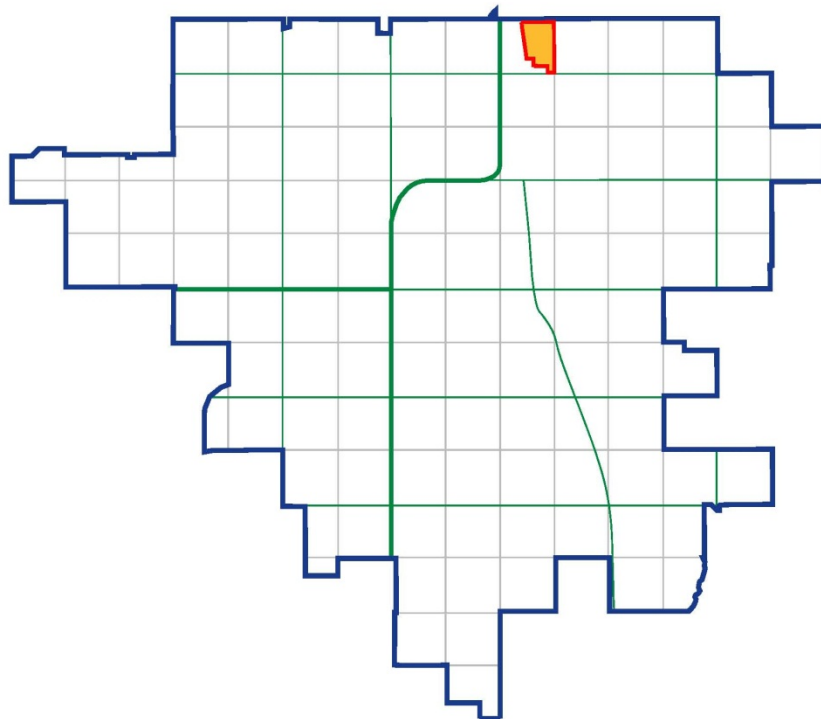


# **ALBINATI INDUSTRIAL PARK OUTLINE PLAN**

OP-01-01  
Council Resolution March 19, 2001



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## **1.0    *Introduction***

The Outline Plan is a non-statutory development plan required by the City of Grande Prairie to address subdivision and re-zoning requirements in the SW 1 72 6 W6M (The Property). The plan addresses many of the planning issues not specifically detailed in the Area Structure Plan nor in the engineering design report. The purpose of the Outline Plan is to focus in on the specifics of localized areas, which are not typically larger than a quarter section. See Map #1 for the location of the Property relative to the City of Grande Prairie.

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

The subject Outline Plan is premised on the North Gate Area Structure Plan (ASP), which was prepared by the South Peace Regional Planning Commission and approved in 1985. The City is currently in the process of revising this plan with the introduction of the new North East Area Structure Plan, which will encompass all lands north of 132<sup>nd</sup> Avenue, which are subject to the proposed annexation. It is our intention to make the Outline Plan consistent with the existing North Gate Plan and allow flexibility so that the North East Plan can adapt to our configuration and layouts. It is our understanding that at the time of the preparation of this Outline Plan the revised ASP for the area is still in its formative stages. Once the North East ASP is in place the existing North Gate Plan will need to be amended to exclude the overlapping areas or repealed in totality.

Plans must be prepared in a hierarchical manner and as such the Outline Plan must not only be consistent with the ASP but also the Municipal Development Plan (MDP). A review of this Outline Plan has been made to assure conformance with the MDP. It is the intention of this document and other documents to proceed with re-zoning. This will have an impact on the Land Use

Bylaw (LUB), which is the operating plan whereby development can occur. The combination of this plan, the design report, and the subsequent revisions to the LUB will allow subdivisions to occur expeditiously in the future.

## **2.0 Development Area**

### **2.1 Site Conditions**

The Outline Plan for the subject lands includes only a portion of the North Gate Area Structure Plan. The lands in question are those bounded on the west by the Alberta RailNet Railroad, on the North by the County McCrae subdivision, on the south by 132<sup>nd</sup> Avenue and on the east by the ASP plan boundary. This last boundary is consistent with the quarter line. The plan area is 30.76 hectares, which excludes a number of small existing subdivisions along the south boundary of the site.

Portions of the lands west of the railroad and east of 100th Street have been developed into M-2 and M-3 industrial development. The remainder of the lands in the North Gate ASP will need to be encompassed under subsequent Outline Plans.

The subject lands are presently under agricultural use with some small pockets of trees. The Property has a gradually sloping topography, which eventually drains through a course of wetlands into Crystal Lake. Ditches along the north and west boundaries also carry water from adjacent lands into Crystal Lake. Map # 2 reflects the topography of the Property.

### **2.2 Development Opportunities and Constraints**

Alberta Environmental Protection has expressed concerns that they would like to see the existing drainage patterns maintained after the development of the Property. This entails the preservation of wetlands, which are directly east and

south of the Property. They would also like to see measures taken to ensure that pollutants created as a result of development are removed prior to entering Crystal Lake. It is proposed in the Design Report, to establish a new wet pond on the Property that would act as a cleansing medium for this area. From this area waters would travel to existing wetlands on the north and south of 132<sup>nd</sup> Avenue. In the unlikely event that some type of undesirable spill were to occur a gating system will be established to ultimately contain any type of contamination prior to it entering the Crystal Lake wetlands. Alternatively, other technical methods may be incorporated on the lands that will alleviate the need for additional wetlands. Any variation on the new wet pond will need to meet with Alberta Environmental Protection's approval. In addition to the wet pond, or other technical measures, the removal of sediments and pollutants will be optimized through open ditches along the roadways. These will serve to gather and absorb potentially detrimental substances, which may be the result of industrial development. Most literature would concur that grasses ditches and swales are some of the most effective means of capturing unwanted substances.

In many situations the existence of a railway and arterial road on the boundaries of the site would be of primary concern. However, with the planned zoning being industrial development this is not a problem, rather an asset. Potentially, railway spurs could be created on site for some of the larger western parcels, and the arterial provides easy truck access, and high visibility for the promotion of businesses. No requirements for any type of buffering are proposed.

The McCrae subdivision to the North provides an access point which will allow for a future transportation link. The positions of the existing and proposed roads have been incorporated to allow this to occur. The existing subdivisions to the north, south and west are all industrial, which creates a continuance of the proposed use resulting in no expected conflict. In the existing Municipal Development Plan it is proposed that the lands to the east be also considered for

industrial use. Should this proceed as proposed this would be consistent with the proposed use of the Property.

An existing Alberta Power (ATCO Electric) Right-of-Way exists along the east boundary and travels south westerly along a significant portion of the southern section of the Property. Revisions will need to be made to accommodate a change in the alignment of the Right-of-Way and the existing Power Pole infrastructure.

Map #3 indicates the existing owners, which existed at the preparation of this Outline Plan.

### **3.0 Development Concept**

#### **3.1 Concept Overview**

The proposed use for the area is the same that is recommended in the Municipal Development Plan, which is industrial or commercial use. The entire plan area is proposed for this purpose. Since this use is typically incompatible with residential homes, parks, schools and many other institutional uses such as churches, none are proposed. The intention is to create an extension of the adjacent uses, which border the site on all sides.

#### **3.2 Industrial Development**

The Area Structure Plan for this area has recommended the zoning for this area be light-medium Industrial. Typical uses for this type of development were described as being warehouses, outside storage, contractors' shops, and trucking firms with parcel sizes ranging from a minimum of 0.23 ha to 1.0 ha. This would be typically considered M-2 according to the existing LUB. It is the intention of this Plan to implement a consistent M-2 zoning which would allow for such activities as contracting services, trucking terminals, lumber yards and

general industrial uses. The areas of each type of zoning are depicted in Map #4. With the railroad bordering the west side of the Property it is possible some businesses may be able to use this transportation link.

### **3.3 *Reserve and Open Space***

In most situations municipal reserve of any form is considered incompatible with industrial use. This is because there is generally no population base generated by this type of development. Occasionally, large-scale parks for recreational use such as arenas or soccer fields can be incorporated but it is preferred to centralize these venues in the close proximity to the population base. As such, no parks or open spaces are proposed for the subject lands. Limited park development will occur on an individual site basis as development regulations require that industrial development maintain 5% of their lands for landscaping. This is controlled under the development permit approval process and is not considered MR. Presently, the southern portions of the site are buffered from residential development by a significant growth of trees along the wetlands south of 132nd Avenue. In addition, further berms and fences are planned along 132<sup>nd</sup> Avenue to buffer the residences from the highway. This should have a positive impact in reducing any aesthetic differences. Since the existing Area Structure Plan for the north end of the City is in a state of flux at the time of this Plan, it is possible that lands to the east of the subject Property may become something other than industrial. Should this be the case site specific measures can be taken to mitigate any aesthetic problems such as increased density of trees or solid fencing. This would be in addition to the normal landscaping requirements.

A deferred reserve caveat does exist on the Property. The caveat states that 0.332 ha. of reserve are owing on the land. This is in addition to the 3.08 ha of land that is required for the remainder, totaling 3.41 ha. It is the intention of the existing landowner to pay out this reserve on a cash-in-lieu basis subject to the standards presently in place in the City of Grande Prairie.

### **3.4    *Noxious Odors and Noise Abatement***

In realization that this industrial zoning is within the City limits, and may have an impact on adjacent uses, measures are to be taken to limit any such impact. If it is deemed necessary by the City of Grande Prairie, prior to the approval of any subdivision, a caveat, restrictive covenant, or a special amendment made to the Land Use Bylaw identifying clearly that no increase in airborne pollutants or abhorrent smells will be permitted as a result of a development.

In addition, the same enforcement measures can be used to ensure that noise is limited to normally accepted levels for residential developments.

### 3.5 Statistical Analysis

#### 3.5.1 Land Use

<b>Land use</b>	<b>Hectares</b>	<b>% of Gross Area</b>
Total Plan Area	30.76	100.00
Environmental Reserve	00.00	00.00
Net Developable Area	30.76	100.00
Municipal Reserve	00.00	00.00
Right of Way	2.54	8.30
Industrial Development	28.22	91.70

#### 3.5.2 Reserve Allocation

<b>Reserve Source</b>	<b>Area ha</b>	<b>Amount Owing ha</b>	<b>Amount Proposed ha</b>
Plan Area	30.760		
Environmental Reserve	0.000		
Land Requiring Dedication	30.760	3.080	
Deferred Reserve Caveat	0.332	0.332	
MR Proposed			0.000
SR Proposed			0.000
Cash in Lieu			3.410
<b>Totals</b>		<b>3.412</b>	<b>3.412</b>

### 4.0 Transportation and Circulation

#### 4.1 Circulation and Road Types

The overall transportation and circulation patterns are shown in Map #5.

The Transportation Master Plan indicates that 132<sup>nd</sup> Avenue will become a four lane urban arterial road with a dangerous goods route designation. In recent years many improvements have been made to bring the road closer to that designation.

It is the intention of this Plan to provide a minor collector connection between 132<sup>nd</sup> Avenue and the subdivisions to the north and east. No connections across the railroad are proposed. The existing 133<sup>rd</sup> Avenue road is to be maintained to a local road standard.

## **4.2    *Transit***

There is presently no transit service to the area. Considerable demand would need to be generated before any transit system would be initiated. However, a transit route has been indicated on Map #5 in the event that the demand is generated.

## **5.0    *Servicing Concept***

### **5.1    *General***

The servicing of this site was based on the Master Plans developed by the City of Grande Prairie. In conjunction with this, flow monitoring and hydrant testing was done to determine existing flow conditions for all the utilities. The detailed design report has been submitted as part of the outline concept and as a condition of Outline Plan approval.

### **5.2    *Sanitary Sewer***

In the Master Plan the sanitary sewer was identified as having a potential surcharging problem downstream of the Property. Subsequent flow monitoring showed the problem is not as bad as theoretically suggested. There is however, reason for concern and future monitoring should be undertaken. A thorough analysis of the situation, and a planned approach to deal with potential issues, has been outlined in the detailed engineering report. In the report as well, is a detailed layout of the sanitary servicing for the subject Property. Please refer to Map #7.

### **5.3    *Water***

The water flows in this area have been notoriously low. As a result there is an existing fire pond on the Property to give additional support in the event there is a fire. An analysis has been done in the detailed design report to predict existing fire flows and to create a plan to allow for future development. At the time of this Outline Plan it is the intention of the City of Grande Prairie to install a pumping station on one of the lots near the south end of the Property. With the topography of the land this pumping station should increase the pressures to acceptable levels for all lands north of 132<sup>nd</sup> Avenue. Please refer to Map #8.

### **5.4    *Storm Water***

The planned storm water collection system for this area is ditches and culverts as opposed to a conventional urban manhole system. The purpose of this is to provide an aesthetically pleasing environment while creating a system that will be able to assist in the purging of pollutants from industrial development prior to them entering the Crystal Lake wetlands. Storm water will be retained to predevelopment rates using normally accepted practices and methodology. Quality will be ensured by having all drainage within the plan area intercepted by a retention facility to provide for potential spill containment and enhancement of water quality to the satisfaction of both the City and Alberta Environment. To satisfy this quality condition, a new wetland will be developed on the subject Property to be used as a fore bay area for the subject lands. To ensure quality discharge into the wetland all drainage must be detained with the plan area prior to discharge to 132<sup>nd</sup> Avenue via acceptable engineering mechanisms. Alternatively, other technically equivalent methods will be allowed in lieu of the wetland if they are deemed suitable. Written approval from Alberta Environmental Protection regarding this proposal will need to be garnered. For a detailed analysis of the storm design for this area please refer to the detailed

engineering report submitted as part of the Outline Plan approval process. An overall layout is shown on Map #9.

### **5.5 Franchise Utilities**

An existing 25KV<sub>a</sub> overhead power line runs along the east boundary of the Property and then travels southwesterly along the southern most portion for the land. This line will need to be realigned so it stays along the east property line. According to existing City Policy it will not be necessary to move this line under ground. The remaining franchise utility alignments will fall in the road right-of-way with a few minor exceptions, which will be handled under site specific utility easements. For a detailed map and configuration refer to the Design Report submitted as part for the Outline Plan approval process.

## **6.0 Implementation**

### **6.1 *Phasing***

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

Development will proceed as market demands. In the short term it is expected the City of Grande Prairie will be developing their pumping station, which will bring in utilities and roads into the site. This will allow an opportunity to subdivide against newly provided infrastructure. As development proceeds to the north an additional temporary access may need to be made for emergency purposes. This will follow the same alignment as the proposed 97<sup>th</sup> Street. It is not anticipated that this will be needed until substantial development has occurred. For a description of proposed phasing refer to Map #6.

### **6.2 *Integration with Adjacent Lands***

The development of the land for industrial purposes is compatible with all the adjacent land uses. All efforts will be made to ensure the Area Structure Plan being developed for the area is compatible with what is proposed in this Outline Plan. M-2 zoning is appropriate based on the rail linkages and the fact that 132<sup>nd</sup> Avenue is a Dangerous Goods Route. The only exception would be that the area to the southeast of this project, which is proposed for residential use. The wetlands and a significant bluff of trees do provide a significant buffer for the two uses. Based on the existing uses and the fact that 132<sup>nd</sup> Avenue also creates a sufficient buffer no significant impact is anticipated.

### **6.3 Development Policies**

The Outline Plan will be approved by resolution of 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 as long as they are not significant. 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. Lot sizing or the number of lots will not be reason for an Outline Plan amendment unless they create a significant impact on utilities or road alignments.

Major changes to the design or to land uses as indicated in the plan will require an amendment to the plan. An amendment to an Outline Plan, and subsequent input from affected landowners, 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:

- i. A change in the general land use pattern of an area or site;
- ii. The elimination, reclassification, or significant realignment of proposed arterial roads, of the relocation of intersections with major collector roads;
- iii. Significant changes to the location of major utility networks or storm water management.

# ALBINATI INDUSTRIAL PARK

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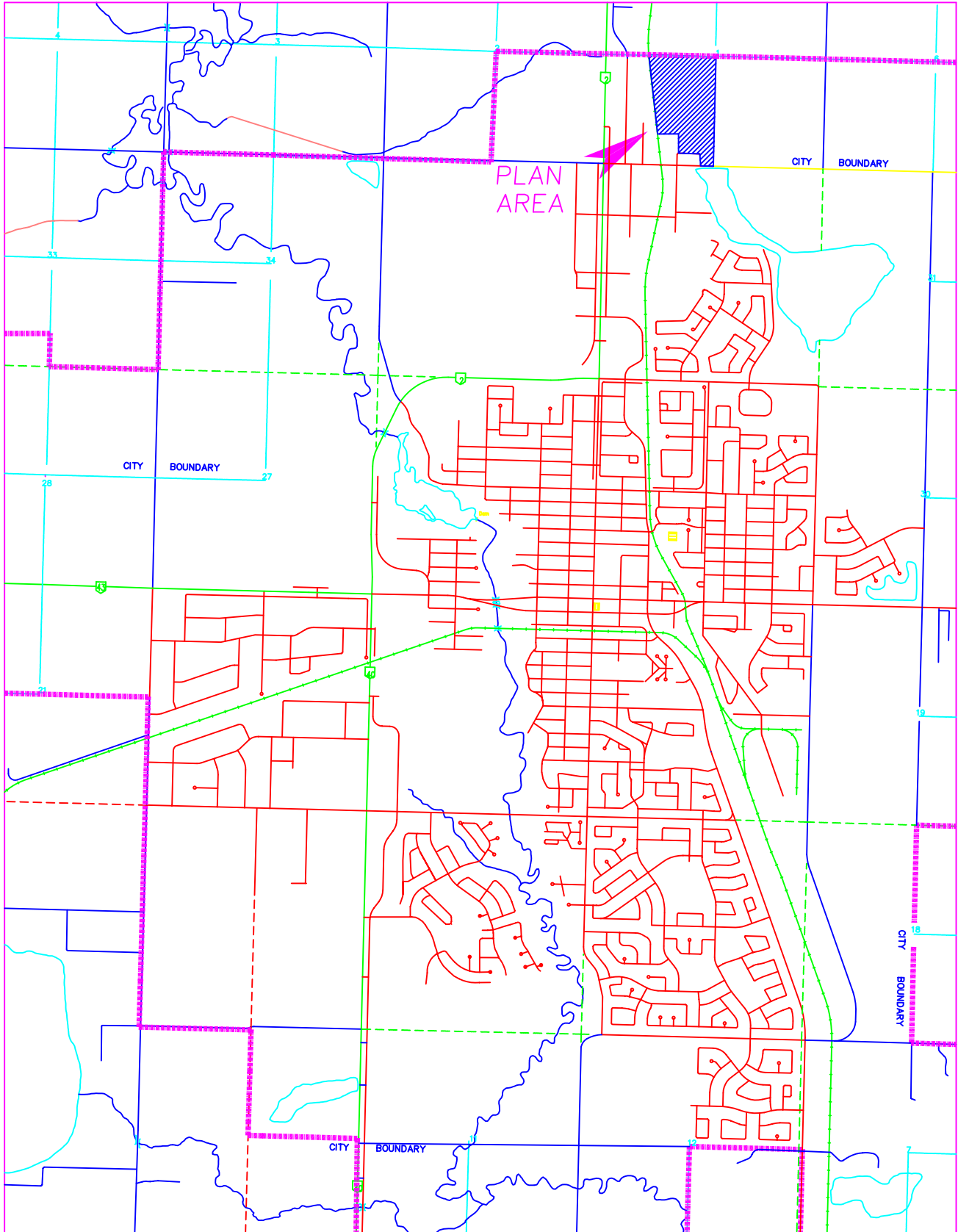
MARCH, 2001

BEIRSTO, STEWART, WEIR  
ENGINEERING LTD.



SCALE : N.T.S

MAP 1  
LOCATION MAP



# ALBINATI INDUSTRIAL PARK

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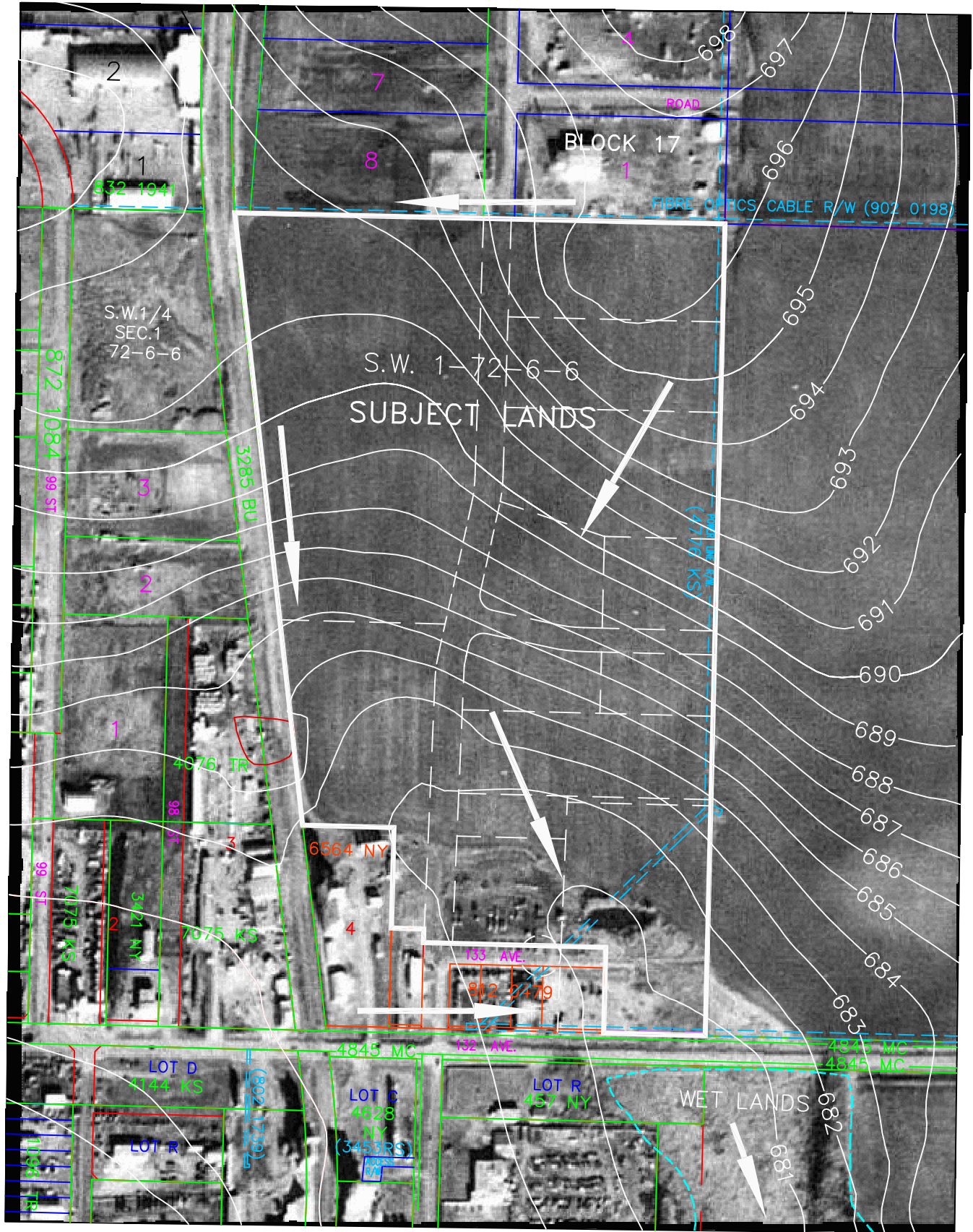
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SCALE : N.T.S

## MAP 2 TOPOGRAPHY AND DRAINAGE



SCALE : N.T.S



## MAP 3

### LAND USE AND OWNERSHIP



# ALBINATI INDUSTRIAL PARK

S.W. 1/4 SEC. 1-72-6-6

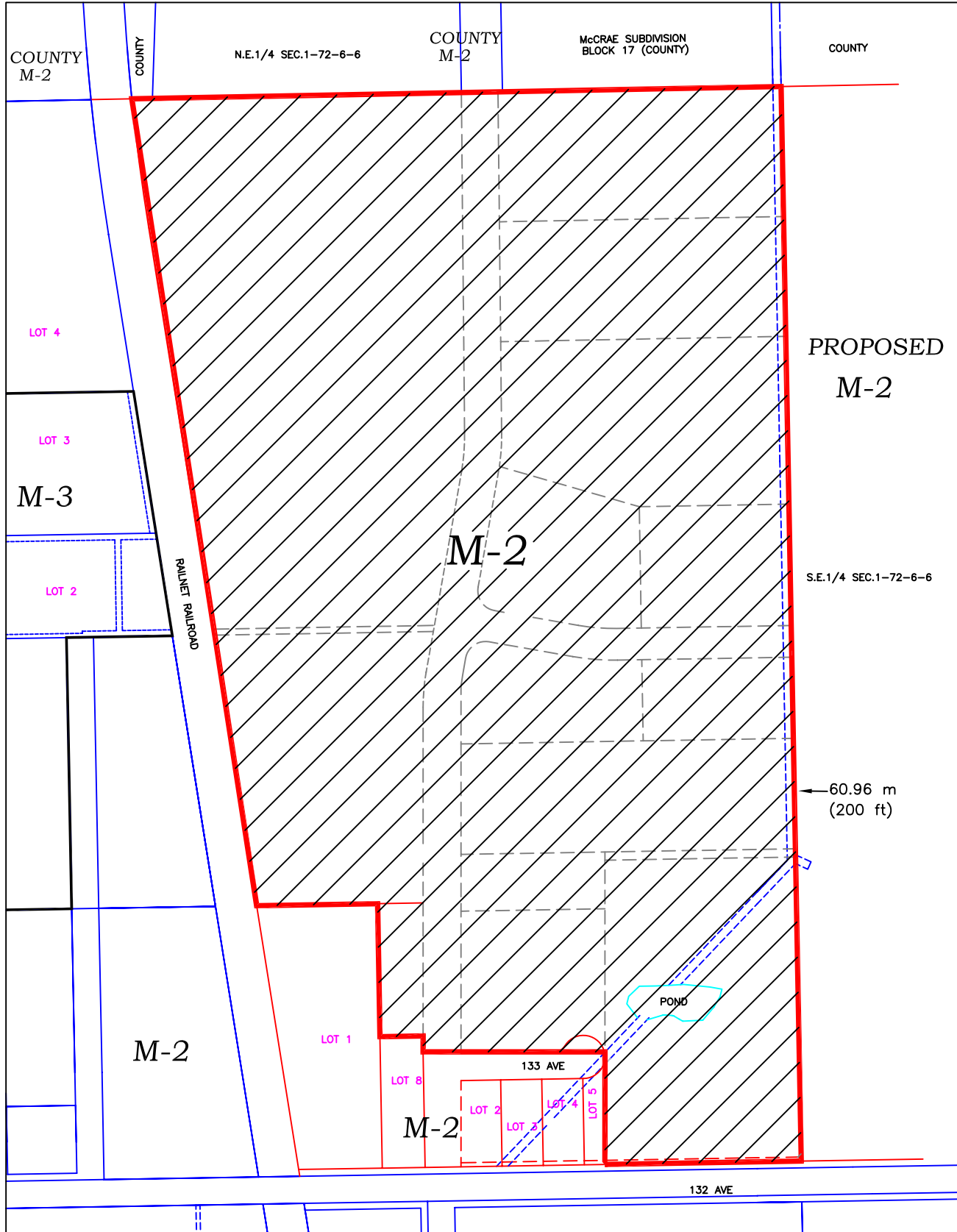
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SCALE : N.T.S

## MAP 4 FUTURE LAND USE PLAN AND ZONING



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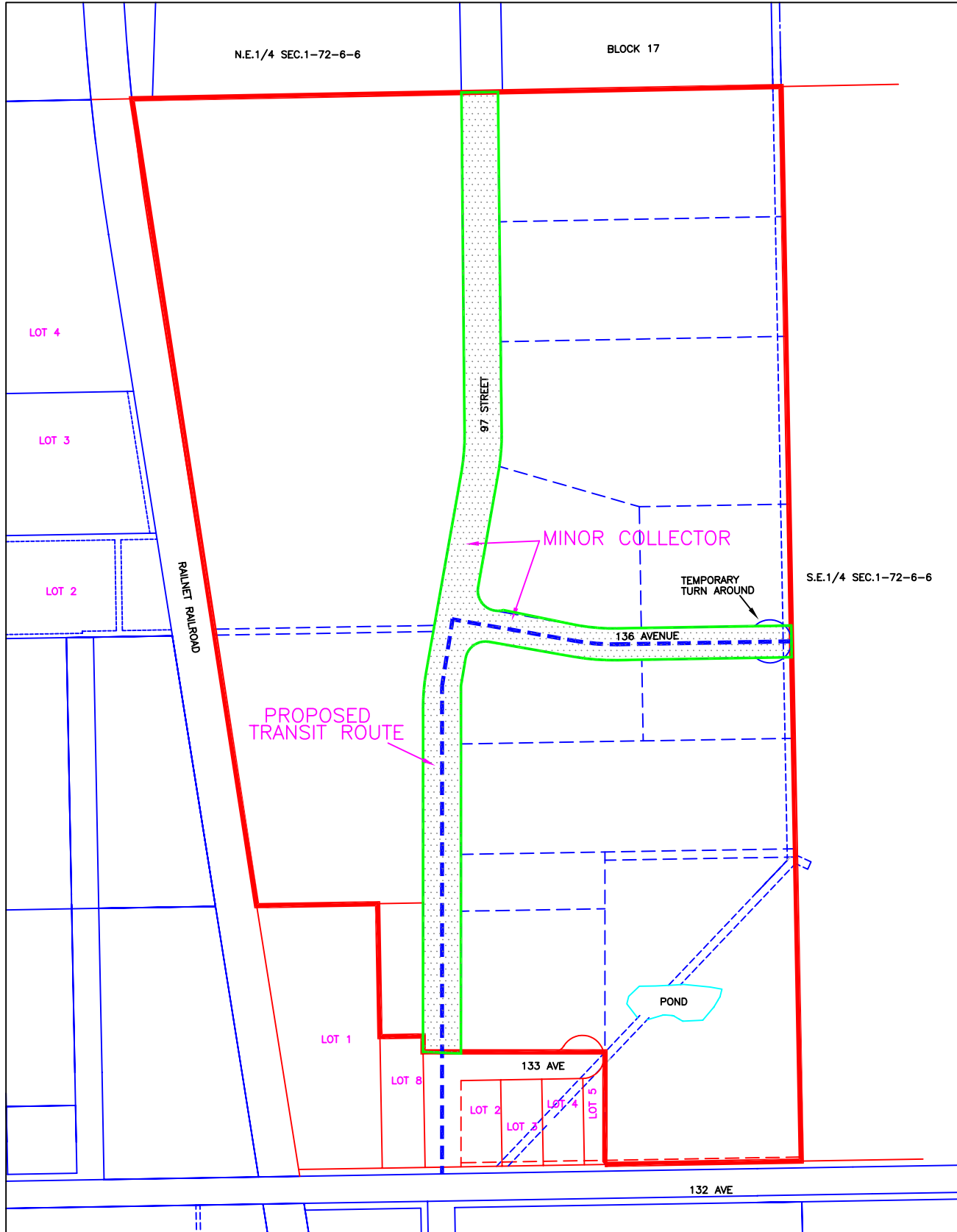


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MAP 5  
TRANSPORTATION AND PROPOSED  
TRANSIT ROUTES



SCALE : N.T.S



# ALBINATI INDUSTRIAL PARK

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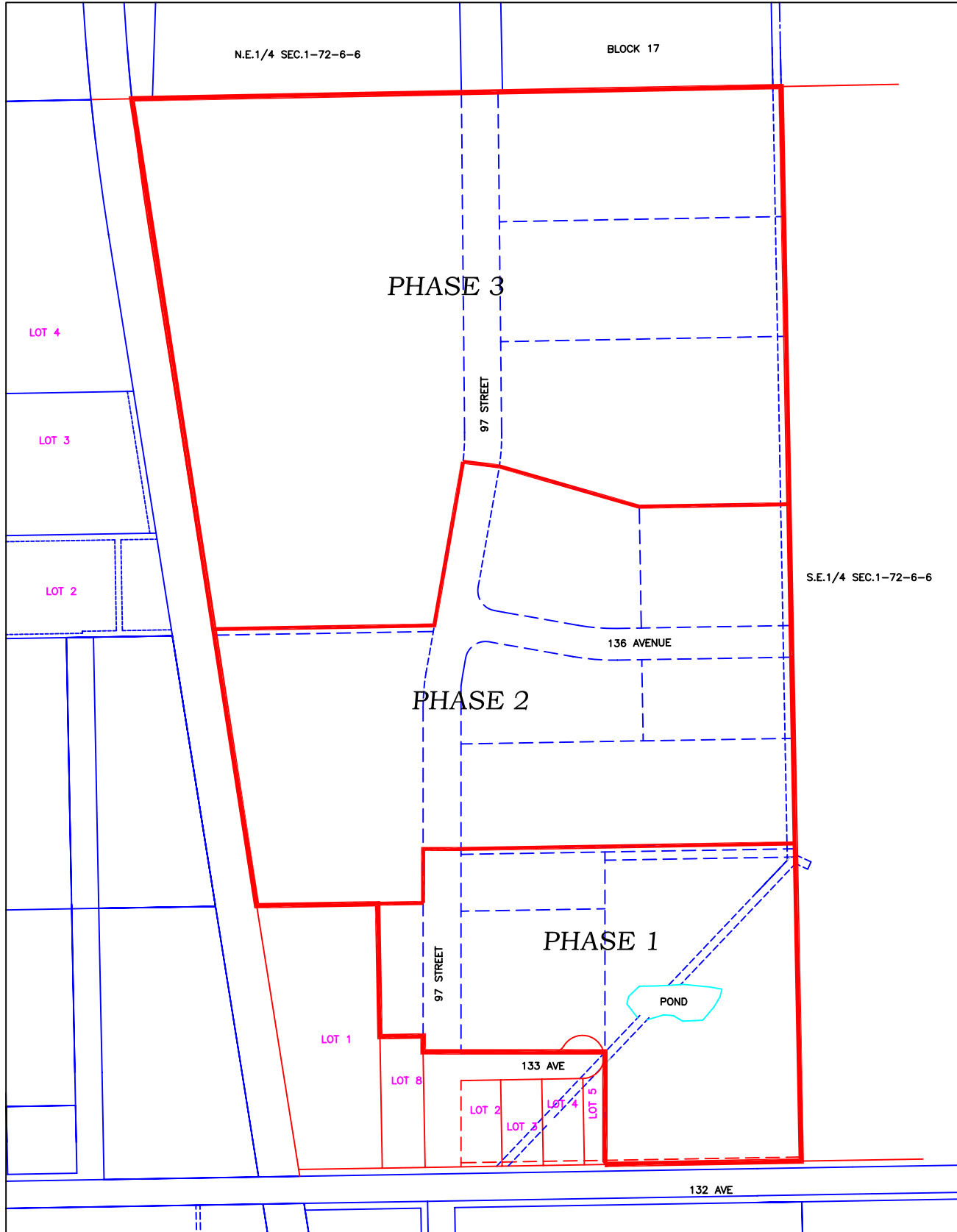
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## MAP 6 PHASING PLAN



## MARCH, 2001



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N.E.1/4 SEC.1-72-6-6

BLOCK 17

LOT 4

LOT 3

LOT 2

LOT 1

LOT 8

LOT 2

LOT 3

LOT 4

LOT 5

97 STREET

250mm Ø

136 AVENUE

250mm Ø

133 AVE

132 AVE

POND

OPTIONAL LINE

S.E.1/4 SEC.1-72-6-6

NOTE: ALL PIPE SIZES ARE 250mm UNLESS SHOWN OTHERWISE

# ALBINATI INDUSTRIAL PARK

S.W. 1/4 SEC. 1-72-6-6

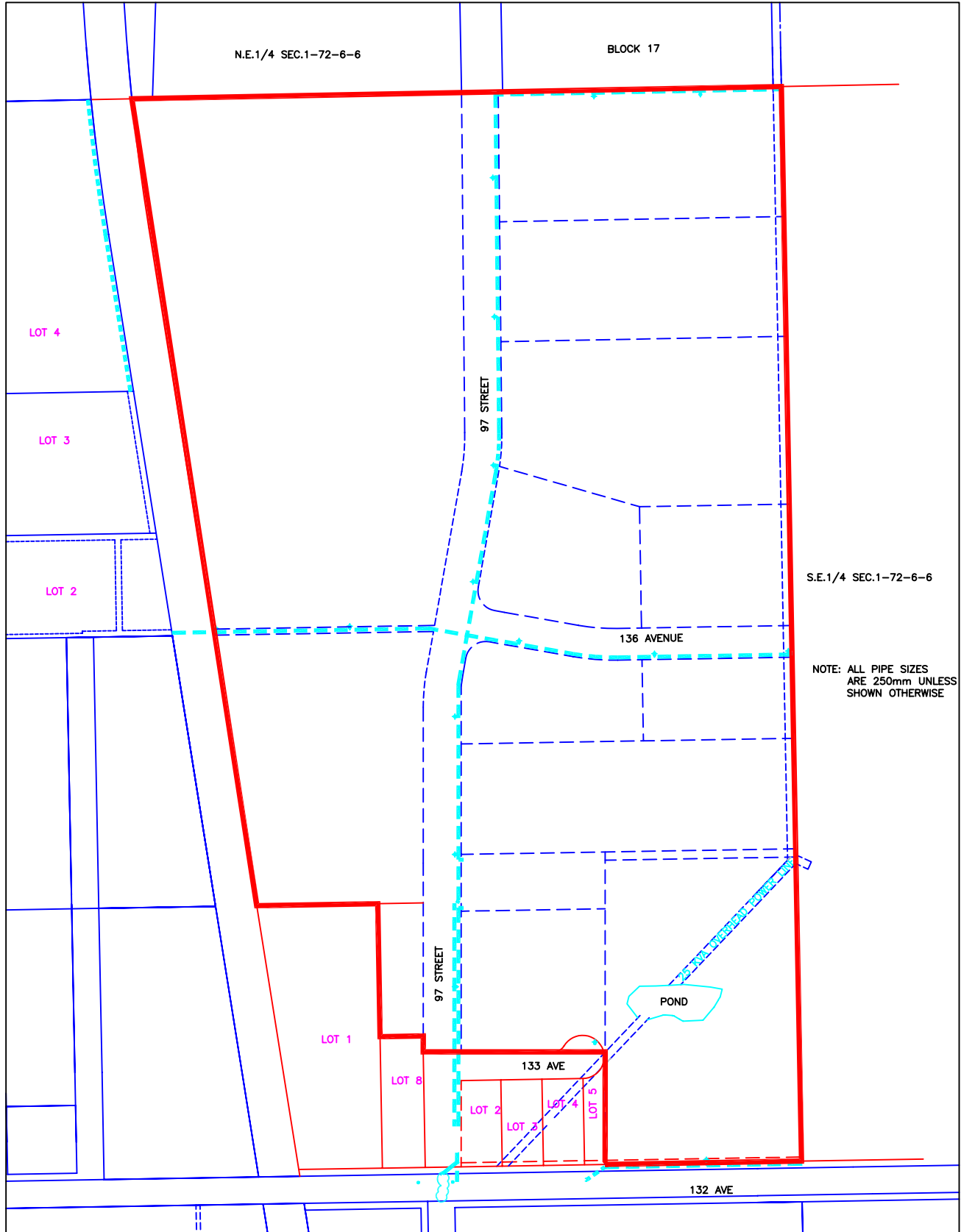
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## MAP 8 WATER



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## MAP 9 STORM SEWER

