

CITY OF SPRUCE GROVE

BYLAW NO. C-311-97

RAILWAY AVENUE AREA STRUCTURE PLAN (ASP)

Being a Bylaw to adopt the Railway Avenue Area Structure Plan of the City of Spruce Grove in the Province of Alberta.

WHEREAS the Municipal Government Act, Chapter M-26.1, 1994 requires the City to adopt an Area Structure Plan, and

WHEREAS the Council of the City of Spruce Grove has requested that an Area Structure Plan for the area be prepared, and

WHEREAS the Council of the City of Spruce Grove in its open meeting assembled and pursuant to the Municipal Government Act, Chapter M-26.1, 1994, hereby adopts as follows:

1. This Bylaw be cited as the Railway Avenue Area Structure Plan Bylaw No. C-311-97.
2. The Area Structure Plan shall cover a portion of the Northwest and Northeast Quarters of Section 34, Township 52, Range 27, West of the Fourth Meridian.
3. The Railway Avenue Area Structure Plan attached hereto as Schedule "A" to this Bylaw, is hereby adopted.
4. The Railway Avenue Area Structure Plan text, shall become the guide to the preparation of detailed subdivision plans, development agreements and development permits and said Bylaw shall be an information document for the purposes of interpreting and clarifying this.
5. This Bylaw may be amended by Bylaw(s) in accordance with the Municipal Government Act, Chapter M-26.1, 1994.

This Bylaw shall take effect on the date of the final reading.

First Reading Carried 14 July 1997

Second Reading Carried 11 August 1997

Third Reading Carried 11 August 1997

Signed by City of Spruce Grove Mayor and City Clerk

RAILWAY AVENUE AREA STRUCTURE PLAN
CITY OF SPRUCE GROVE

AUGUST 1997

COCHRANE ENGINEERING

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1.0 INTRODUCTION

The subject lands are owned by Canadian National Railways and consist of lands now surplus to the needs of the railway operations. In the recent past, discussions have taken place between CN's Real Estate Group, potential purchasers, and the City of Spruce Grove regarding the future development of the land. A result of these discussions is that the City has requested that an area structure plan be prepared to ensure that future owner/developers are aware of land use and servicing options and requirements. This plan has been prepared in response to the City's request.

2.0 PLANNING CONTEXT

The City of Spruce Grove General Municipal Plan does not provide a future land use designation for the subject lands, as no change to the current Land Use Bylaw districting of M-1 General Industrial is anticipated.

Municipal reserves have been previously dedicated.

3.0 EXISTING DEVELOPMENT

As shown on Figure 1, there is an existing grain elevator toward the west end of the site. This structure may be retained and incorporated into future development. Two other small groups of buildings exist west of the grain elevator, and one small building is located east of the grain elevator, toward the middle of the site. The uses of these buildings are consistent with the current industrial districting. There are no plans at present to remove these buildings. If they remain, they will have to be accommodated within future subdivision plans.

An existing rail spur in the west portion of the site will be removed.

4.0 ADJACENT DEVELOPMENT

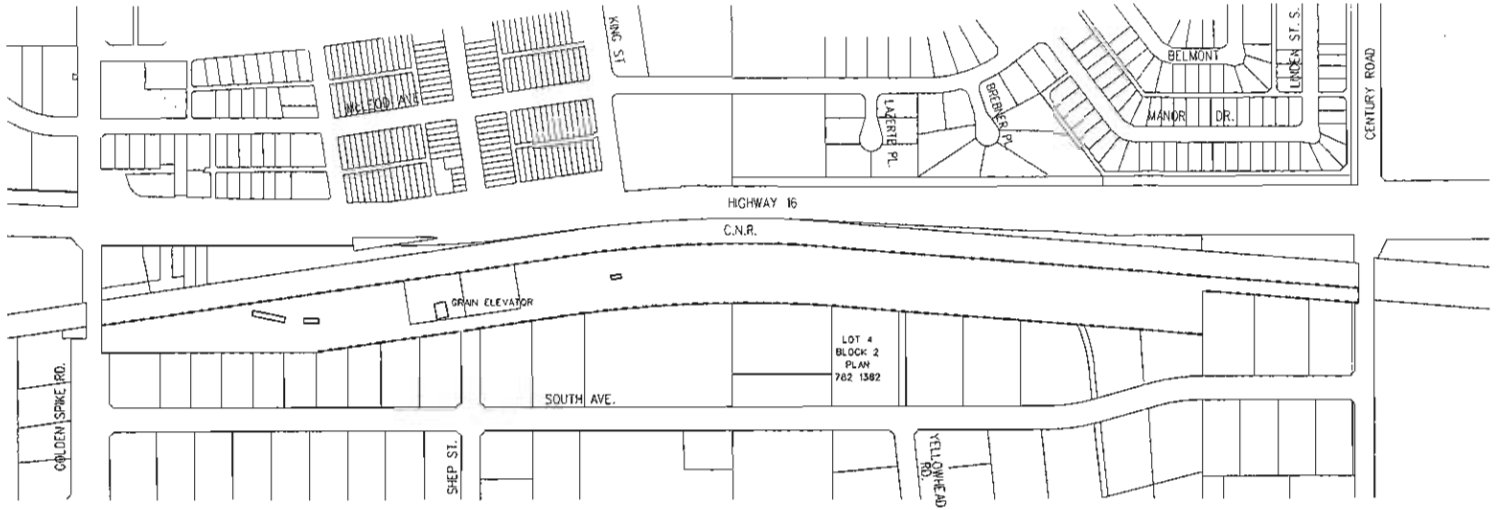
The CNR main line right-of-way (approximately 32 m wide) lies on the north boundary of the site. North of that is Highway 16A. These combined barriers render adjacent development to the north virtually irrelevant to the site.

The development to the west, south, and east is a combination of industrial and highway commercial use.

5.0 ACCESS

Access to the site is limited to a short frontage on Golden Spike Road on the west boundary of the site; Shep Street which connects south to South Avenue just east of the grain elevator; and a narrow strip of the site which extends east to Century Road. This strip connects to Century Road just south of the railway. There is not sufficient separation between this potential access and the Century Road railway crossing to allow the provision of a proper road intersection. However, a carefully designed emergency access at this point is possible if its use by normal traffic is effectively prevented.

There is no direct access to Highway 16A from the site.



LEGEND

AREA BOUNDARY
EXISTING BUILDINGS



**FIGURE 1
SPRUCE GROVE
EXISTING DEVELOPMENT**

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There is an existing gravel road, commonly known as Railway Avenue, which extends east from Golden Spike Road, past Shep Street, as far east as Lot 4, Block 2, Plan 782-1382. From that point east, the road is less well developed. The City has agreed to take over this road from Canadian National Railways, and to create a proper road right-of-way by road plan. The road right-of-way will extend as far east as the west boundary of Lot 4, Block 2, Plan 782-1382, as shown in Figure 2.

It is recognized that the existing grain elevator, if it is retained, is likely to encroach on the public road right-of-way to be created. The City has agreed that this encroachment is acceptable, and that it will grant the necessary permission for the encroachment to continue.

6.0 FUTURE LAND USE

Given the relatively consistent nature of the existing adjacent development, and the limited access to the site, future development should be generally limited to industrial uses. However, large scale, destination type commercial development not requiring direct access to major roads is also considered appropriate.

As shown in Figure 2, smaller scale commercial development will be permitted at the corner of Railway Avenue and Golden Spike Road to take advantage of the higher accessibility and visibility of this location.

The grain elevator will be retained as a tourist attraction.

7.0 INTERNAL ROADWAYS

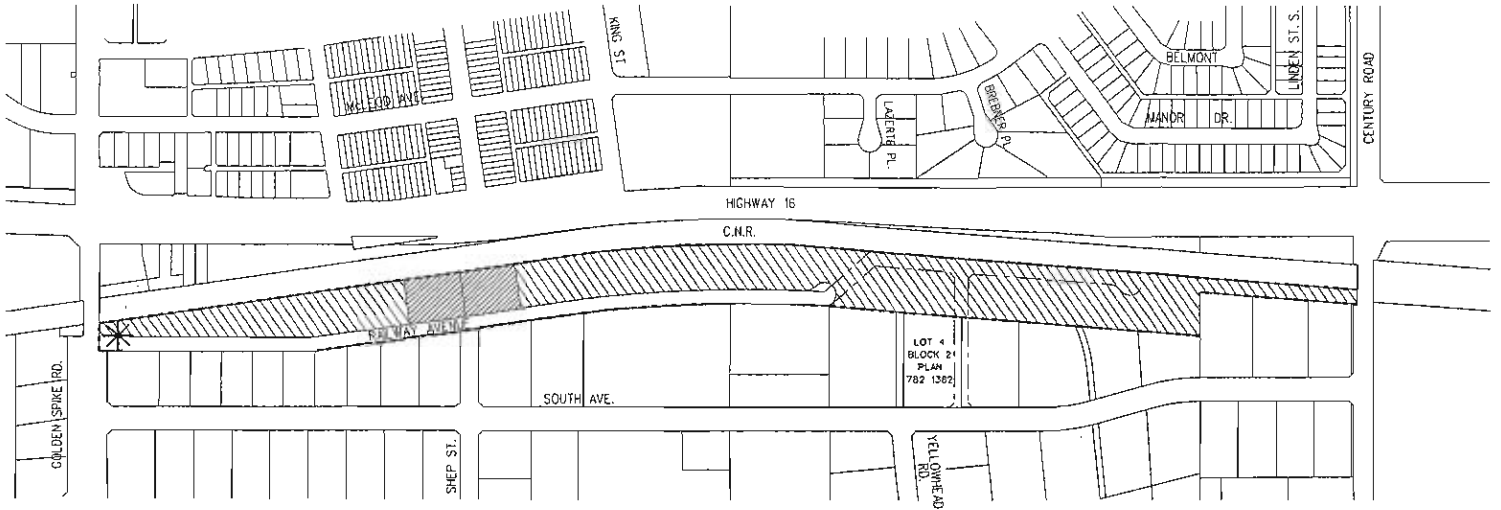
Access to future development on the site will be from Railway Avenue, once it is created as a legal City right-of-way. This right-of-way will extend as a cul-de-sac east to the west boundary of Lot 4, Block 2, Plan 782-1382, dead ending at that point.

As shown in Figure 2, Railway Avenue could be extended further east to provide improved public access to the east end of the site. If this occurs, the road is to be aligned along the north boundary of the site. This alignment is preferred in part because some owners to the south have objected to the creation of public road abutting their current north boundaries, and in part to allow for the possible consolidation of portions of the subject lands with those to the south.

An additional option, also illustrated in Figure 2, would see the creation of a new roadway connecting Railway Avenue with South Avenue. The specific alignment of the new road may be further to the east. While this new road would require the dedication of land by an owner or owners to the south, it would significantly improve access to the east portion of the site.

8.0 URBAN DESIGN

Highway 16A in Spruce Grove serves as the City's main street and the City is concerned that development adjacent to the highway present a pleasing visual impression. The site is visible from Highway 16A across the rail line, and new development will be required, by way of conditions on development permits, to provide landscaping, fencing, and signage to the satisfaction of the City in accordance with the provisions of the Land Use Bylaw and the General Municipal Plan.



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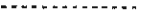

- GRAIN ELEVATOR SITE 
- INDUSTRIAL / COMMERCIAL 
- GENERAL COMMERCIAL 
- PLAN BOUNDARY 
- OPTIONAL ROAD 



FIGURE 2
 SPRUCE GROVE
 DEVELOPMENT CONCEPT

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9.0 UTILITY SERVICING

9.1 *Municipal Water*

Water will be supplied by a new main looping between one existing 250 mm main stubbed in Golden Spike Road just west of the site and another which crosses the site further east on a north/south alignment (see Figure 3). Since no road is proposed at this location, an easement will be required to accommodate the north/south line when subdivision occurs. A second line will be extended east from that point to serve the east portion of the site.

An optional additional source of municipal water exists in South Avenue. If staging of development on the site requires it, a connection to this 250 mm line could be made via Shep Street. Although it is not essential to the ultimate development, this additional connection would create an additional loop, thereby improving the water network within the site.

If Railway Avenue is ultimately provided with a second road connection south to South Avenue as discussed above, it will provide a further opportunity for water line looping from the development to the water line in South Avenue.

If the optional road shown in Figure 2 is constructed, consideration must be given to the possibility of extending a water line (via easement) east to Century Road to provide additional water looping. Whether this connection is made will depend on the number of lots to be created in this area.

9.2 *Sanitary Sewer*

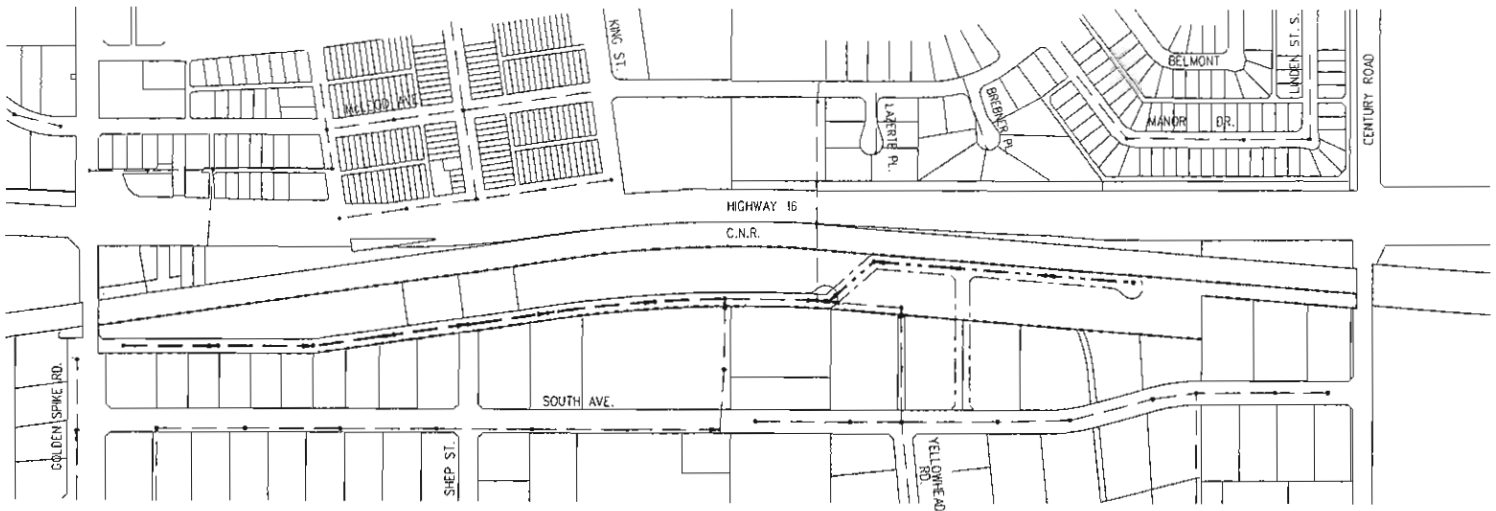
Figure 4 shows the alignment of an existing 375 mm sewer trunk through the middle of the site. It drains across the railway and Highway 16A. (An easement will be required at the subdivision stage.) This trunk has sufficient capacity to serve the entire site. New lines will connect to this sewer at two points to drain from the east and west.

The relative depths of the sewer lines involved will not allow a gravity connection via Shep Street to the existing sewer in South Avenue. A gravity connection south to South Avenue may be possible via the optional roadway connection, but it will depend in part on the final road grades in the east portion of the plan area. It will also depend on the alignment of the north/south portion of the optional road, which might be further east than as depicted in Figure 2. In any case, such a connection is unlikely to offer a significant advantage in terms of staging and/or pipe length over the proposed connection to the west in Railway Avenue.

9.3 *Stormwater Drainage*

Storm drainage will be via minor ditches on either side of Railway Avenue and a larger ditch along the north boundary of the site. The larger ditch currently exists, but will require upgrading and some re-alignment. It will be moved north to slightly within the rail right-of-way. These ditches will drain east to the existing 1350 mm trunk in Century Road.

Figure 5 shows the alignments of the proposed ditches.



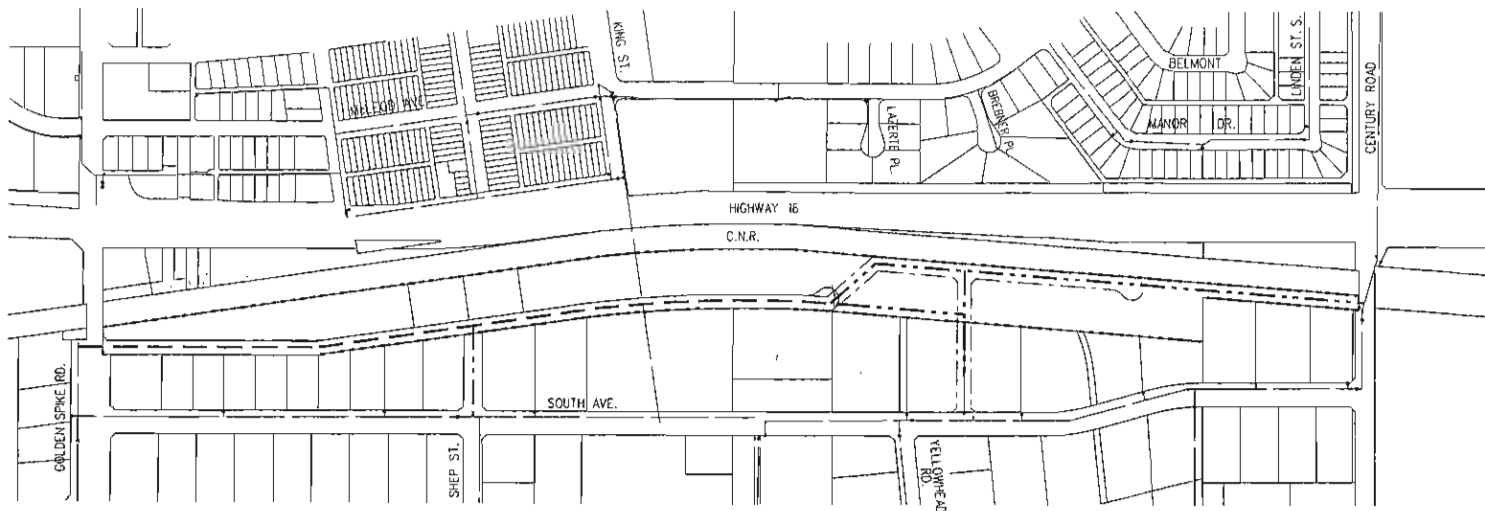
LEGEND

- EXISTING SANITARY SEWER — — — — —
- PROPOSED SANITARY SEWER —————
- OPTIONAL SANITARY SEWER - - - - -
- PLAN BOUNDARY



FIGURE 4
SPRUCE GROVE
SANITARY PLAN

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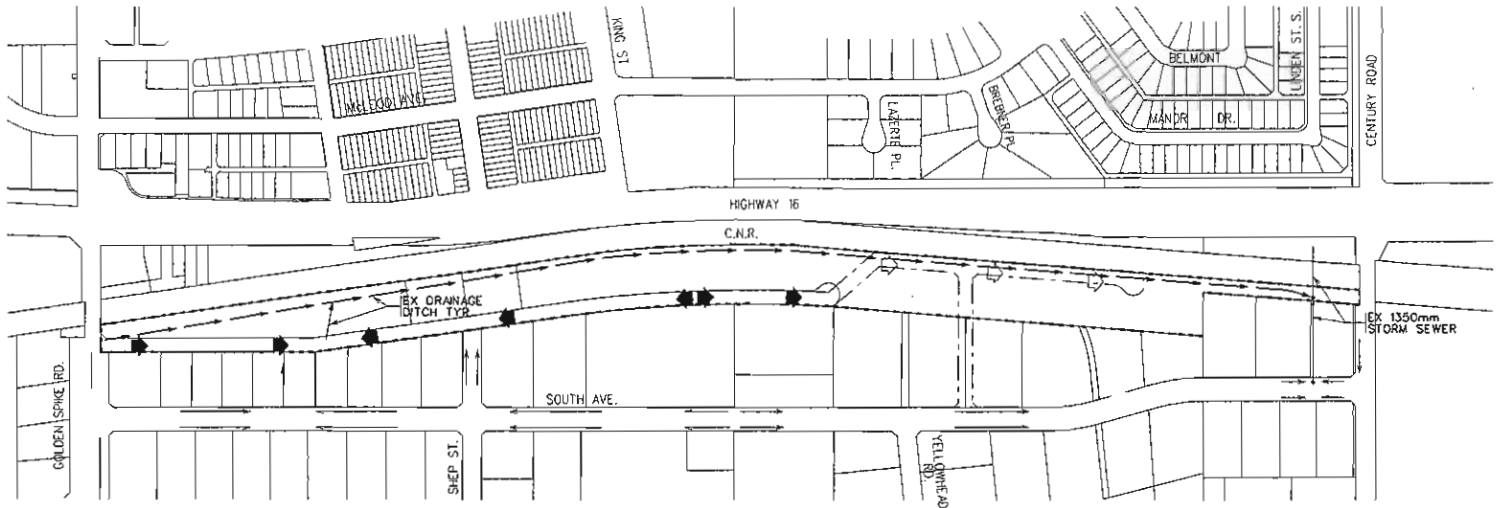
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- EXISTING WATERMAIN - - - - -
- PROPOSED WATERMAIN - - - - -
- OPTIONAL WATERMAIN - · - · -
- PLAN BOUNDARY · - - - -



FIGURE 3
 SPRUCE GROVE
 WATERMAIN PLAN

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LEGEND

- EXISTING DRAINAGE DITCH ---
- EXISTING ROAD DITCH —
- PROPOSED ROAD GRADE ▶
- GRADE FOR OPTIONAL ROAD ◻
- PLAN BOUNDARY - - - - -



**FIGURE 5
SPRUCE GROVE
DRAINAGE PLAN**

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9.4 Franchise Utilities

Franchise utilities can be extended from existing services.

10.0 IMPLEMENTATION

The implementation of the development concept is likely to require the subdivision of land; may require re-districting of the commercial site and/or the grain elevator site; and will require the issuance of development permits for all new development. Infrastructure will be developed in accordance with the servicing concepts described in this plan (utilizing identified options where appropriate). Each phase of development must be capable of operating, from a servicing point of view, for an extended period, independent of any future development, while still providing the servicing capacity required to accommodate future development.

Responsibilities and options for the construction of servicing infrastructure, including roads, municipal water supply, sanitary sewer, storm drainage, and any required franchise utilities are discussed in the following paragraphs.

10.1 Railway Avenue

Railway Avenue will ultimately require up-grading. However, this upgrading should not take place until underground services to be aligned in the road are installed. In the interim, the City will maintain the road at its current standard.

10.2 Site Engineering

Prior to the registration of any subdivision requiring the installation of servicing infrastructure in accordance with the concepts contained in this plan, appropriate site work (eg. topography, geotechnical, Phase I Environmental Site Assessment) and detailed engineering design must be completed for the whole site. This will ensure that the servicing concepts in this plan are implemented properly and facilitate the City's assessment of any proposed interim conditions if development is phased.

10.3 Single Purchaser/Developer

If the majority of that portion of the site which requires the construction of public servicing infrastructure (note: the extent of this area will vary depending on which of the development options identified in this plan are implemented) is sold to a single owner/developer, implementation of this plan will be straightforward. The new owner/developer will be required to enter into a development agreement with the City of Spruce Grove which will specify his responsibilities for construction of servicing infrastructure and describe any proposed phasing of the development.

10.4 Multiple Purchasers/Developers

If the current owner sells several smaller parcels on an individual basis, the City of Spruce Grove has agreed to review the possibility of treating the construction of servicing infrastructure as a local improvement under the provisions of the Municipal Government Act. The local improvement

mechanism will facilitate the re-development of the site by providing the funds necessary for the construction of the required infrastructure in accordance with this plan.

10.5 Existing Lessees

There are a number of existing lessees occupying parts of the property. These developments are not currently connected to municipal services. These developments may continue to operate, and their lease areas may be subdivided from the parent parcel. However, upon such subdivision, each lessee will be required to enter into a development agreement with the City specifying when construction of, and/or connection to, public servicing infrastructure will take place.

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