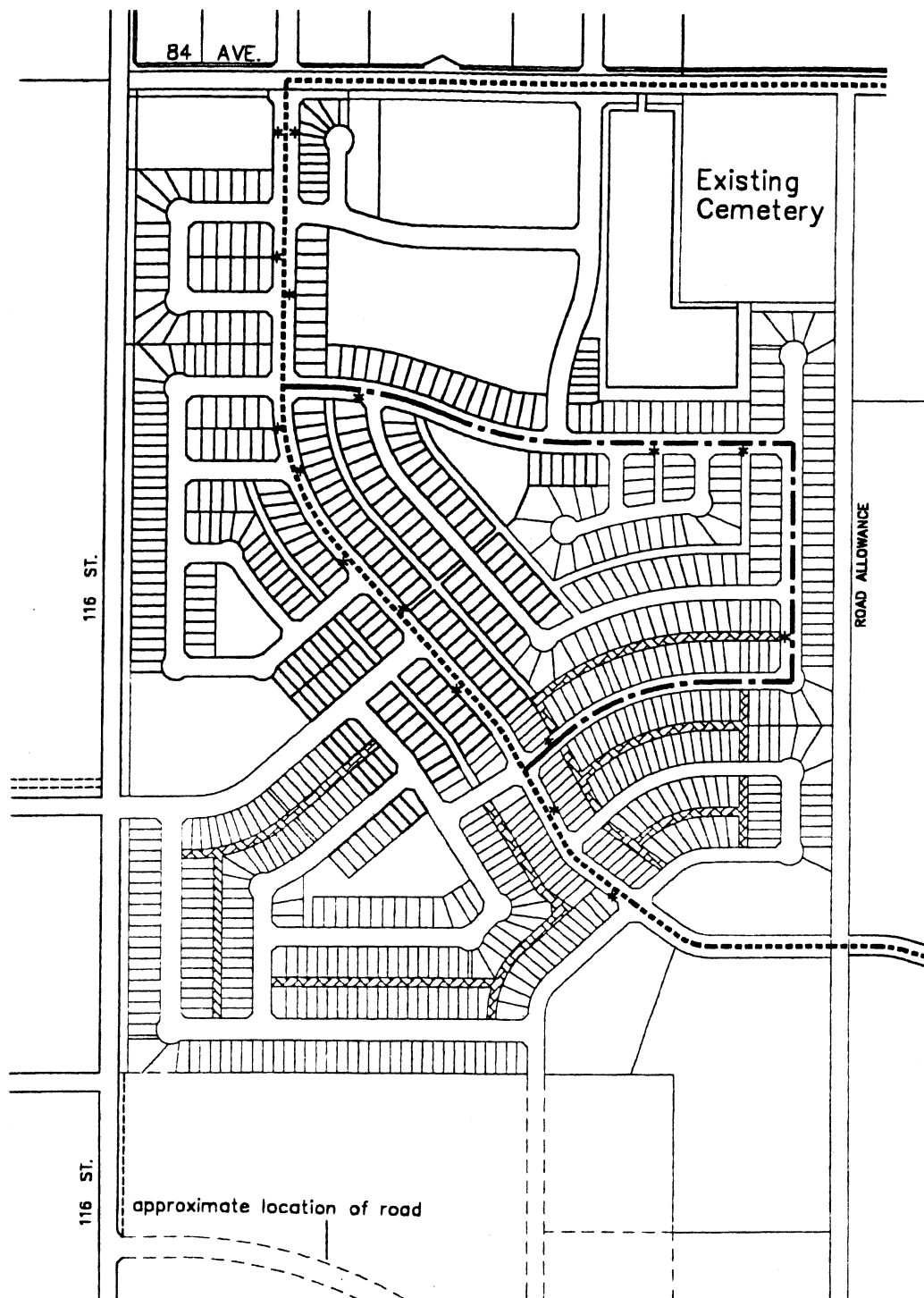
### Map 5 Transportation Network







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FEB 3, 2004



# legend

-  Proposed Lane
-  Primary Transit Route
-  Secondary Transit Route (If deemed necessary)
-  Bus Stop

## FLYINGSHOT LAKE OUTLINE PLAN

### Map 6 Transit plan

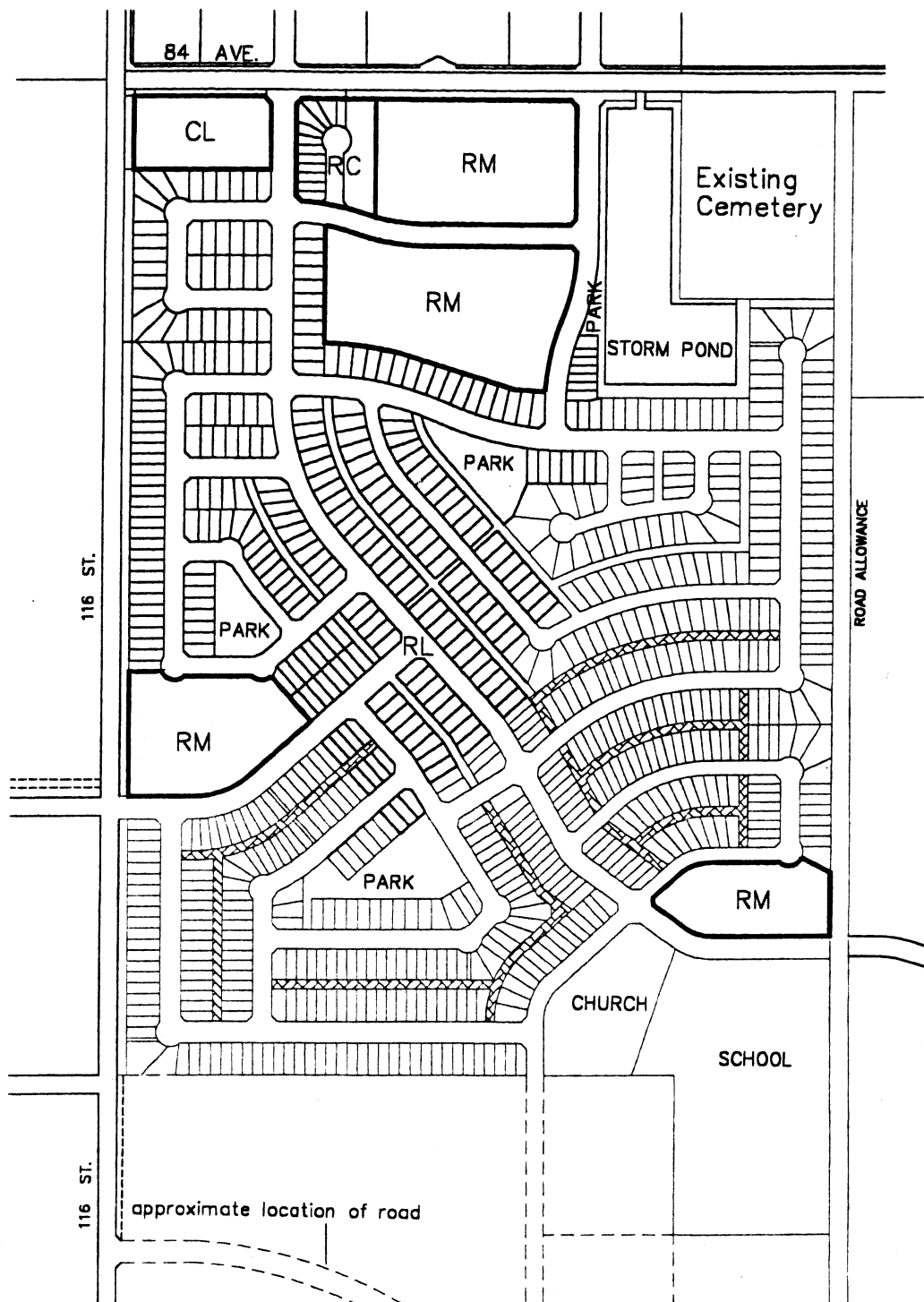
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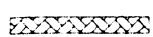
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# legend

	Proposed Lane
RL	Low Density Residential
RC	Combined Density Residential
RM	Medium Density Residential
CL	Local Commercial

## FLYINGSHOT LAKE OUTLINE PLAN

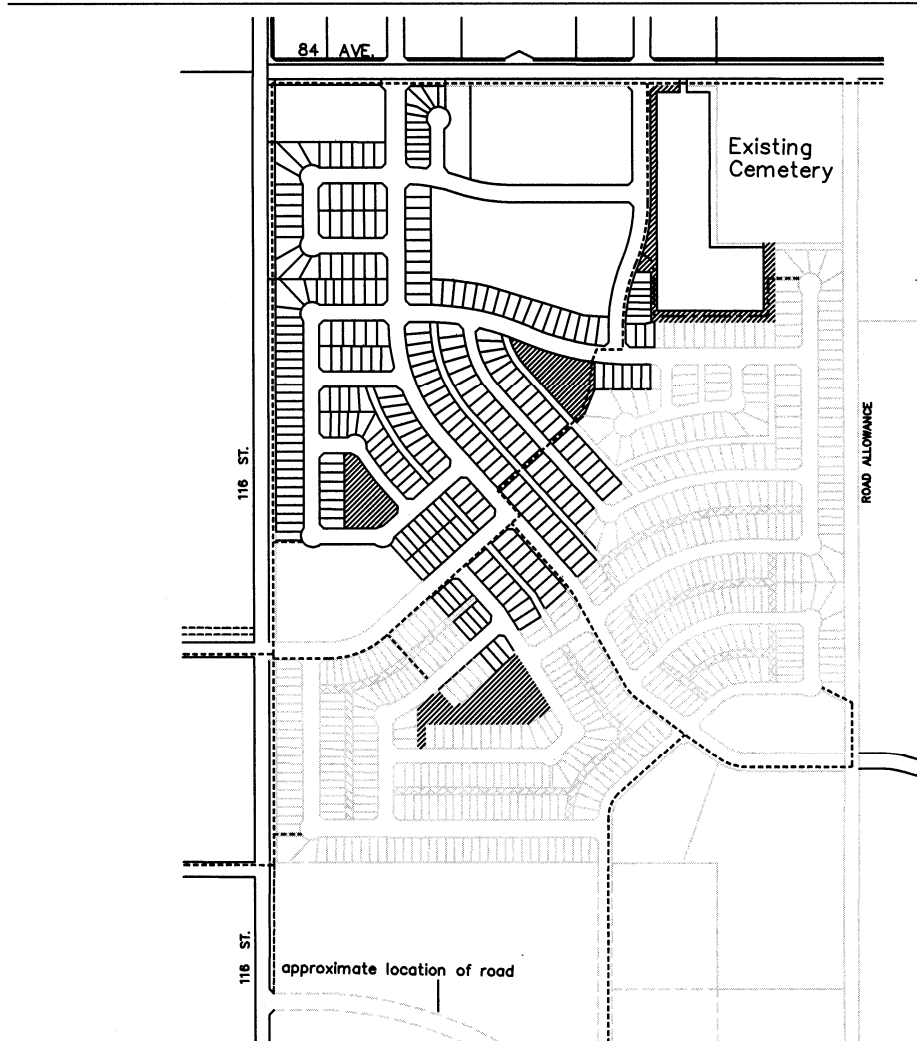
### Map 7 Proposed Land Use Zoning

GPEC CONSULTING LTD.


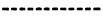
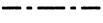

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#### legend

-  Proposed Lane
-  Proposed Asphalt Trail System
-  Natural Trail
-  Parks

## FLYINGSHOT LAKE OUTLINE PLAN

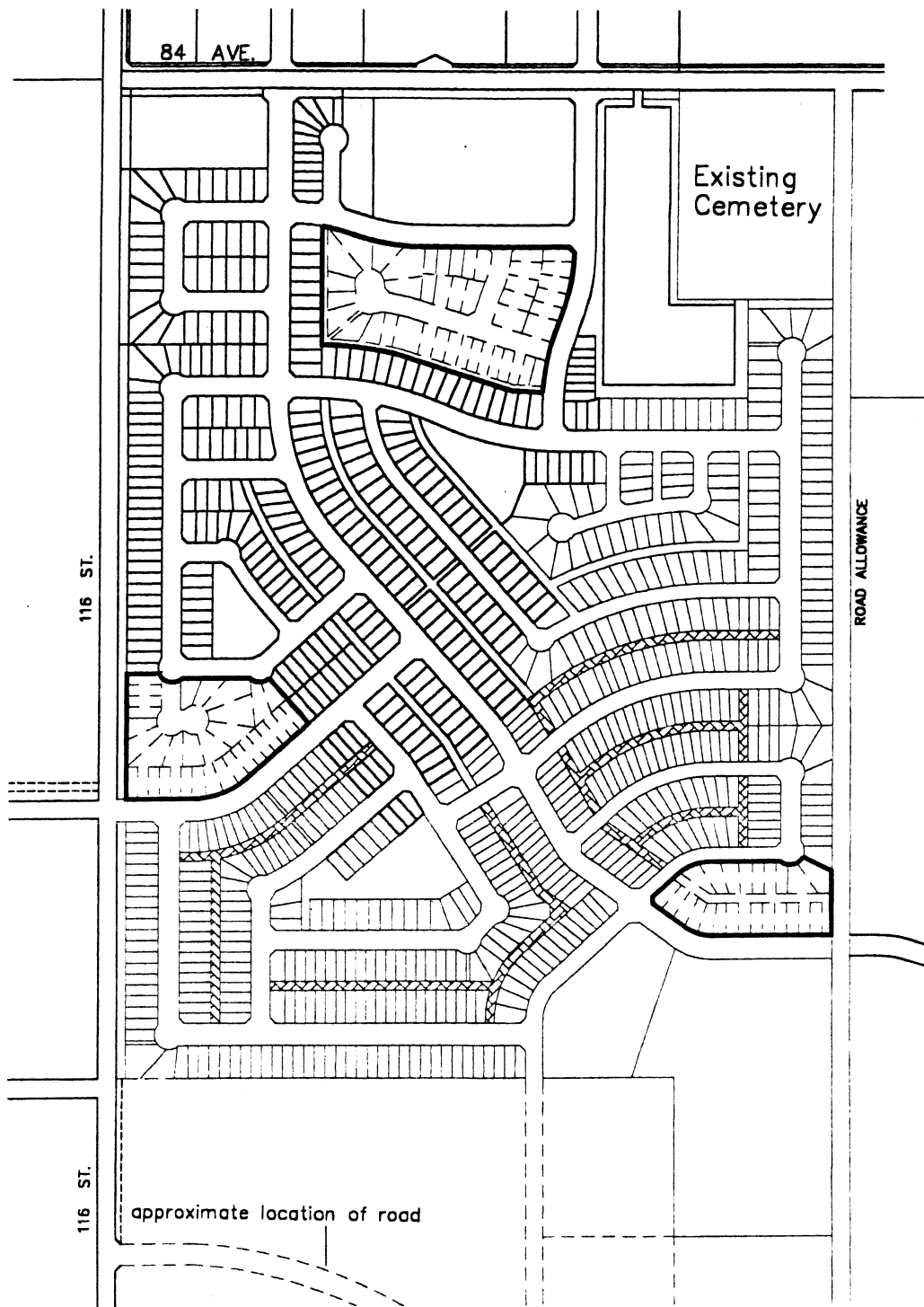
### Map 8 Parks and Trails Plan



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REVISED APR 4, 2006



# legend

-  Proposed Lane
-  Swing Sites - Shadow Plans

## FLYINGSHOT LAKE OUTLINE PLAN

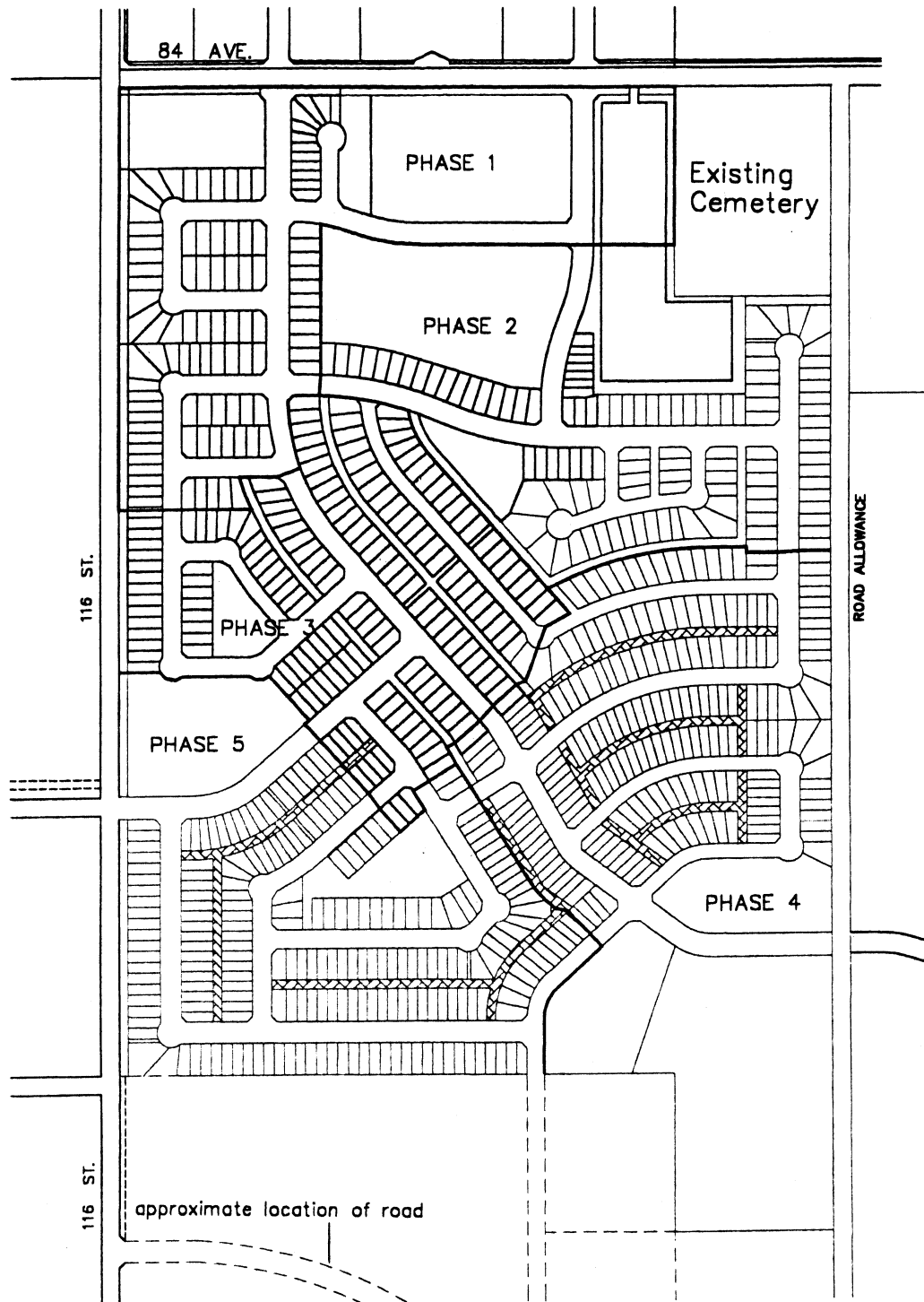
### Map 9 Swing Sites-Shadow Plans

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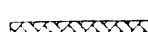

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# legend

-  Proposed Lane
-  Phasing

## FLYINGSHOT LAKE OUTLINE PLAN

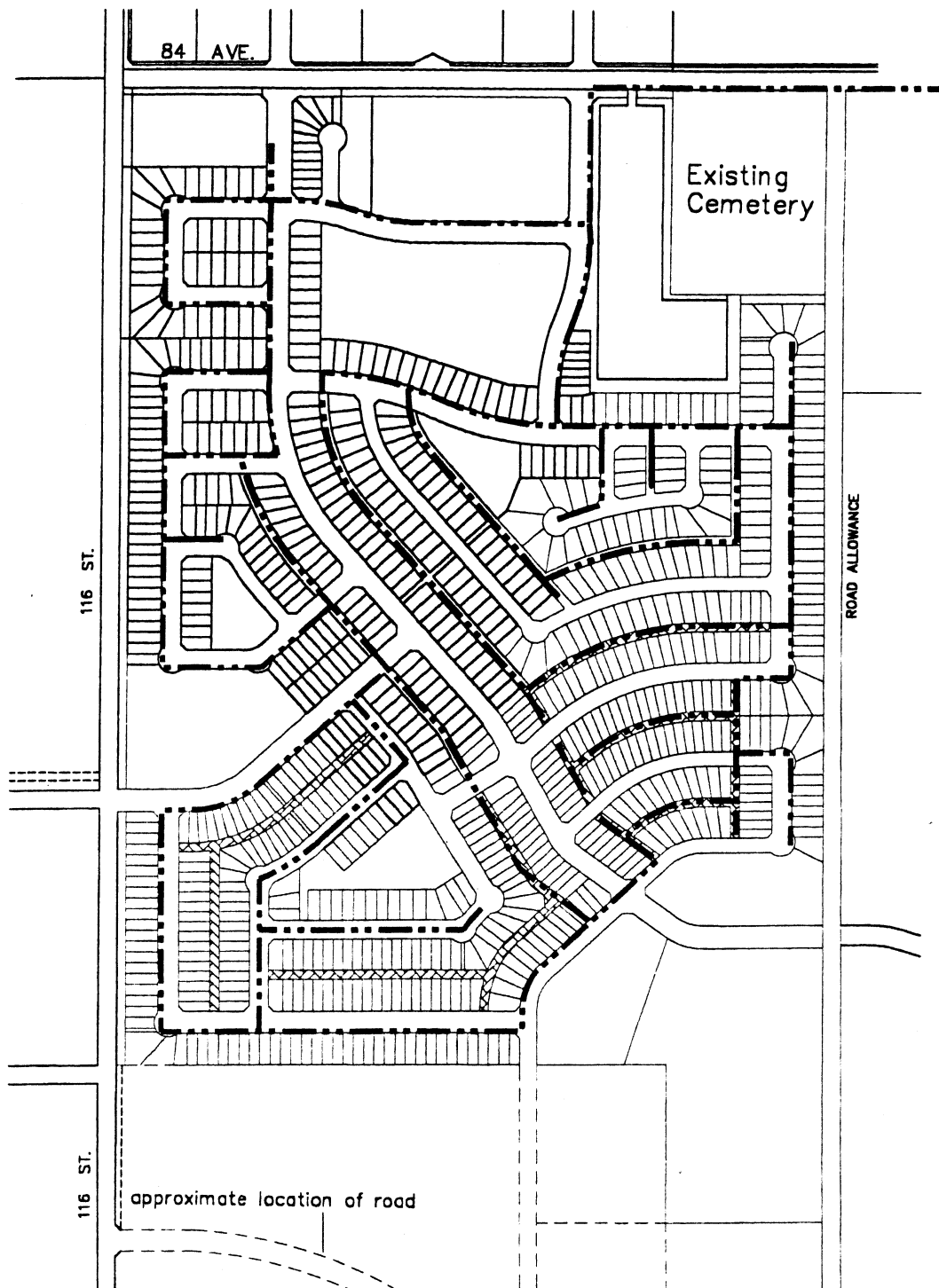
### Map 10 Phasing

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# legend

-  Proposed Lane
-  Sanitary Sewer

## FLYINGSHOT LAKE OUTLINE PLAN

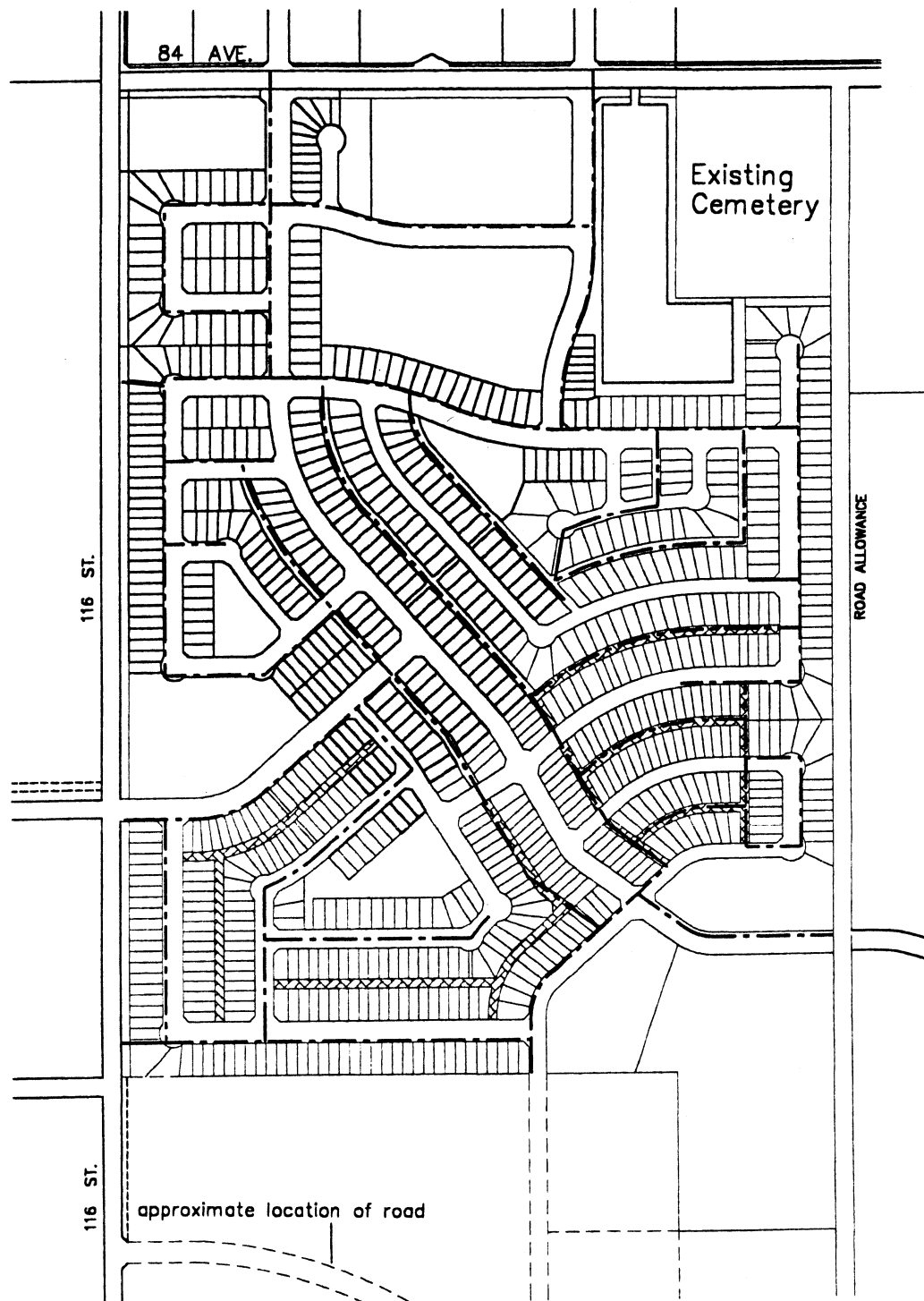
### Map 11 Sanitary Sewer

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FEB 3, 2004





# legend

-  Proposed Lane
-  Watermains

## FLYINGSHOT LAKE OUTLINE PLAN

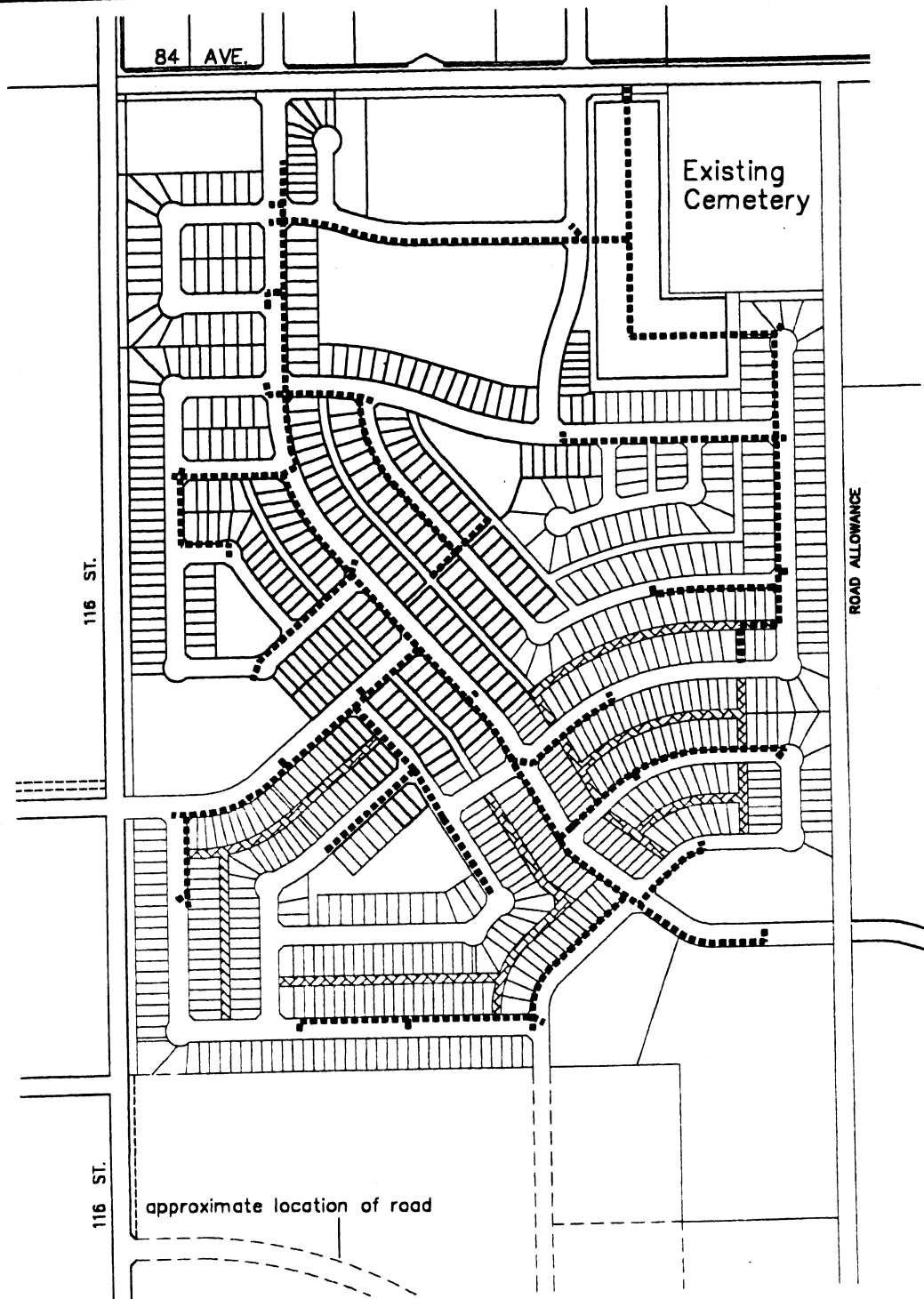
### Map 12 Overall Watermain Servicing

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FEB 3, 2004





# legend

-  Proposed Lane
-  Storm Sewer

## FLYINGSHOT LAKE OUTLINE PLAN

### Map 13 Overall Storm Sewer System

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scale: N.T.S.

FEB 3, 2004

