

CITY OF SPRUCE GROVE

BYLAW NO. C-634-06

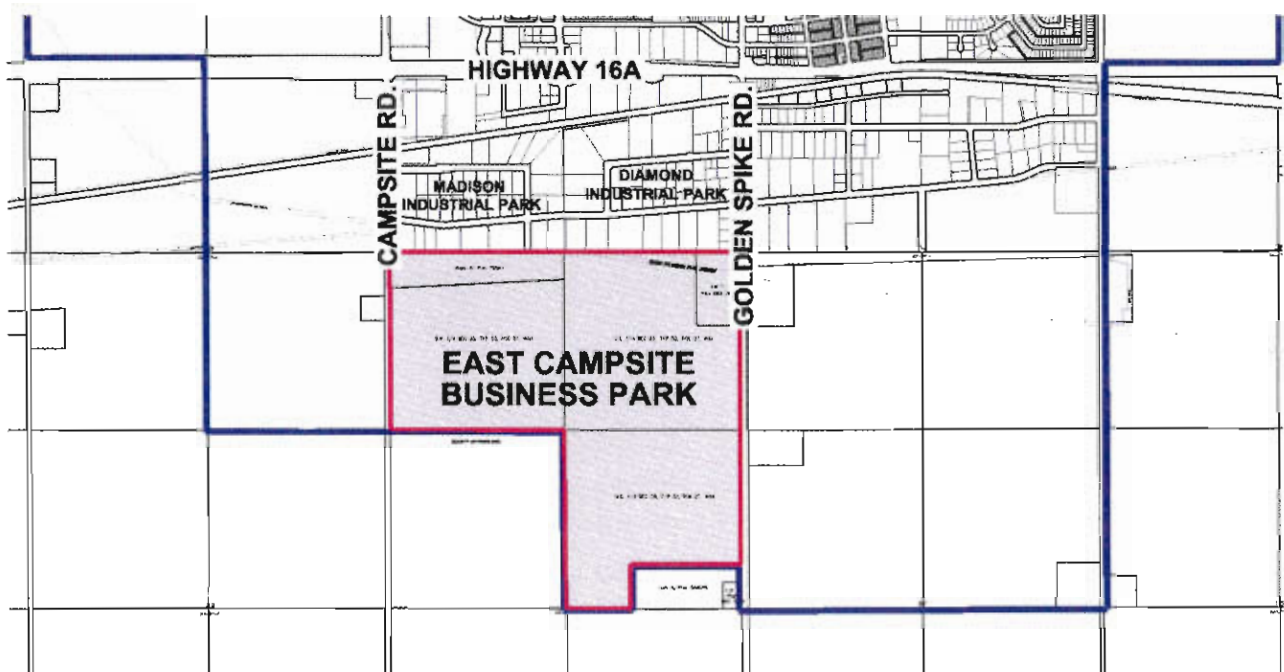
EAST CAMPSITE BUSINESS PARK AREA STRUCTURE PLAN

Being a Bylaw to adopt the East Campsite Business Park Area Structure Plan for the City of Spruce Grove, in the Province of Alberta.

Pursuant to Sections 633 and 692 of the Municipal Government Act, R.S.A. 2000, c. M-26, including amendments thereto, the Council of the City of Spruce Grove, DULY ASSEMBLED, HEREBY ENACTS as follows:

THAT, the East Campsite Business Park Area Structure Plan be adopted, as outlined in Schedule 1 which is attached to and forms part of this Bylaw.

This bylaw includes a land use concept for the S ½ of Section 33, Township 52, Range 27, west of the 4th Meridian and a portion of the NE of Section 28, Township 52, Range 27, west of the 4th Meridian, as shown on the map below:



The proposed area structure plan represents a development concept plan for the East Campsite Business Park Area Structure Plan lands.

Bylaw C-348-99 - The SE 33-52-27-4 Area Structure Plan shall be repealed upon third and final reading of this bylaw.

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

First Reading Carried 12 March 2007

Public Hearing Held 10 April 2007

Second Reading Carried 10 April 2007

Third Reading Carried 10 September 2007

Signed by City of Spruce Grove Mayor and General Manager of Corporate Services

**City of Spruce Grove
East Campsite Business Park
Area Structure Plan**

Prepared by:
UMA Engineering Ltd.
17007 107 Avenue
Edmonton, AB T5S 1G3
T 780.486.7000 F 780.486.7070
www.uma.aecom.com

Job No. 1560-249-00-01-4.6.1

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1.0 Introduction

1.1 Purpose

The purpose of this East Campsite Business Park Area Structure Plan (ASP) is to establish a land use and servicing framework for the development of business industrial uses within the East Campsite Business Park. This ASP prescribes:

- the distribution of land uses,
- major roadways and utility servicing, and
- development phasing.

1.2 Boundaries and Land Description

East Campsite Business Park contains approximately 183 hectares of land in southwestern Spruce Grove, and it forms a southward expansion of industrial uses currently located south of Highway 16A. Specifically, the ASP's north boundary is approximately 800 metres south of Highway 16A and it is otherwise bounded on the west by Campsite Road, on the east by Golden Spike Road, and on the south by the City boundary (**see Figure 1**).

The ASP comprises most of three quarter-sections of land legally described by the Alberta Township Survey System as within the South $\frac{1}{2}$ of Section 33-52-27-W4M and the Northeast $\frac{1}{4}$ of Section 28-52-27-W4M.

1.3 Property Ownership

The largest landowner within the ASP boundary is Melcor Developments Ltd. with title, or registered agreement to purchase, to over ninety percent of the total area. All individual property owners and holdings are identified in **Figure 2**.

2.0 Statutory Context

2.1 Municipal Government Act

An Area Structure Plan is a Statutory Plan authorized by Section 633 of the Municipal Government Act (MGA), Statutes of Alberta, 1994, Chapter M-26.1, for the purpose of providing a framework for the future subdivision and development of lands within a municipality. The MGA further requires that all statutory planning documents be consistent with each other and that an ASP must describe:

- sequencing of development;
- proposed land uses, either generally or specifically;
- population density;
- the general location of major transportation and public utilities; and
- any other planning matters that Council may consider necessary.

2.2 Spruce Grove Municipal Development Plan

As a statutory plan this ASP must maintain consistency with the Spruce Grove Municipal Development Plan Bylaw C-327-98 (MDP), as amended, that establishes the City's planning goals, land use, and land use policies for orderly growth and development. This ASP implements industrial land uses, and those areas appropriate for industrial development are shown on MDP Figure 2 - Future Land Use Map. This MDP map identifies the future use of the ASP lands for Future Industrial, Urban Expansion, and Environmental Management Area. The Urban Expansion classification refers to lands not likely required for near term urban development which may be feasible for either residential or industrial use. This determination of use would be established by a future MDP or area structure plan.

The City's goals and objectives for industrial lands are stated in MDP Part II, Section 2.4 – Industrial Development, with the Community's goals being the designation of sufficient industrial lands for local employment opportunities and in support of a balanced local economy. Objectives for industrial land development seek to maintain high standards of subdivision and development, provide separation from residential development, and encourages industrial uses be compatible with current and future development. These goals and objectives are further articulated in MDP Part III, Section 5.0 – Industrial Development Policies, as the following policies:

- 5.1 The City will encourage the development of light industry.
- 5.2 All industrial development in the built up area of the City will be provided with full urban utility services.
- 5.3 The City will encourage high standards of industrial subdivision and site design, especially where such development is adjacent to major access roads.
- 5.4 The City will discourage open storage on industrial sites and endeavour to prevent or eliminate unsightly premises should they occur.

As a portion of the ASP lands are identified in MDP Figure 2 – Future Land Use Map as an Environmental Management Area, and the MDP in Part III – Land Use Plan and Policies, Section 2.8 – Open Space / Environmental Policies requires that an area structure plan specifically address the future management of these environmental areas. The policy requires that these areas remain viable, retain their environmental amenity value, and must be provided appropriate buffering from development.

2.3 Existing Area Structure Plans

A portion of the ASP area is currently defined by Bylaw No. C-348-99, which is an area structure plan titled “Area Structure Plan for Southeast Section 33-52-27-W4M”. This existing area structure plan will be rescinded and replaced by this ASP which identifies the most current development objectives.

2.4 Spruce Grove Land Use Bylaw

The City of Spruce Grove’s Land Use Bylaw No. C-328-98, as amended, classifies the subject ASP lands as U-R Urban Reserve – Holding District. The purpose of this district is to maintain undeveloped lands for future urban development, and that they would be reclassified to another land use district in conformance with an area structure plan adopted by City Council.

3.0 Plan Area

3.1 Natural Features

The development of the ASP lands is influenced by the natural and man-made environment. Existing site conditions are discussed below as context for the land use concept presented in Section 4.0.

3.1.1 Topography and Drainage

Topography of the ASP lands consists of gently rolling to rolling terrain with an overall gentle downward gradient from the south to north (**Figure 3**). The highest elevation is approximately 710.0 m above sea level in the southeast corner, and the lowest area is 701 m in the ASP's northwest corner. Overall, the difference in elevation between the highest and lowest lands is approximately 9.0 m.

The existing drainage pattern generally follows the major topographical trend that descends from south to north. Surface water drains into the lower lying lands in the central ASP area.

3.1.2 Soils

A geotechnical investigation consisting of 21 test holes indicated area soils are generally composed of surficial topsoil underlain by lacustrine clay. These soils vary from medium to high plastic, and they become wetter with depth.

3.1.3 Environmental Resources

The lands within the ASP consist primarily of cleared fields, a large tree stand, and some low-lying wet areas. The north-centrally located trees are defined on MDP Figure 1 – Development Factors as being Environmental Management Area “F”, and they consist of approximately 25 ha of mixed native upland forest. Assessment of these trees provided in the MDP identifies them as being disturbed due to past and present cattle grazing, and that the potential environmental value is as a “locally significant area” useful for maintaining landscape and wildlife diversity within the Spruce Grove urban environment. The MDP did not identify the forest as a critical environmental, but it is a significant vegetation stand with parts suitable for preservation and as a possible node in the City trail system. Areas of poorly drained low-lying lands exist within the ASP and these are typically without surface water but provide for the intermittent collection of excess water runoff.

3.2 Existing Land Use

Existing area land uses include a home and associated out buildings in the northwest corner and a commercial site in the northeast corner (**see Figure 4**). Crossing the ASPs northeast corner is a crude oil pipeline (plan 3625HW), and a natural gas pipeline (plan 032 0545) exists along the west, south, and east perimeter of the South ½ of Section 33-52-27-W4M. A telecommunications right-of-way (plan 922 2339) is located along the east and south of the Southeast ¼ of Section 33-52-27-W4M and in the corner of the Southwest ¼ of Section 33-52-27-W4M. Finally, an abandoned electrical transmission line right-of-way (plan 2149 EO) is noted where it had formerly crossed through the South ½ of Section 33-52-27-W4M.

The remainder of the plan area is predominantly cultivated agricultural land. None of these existing land uses would conflict with the future development of these lands.

Land uses surrounding the area to the west, south and east are primarily agricultural with a few dispersed farmsteads. Some commercial/industrial land uses exist east of Golden Spike Road in the Golden Spike Industrial Business Park. Lands to the north in the Madison Industrial Park and the Diamond Industrial Park are developed commercial/industrial uses.

3.3 Existing Access and Municipal Services

The ASP area may be accessed from the west by Campsite Road, from the east along Golden Spike Road, and from the north by Madison Crescent which connects to Diamond Avenue. Both Campsite Road and Golden Spike Road are currently rural cross-section roadways, and each connects northward to Highway 16A at a controlled intersection.

Utilities and municipal services to the standard required for servicing the ASP do not currently exist on site, but these are nearby and may be readily extended for new developments.

4.0 Land Use Concept

4.1 Plan Objective

The objective of the East Campsite Business Park ASP is to create an attractive area of serviced business industrial land that provides local employment opportunities and contribute to a balanced local economy.

4.2 Land Use Concept

4.2.1 General

The Land Use Concept for the East Campsite Business Park ASP illustrated in **Figure 5** defines a predominant pattern of industrial land use with supportive park space, stormwater management facilities, and transportation systems. The north central park space retains a major portion of the existing tree stand and protects this locally significant environmental feature. The allocation of land use within the ASP is identified in Table 4-1.

The ultimate configuration of the east-west roadway that separates the East Campsite Business Park into north and south development modules is undetermined at this time as to its ultimate status as either a collector or arterial road. The City of Spruce Grove transportation plan currently identifies the roadway as an arterial road and as such access restrictions are imposed on this central roadway. In discussions with the City of Spruce Grove it has been agreed to acknowledge the uncertainty related to the status this roadway by designating it as arterial/minor collector (see Section 4.2.4).

Industrial development generally prefers a linear pattern of local roadways, and the designation of east/west roadways through the areas north and south modules sets a distinct linear road pattern that will optimise future opportunity for industrial roads. It is envisioned that these east/west roads would be connected north/south by local roads to allow variety in parcels for light industrial and commercial uses.

Table 4-1 - Land Allocation in East Campsite Business Park ASP

Land Use	Hectares	% of Area
Gross Area	183.21	
Campsite & Golden Spike Road Widening	1.19	
Arterial Roadway (40.0 m)	3.20	
Service Road (Oswald Dr.)	0.50	
Subtotal	4.89	
Gross Developable Area	178.32	
Land Uses		
Industrial	134.02	75.2%
Park / Open Space	9.02	5.1%
Stormwater Management / PUL	20.78	11.6%
Transportation	14.50	8.1%
Total – Land Uses	178.32	100.0%

4.2.2 Industrial Land Use

The ASP area proposes predominantly light industrial land uses that total 134.02 hectares, or 75.2%, of the total gross developable area. Industrial land uses are well suited here adjacent to existing industrial development and distant from potential conflicts with residential areas. Future subdivisions in the Plan area can be varied in size and shape to provide the flexibility required to meet the diverse needs of future business owners. The parcel sizes will be developed using the subdivision and development standards for light industrial land uses in the Land Use Bylaw.

4.2.3 Open Space

A series of three stormwater management facilities (SWMF) and one park form the open space for the ASP area. The SWMFs have been located and sized to take advantage of low-lying topography and also provide some amenity in this industrial area. A park of approximately 9.0 hectares designated in the north central Plan area preserves a significant portion of the trees identified as Environment Management Area "F" in the Municipal Development Plan. The park boundary has been identified in consultation with City administration and the area will be dedicated as Municipal Reserve lands.

The Municipal Government Act and the City's Municipal Development Plan provide that up to ten percent of each titled area within the ASP lands be provided upon subdivision as Municipal Reserve (MR) dedication for use as parks, school, or separating areas of differing land use. As this ASP is for industrial land use the need of MR lands for parks and recreation activities is greatly reduced, and the City will accept cash in lieu of land for the balance of the required ten percent MR not provided as parkland.

4.2.4 Transportation

Industrial development is dependent on efficient road networks for the movement of goods and people, and a transportation concept supportive of this need is shown in **Figure 6**.

The ASP boundary abuts Campsite Road to the west and Golden Spike Road to the east. These arterial roadways provide good access to the Highway 16A which is located 800 m northward. A road widening is identified for both Campsite Road and Golden Spike Road to match the boundary of the existing pipeline right-of-way.

The area transportation concept defines two arterial access/egress points west to Campsite Road, three eastward onto Golden Spike Road, and one northward tying to Diamond Road located within the abutting industrial lands. These accesses are then logically connected with roads that form the ASP's major internal circulation pattern characterized by three primary east/west roadways. A future system of north/south local connections will be defined between these primary east/west roadways with future subdivision. These local roads will be greatly influenced by the parcel sizes required to meet the diverse needs of area business users and the access constraints of the central arterial roadway discussed below. All internal ASP roadways consist of rural cross-sections with gravel surface.

The 2000 Spruce Grove Transportation Study (SGTS) identified a two-lane arterial roadway link between Campsite Road and Golden Spike Road for the future needs of area industrial development. This South Industrial Arterial is incorporated in this transportation plan as the middle of the three defined east/west area roads. Being an arterial roadway, future access points have been identified with a minimum 300 m separation for local road network connections. The concept also identifies right-in/right-out accesses approximately 200 m west of Golden Spike Road, on both north and south sides, for shared access to abutting large parcel developments. As the SGTS indicates this South Industrial Arterial roadway requirement is to be confirmed through subsequent updates, it is therefore identified on the concept as an Arterial/Collector to reflect this undetermined status. Should it be later determined by study or policy that this arterial roadway is not required this ASP anticipates it would operate as a collector road (minor or major); and, as such the 300 m intersection separation requirements and other access restrictions may be eliminated without amendment to this ASP.

5.0 Servicing Concepts

5.1 Sanitary Sewer

The sanitary sewer system concept for the ASP is shown on **Figure 7**. Sanitary servicing for the area requires the southward extension of an existing 675 mm sanitary trunk located north of the ASP's northwest boundary. Extending this trunk main to the ASP boundary is the responsibility of the City, and where sections are installed by a Developer it will be credited to their respective local area assessment.

The 675 mm trunk main will provide the capacity necessary to internally service the ASP lands through the defined sanitary servicing concept. As well, this trunk main will provide for off-site service connections to the south and east, and includes a 450 mm sanitary stub to provide service to the development east of East Campsite Business Park with some additional servicing capacity.

5.2 Water Distribution

The East Campsite Business Park water distribution system is shown on **Figure 8**, and it identifies the network of water mains to provide for the needs of this planned development. Water main sizes and extensions to the ASP boundary should be confirmed and established to suit ongoing development needs through detailed engineering design.

The water main network consists of four planned connections to the existing 250 mm water main along Diamond Avenue. These connections are:

1. a 300 mm connection at Campsite Road and Diamond Avenue;
2. a 300 mm connection approximately midway between Campsite Road and the local road south of Madison Crescent;
3. a 300 mm connection at the local road south of Madison Crescent; and
4. a 400 mm connection at Golden Spike Road and Diamond Avenue.

Stage 1 development requires installation of the three 300 mm connections listed above, and provision of a 300 mm water main running east/west through the northern two quarter sections. This east/west main has been upgraded to 400 mm based on the City's global assessment of the area water network needs. This extra water capacity may be installed by the Developer with the costs being offset by a corresponding reduction in local area contributions.

A 400 mm water main along Golden Spike Road is included on the servicing concept, but is not required to support area development. As such, the timing of its installation can be established by the City or may coincide with other development requiring this additional water capacity.

5.3 Stormwater Management

The area stormwater management concept is shown on **Figure 9**, and is based on the Dog Creek Basin Stormwater Management Plan Report (DCSMP). This report included the following recommendations pertinent to the ASP service basin:

1. all drainage basins upstream (south) of Highway 16A are to be controlled to 1.8 l/s/ha;
2. the CN Railway culvert is to be upgraded by adding a 1,200 mm pipe;
3. the channel upstream (south) of the CN Railway will be upgraded;
4. culverts at Madison Crescent and Diamond Avenue will be upgraded to 1,200 mm pipes; and
5. new stormwater management facilities shall be provided within the ASP lands, the existing industrial area, Mobile City Estates, and upstream basins.

Based on the DCSMP recommendations this stormwater management concept includes the ASP lands and other local areas that form part of, or are associated with, the overall area stormwater basin. The concept identifies three Stormwater Management Facilities (SWMF), and these have been located based on the existing drainage patterns and low-lying areas. Internal ASP overland drainage will be conveyed to these SWMFs by ditches within a rural road cross-section. Alternatively, the area may use an urban road cross-section design with a piped minor drainage system. It is recommended, but not a requirement, that an interconnecting pipe be used between individual SWMFs where appropriate to assist in grading, ditch depths and sediment and erosion control.

The storage requirement for the ASP lands is approximately 161,000 cubic metres, which is distributed between the three SWMFs. An additional 35,800 cubic metres of storage is also added to account for upstream lands due to the reduced release rate from 2.5 l/s to 1.8 l/s (south) identified in the DCSMP. The majority of this extra volume will be stored in the southern and north-central SWMFs, but this may be adjusted to suit the actual pond areas and available storage volumes. The location of this volume can be manipulated by the orifice controls at the SWMFs. Serving boundary conditions may apply for any further over-sizing costs for the benefit of adjacent lands and these may be reviewed during detailed design and subsequent subdivision applications.

The north-central SWMF is unique as it is an expansion of an existing wetland that exists north of the area tree stand. A "Value and Function Assessment" of this water body and a Water Act application have been submitted to Alberta Environment for their review and approval of this SWMF design. The submission has been received but a formal response / approval will not be forthcoming until the detailed engineering drawings are completed and submitted for approval. Preliminary discussions with Alberta Environment are favourable but are still subject to further review and mitigation requirements.

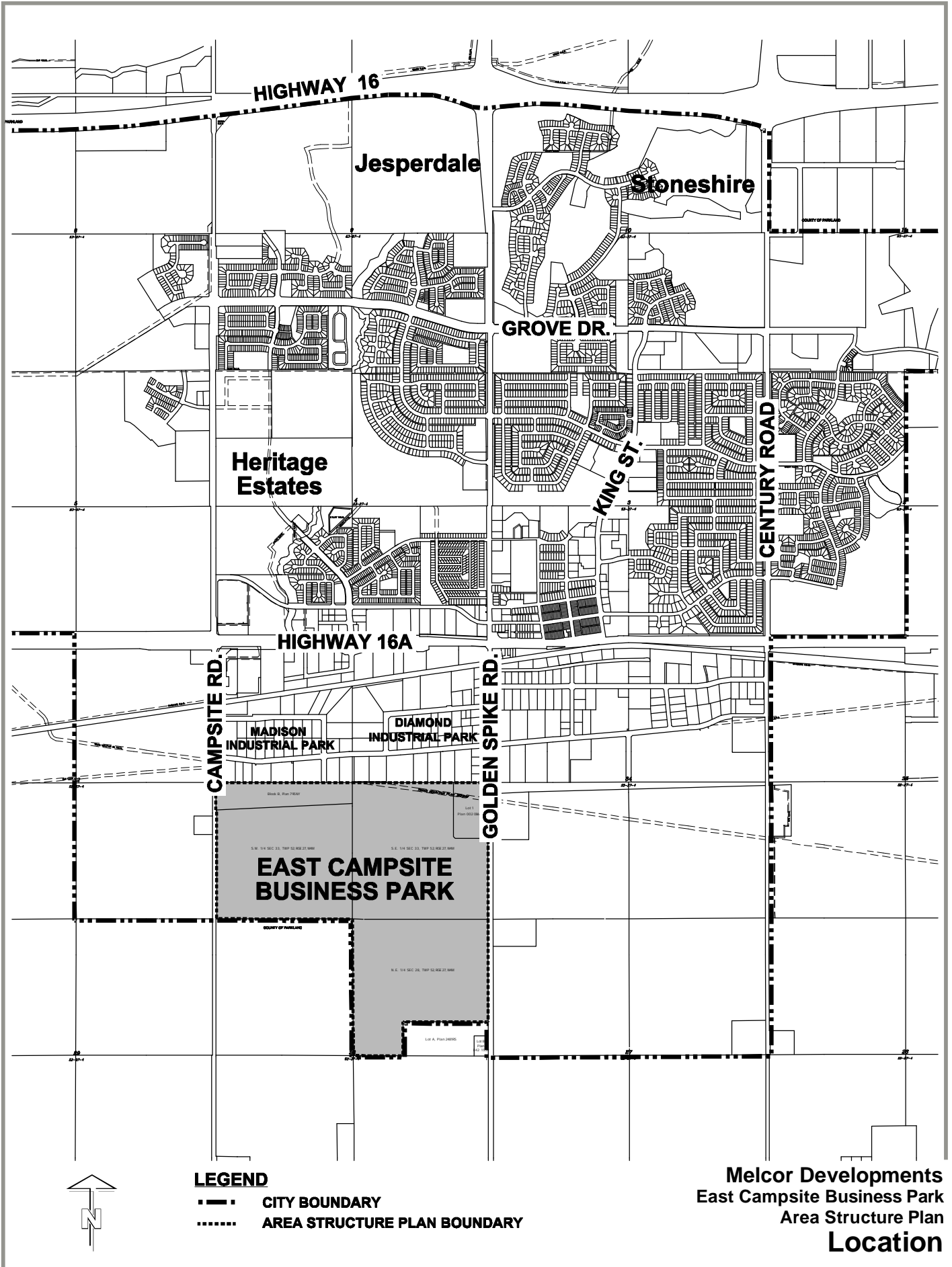
5.4 Shallow Utilities

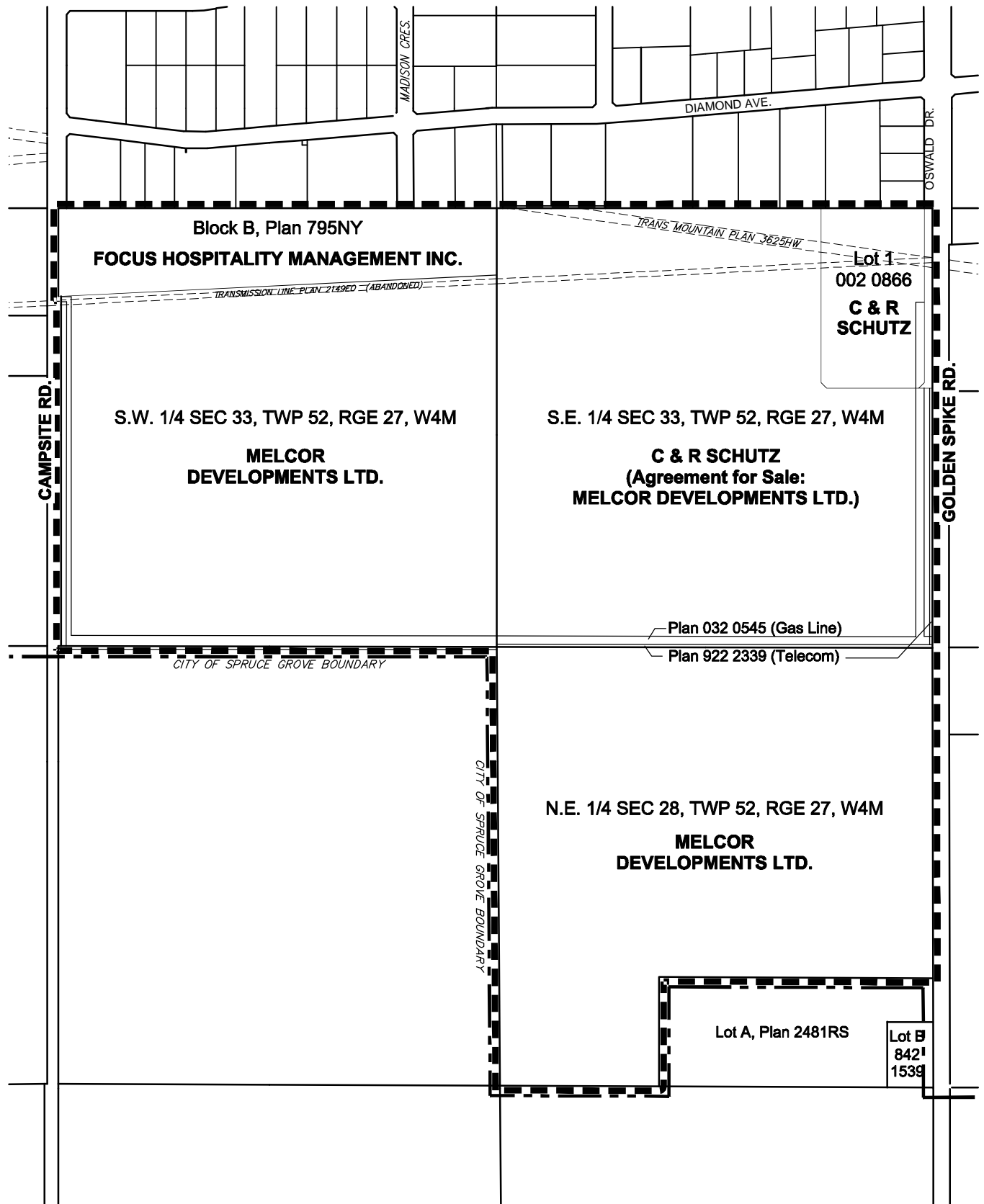
Franchise utilities including power, natural gas and telephone service are available from extension of existing nearby facilities. These utilities will be located within the area road rights-of-way.

6.0 Implementation and Staging

The implementation of this ASP will be dictated by market conditions, the logical extension of roadways and infrastructure, and the City's subdivision and development processes.

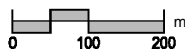
Development staging shall commence in the ASP's northwest corner and then proceed to the east and south as depicted in **Figure 10**.





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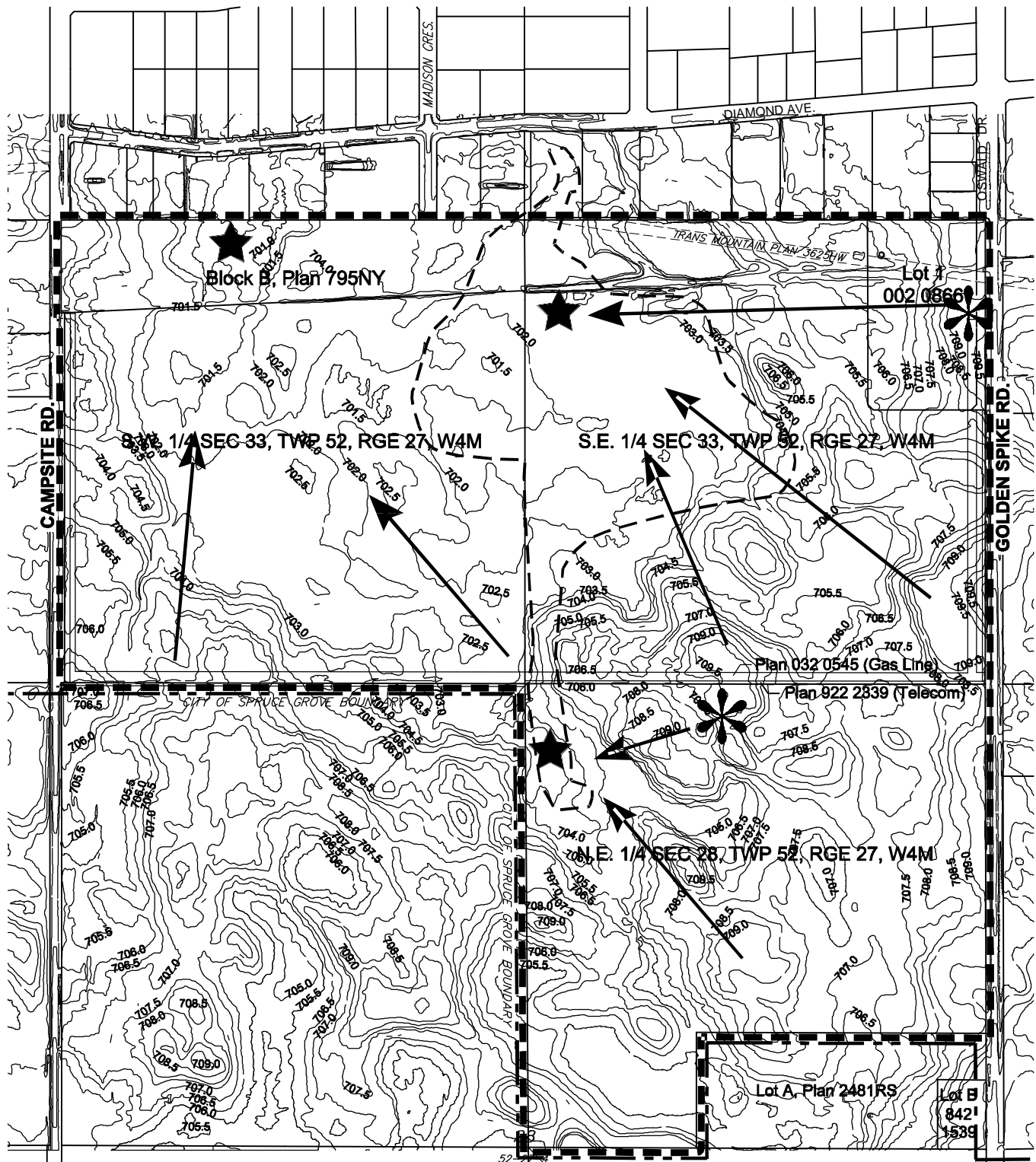
- — — AREA STRUCTURE PLAN BOUNDARY
- - - CITY BOUNDARY



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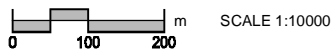
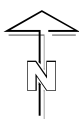
Melcor Developments
East Campsite Business Park
Area Structure Plan
Ownership

Figure - 2



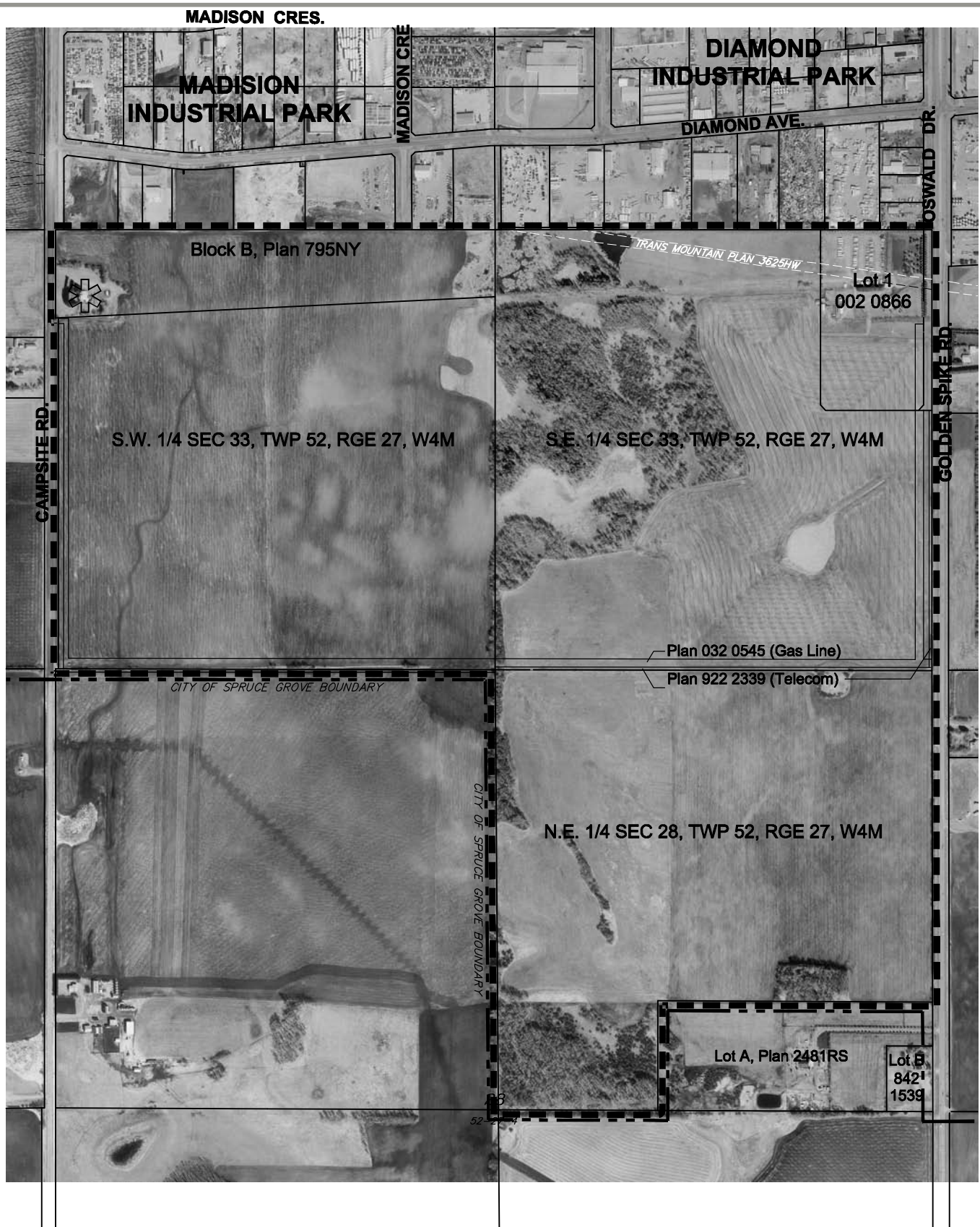
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- AREA STRUCTURE PLAN BOUNDARY
- - - CITY BOUNDARY
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- - - AREA F
- * HIGH POINT: 710.0 m
- ★ LOW POINT: 701.0 m



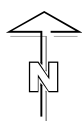
Melcor Developments
East Campsite Business Park
Area Structure Plan
Topography and Drainage

Figure - 3



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- AREA STRUCTURE PLAN BOUNDARY**
- CITY BOUNDARY**
- EXISTING FARMSTEAD**



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Melcor Developments
East Campsite Business Park
Area Structure Plan
Existing Land Use

Figure - 4

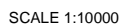
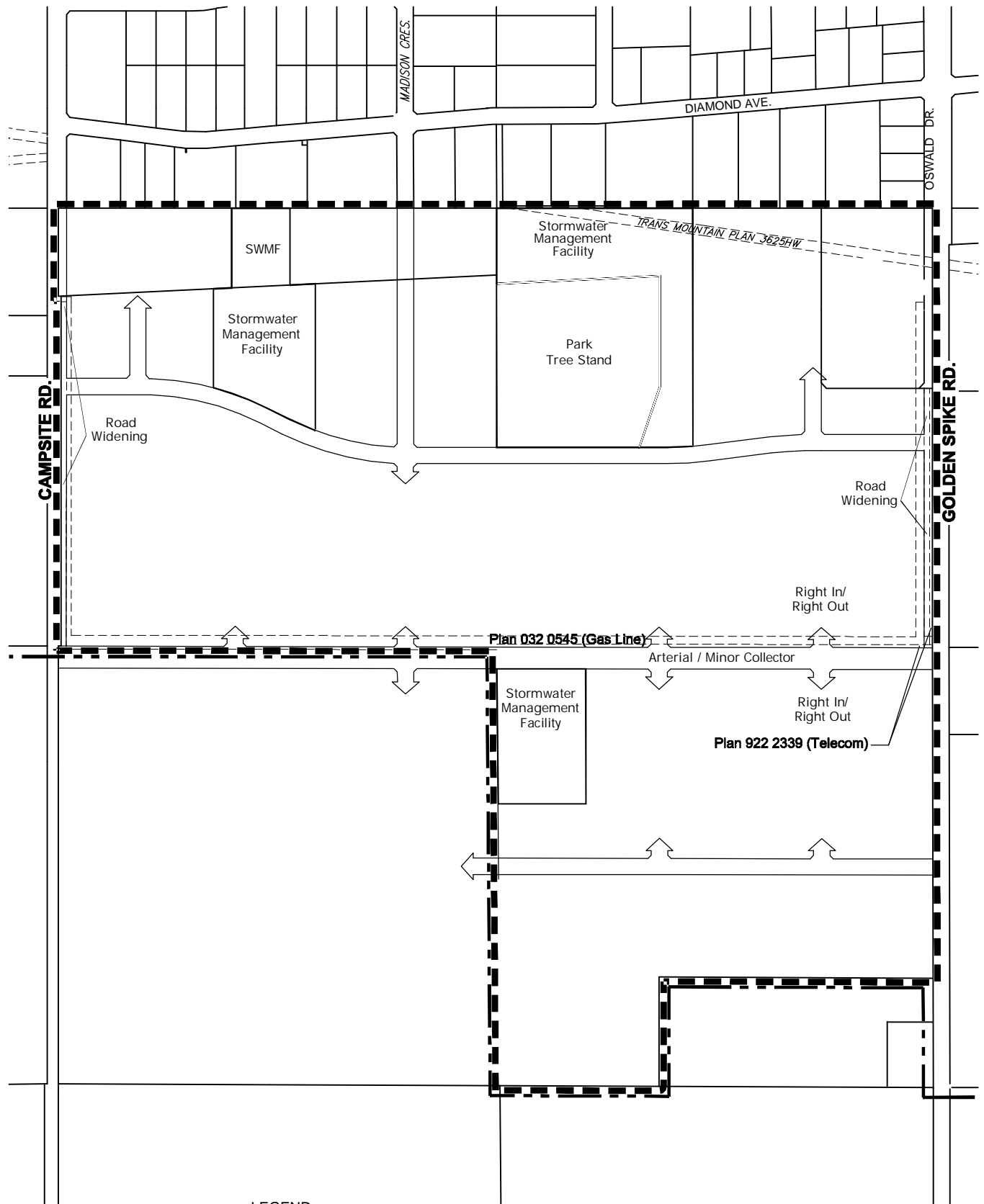


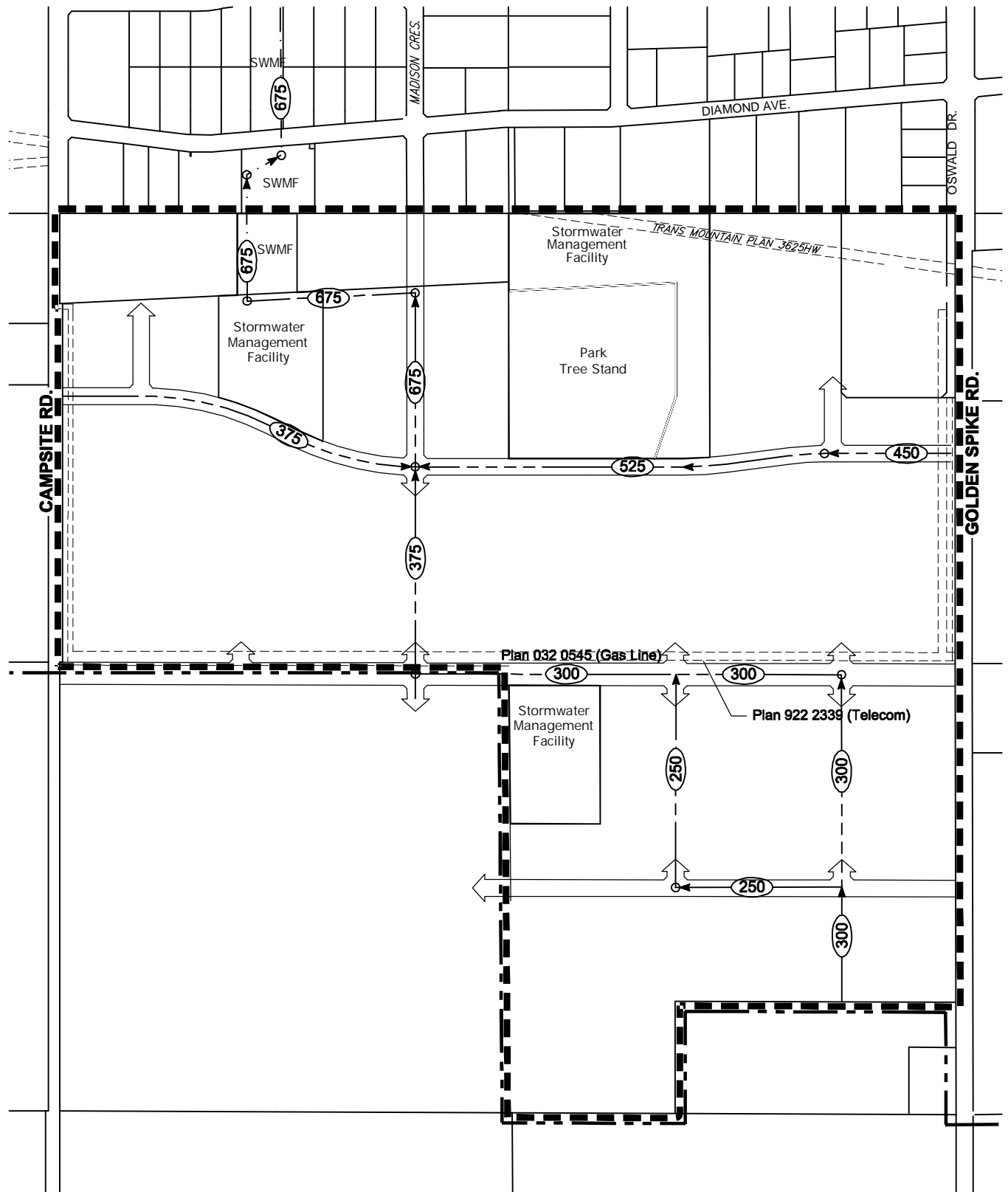
Figure - 5



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- ■ ■ AREA STRUCTURE PLAN BOUNDARY
- - - CITY BOUNDARY

**Melcor Developments
East Campsite Business Park
Area Structure Plan
Transportation**



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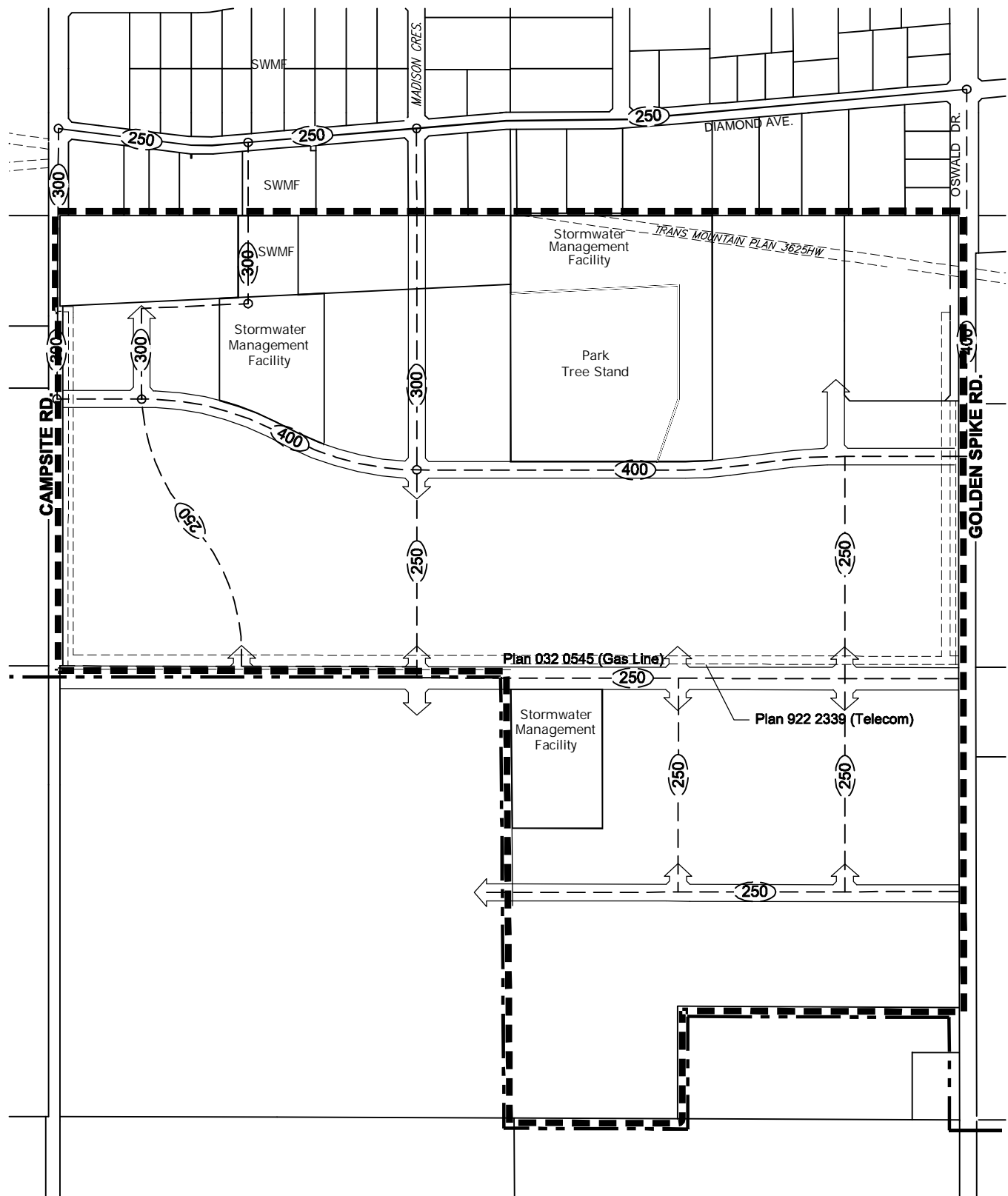
- AREA STRUCTURE PLAN BOUNDARY
- - - CITY BOUNDARY
- PROPOSED SANITARY SEWERS

NOTE: Pipe sizes are subject to detailed design.

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Melcor Developments
East Campsite Business Park
Area Structure Plan
Sanitary Servicing

Figure - 7



LEGEND

- — — — — AREA STRUCTURE PLAN BOUNDARY
- - - - - CITY BOUNDARY
- (250) - PROPOSED WATER MAINS
- (250) - EXISTING WATER MAINS

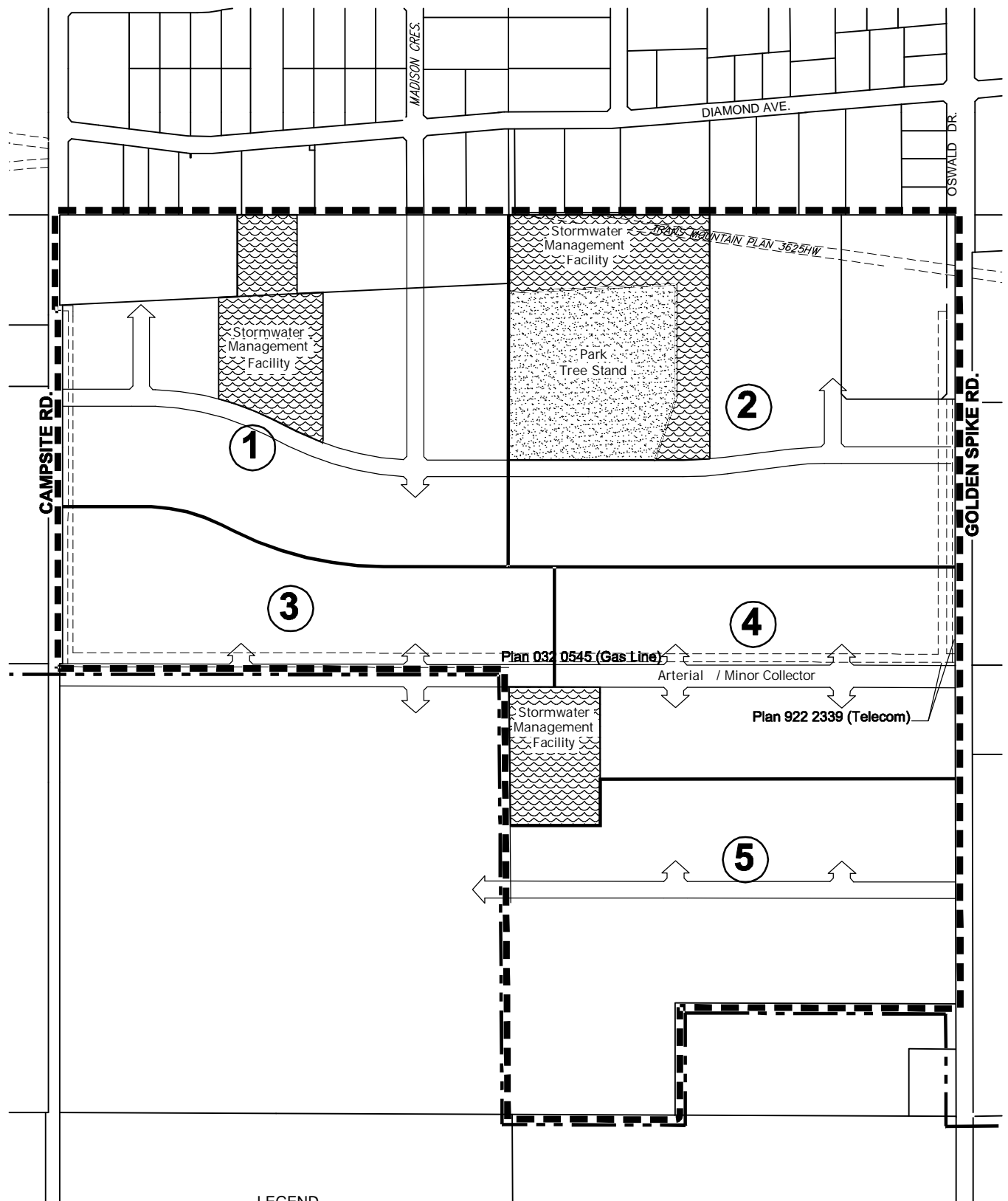
NOTE: Pipe sizes are subject to detailed design.

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Melcor Developments East Campsite Business Park Area Structure Plan Water Distribution

Figure - 8

Figure - 9



LEGEND

- AREA STRUCTURE PLAN BOUNDARY
- - - CITY BOUNDARY
- INDUSTRIAL
- ▨ PARK (MR)
- ▤ STORMWATER MANAGEMENT FACILITY



0 100 200 m SCALE 1:10000

Melcor Developments
East Campsite Business Park
Area Structure Plan
Development Phasing

Figure - 10