



**RESOURCES ROAD
COMMERCIAL DEVELOPMENT
OUTLINE PLAN
AMENDMENT**

Submitted by:

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RESOURCES ROAD COMMERCIAL DEVELOPMENT OUTLINE PLAN

1.0 INTRODUCTION

1.1. Purpose

This document is an Outline Plan for the lands lying west of the rail line and east of Resources Road within the City of Grande Prairie (see Figure 1). The surplussing of the lands by CN Rail has caused the City to re-examine the uses within this corridor. The purpose of this Outline Plan is to provide a non-statutory framework for development of the area that encourages attractive and economical development in a manner that is compatible and complementary to existing and proposed developments in the vicinity.

Specific objectives of the Outline Plan include:

- Identify the future land uses;
- Identify any potential constraints to development;
- Identify the best opportunities for access and egress;
- Determine the method of servicing for the site; and
- Identify the staging of development.

2.0 DEVELOPMENT AREA

2.1 Location

As shown on Figure 1, the Outline Plan area is bordered on the west by Resources Road, on the east by the RailNet Railway line, on the south by 68 Avenue and on the north by the convergence of Resources Road and the railway.

2.2 Land Ownership

Land ownership for the properties was determined by titles pulled from Alberta Land Titles on December 21, 2000. The property has been surplussed and is currently owned by Alberta Infrastructure, CN Rail, Northern Alberta Railways Company and the City of Grande Prairie (See Figure 2). An agreement for sale to the City of Grande Prairie, for parcel 6, as identified on Figure 2, has been entered into and is expected to be completed in early spring.

At the north end of the site, it is expected that some undeveloped road allowances for 97th Avenue and 97th Street east of Resources Road and south of the railway tracks will be closed and consolidated with part of Block B, Plan 842-2592 to

provide access to the site from Resources Road at 97th Avenue (see Parcel 1 identified on Figure 2).

TABLE 1 – Land Ownership

Parcel	Owner	Legal Description	Area
1.	City of Grande Prairie City of Grande Prairie	Road R.O.W. Part of Plan 842-2592, Block B	0.22ha <u>0.34ha</u> 0.56ha
2.	Northern Alberta Railways Company	Part of N.W. ¼ Sec. 24-71-6-6	2.66ha
3.	Canadian National Railway Company	Plan 4262 T.R., Lot 1	1.14ha
4.	Alberta Infrastructure	Plan 4262T.R., Lot 2	7.60ha
5.	Alberta Infrastructure	Plan 2730R.S., Lot A	0.18ha
6.	City of Grande Prairie*	Part of Lot 2, Plan 4262T.R.	0.26ha
7.	Alberta Infrastructure	N.E. Sec.13-71-6-6	5.59ha
8.	City of Grande Prairie	Road Plan 002 4011	5.47ha
9.	Alberta Infrastructure	LSD 8, North ½ of LSD 1, Sec 13-71-6-6	3.04ha
10.	City of Grande Prairie	Road Allowance	0.48ha
11.	Alberta Infrastructure	Plan 5814 N.Y.	3.80ha
Total Area =			30.78ha

*An agreement for sale of this property has been entered into between the City of Grande Prairie and Alberta Infrastructure.

2.3 *Topography*

The plan area is a linear shaped parcel with gently rolling terrain and limited relief from east to west. However, the rail line is elevated throughout most of the southern and central portion by about 2 meters making it an effective barrier for access and drainage.

2.4 *Woody Creek Ditch*

The Woody Creek Ditch, a natural drainage channel, traverses the property in the central portion of the plan starting at 88 Avenue and continuing southeasterly to 84 Avenue where it crosses under the rail tracks and continues east. The channel conveys stormwater from the area west and north of Resources Road and that function must remain with any development proposal. It is envisioned that the conveyance function will be accommodated through underground piping or a re-routed surface ditching system, both of which will result in the redevelopment of the Woody Creek Ditch. (See Figure 3N)

2.5 68th Avenue Wetland

A natural wetland area currently exists adjacent to, and north of, 68th Avenue between the railway line and Resources Road as shown on Figure 3S. It was envisioned in the Southeast Area Structure Plan to utilize this area as a stormwater management facility. The City and Alberta Environment both indicate that the area is to be retained as natural wetland. Outlet control structures were built as part of the 68th Avenue/Resources Road construction to control flow and utilize the wetlands as a storm water management facility. The Outline Plan therefore respects these uses.

2.6 76th Avenue Stormwater Management Facility

A recently constructed stormwater management facility currently exists along Resources Road, just south of 76th Avenue as shown on Figure 3S. This facility serves the southern portion of the Outline Plan area and is expected to remain. Further details of the storm sewer servicing concept are discussed in section 5.0. If required, this stormwater management facility will be expanded to accommodate the development of these sites.

2.7 Environmental Assessment

Three environmental assessments have been performed within the Outline Plan area:

2.7.1 Phase 1 – 68th Avenue to 84th Avenue

A Phase 1 Environmental Site Assessment has been completed for the area north of 68th Avenue to 84th Avenue and along Park Road as shown in blue on Figure 4, by Beairsto Stewart Weir Engineering Ltd. in December of 1999. The assessment identified actual and potential site contamination through a reclamation program involving record reviews, site visits and personal interviews. The study indicated that although the site was used for railway purposes, there is no indication of any environmental liability from that use. The study further indicated an area of fill has occurred within an old water course, just east of the subject area. This fill is most likely not contaminated, but there may be some geotechnical concerns associated with it. As the area in question is east of the railway line and outside of the Outline Plan area, it is not an issue for this project. The review also indicated the potential for storage of PCB's on a parcel east of the outline plan area. It was determined that the nature of the storage and the distance from the property eliminated the potential for environmental risk. The study identified two potential environmental concerns with the snow dumping on lands east of the railway adjacent to the Outline Plan area, however these appear to be minimal and will not affect the plan area.

The Tags Convenience store at 76th Avenue, west of Resources Road, could pose an environmental risk. Due to the distance from the property, the impermeable nature of the soils in the area, and the opposing gradient of flow from the site to the property, the environmental risk was considered minimal. In summary, the assessment indicated that no significant environmental concerns were apparent on the site south of 84th Avenue.

2.7.2 Phase 1 – 84th Avenue to 92nd Avenue

A Phase I Environmental Site Assessment was completed by Bel MK Engineering Ltd. for the area between 84th Avenue and 92nd Avenue, east of Resources Road and west of the CN railway line, legally described as Lot 2, Plan 4262 T.R. The assessment was completed in October, 2000 and indicated that the site was used as a municipal snow dump for the past 30 years and that there was a potential for heavy metals and salt contamination. It was recommended that additional soil sampling and laboratory analysis be pursued to determine the full extent of contamination. Additional soil samples were tested in November, 2000 by Bel MK Engineering Ltd. The levels of soil metals found in the samples was within Alberta Environment Tier 1 and CCME criteria, except for a marginal exceedance of Thallium in one sample. Bel MK Engineering Ltd. did state that this result was not likely to be an issue of concern. Soil salinity levels in the area used as a snow dump site did exceed both Alberta Environment Tier 1 and CCME criteria. The report did conclude that the levels found could pose as a potential contaminant for any landscaped plant materials.

2.7.3 Tar Pit – Site Remediation

During the 1940's, bitumen tar was placed in a burn pit generally in the area shown on Figure 4. The tar was eventually abandoned on site and the pit partially covered over with soil, debris and overgrown with vegetation. In 1997, the site was excavated and the tar and contaminated soil were removed. Environmental testing was completed at the time of removal and upon completion of the remedial activities. The results indicate that the site has been remediated to Alberta Environmental Protection standards. Therefore, no further assessment or remediation work is required on the site.

2.8 Firehall

A firehall has recently been constructed on Resources Road just south of 84th Avenue, providing excellent emergency response to the southern part of the City. In addition to the firehall building, a water storage lagoon and training area has also been constructed. The overall defined area is shown on Figure 3S. It is

anticipated that the firehall and training area will remain and be incorporated into the Outline Plan.

2.9 Zoning

The land is currently zoned UR (Urban Reserve) under the current City of Grande Prairie Land Use Bylaw. A redistricting will be required (likely to the C-2 Commercial/Industrial District) to allow development to occur. The zoning should take place concurrently with the Outline Plan approval. See Figures 3N and 3S.

3.0 POLICY FACTORS

Both the City of Grande Prairie Municipal Development Plan and the Southeast Area Structure Plan will require minor amendments concurrently with this Outline Plan.

3.1 City of Grande Prairie Municipal Development Plan

The City of Grande Prairie MDP identifies this area as being suitable for immediate development. However, the area is noted as being slated for industrial development. Policy 2.4 of the MDP recognizes the need to attract non-resource related industries to help diversify the economy. This Outline Plan will assist with Policy 2.4, however an amendment will be required to provide for the development of commercial uses within the Resources Road Corridor.

3.2 Southeast Area Structure Plan

The area currently falls under the old Resources Area Structure Plan. That ASP is outdated and is currently under review through the Southeast ASP. The proposed Southeast ASP identifies this area as being suitable for commercial uses.

4.0 DEVELOPMENT CONCEPT

4.1 Overview

An overall future land use concept is shown on Figure 5. The principal land use will be commercial, with a mixture of large commercial users and small commercial retail units (CRU) scattered throughout the subject area. In addition, the significant existing land uses including the firehall located at 84th Avenue, the stormwater management facility located at 76th Avenue and the existing natural wetlands located at 68th Avenue will all remain. The area will be divided up into a series of development cells being somewhat independent of each other as shown on Figure 5. The north cell will be accessed via 94th Avenue and 97th Avenue all directional accesses, however there will be no internal access to the southern parcels. A second cell to the south will be accessed at 92nd Avenue, 88th Avenue and as well at 84th Avenue. This cell will contain the larger commercial uses and

may offer a small amenity area. The third cell will contain the firehall and will have two accesses, one all-directional, at 84th Avenue and an emergency access at 80th Avenue. The fourth cell will be accessed from 76th Avenue, will contain the stormwater management facility and will extend southward to the natural wetland area. Although independent from each other, the two development cells south of 76th Avenue and north of 68th Avenue will have a vehicular connection. Commercial uses within each of these cells could range from small commercial retail units of approximately 1,000 square feet up to large and intensive uses in the 30,000 to 50,000 square foot area.

4.2 Municipal Reserve and Open Space

Although a small amenity feature may be developed in the central portion of the plan area, all municipal reserves have been paid for previously on this site and no additional parks or open spaces are anticipated. The 68th Avenue natural amenity area has been dedicated as road right-of-way and is anticipated to remain in its natural state. A road R.O.W. is to be maintained for 84th Avenue on the east side of Resources Road for future possibility of extending 84 Avenue across the railway lands to 92 Street.

5.0 TRANSPORTATION AND CIRCULATION

5.1 General

As noted previously, the Outline Plan Area will be divided up into a number of independent cells. Internal circulation patterns will be limited between these cells with Resources Road acting as the conduit for access between them. As shown in Figure 6, all directional access points are proposed at 76th Avenue, 84th Avenue, 88th Avenue, 92nd Avenue, 94th Avenue, 97th Avenue and restricted access at 72nd Avenue. All transportation and access options are noted on Figure 6. For the purpose of this study, no internal circulation between 94th Avenue and 92nd Avenue have been provided. Should any future development allow for internal circulation between these two intersections, a traffic impact assessment would be required for this scenario.

5.2 Parking

Adequate parking will be provided on site in each of the cells. No parking will be available along Resources Road. It is envisioned that appropriate measures will be taken to provide island landscaping wherever possible in order to enhance the esthetics of the site.

5.3 *Screening and Buffers*

The proposed development will provide buffering between the existing railway and the residential area to the west of Resources Road. Buffering will be required both along Resources Road and adjacent to the rail line. Landscaping of the commercial area will be done in accordance with the City of Grande Prairie Land Use Bylaw. Although a noise policy has been proposed in the City of Grande Prairie Transportation Master Plan, the basis for noise reduction is related to residential development only, therefore it is not anticipated that any mandatory noise attenuation will be necessary for this development.

5.4 *Pedestrian and Bicycle Linkages*

The City of Grande Prairie Transportation Master Plan identifies the west side of Resources Road as a bike path or bike lane corridor. An active rail line forms the eastern boundary of the Outline Plan area. With the existing bike trail along the west side of Resources Road, any additional pedestrian or bike access within and through the plan area will be incorporated as part of future development permits.

6.0 SERVICING CONCEPT

6.1 *General*

The sanitary, water and storm servicing to the site can be provided with connections to the existing City of Grande Prairie infrastructure.

6.2 *Sanitary Servicing*

The development area can connect to the existing City of Grande Prairie sewage collection system. Existing sanitary mains ranging in size from 200mm to 675mm in diameter cross or run adjacent to the site and the 92 Street sanitary sewer trunks has the capacity to handle the estimated flows expected to be generated by the southern portion of the site from 68 Avenue to 84 Avenue. The 90 Avenue sanitary sewer trunk can handle the flows from the northern portion of the land. The determination of the actual sewage discharge points will depend on actual building locations and detailed designs.

6.3 *Water*

The Outline Plan area north of 84th Avenue is serviced by a 450mm diameter water supply main which feeds the City of Grande Prairie water towers for pressure zone one, as well as the reservoir for pressure zone two. The 450mm diameter main runs along the west side of the site between 84 Avenue and 92 Avenue. A 200mm diameter main runs along the west side of the site between 84 Avenue and 68 Avenue. The property can be serviced by the 200mm diameter mains, which come off of the 450 mm main.

6.4 Stormwater Management

Release of stormwater will not be required to be restricted with the exception of existing facilities at the Fire Hall Site, 76 Avenue Pond and the 68 Avenue Wetland. The Woody Creek ditch will require realignment and a piping system between Resources Road and the Railway tracks. The lands between 68th Avenue and 84th Avenue can utilize the existing on-site detention facilities. Detailed design drainage calculations of the detention/wetland facilities in these areas should be reviewed for any possible impact. The Fire Hall site has already been constructed and drains towards its stormwater detention facility. Pipe sizing within each drainage areas is to be designed during the detailed design stage. Outlets to the existing wetland at 68 Avenue and the detention facility at 76 Avenue are also to be designed during the detailed design.

Overland flows from the lands between 97 Avenue to the southern limits of the firehall site are to be directed to the existing ditch along the west side of the tracks. This ditch is to be regraded between 84 Avenue and 76 Avenue. All future buildings on the entire lands are to be constructed to have a minimum floor elevation of 654.5 meters.

The Railway Lands Stormwater Study, April 2001 suggest recommendations in reference to the City of Grande Prairie 2001 Stormwater Master Plan currently under review.

6.5 Overhead Power

The lands from 92 Avenue and 84 Avenue currently do not have power servicing. An existing overhead power line runs north-south within the lands from 92 Avenue to approximately 94 Avenue. Atco Electric proposes over the next 10 years to remove existing overhead power from residential and school lands in the area of Highland Park and to provide adequate looping within the system. The drive to remove overhead power lines and place all power 25KV and smaller underground stems from the City's Policy adopted on July 24, 2000 by City Council.

It is proposed to install overhead power along the east perimeter of the lands from 94th Avenue to 84th Avenue. The proposed overhead power would parallel the existing railway tracks and would be at the rear of any future development on the lands. All future onsite services will be underground.

The proposed removal of overhead power in the Highland Park area and installation of overhead power along the railway tracks provides future servicing to Railtown, looping for Atco Electric system and an elimination of overhead power in residential and school areas of Highland Park.

7.0 IMPLEMENTATION

7.1 Staging

The staging of the future subdivision and development of lands will be determined by market conditions. It is anticipated that development will generally start in the northern area and continue southwards as the market demands.

7.2 Development Policies

The Outline Plan will be approved by resolution by the City of Grande Prairie Council. The approval of the plan is necessary prior to any land use bylaw amendments or subdivisions. The plan is intended to provide general direction with respect to development concepts and has therefore a certain amount of flexibility inherent in it. The exact locations, sizes and extent of commercial development will depend on market forces as demand dictates. Major changes to the concepts provided herein will require an amendment to the plan.

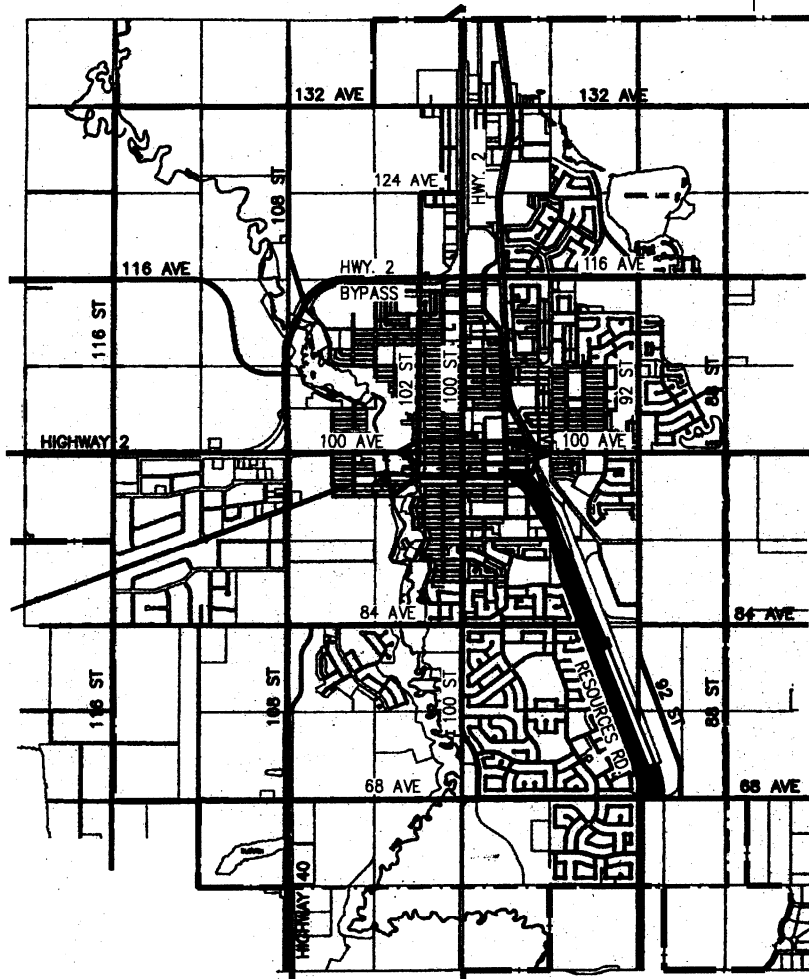
DEVELOPMENT STATISTICS

APPENDIX “A”

Resources Road Outline Plan Development Statistics

	<u>ha.</u>	<u>% GDA</u>
Gross Area	30.78	
Natural Wetland	0.90	
Gross Developable Area (GDA)	29.88	100.0
Road Plan	5.18	17.34
Firehall (Unregistered)	3.07	10.27
Storm Water Management Facility	1.26	4.22
Net Developable Area	20.37	68.17
Land Uses	ha.	
Commercial/Industrial (C-2)	20.37	
Total	20.37	

Resources Road Outline Plan



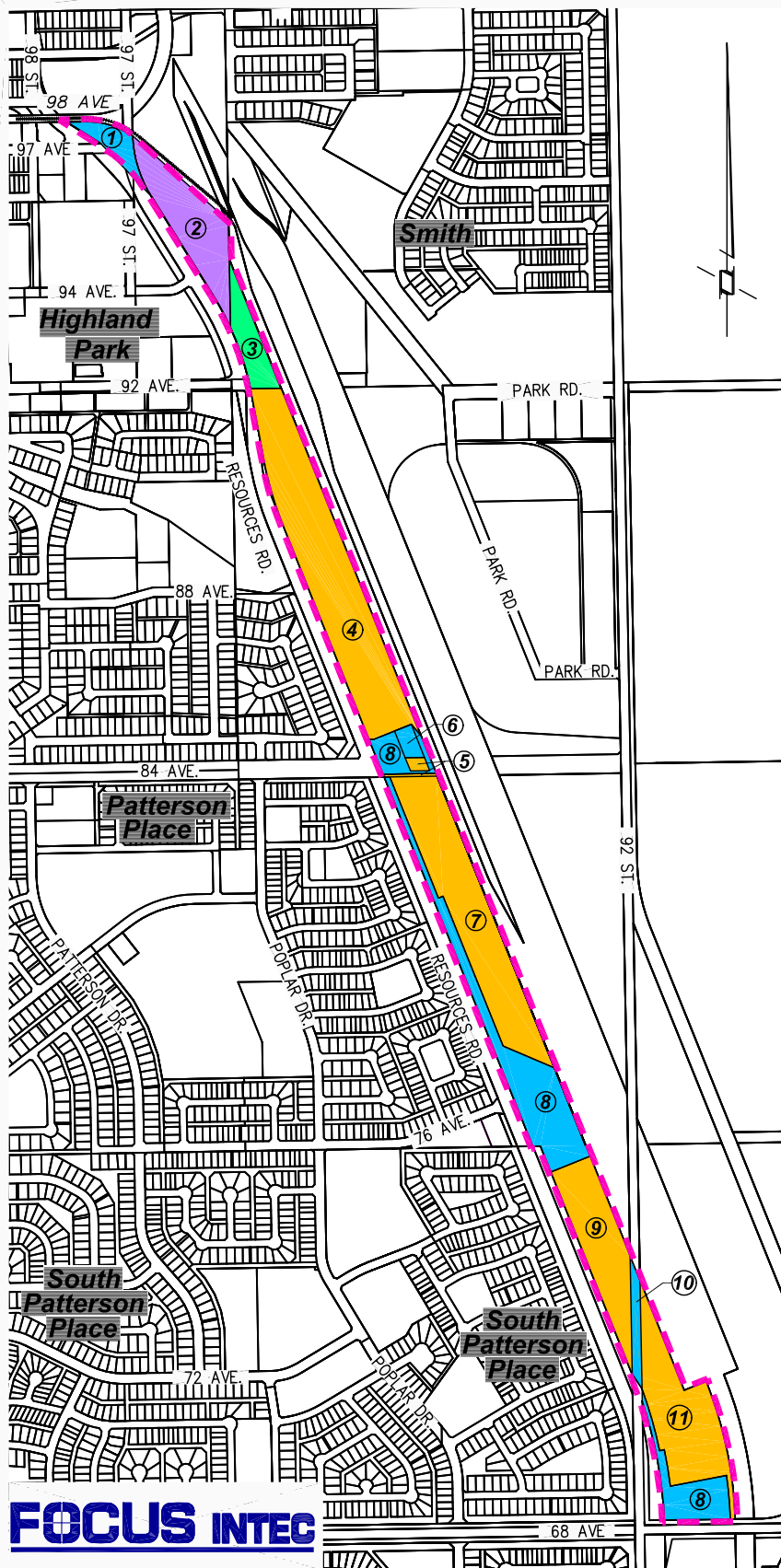
Legend:

CITY BOUNDARY ————
 OUTLINE PLAN AREA ■■■■■
 RAILNET RAILWAY LINE ————

Figure 1

**Location
Plan**

FOCUS INTEC



Resources Road Outline Plan

Legend:

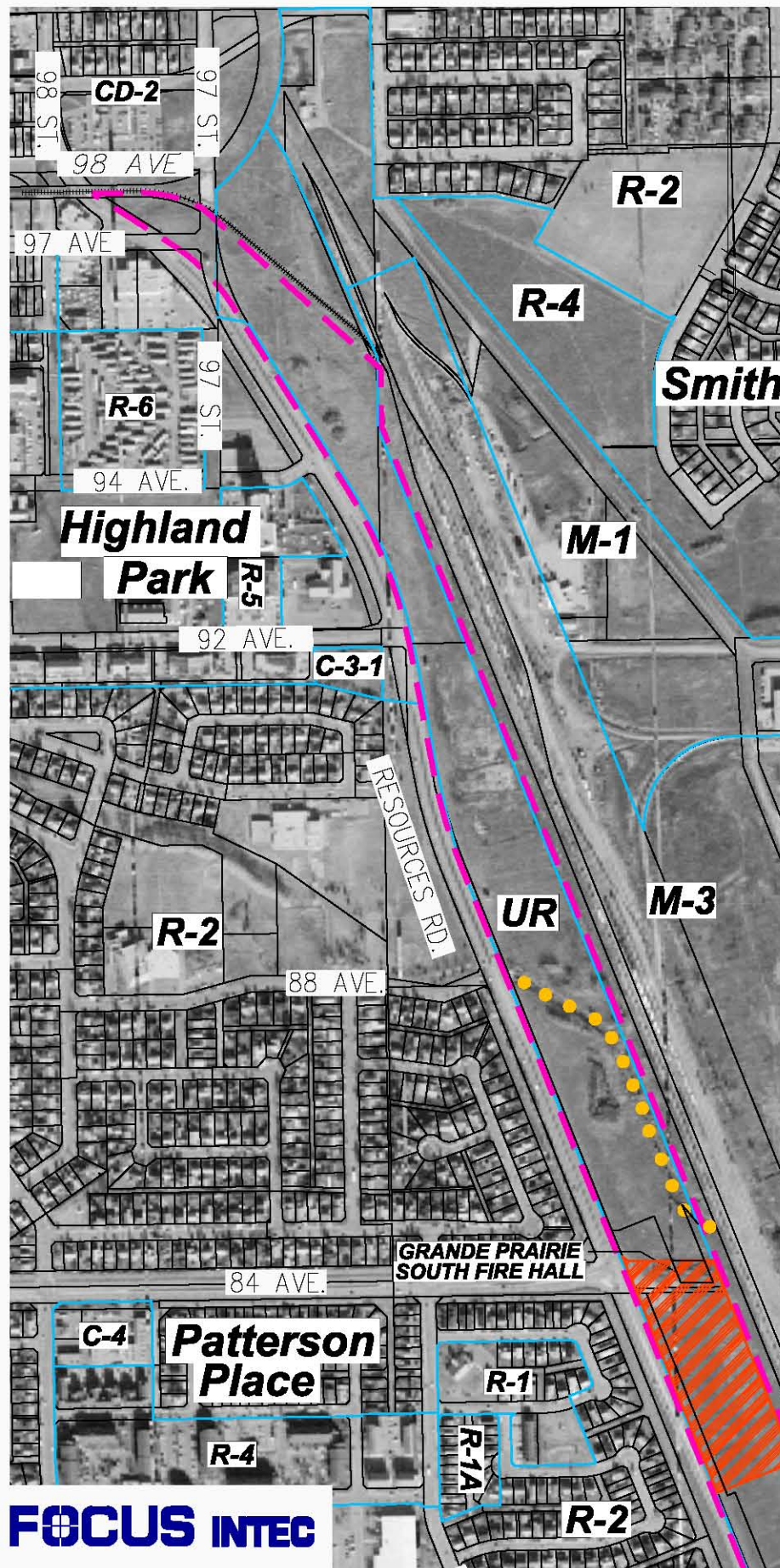
- OUTLINE PLAN BOUNDARY ---
- CANADIAN NATIONAL RAILWAY COMPANY (CN) ■
- CITY OF GRANDE PRAIRIE ■
- ALBERTA INFRASTRUCTURE ■
- NORTHERN ALBERTA RAILWAYS COMPANY ■
- OWNERSHIP PARCEL NUMBER (REFERENCE TABLE 1) 4

Figure 2

Ownership Plan

As of December 21, 2000

N:\Grande Prairie\120313\120313-20-ASP-0



FOCUS INTEC

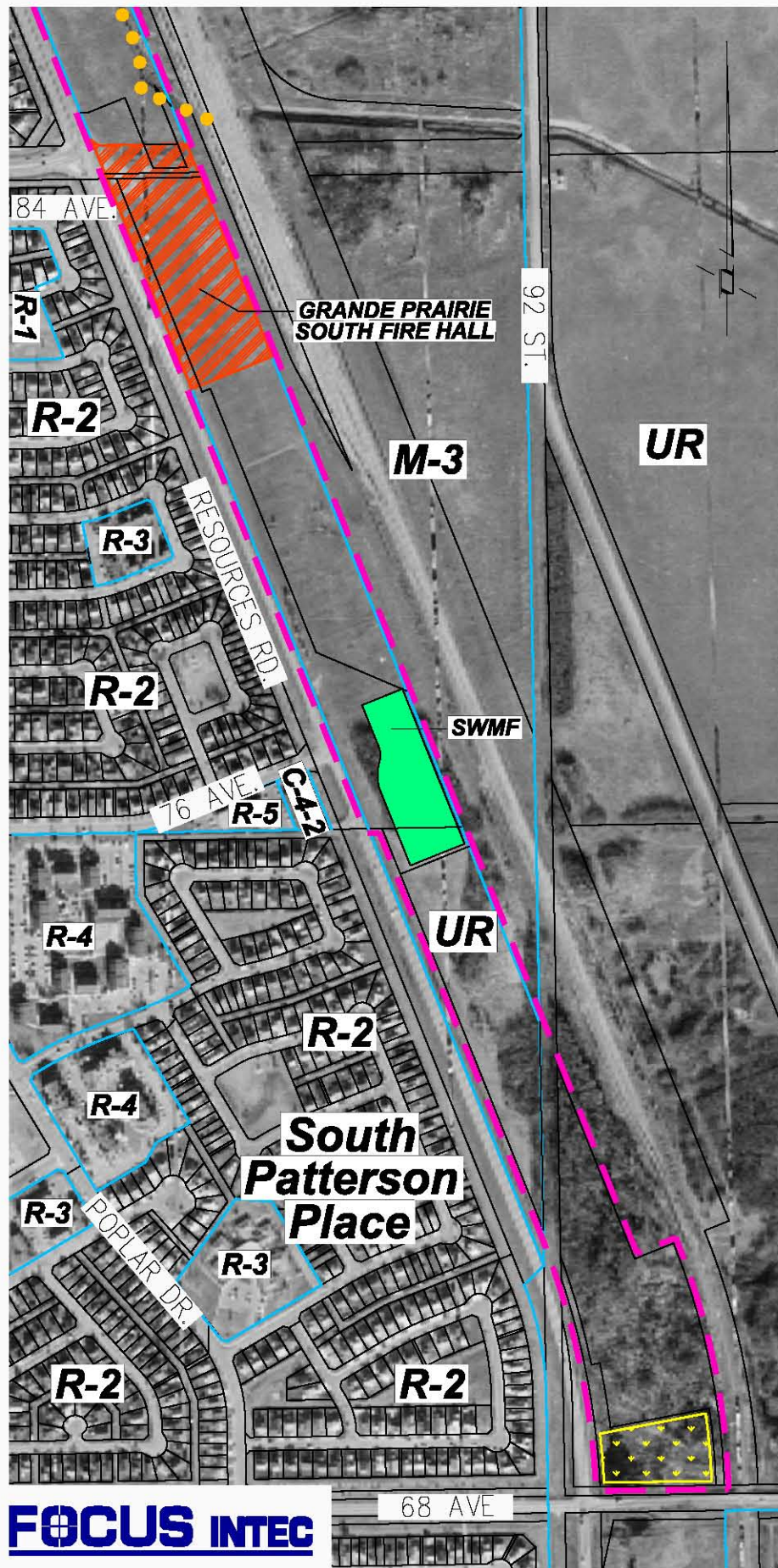
Resources Road Outline Plan

Legend:

- OUTLINE PLAN BOUNDARY** — — —
- ZONING BOUNDARY** —
- LAND USE DESIGNATION** **R-2**
- WOODY CREEK DITCH** • • •
- GRANDE PRAIRIE SOUTH FIRE HALL**

Figure 3N

**Existing
Land Uses**



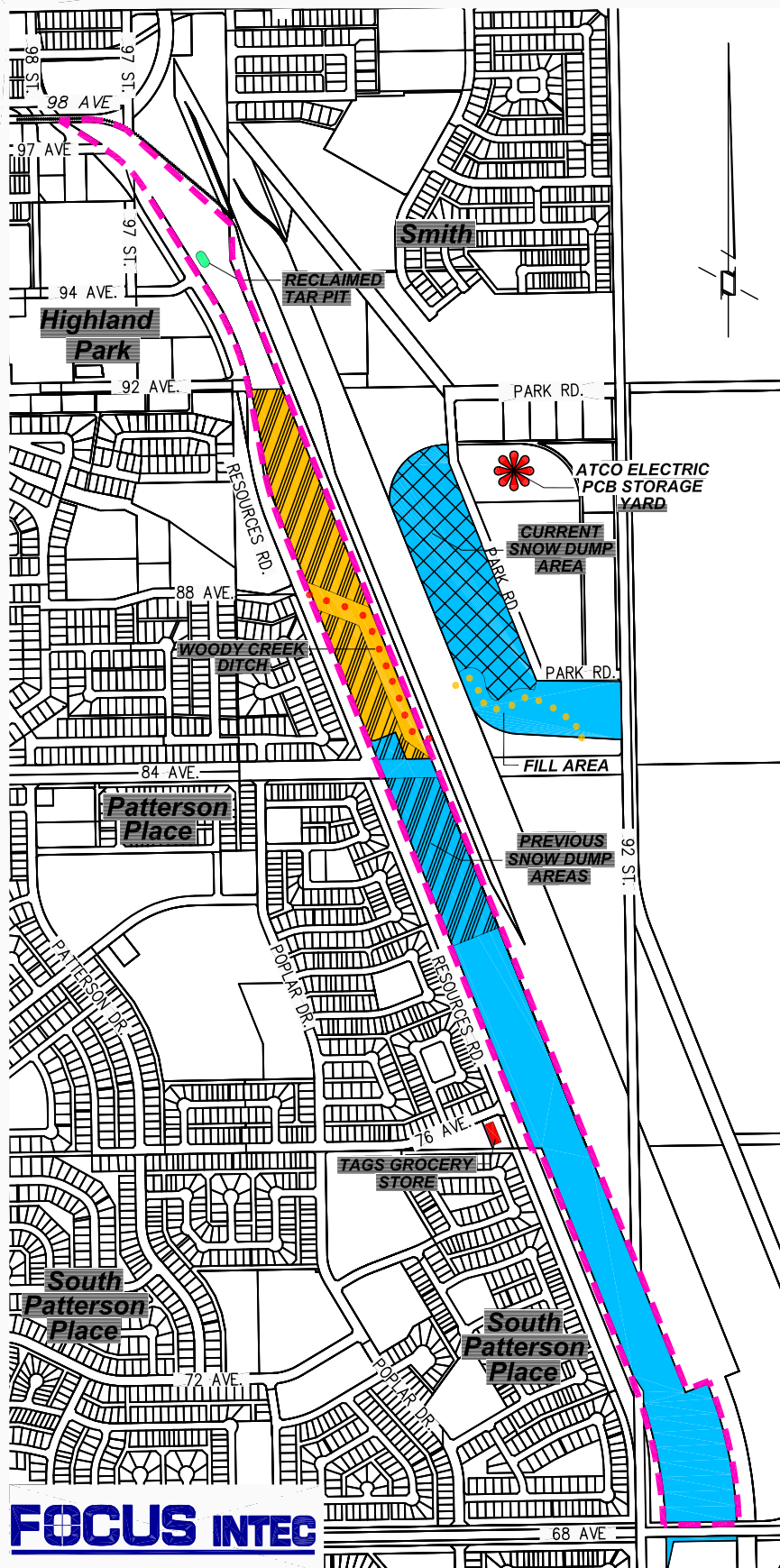
Resources Road Outline Plan

Legend:

- OUTLINE PLAN BOUNDARY ---
- ZONING BOUNDARY ---
- LAND USE DESIGNATION **R-2**
- WOODY CREEK DITCH ●●●●
- GRANDE PRAIRIE SOUTH FIRE HALL
- STORM WATER MANAGEMENT FACILITY
- NATURAL WETLAND AND SLOUGH

Figure 3S

**Existing
Land Uses**



Resources Road Outline Plan

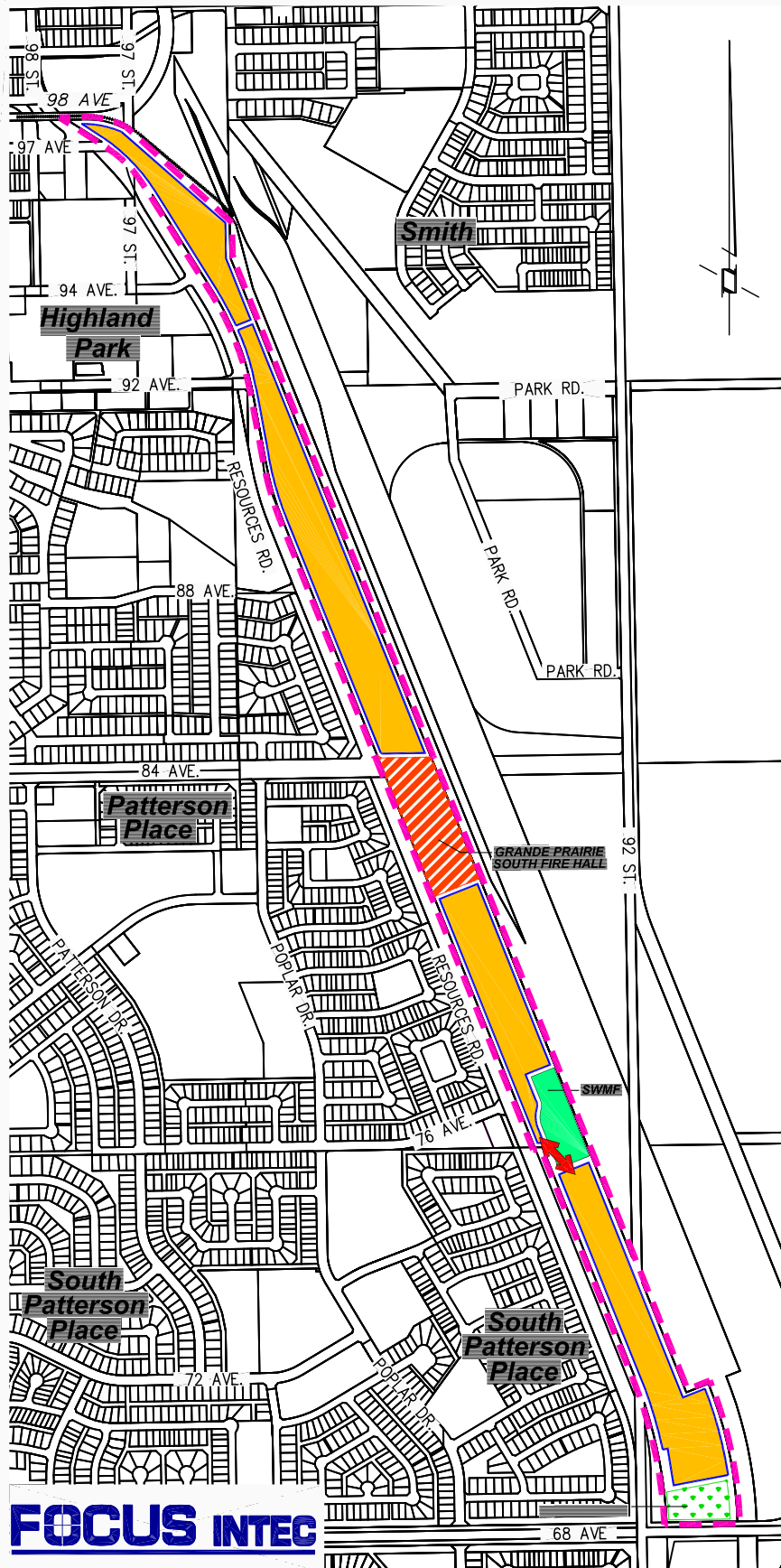
Legend:

OUTLINE PLAN BOUNDARY	---
BOVAR-CONCORD ENVIRONMENTAL (PH. II)	■
BEAIRSTO STEWART WEIR ENGINEERING (PH. I)	■
BEL-MK ENGINEERING LTD. (PH. 1)	■
CURRENT SNOW DUMP AREA	⊗
PREVIOUS SNOW DUMP AREA	▨
ATCO ELECTRIC PCB STORAGE YARD	✿

Figure 4

**Environmental
Issues**

FOCUS INTEC



Resources Road Outline Plan

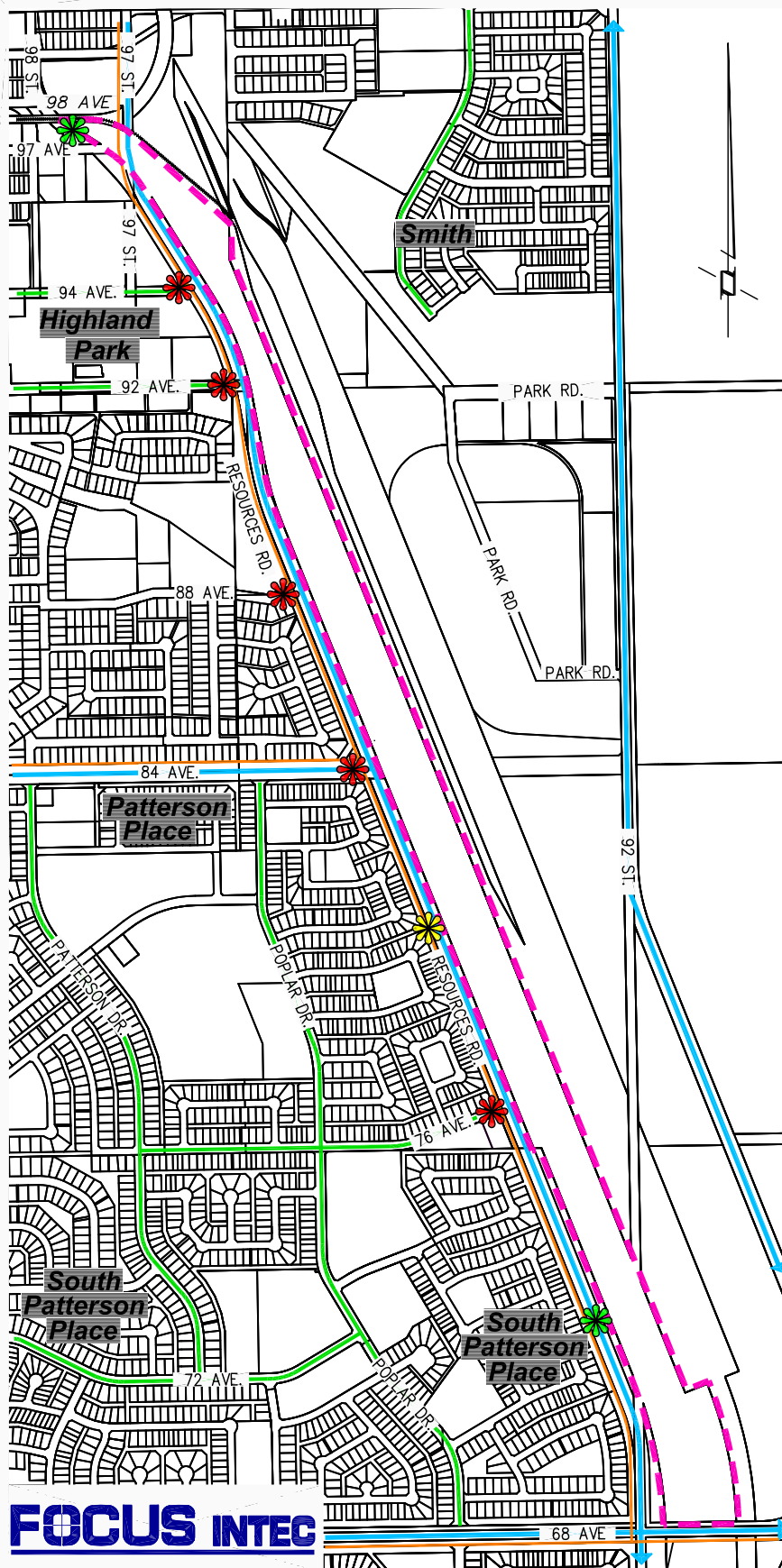
Legend:

OUTLINE PLAN BOUNDARY	---
DEVELOPMENT CELLS	—
COMMERCIAL DISTRICT	Yellow
FIRE HALL SITE	Hatched Orange
NATURAL WETLAND	Green with dots
DEVELOPMENT CELL CONNECTION	Red double-headed arrow
STORM WATER MANAGEMENT FACILITY	Green rectangle with SWMF

Figure 5

**Future Land
Use Plan**

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Resources Road Outline Plan

Legend:

OUTLINE PLAN BOUNDARY	---
ARTERIAL ROAD	—
MAJOR COLLECTOR	—
BIKE PATH OR LANE	—
ALL-DIRECTIONAL ACCESS POINT	✿
LIMITED ACCESS POINT	✿
EMERGENCY ACCESS POINT	✿

Figure 6

Transportation Plan

FOCUS INTEC

Resources Road Outline Plan

Legend:

OUTLINE PLAN BOUNDARY	
OVERHEAD LINE	
SALVAGE OF OVERHEAD LINE	
UNDERGROUND LINE	

Figure 7

**Power
Servicing**

