



## **ECONOMIC DEVELOPMENT ADVISORY COMMITTEE**

### **MEETING AGENDA**

**September 7, 2021**

**6:00 p.m.**

**Virtual**

### **CALL TO ORDER**

**1. ADOPTION OF AGENDA**

**2. MINUTES**

- a. Approval of EDAC Meeting Minutes – June 7, 2021

**3. DELEGATIONS**

**4. BUSINESS ITEMS**

- a. Approval of Industrial Land Strategy Recommendations Report – Councillor Gruhlke
- b. Approval of Red Tape Reduction Recommendations Report – Councillor Oldham

**5. INFORMATION ITEMS**

- a. Build-Out of Spruce Grove Fibre Optic Network Update – Dave Walker
- b. High Load Corridor Update – Dave Walker

**6. CLOSED SESSION**

### **ADJOURNMENT**



## Economic Development Advisory Committee September 7, 2021

### REQUEST FOR DECISION

**ITEM DESCRIPTION:****1. ADOPTION OF AGENDA****PROPOSED MOTION:**

That the agenda be approved as presented.

**BACKGROUND/ANALYSIS:**

n/a

**FINANCIAL IMPLICATIONS:**

n/a

**ATTACHMENTS:**

n/a



## Economic Development Advisory Committee

Minutes of the EDAC Meeting  
Held June 7, 2021  
Virtual

### Committee Members Present:

Councillor Erin Stevenson, Chair  
Councillor Dave Oldham, Vice-Chair  
Councillor Michelle Gruhlke  
Robert Smith  
Braven Blackwell  
Bruce Mullett  
Kelly J. Rose  
Victor Moroz  
Charlene Bell  
Heather Shewchuk

### Also In Attendance:

Dave Walker, Manager, Economic & Business Development  
Karla Gould, Economic Development Specialist  
Jamielinn Marvelous, Economic Development Specialist

### Regrets:

Mayor Stuart Houston, Ex-officio  
Anthony Worbeck

### CALL TO ORDER

Chairperson Erin Stevenson called the meeting to order at 6:06 p.m.

#### 1. ADOPTION OF AGENDA

- a. The Agenda was amended to reflect that, with the absence of Anthony Worbeck, the Industrial Land Strategy Sub-Committee Presentation & Next Steps will be presented by Councillor Gruhlke.

2021-01      Moved by Kelly J. Rose that the agenda be adopted as amended.

Carried



## **2. MINUTES**

### **a. EDAC Meeting Minutes – March 1, 2021**

2021-02 Moved by Heather Shewchuk that the March 1, 2021 EDAC Meeting Minutes be approved as presented.

Carried

## **3. DELEGATIONS**

### **a. Edmonton Global Regional Economic Development – Malcolm Bruce**

2021-03 Moved by Bruce Mullett that the Edmonton Global presentation be accepted as information.

Carried

## **4. BUSINESS ITEMS**

### **a. Red Tape Sub-Committee Presentation & Next Steps – Victor Moroz**

2021-04 Moved by Heather Shewchuk that the Red Tape Reduction Presentation by the EDAC Sub-Committee be accepted as information.

Carried

### **b. Industrial Land Strategy Sub-Committee Presentation & Next Steps – Councillor Gruhlke**

2021-05 Moved by Charlene Bell that the recommendations identified by the Industrial Land sub-committee be accepted as information and that the Industrial Land sub-committee prepare a report to advise Council of the recommendations.

Carried

## **5. INFORMATION ITEMS**

### **a. Westwind Video by Mayor & Council – Dave Walker**

2021-06 Moved by Kelly J. Rose that the Westwind video be accepted as information.



Carried

- b. 2021 Spring COVID Recovery Progress Report – Business Video Series - Dave Walker

2021-07      Moved by Bruce Mullett that the Business Video Series be accepted as information.

**6. CLOSED SESSION**

The Economic Development Advisory Committee did not go into Closed Session.

Chairperson Erin Stevenson declared the meeting adjourned at 8:49 pm.

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CHAIRPERSON – ERIN STEVENSON

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RECORDING SECRETARY



## Economic Development Advisory Committee September 7, 2021

### REQUEST FOR DECISION

**ITEM DESCRIPTION:****2. APPROVAL OF MINUTES****PROPOSED MOTION:**

That the June 7, 2021 EDAC Meeting Minutes be approved as presented.

**BACKGROUND/ANALYSIS:**

n/a

**FINANCIAL IMPLICATIONS:**

n/a

**ATTACHMENTS:**

June 7, 2021 EDAC Meeting Minutes

# **Report to City Council**

## **Economic Development Advisory Committee**

### **Recommendations – Industrial Land Strategy**

## Introduction

The Spruce Grove Economic Development Advisory Committee (EDAC) is pleased to present the following report to City Council. The purpose of this report is to provide City Council advice on the recommendations set out in Spruce Grove's Industrial Land Strategy (the Strategy).

## Background

### Economic Development Advisory Committee

EDAC is a Committee of Council which has an advisory role by making recommendations and providing strategic advice to Council on economic and business development matters in Spruce Grove. As per the EDAC bylaw, the committee is required to develop an annual work plan and may provide reports to Council which include recommendations on matters related to the mandate and annual work plan.

### Industrial Land Strategy

To address the declining supply of serviced industrial land in Spruce Grove, the City retained Altus Group to develop an Industrial Land Strategy, which was presented to Council on January 18, 2021. The purpose of the Strategy is to determine ways to increase the supply of serviced industrial land in Spruce Grove and raise the City's industrial profile. The Strategy set out a series of recommendations which were categorized into the following two broad approaches:

- Incentivize investment by existing & new land developers to enhance the business case for developing industrial lands; and
- The City takes a more direct role in the acquisition and development of industrial land.

The City worked with EDAC to help prioritize the recommendations and discuss how best to move forward with implementation. To support the review process, a sub-committee was formed and, based on Spruce Grove's current competitive and economic position, identified a number of recommendations EDAC believes are important for the City to pursue. These recommendations are presented in the following section.

## Recommendations

### **1. Develop the City-Owned 18 Acre Industrial Site**

The lack of serviced industrial lots, specifically those 5 acres or larger in size, is impacting the City's ability to attract and retain industrial investment. The City should continue its engagement with existing and potential land developers to encourage industrial land development. There may be opportunities to incentivize new investment where appropriate.

However, it is also recommended that Spruce Grove develop and bring to market the City-owned 18 acre industrial site located south on Century Road in the Public Works Quarter. This

should start with the preparation of a concept plan and business case. This would allow new industrial land to be brought on stream in 2022 and provide the City with a pilot venture which may be useful in considering future options for expanding the supply of industrial land. This would not preclude partnering with a development company if there were strategic advantages in doing so.

## **2. Establish a High-Load Corridor in Spruce Grove**

There are a number of companies in Spruce Grove that specialize in oversize-overweight (OSOW) loads. The lack of a dedicated high-load corridor in the City is not only impacting the retention and expansion plans of these companies, but constrains the City in the attraction of similar companies.

The City retained Al-Terra to develop an OSOW Feasibility Study which set out options for Spruce Grove to establish a high-load corridor. Although the preferred option is for the City to support the Province in the improvements to HWY 628 as a high-load corridor, it is anticipated that this is still 8 to 10 years out.

As it is not in the City's best interest to wait, it is recommended that the City move forward with the improvements to Jennifer Heil Way (JHW), north to HWY 16 to accommodate OSOW loads in the interim, while at the same time advocate the Province to accelerate the timing of HWY 628 improvements. Doing so will ensure our companies have access to the infrastructure they need to operate efficiently and to expand into new markets, as well as allow the City to compete for investment opportunities that may require highload access.

## **3. Separate Industrial Land Use Districts**

Spruce Grove currently has a single industrial land use district, M1 – General Industrial, that permits both light and medium industrial uses. This does not allow for separation between businesses considered true industrial (industrial fabrication, transportation & logistics) and those that are more commercial, office style (retail & professional services, administration).

Separate districts may help attract higher density commercial office style developments that support growth in professional and technical service jobs and cluster compatible and complementary land uses, while separating uses that are not compatible. Additional benefits may also include more efficient permit approval processes, concession for separate development standards, and ensure that as more industrial land is brought on, there is a balance of parcel sizes to accommodate different uses.

There was also discussion about overall safety and accessibility in the industrial area, particularly for those who walk or bike. As two land use districts will allow for separate development standards, requirements of pathways and sidewalks could form part of the business park (light) zoning.

The majority of municipalities in the Edmonton Metropolitan Region have at minimum two industrial land use districts, which indicates that it could be a preferred structure. Spruce Grove should explore how this structure could potentially support more efficient growth of the City's industrial areas.



#### **4. Fibre-optics as an Engineering Standard**

Spruce Grove's industrial area is underserved in terms of adequate high-speed fibre-optic internet connectivity. It is recommended that the City introduce fibre optic connectivity as an engineering standard for new development in the industrial and commercial areas, and perhaps the broader community. Having access to a fibre optic network has become a key competitive factor in retaining and attracting investment and creating quality employment opportunities. The RFP recently initiated by the City to partner with an ISP provider is a good first step towards building out a municipal network.

#### **5. CN Rail Line**

The Industrial Land Strategy identifies the CN Rail line as problem, and EDAC agrees with these findings. Spruce Grove's recent annexation of lands will result in residential and industrial development taking place south of the tracks, while at the same time, the number and length of trains will continue to increase. The rail line is a factor that deters investment and effects the integration of the municipality.

It is recommended that the City look at options for a future separated grade crossing. While recognizing this would be a costly project to construct, it may be worthwhile to look at engaging the Alberta Government and CN Rail for discussions about how to address rail traffic through Spruce Grove in the future. In particular, the City should undertake planning around potential rights of way should a future separated grade crossing be constructed.

The recommendations by EDAC set out in this report are for consideration by Council. EDAC would appreciate any feedback and is open to exploring any of the recommendations in more detail.

# Economic Development Advisory Committee

## June 7, 2021

### REQUEST FOR DECISION

#### ITEM DESCRIPTION:

#### 4. BUSINESS ITEMS

- a. Industrial Land Strategy Recommendations Report – Councillor Gruhlke

#### PROPOSED MOTION:

That the Industrial Land Strategy Recommendations Report be approved as presented.

That the report be brought forward to City Council for consideration.

#### BACKGROUND/ANALYSIS:

The City contracted Altus Group to develop an Industrial Land Strategy to determine ways to increase the supply of serviced industrial land in Spruce Grove. This was presented to Council on January 18, 2021. The strategy set out a series of recommendations which have been categorized into two broad approaches.

The first approach aims to incentivize investment from existing and new industrial land owners and developers through a combination of regulatory changes. The second approach requires the City to take a more direct role in the development and marketing of industrial lands.

The City worked with the Economic Development Advisory Committee (EDAC) to prioritize these recommendations. A sub-committee identified a number of recommendations they believe the City should pursue. These include:

1. Develop the City-Owned 18 Acre Industrial Site
2. Establish a High-Load Corridor in Spruce Grove
3. Separate Industrial Land Use Districts
4. Fibre-optics as an Engineering Standard
5. Potential for future CN Rail separated crossing

A draft recommendations report was developed by the sub-committee and was subsequently forwarded to all EDAC members for review and comment.

#### FINANCIAL IMPLICATIONS:

n/a

**ATTACHMENTS:**

Industrial Land Strategy Recommendations Report

**Report to City Council**  
Economic Development Advisory Committee  
Recommendations- Red Tape Reduction

## Introduction

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The Spruce Grove Economic Advisory Committee (EDAC) is pleased to present the following report to City Council. The purpose of this report is to provide City Council advice from the perspective of the EDAC Red Tape Reduction Sub-Committee.

## Background

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### *Economic Development Advisory Committee*

EDAC is a Committee of Council which has an advisory role by making recommendations and providing strategic advice to Council on economic and business development matters in Spruce Grove. As per the EDAC bylaw, the committee is required to develop an annual work plan and may provide reports to Council which include recommendations on matters related to the mandate and annual work plan.

### *Red Tape Reduction*

Bill 48: Red Tape Reduction Implementation Act, aims to remove needless red tape by one-third to reduce costs, speed up approvals, and save time, money, and resources. These efforts will help to streamline processes and make life easier for workers and businesses in Alberta.

Municipalities are required to make measurable progress in at least one of the areas:

1. Make it easier to start-up an new business
2. Streamline processes and shorten timelines for development and permit approvals
3. Make your municipality a more attractive destination for new investment and/or tourism

In order to receive funding under the Municipal Stimulus Program (MSP), municipalities were required to make measurable progress in at least one of the areas, develop a red tape reduction plan, and report it to Municipal Affairs by February 1st, 2021.

Furthermore, in May of 2021, City Council was presented with a Recovery Framework to Address Impacts of Covid-19. A key theme in this document is to find ways to reduce red tape and increase administrative efficiency to streamline services for a faster and more efficient return to operating status for business.

EDAC struck a sub-committee to work on this initiative. The committee created and circulated a Spruce Grove specific Red Tape Reduction Survey to gauge the varying perspectives of those who invest and are looking to invest in our community. The survey was circulated to various business owners and developers in Spruce Grove.

## What We Heard Report – Red Tape Reduction

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The comments on the feedback form from the survey are summarized into the following five broad categories. Quotes have been pulled from the survey to represent the perspectives shared.

### 1. Helping understand the approval requirements, timelines, and processes:

- “The applicant needs to be educated as to why the permitting process exists”
- “It seems that not everyone realizes that the City’s website is so helpful and complete”
- “We found that they just looked at one part of the application at a time. When they found a problem they stopped at that point”. We had to submit 3 or 4 times”
- “By-laws are overly complex and nearly impossible for a lay person to understand”

### 2. Move from a regulatory to facilitative approach in serving clients:

- “Adding the personal touch of someone who appears to be on your side would be a definite asset”
- “The City asked for a parking study. We had to pay thousands of dollars for an engineer whose report essentially concluded that “their software can manage parking”.

### 3. Building and fire code requirements- discretion of the inspector:

- “Forced to buy firelock from one company with no choice”
- “Miscommunication and no flexibility between the City and the electrical inspector”

### 4. Streamline approval and inspection processes:

- “Sometimes developments and approvals are delayed because we are told that City staff only conduct inspections on certain days of the week and some weeks are completely booked”

- “Have a dedicated representative assigned to assist anyone doing an application and work with them on completing all the paperwork they need and understanding the By-laws.
- “Currently have residential homes in permit review for two months. These homes are in new subdivisions with no abnormalities”

#### 5. Review Standards set out in the Land Use Bylaw:

- “The biggest challenge that we encountered was parking requirements”
- “Signage for the City Centre must be updated to allow for perpendicular signage and allow for encroachments”
- “Minimum parking standards for commercial development are heavy handed and seemed like far too much for what the building would require”.
- “Many standards need to be updated to enable Spruce Grove to compete with other municipalities

### Recommendations:

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Based on Bill 48, the City of Spruce Grove Recovery Framework, and the information gathered and collected by the What We Heard Report, the Red Tape Reduction Sub-Committee recommends the following:

1. The report and recommendations be referred to Administration for review and that Administration report back to Council on proposed actions.
2. The City consider adopting more of a facilitative approach and environment in dealing with development proposals. This ‘facilitative approach’ would help to guide clients through the approval process rather than the current situation where respondents often perceive the City as ‘as gatekeepers.’

This ‘facilitative approach’ would start with a formalized pre-development meeting of all relevant departments and then a person assigned as the project manager or liaison in working through the approval and permitting processes.

3. The City needs to look at updating development standards as part of the next Land Use Bylaw review. In particular, the efficacy of the existing parking standards for commercial development needs to be considered as this will assist in making measurable progress in attracting new investment into Spruce Grove.
4. As part of the move toward development paying more of the approval and administrative costs related to new development, there needs to be more visible accountability by the City on process timeframes and outcomes making start-ups for new business much more attainable.



# Economic Development Advisory Committee

## June 7, 2021

### REQUEST FOR DECISION

#### ITEM DESCRIPTION:

#### 4. BUSINESS ITEMS

- b. Approval of Red Tape Reduction Recommendations Report – Councillor Oldham

#### PROPOSED MOTION:

That the Red Tape Reduction Recommendations Report be approved as presented.

That the report be brought forward to City Council for consideration.

#### BACKGROUND/ANALYSIS:

Alberta's Red Tape Reduction initiative aims to remove needless red tape by one-third to reduce costs, speed up approvals, and save time, money, and resources. Municipalities are required to make measurable progress in at least one of the areas:

1. Make it easier to start-up a new business;
2. Streamline processes and shorten timelines for development and permit approvals;
3. Make your municipality a more attractive destination for new investment and/or tourism.

The City worked with the Economic Development Advisory Committee (EDAC) to identify opportunities for red tape reduction and policy changes. EDAC struck a sub-committee to develop a Red Tape Reduction survey in response to the three questions above. The survey was circulated to business owners and developers in Spruce Grove to gauge perspectives of those who invest and are looking to invest in our community. The collective responses will help the City identify areas to stimulate investment and improve the business competitiveness in Spruce Grove.

The sub-committee prepared a Red Tape Reduction Recommendations Report where the comments received were summarized and a number of recommendations were made. The draft report was forwarded to EDAC for their comments prior to this meeting.

#### FINANCIAL IMPLICATIONS:

n/a

#### ATTACHMENTS:

City of Spruce Grove Red Tape Reduction Recommendations Report

# TELUS and the City of Spruce Grove investing \$54 million to connect the city to the gigabit-enabled fibre optic network, dramatically increasing wireless and Internet speeds throughout the region



August 27, 2021

*Advanced TELUS PureFibre network will connect residents and businesses directly to gigabit Internet speeds while expanding cellular coverage throughout the region*

*Spruce Grove Mayor Stuart Houston and TELUS GM Northern Alberta and B.C. Interior Brian Bettis, along with members of Spruce Grove City Council, celebrate this game-changing partnership. L-R: Councillor Jeff Acker, Councillor Chantal McKenzie, Councillor Michelle Gruhlke, Councillor Erin Stevenson, Councillor Wayne Rothe, Mayor Stuart Houston, Councillor Dave Oldham, TELUS GM Brian Bettis.*

TELUS and the City of Spruce Grove are investing \$54 million to connect homes and businesses in Spruce Grove directly to our fibre optic network. Through this collaboration, the City is contributing \$4.25M to the project towards building out



connectivity throughout the industrial areas of the city, and TELUS is investing a further \$50M to connect over 90% of homes and businesses within the City boundary. The City and TELUS have also agreed to explore potential Smart City applications that would be of benefit to residents and City operations. This investment is part of TELUS' recently announced commitment to invest \$14.5 billion in infrastructure and operations across Alberta through 2024 to further support the province throughout the Covid-19 pandemic and subsequent economic recovery. Work on the PureFibre network in Spruce Grove is starting this month, and TELUS anticipates the majority of homes and businesses will be connected by the end of 2023, with the commercial and industrial areas to be completed first. Since 2013, TELUS has invested more than \$5 billion to connect 137 communities and 56 First Nations across B.C., Alberta, and parts of Quebec to our PureFibre network. TELUS PureFibre with its symmetrical upload and download speeds was ready to withstand the additional demands of the Covid-19 pandemic, supporting more than two million Albertans as they adapted to new ways of living, enabling people to work with large files at home while other family members could simultaneously be participating in virtual school, virtually connecting with healthcare practitioners, or staying socially connected.

“TELUS is very proud to be making this generational investment in Spruce Grove, providing the technology to bridge geographic and socio-economic divides and connect citizens to the people, resources and information that make their lives better, particularly as we continue to navigate the global pandemic,” said Darren Entwistle, President and CEO of TELUS. “Importantly, TELUS PureFibre offers the community a globally unmatched wireline infrastructure that ensures all citizens have access to the digital tools to drive improved health, social and economic outcomes. Moreover, TELUS PureFibre enables entrepreneurs, start-ups and home-based businesses and workers to benefit from the same Internet speeds, functionality, reliability and security that large enterprises currently enjoy. We look forward to connecting our fellow Albertans in Spruce Grove to TELUS PureFibre and supporting the community as it attracts new industries and innovators, supporting the jobs of today and those that have yet to be imagined.”

The gigabit-enabled TELUS PureFibre network is the largest 100 per cent pure fibre-to-the-premise (FTTP) network in Western Canada, giving residents and businesses dramatically fast upload and download Internet speeds, which provides significant benefits for applications like video conferencing, working or learning remotely, gaming, and smart home security. Supported by the TELUS PureFibre network, TELUS Smart Home Security offers 24/7 real-time monitoring and smart controls to manage cameras, lock and unlock doors, remotely manage indoor and outdoor lighting and even the thermostat. For Canadians currently working from a home office, a PureFibre connection means upload speeds will not slow down the pace of business or lag during peak hours, and the rest of the family can simultaneously stream, play video games, and participate in online learning.

“Reliable, high-speed internet connection is an essential amenity for residents and businesses. Investing in a fibre optic network in our industrial and commercial districts is

critical to economic sustainability. This network will enhance Spruce Grove's market competitiveness by helping attract and retain talent, as well as drive new investments and business development," says Spruce Grove Mayor Stuart Houston. "On top of that, the City's investment in the fibre for our industrial area and our partnership with TELUS in this project has led to the acceleration of development of the fibre network in Spruce Grove and other communities in region, moving these projects up on TELUS' provincial schedule and benefiting the entire region."

Last year, TELUS announced a groundbreaking new tier of home Internet, setting a new benchmark for home and business Internet speeds in Western Canada. With blisteringly fast speeds clocking in at up to 1,500 Mbps download and up to 940 Mbps upload, the launch of TELUS PureFibre 1.5 Gigabit marked a substantial leap in available speeds for residents in B.C. and Alberta, both at home and in the workplace.

Since 2000, TELUS, our team members and retirees have contributed more than \$165 million and 2.96 million volunteer hours to charities and community organizations located in Alberta.

"It's great to see this major project coming to life in Spruce Grove," says Searle Turton, MLA for Spruce Grove-Stony Plain. "TELUS has made significant investments across the province, and the fibre buildout in Spruce Grove is the largest infrastructure investment the community has ever seen. This partnership forged between TELUS and the City of Spruce Grove is enabling growth, connectivity, and economic development across the region now and for many years to come."

Residents can expect to see TELUS trucks throughout the community as construction begins. Once homes are connected, residents can immediately begin taking advantage of dramatically faster and symmetrical Internet speeds.

For more information, please visit [telus.com/purefibre](https://telus.com/purefibre) .



## Economic Development Advisory Committee September 7, 2021

### REQUEST FOR DECISION

#### ITEM DESCRIPTION:

##### **5. INFORMATION ITEMS**

- a. Build-Out of Spruce Grove Fibre-Optic Network Update – Dave Walker

#### PROPOSED MOTION:

That the Build-Out of Spruce Grove Fibre-Optic Network Update be received as information.

#### BACKGROUND/ANALYSIS:

Spruce Grove has experienced a lack of high speed internet connectivity in the industrial and commercial areas of the City. As a result, the City developed a Fibre Optic Broadband Strategy which was presented to Council in June 2019. This led to the development of a Broadband Broadband Business Plan presented to Council in February 2021.

The Broadband Business Plan recommended that the City take an active role in facilitating the build out of digital infrastructure (fibre). It was further recommended that the City seek potential partnerships with internet service providers (ISPs) to establish a high-speed fibre optic network, focusing first on the underserved commercial and industrial areas.

On March 29, 2021 the City issued a an RFP soliciting proposals from companies to construct, operate and maintain a fibre optic broadband network and provide high quality internet services to businesses and residents in Spruce Grove. Telus was the successful proponent and a Fibre To The Premises (FTTP) Agreement was negotiated.

Through this collaboration, the City is contributing \$4.25M to the project to enable the connection to the commercial and industrial areas and TELUS is investing a further \$50M to connect over 90% of homes and businesses within the City boundary. TELUS anticipates the majority of homes and businesses will be connected by the end of 2023, with the commercial and industrial areas to be completed by end of 2021.

#### FINANCIAL IMPLICATIONS:

n/a

#### ATTACHMENTS:

Spruce Grove Fibre Press Release



# OSOW Corridor Feasibility Study

June 2021

Prepared for: The City of Spruce Grove



Prepared by:



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## Background Information

The map illustrates the proposed Edmonton Ring Road (CORE ROUTE) in red, which connects major highways and bypasses the city center. Existing high load corridors are shown in pink, and connector routes are highlighted in orange and green. The map includes labels for various towns and highways, such as Wabamun, Spruce Grove, St. Albert, Edmonton, Beaumont, Leduc, and Hay Lake. The CORE ROUTE is shown as a red line that bypasses the city center, connecting major highways and bypassing the city center. The EXISTING HIGH LOAD CORRIDOR is shown in pink, and the CONNECTOR ROUTE is shown in orange and green.

The first step in identifying the most suitable OSOW route was to comprehensively define the road network minimum standards criteria to be used in the analysis. Several factors were considered in evaluating the performance of each prospective route which was summarized in a multiple account evaluation matrix (MAE). The MAE matrix is based on a 5-point scale where a score of 1 represents the least desirable outcome and a score of 5 represents the most favorable outcome. The performance criteria were based on financial factors, environmental impacts, user benefits / customer service, community sustainability, utility impacts, and economic effects. The MAE is a helpful tool which allows for a transparent approach in determining the most suitable OSOW route.

22-002 OSOW Corridor Feasibility Study Report-Final

of prospective loads expected to be utilizing the OSOW route. The design vehicles considered in this analysis include a WB-21 design vehicle, heavy hauler, low boy, booster trailer, reactor transporter, and platform trailer.

## Potential Routes

Al-Terra has taken a cursory review of potential routes and have identified them below along with potential issues which will be further discussed in this report.

Main Route	General Info	Potential Issues
<b>Highway 628</b> (Golden Spike Road - Highway 628 - Highway 60)	<b>Length:</b> 10.6km (0.8km Parkland County, 9.8km Alberta Transportation)  <b>Pavement Width:</b> -Golden Spike Road: ACP, 9.4m width -Highway 628: Gravel, 8.0m width	<b>Pavement Structure:</b> -Highway 628 is an existing gravel road with a narrow ROW -Highway 628 will need to be upgraded to a paved roadway to meet pavement structure / weight restrictions for OSOW loads -Grade widening on Golden Spike Road would need to be considered to meet the minimum 10.0m minimum pavement width for OSOW routes  <b>Curb and Gutter:</b> -Existing raised concrete median without mountable / semi mountable curb along Golden Spike Road  <b>Utilities:</b> -19 Overhead Power Crossings would require relocation -Underground utilities may require relocation in tandem with Highway 628 paving
<b>Highway 16A</b> (Jennifer Heil Way to Highway 60)	<b>Length:</b> 11.6km (5.8km City of Spruce Grove, 5.8km Alberta Transportation)  <b>Pavement Width:</b> -Highway 16A: ACP, 4-lane Divided, Semi-Urban / Rural Cross Section, 11.4m-17.0m width	<b>Utilities:</b> -1 overhead crossing  <b>Signals:</b> -6 signalized intersections without rotatable bases including 4 signal bridge structures  <b>Bridge Files:</b> -The existing bridges on Highway 16A:16 km 0.998 have a load capacity of 125 to 130 tonnes. Upgrades to these bridges would be required to accommodate OSOW loads.
<b>Century Road</b> (Diamond Avenue - Century Road - Highway 16 / Highway 16A - Highway 60)	<b>Length:</b> 13.7km (1.6km Diamond Ave, 3.6km Century Road, 8.5km Highway 16)  <b>Pavement Width:</b> -Diamond Ave: ACP, Rural Cross Section (approx. 8.5m wide) -Century Road: ACP, Urban Cross	<b>Pavement Structure:</b> -Existing pavement structure on Century Road may need to be upgraded to meet weight restrictions for OSOW loads  <b>Utilities:</b> -12 overhead crossings -Existing underground utilities

	<p>Section (width varies)</p> <p>-Highway 16/16A: ACP, 4-lane divided, 11.4m-12.0m width</p>	<p><b>Signals:</b></p> <p>-7 signalized intersections without rotatable bases</p> <p>-1 pedestrian crossing without a rotatable base</p> <p><b>Railway Crossing:</b></p> <p>-CN Rail Crossing south of Highway 16A may conflict with crossing times, potential horizontal clearance concerns with existing crossing arms</p>
<p><b>Jennifer Heil Way</b> (Diamond Avenue - Jennifer Heil Way - Highway 16 - Highway 60)</p>	<p><b>Length:</b> 17.1km (1.6km Diamond Ave, 3.8km Jennifer Heil Way, 11.7km Highway 16)</p> <p><b>Pavement Width:</b></p> <p>-Diamond Ave: ACP, ~8.5m width</p> <p>-Jennifer Heil Way: ACP, Urban Cross Section (width varies)</p> <p>-Highway 16 / 16A: ACP, 4-lane Divided, 11.4m-12.0m width</p>	<p><b>Utilities:</b></p> <p>-12 overhead crossings</p> <p>-Existing underground utilities</p> <p><b>Signals:</b></p> <p>-6 signalized intersections without rotatable bases</p> <p><b>Curb and Gutter:</b></p> <p>-Existing two-lane configuration on Campsite Road, north of CN crossing has raised concrete median without mountable / semi mountable curb. This section has a horizontal clearance of 4.6m which is constrained for certain OSOW loads. The proposed widening at the CN crossing will need to be confirmed during the detailed design phase to meet minimum pavement width for OSOW loads.</p> <p><b>Railway Crossing:</b></p> <p>-CN Rail Crossing south of Highway 16A may conflict with crossing times, potential horizontal clearance concerns with existing crossing arms</p>
<p><b>Highway 627*</b> (Golden Spike Road - Highway 628 - Highway 60)</p> <p> *Given the extended distance of Highway 627 from the City of Spruce Grove, this route was omitted from the detailed discussion of this report.</p>	<p><b>Length:</b> 17.1 km (7.3km Parkland County, 9.8km Alberta Transportation)</p> <p><b>Pavement Width:</b></p> <p>-Golden Spike Road: ACP, ~9.0m width</p> <p>-Highway 627: ACP, ~8.0m width</p>	<p><b>Pavement Structure:</b></p> <p>- Existing pavement structure on Highway 627 may need to be upgraded to meet weight restrictions for OSOW loads</p> <p><b>Utilities:</b></p> <p>-28 overhead crossings</p> <p>-Existing underground utilities</p> <p><b>Signals:</b></p> <p>-Traffic Signals and Advanced Flasher at Highway 627 and Highway 60 without rotatable bases</p>

## Conclusion

### Long-Term Solution

The analysis and the ranking criteria in the MAE matrix indicates that the Highway 628 route is the most suitable of the prospective routes considered. The Highway 628 route has the shortest route length and the daily traffic volumes are lower compared to Jennifer Heil Way, Century Road, and Highway 16A. Since Highway 628 is located outside of the urban limits of Spruce Grove delays to local traffic are expected to be lower and there is no requirement for rotatable bases as there are no signalized intersections along this route. Additionally, railway crossings along OSOW routes can create schedule conflicts between industry and railway companies as scheduled crossing times are required and there is also a concern of inadequate horizontal clearance at crossing arms. Golden Spike Road and Highway 628 is preferred as there are no railway crossings along this route compared to the other proposed routes.

This analysis was prepared under the assumption that the majority of the costs to upgrade Highway 628 to a standard 8.0m wide two-lane undivided highway will be funded by AT and the remaining costs to meet the minimum required 10.0m pavement for an OSOW route could be coordinated between the City of Spruce Grove and Parkland County. If the timeline for upgrading Highway 628 is further in the future than the City would prefer, choosing an alternative route could be considered.

### Short-Term Solution

The Jennifer Heil Way Route could be considered as an interim alternative; however, there are limitations to this route compared to the more favorable long-term benefits of using Highway 628. Therefore, Jennifer Heil Way should only be considered as a short-term alternative until funding becomes available to upgrade Highway 628.

The Jennifer Heil Way route had the second highest ranking in the MAE matrix. Some of the benefits of this route include excellent pavement strength along Jennifer Heil Way based on the City of Spruce Grove Pavement Network condition data which can adequately accommodate OSOW loads and the existing pavement structure and width along Highway 16 are above the provincial minimum standards for OSOW routes. This route is also more favorable than Century Road as there is a greater distance between Highway 16A and the CN railway crossing which will reduce the likelihood of operational concerns and traffic delays.

The limitations to this route include restricted horizontal clearance at the railway crossing on Campsite Road where crossing arm disassembly or a railway escort would be required to allow an OSOW load to pass. The horizontal clearance on Campsite Road just north of the CN railway tracks is also restricted for certain OSOW loads due to existing straight face curb and a concrete center island. Based on discussions with the City, there are proposed plans to widen this section of Campsite Road which will mitigate this concern; however, this will need to be confirmed during the detailed design phase to meet the minimum pavement width for OSOW loads.

Additionally, there are 12 overhead crossings along this route which would need to be relocated or buried and six signalized intersections along this route that would require rotatable bases to meet vertical clearance requirements for OSOW loads. There is also a potential for community resistance as the route passes through the urban areas of Spruce Grove. Since Jennifer Heil Way is a high-volume roadway in an urban setting, there is increased potential for disruptions and delays to local traffic and therefore, additional traffic accommodation



may be required. This route will be further discussed in this report and we have also attached a summary of the Jennifer Heil Way route and its benefits and potential limitations which has been included in Appendix A.

## Preliminary Cost Estimate, Level 'A'

### Highway 628 Route

	Unit	Estimated Quantity	Unit Price	Estimated Cost
Mobilization	L.S.	9%	\$ 280,111	\$ 280,111
Highway 628 Upgrade - Cost Share with AT	L.S.	1	\$ 1,960,000	\$ 1,960,000
Grade Widening on Golden Spike Road	m	2330	\$ 400	\$ 932,000
Value Add - Alberta Avenue Intersection Widening	L.S.	1	\$ 20,000	\$ 20,000
Concrete Surface Remove and Dispose	m2	17	\$ 110	\$ 1,870
Concrete Curb - Remove and Dispose	m	44	\$ 50	\$ 2,200
Mountable Curb and Gutter - Supply and Install	m	38	\$ 165	\$ 6,270
Overhead Crossing Relocation	each	19	\$ 10,000	\$ 190,000
Contract Cost (Rounded to nearest \$1000)				\$ 3,392,000
Contingencies (10%)				\$ 339,200
Engineering (12%)				\$ 407,040
<b>Total Program Estimated Cost for Recommended Improvements (Rounded to nearest \$1000)</b>				<b>\$ 4,139,000</b>
<b>Highway 628 Upgrade- AT component contribution (80% of work assumed to be funded by Alberta Transportation)</b>	<b>L.S.</b>	<b>1</b>	<b>\$</b>	<b>7,840,000</b>

### Jennifer Heil Way Route

	Unit	Estimated Quantity	Unit Price	Estimated Cost
Mobilization	L.S.	9%	\$ 26,190	\$ 26,190
18.3m Cantilever Rotatable Base	each	1	\$ 31,500	\$ 31,500
15.3m Cantilever Rotatable Base	each	6	\$ 26,200	\$ 157,200
12.2m Cantilever Rotatable Base	each	4	\$ 21,000	\$ 84,000
10.7m Cantilever Rotatable Base	each	1	\$ 18,300	\$ 18,300
Overhead Crossing Relocation	each	12	\$ 10,000	\$ 120,000
Contract Cost (Rounded to nearest \$1000)				\$ 437,000
Contingencies (10%)				\$ 43,700
Engineering (12%)				\$ 52,440
<b>Total Program Estimated Cost for Recommended Improvements (Rounded to nearest \$1000)</b>				<b>\$ 533,000</b>



**Century Road Route**

	Unit	Estimated Quantity	Unit Price	Estimated Cost
Mobilization	L.S.	9%	\$ 34,416	\$ 34,416
18.3m Cantilever Rotatable Base	each	2	\$ 31,500	\$ 63,000
15.3m Cantilever Rotatable Base	each	8	\$ 26,200	\$ 209,600
10.7m Cantilever Rotatable Base	each	6	\$ 18,300	\$ 109,800
Overhead Crossing Relocation	each	12	\$ 10,000	\$ 120,000
Contract Cost (Rounded to nearest \$1000)				\$ 537,000
Contingencies (10%)				\$ 53,700
Engineering (12%)				\$ 64,440
<b>Total Program Estimated Cost for Recommended Improvements (Rounded to nearest \$1000)</b>				<b>\$ 655,000</b>

**Highway 16A Route**

	Unit	Estimated Quantity	Unit Price	Estimated Cost
Mobilization	L.S.	9%	\$ 1,241,460	\$ 1,241,460
Bridge File Upgrades	m2	1720	\$ 7,500	\$ 12,900,000
Signal Bridge Structure Reconfiguration	each	8	\$ 100,000	\$ 800,000
18.3m Cantilever Rotatable Base	each	4	\$ 21,000	\$ 84,000
Overhead Crossing Relocation	each	1	\$ 10,000	\$ 10,000
Contract Cost (Rounded to nearest \$1000)				\$ 15,035,000
Contingencies (10%)				\$ 1,503,500
Engineering (12%)				\$ 1,804,200
<b>Total Program Estimated Cost for Recommended Improvements (Rounded to nearest \$1000)</b>				<b>\$ 18,343,000</b>

**NOTE:****Potential funding is available for O/H Power relocation by Transport Engineering**



## Economic Development Advisory Committee September 7, 2021

### REQUEST FOR DECISION

#### ITEM DESCRIPTION:

##### 5. INFORMATION ITEMS

- b. Highload Corridor Update – Dave Walker

#### PROPOSED MOTION:

That the Highload Corridor Update be received as information as presented.

#### BACKGROUND/ANALYSIS:

There are a number of companies in Spruce Grove that specialize in oversize-overweight (OSOW) loads. The lack of a dedicated high-load corridor in the City is not only impacting the retention and expansion plans of these companies, but constrains the City in the attraction of similar companies.

The City retained Al-Terra to develop an OSOW Feasibility Study which set out options for Spruce Grove to establish a high-load corridor. Although the preferred option is for the City to support the Province in the improvements to HWY 628 as a high-load corridor, it is anticipated that this is still 8 to 10 years out.

As it is not in the City's best interest to wait, it is recommended that the City move forward with the improvements to Jennifer Heil Way (JHW), and connect with HWY 16 to accommodate OSOW loads in the interim, while at the same time advocate the Province to accelerate the timing of HWY 628 improvements. Doing so will ensure our companies have access to the infrastructure they need to operate efficiently and to expand into new markets, as well as allow the City to compete for investment opportunities that may require highload access.

#### FINANCIAL IMPLICATIONS:

n/a

#### ATTACHMENTS:

Executive Summary OSOW Feasibility Summary – Al-Terra