

Town of
Grand Centre
Southeast
Area Structure Plan

TOWN OF GRAND CENTRE

**SOUTHEAST
AREA STRUCTURE PLAN
1989**

Prepared by:

**Town of Grand Centre Municipal Planning Commission
and
Planning Services Division, Alberta Municipal Affairs**

BYLAW 89-676

A BYLAW OF THE COUNCIL, OF THE TOWN OF GRAND CENTRE, IN THE PROVINCE OF ALBERTA TO ADOPT THE SOUTHEAST AREA STRUCTURE PLAN.

- 1) WHEREAS the Planning Act, being Chapter P-9 of the Revised Statutes of Alberta 1980, permits a town to adopt an area structure plan; and
- 2) WHEREAS the Council of the Town of Grand Centre deems it advisable to adopt an area structure plan for the W 1/2 of section 35 62-2-4 in the Town; and
- 3) WHEREAS an area structure plan has been prepared by Alberta Municipal Affairs under the direction of Council;
- 4) NOW THEREFORE pursuant to the Planning Act, Chapter P-9, Revised Statutes of Alberta 1980, as amended, the Council of the Town of Grand Centre, duly assembled, enacts as follows:
 - a) That Schedule "A" attached hereto is hereby adopted as Southeast Area Structure Plan in the Town of Grand Centre;
 - b) That this Bylaw shall come into full force and effect upon third reading thereof.

FIRST READING passed in open Council duly assembled in the Town of Grand Centre, in the Province of Alberta this 23 day of August, A.D. 1989, on motion by _____.

CARRIED

SECOND READING passed in open Council duly assembled in the Town of Grand Centre, in the Province of Alberta this 27 day of September, A.D. 1989, on motion by _____.

CARRIED

THIRD AND FINAL READING passed in open Council duly assembled in the Town of Grand Centre, in the Province of Alberta, this 27 day of September, A.D. 1989, on motion by _____.

CARRIED

Ray Coates
MAYOR

Raymond Coad
MUNICIPAL ADMINISTRATOR

**TOWN OF GRAND CENTRE
SOUTHEAST
AREA STRUCTURE PLAN**

SCHEDULE A

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INTRODUCTION

The Town of Grand Centre has authorized the preparation of an Area Structure Plan for the undeveloped areas in the west half of Section 35 62-2-4. The southeast part of Town has been experiencing piecemeal subdivision of land without a policy guide.

The purpose of this Area Structure Plan is to provide a framework for the future subdivision and development of southeast Grand Centre. The general objectives of the Plan are:

- a) to ensure that future proposals for development are evaluated on the basis of approved policies;
- b) to develop a strategy which achieves the Town's objectives and policies as outlined in the General Municipal Plan; and
- c) to conform to the requirements of the Planning Act.

'Part 1 Background' describes the site, its location and size, natural and manmade features, ownership, existing use and other factors which determined the land use plan for the area. 'Part 2 Area Structure Plan' describes the development concept proposed for the area, and lists the policies for future subdivision and development which will guide the Town.

PART 1 BACKGROUND

1.1 Statutory Framework

The purpose and form of an area structure plan as expressed in Section 64 of the Planning Act is

64(1) For the purpose of providing a framework for subsequent subdivision and development of an area of land in a municipality, a council may, by bylaw passed in accordance with Part 6, adopt a plan to be known as the "(name) Area Structure Plan".

(2) An area structure plan shall

- (a) conform to any general municipal plan in existence and affecting the area that is the subject of the area structure plan;
- (b) describe
 - (i) the sequence of development proposed for the area,
 - (ii) the land uses proposed for the area, either generally or with respect to specific parts of the area,
 - (iii) the density of population proposed for the area either generally or with respect to specific parts of the area, and
 - (iv) the general location of major transportation routes and public utilities;
- (c) contain any other matters the council considers necessary.

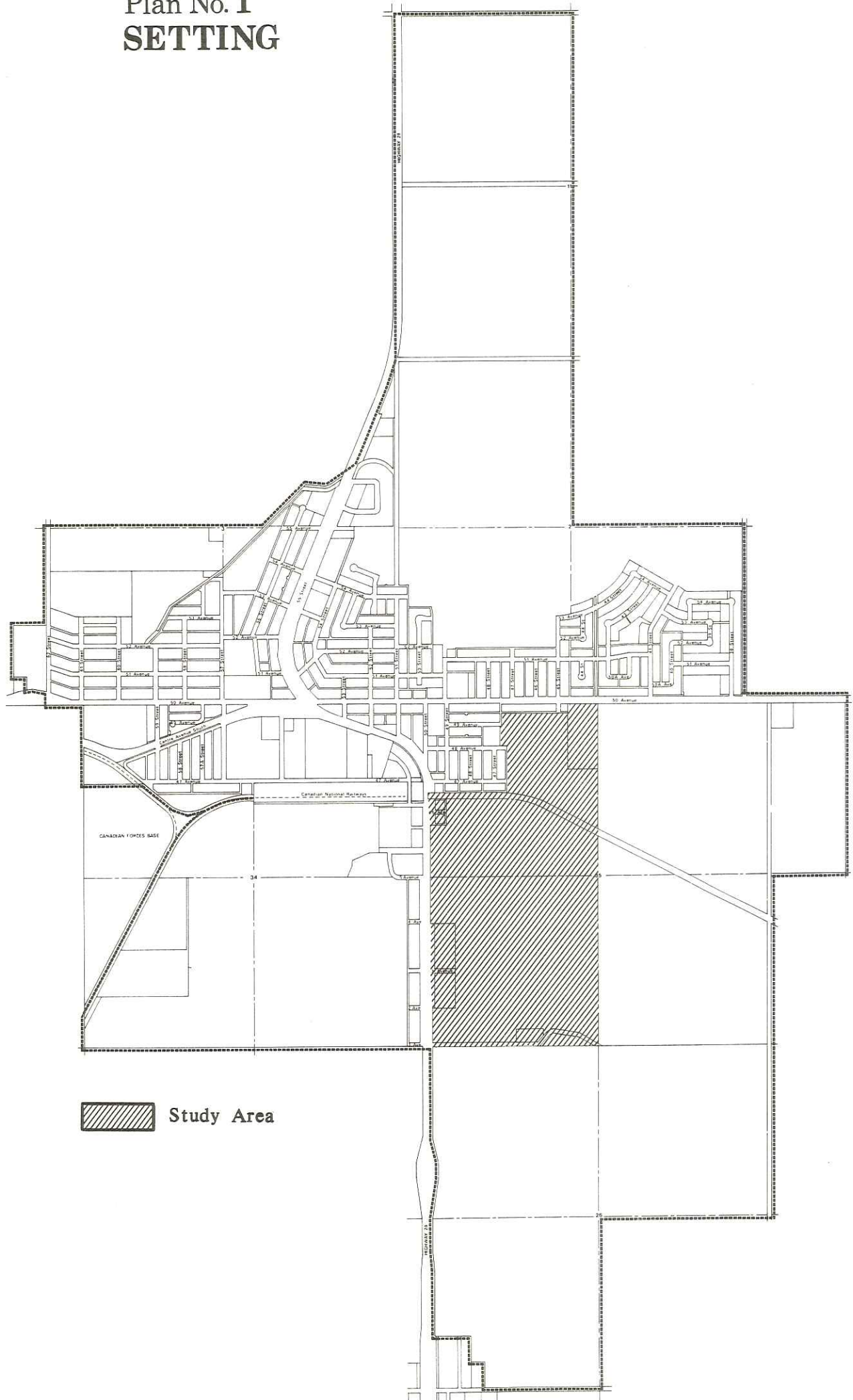
An area structure plan functions as an intermediate step between a General Municipal Plan and a plan of subdivision. Whereas the G.M.P. describes the broad land uses proposed for the entire municipality, an A.S.P. focuses on land uses proposed for a portion of the municipality - a portion which may ultimately include several plans of subdivision.

By preparing a plan of this type, the municipality and all landowners and developers can reach an agreement on the fundamental design of an area prior to the preparation of more detailed plans of subdivision.

1.2 Setting

The area structure plan study area is approximately 105 ha of land in the west half of Section 35 62-2-4 in the Town of Grand Centre (Plan No. 1). The study area boundaries are the developed residential areas to the north, Highway 28 to the west and the quarter section lines to the east and south.

Town of Grand Centre
SOUTHEAST
AREA STRUCTURE PLAN
Plan No. 1
SETTING



1.3 Natural and Manmade Features

Various features of the natural and manmade environment, both within and near the study area, present constraints which in turn will influence the physical arrangement of land uses within the study area (Plan No. 2 "Site Constraints").

Natural features include those areas which may be worthy of preservation as open space, or features which present limitations for development.

The topography of the study area may be divided into two distinctive landscape units. To the west is generally flat, low lying land, to the east are rolling hillsides and upland areas.

Slopes of 22% or greater are generally undevelopable and should be designated Environmental Reserve at the time of subdivision. Areas which slope 22% or more are indicated on Plan No. 2.

A significant view westward from the study area exists from the top of the hills. The view should be taken into consideration in the design and orientation of future development.

Poor drainage constrains a large proportion of the flat and low lying areas. A permanent open slough exists in the east central part of the study area.

Poorly drained gleysolic soils are found in many parts of the study area. They present severe limitations for most uses due to a high water table and ponding of runoff waters. Development will require major soil modifications, ie. require soil material to be removed or replaced.

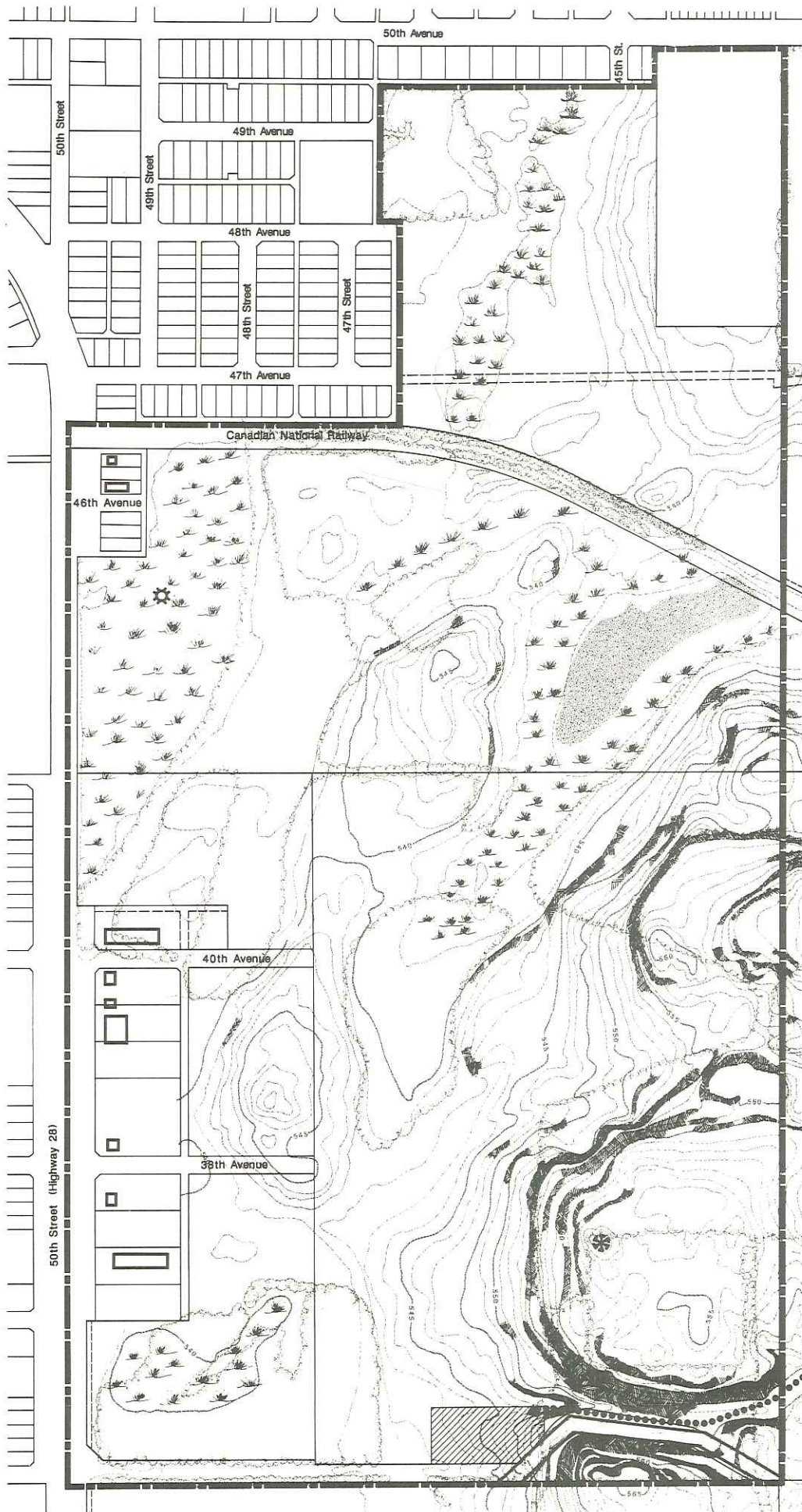
Manmade elements include the adjoining and anticipated land use for the area, any existing development, the railway right-of-way and the high pressure natural gas pipelines.

Existing buildings and other developments are indicated on Plan No. 2. Existing roads and lanes in and adjoining the study area are mapped on Plan No. 4.

The Canadian National Railway right-of-way which forms a part of the study area, is not a constraint to future development. Railway track was never laid. The railway company is in the process of making the land available for sale.

Two natural gas pipelines operated by Northwestern Utilities Ltd. will restrict the future design of the study area. Relocation of the facility would not be very economical or practical. The high pressure gas mains supply natural gas to Grand Centre and Cold Lake, and will be in service for the indefinite future. The company has indicated that their right-of-way should remain an exclusive right-of-way for safety reasons. However, arrangements can be made for the construction of roads and service lines (eg. power, sewer) that will cross the pipeline right-of-way.

Town of Grand Centre
SOUTHEAST
AREA STRUCTURE PLAN
 Plan No. 2
SITE CONSTRAINTS



Study Area Boundary

Buildings

Steep Slopes $\geq 20\%$

Open Water

Existing Cemetery

Low Elevation Point

High Elevation Point

Wet Areas

Drainage Course

Utility Rights-of-Way

1.4 Land Ownership

The Town of Grand Centre is the largest land owner in the study area (Plan No. 3 "Ownership"). The Town recently purchased a 40 hectare parcel primarily for future fairground and cemetery development.

The remaining lands are under private ownership, and are largely held by two investment groups. The railway right-of-way is owned by the Canadian National Railway, although negotiations are underway by the Town to buy the property.

Thus, most of the A.S.P. study area is held in relatively large blocks of land, with some small lots subdivided adjacent to Highway 28.

Two parcels are encumbered with a Deferred Reserve Caveat (Plan No. 3). This caveat is filed by the subdivision approving authority under the Planning Act where the requirement to provide municipal reserves has been deferred.

Several parcels are encumbered by Utility Rights-of-Way. This interest in land has been granted for gas pipelines and for electric utilities which runs across the properties.

1.5 Present Land Use

Much of the area structure plan study area lies vacant or is used for grazing purposes. Vegetative cover is most extensive on steeply sloping and poorly drained sites (Plan No. 2).

A strip of land adjacent to Highway 28 has been subdivided in part for highway commercial and light industrial uses. Along with two or three dwelling units, several warehouse type buildings have been erected on these parcels. A small cemetery has been developed on a parcel of land at the south end of the study area. At the north end is a developed mobile home park which contains about 90 mobile home stalls.

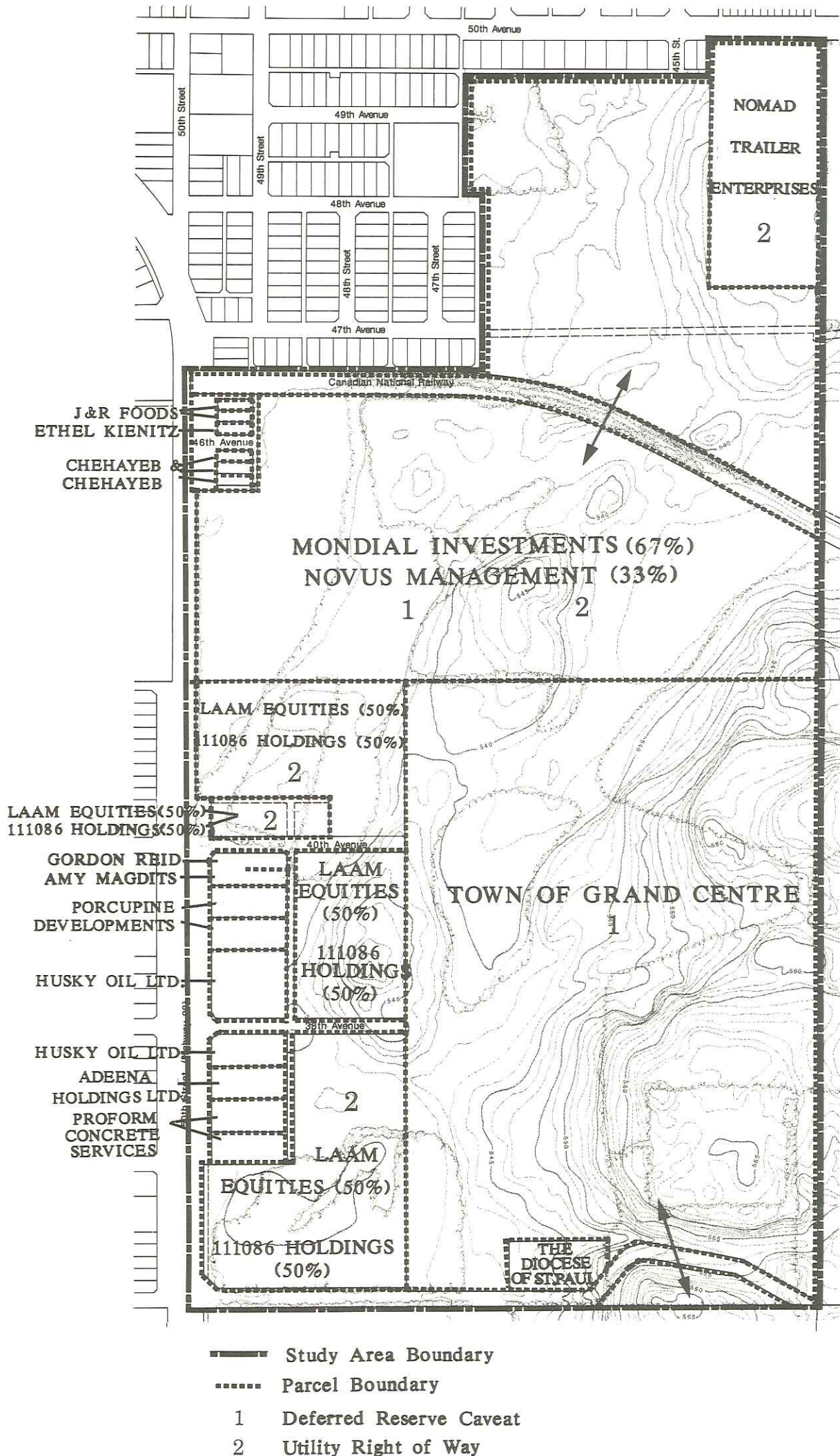
1.6 Land Use Policy

Only one land use planning policy document has been adopted by Council which affects the study area: the Town of Grand Centre General Municipal Plan (Bylaw No. 89-665). Under the terms of the Planning Act, an area structure plan must conform to the policies and provisions of the G.M.P.

The Town's General Municipal Plan apportions the study area for residential, recreational, highway commercial and industrial commercial uses. The G.M.P. designates land fronting on Highway 28 for highway commercial use, with industrial commercial uses immediately east. The Plan proposes recreational use for the large Town-owned parcel, and the remaining area for housing, including mobile home development.

The Town's G.M.P. also indicates the future development of an arterial roadway at the south end of the A.S.P. study area, and a system of collector roads to service the area (Plan No. 4).

Town of Grand Centre
SOUTHEAST
AREA STRUCTURE PLAN
 Plan No. 3
OWNERSHIP



1.7 Roadway System

Access to the study area exists by way of developed roads and lanes on the south, west and north boundaries of the site (Plan No. 4 "Roads"). The area is flanked on the west by Highway 28, and a partially developed service road.

The basic design, location and standards for future roadway development are established in the Town's General Municipal Plan policies, in the Town's Municipal Servicing Study (Revised January, 1988) and in the Town's Land Development Policies (April, 1985).

Future development along Highway 28 will create the need to upgrade the highway to a four lane divided road from the present two lanes. Service roads are to provide access to existing and proposed establishments and thereby limit access to the highway.

An arterial roadway is proposed for the south end of the study area (Plan No. 4). An arterial road is intended to serve major traffic flows and is generally connected only to other arterials and collectors. Arterials should be limited access roadways without any residence or business fronting on them. The right-of-way standard width is 30 metres.

Complementing Highway 28 and the future arterial road will be a system of collector roadways (Plan No. 4). Collector roads are intended to provide for internal movement within the residential, commercial and industrial areas. The collector roads should be constructed as part of proposed developments as they take place. The right-of-way standard in a residential area is 20 metres, and in a commercial and industrial area 24 metres.

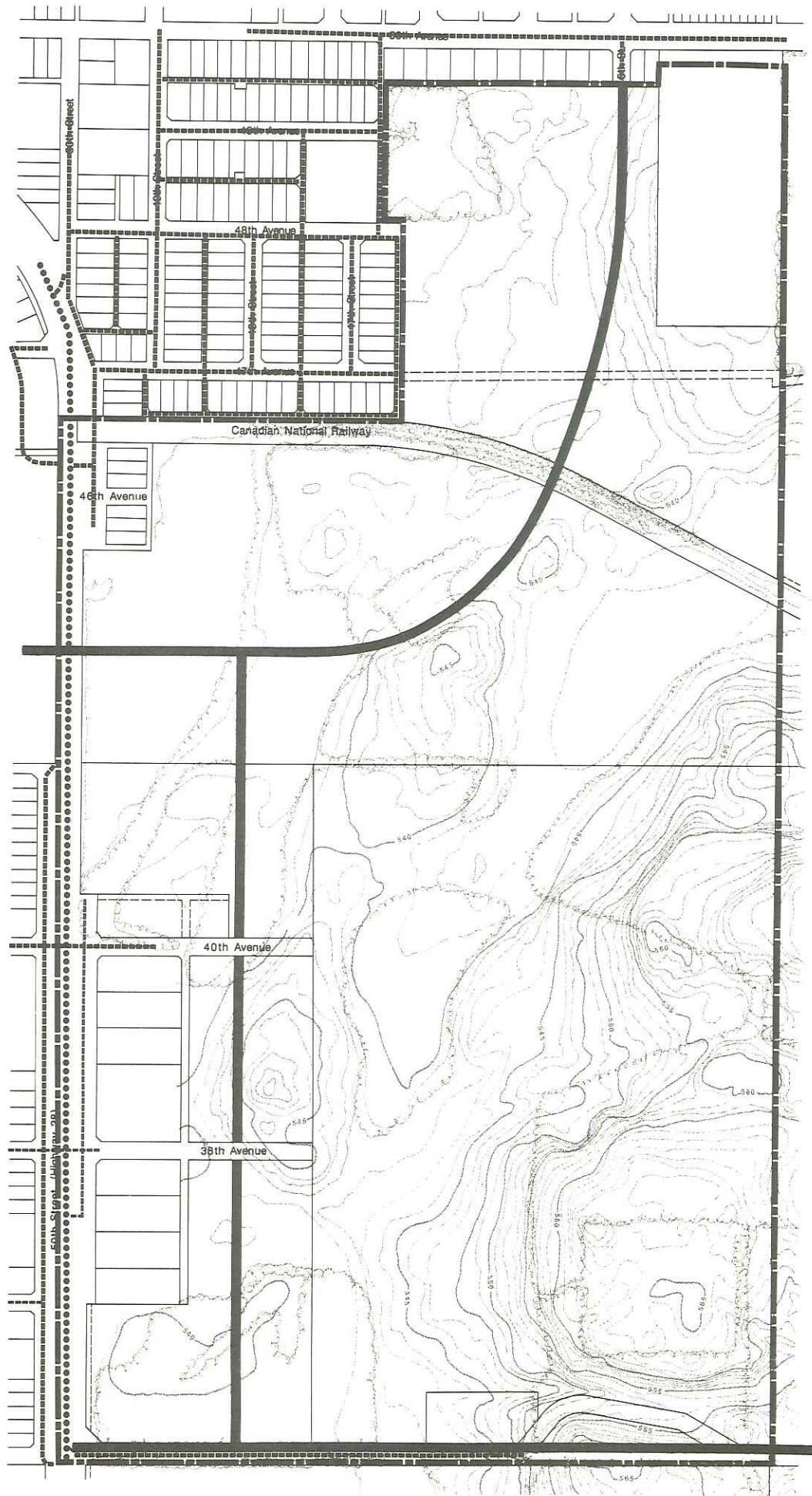
1.8 Water Supply

There are watermains in place which have been developed up to the A.S.P. study area, and two mains which have been extended into the study area to service the existing highway commercial development (Plan No. 5 "Utilities").

All lands contained within the Area Structure Plan boundaries are serviceable with water. A major watermain is proposed for the NW 35 to run with the proposed collector road. Water feeder main extensions and local improvements will be required to allow full development. The final locations will be dependent upon the street pattern developed.

The Town's "Municipal Servicing Study, Revised, January, 1988" indicates that the existing water supply and storage system is adequate to meet the requirements of development in the study area.

Town of Grand Centre
SOUTHEAST
AREA STRUCTURE PLAN
 Plan No.4
ROADS



- Study Area Boundary
- Paved Highway
- Developed Roads
- ==== Undeveloped Roads and Lanes
- Proposed Roads

1.9 Sanitary Sewerage System

The Town of Grand Centre is serviced by a conventional sanitary sewerage system consisting of gravity flow sewer mains and lift stations as required to overcome grade restrictions. Sanitary sewerage is ultimately pumped into the Cold Lake - Grand Centre regional sewerage system.

Sanitary sewer service has also been developed up to the study area, and into the study area along Highway 28. Furthermore, the forcemain outfall from the southeast sewage lift station to the sewage treatment facility traverses the study area (Plan No. 5).

The entire A.S.P. study area can be added into the Town's sanitary sewerage system. Existing sewer mains will have to be extended and local improvements made to allow full development of the area. The final locations will be dependent upon the street pattern developed.

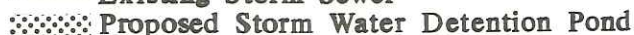
1.10 Storm Drainage

Storm sewers have not been constructed to service the developed portions of the Area Structure Plan study area. Storm water runoff is managed by means of drainage ditches and overland flow into natural water courses.

The open slough and marshy areas indicate a high water table and surface drainage problems. Drainage facilities will be required to handle stormwater runoff and allow for a lowering of the water table.

A storm water detention pond is proposed for the study area where there is presently an open slough (Plan No. 5). This storage pond is intended to control runoff from the southeast area of town. It will be connected by ditch or closed pipe to another stormwater pond west of Highway 28. Once these major drainage facilities are completed, local storm sewers can be developed as part of a specific subdivision.

Plan No.5



PART 2
AREA STRUCTURE PLAN

2.1 Development Concept

The southeast sector of the Town of Grand Centre will be developed for residential, open space, highway commercial and light industrial uses. The arrangement and extent of these proposed land uses, as well as the location of future roads, are presented on Plan No. 6 "Land Use Plan".

The area structure plan is intended to provide a framework for future subdivision and development. The distribution of land uses is therefore schematic, with exact road locations and parcel configurations to be determined at the time of subdivision.

The Town will be guided by the following general development policies:

2.1.1 All proposals for subdivision and development shall harmonize with the general location of major transportation routes and the land uses proposed for the area (Plan No. 6).

2.1.2 Developers will conform to

- a) the development policies included in the Town's General Municipal Plan;
- b) the requirements of any other statutory document adopted by Council which affects the area; and
- c) the detailed development standards contained in the Town's Land Use Bylaw.

2.2 Sequence of Development

The sequence of future development for the area is dependent upon transportation and utility constraints as well as market demand and the interest of the various land owners.

The full development of land north of the railway right-of-way requires the extension of municipal services from existing mains in the present built-up area. Land south of the railway right-of-way requires the extension of municipal services from existing mains near Highway 28.

Both development areas may proceed independently and concurrently. The Town will be guided by the following general servicing policies:

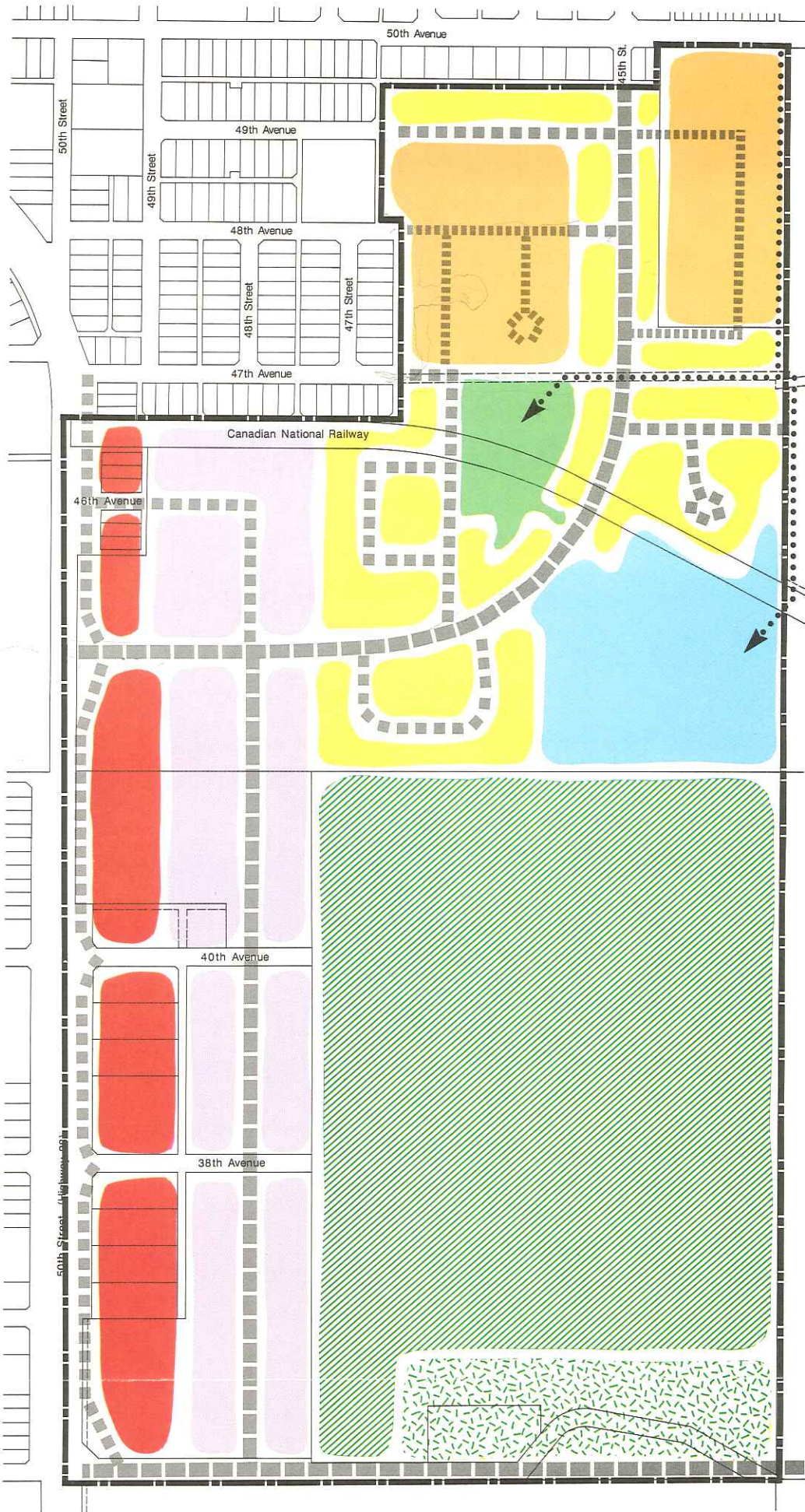
2.2.1 All development shall be serviced with underground water and sanitary sewer facilities, constructed to the standards and specifications of the Town of Grand Centre.

2.2.2 The exact staging of development will be determined at the time of subdivision.

Town of Grand Centre
SOUTHEAST
AREA STRUCTURE PLAN

Plan No. 6

LAND USE PLAN



- | | | |
|-------------------------|--------------------|----------------|
| Study Area Boundary | Fairgrounds | Industrial |
| Low Density Residential | Cemetery | Utility |
| Mobile Home | Highway Commercial | Collector Road |
| Open Space | Trail/Open Space | Local Road |
| | | Possible Road |

- 2.2.3 Easements required for the provision of utility services will be determined at the time of subdivision.
- 2.2.4 Developers will be directly responsible for the costs of all services and utilities necessary to service the Southeast Sector.
- 2.2.5 Off site charges to cover the costs of major water, sanitary and stormwater mains will be applied to all developments.
- 2.2.6 Extensive site preparations will also be required (drainage, peat removal, etc.) Before final subdivision approval is given, a developer shall submit details on how areas with high water table levels and peat removal will be managed.

2.3 Residential Land Use

The residential component of the Area Structure Plan provides for detached dwellings, mobile homes, and a very limited amount of medium density housing. The actual residential mix will be governed by the market demand for specific types of housing, the provisions of the Town's land use bylaw and the density policy of this Plan.

Approximately 30 ha of land are designated on the land use plan for residential use. Based on the gross acreage and gross density estimates, the anticipated potential residential population will be approximately 1000 persons. (An average household size of 2.7 is assumed, based on the 1987 municipal census).

A site is designated for a second mobile home park. The plan allows for an area to be set aside for mobile home lots. Furthermore, Plan No. 6 allows for the resubdivision of the designated mobile home parks.

The Town will be guided by the following residential development policies:

- 2.3.1 Residential development will be directed to those areas designated for housing on the Land Use Plan.
- 2.3.2 The overall gross residential density will be 12 units per gross ha approximately.
- 2.3.3 The precise size and internal design of the new mobile home park will be determined at the subdivision stage, but should not be smaller than 25 lots nor exceed 150 lots.
- 2.3.4 The location and extent of subdivided mobile home lots will be determined at the subdivision stage.
- 2.3.5 The Town will encourage higher density residential development to locate adjacent to the industrial area.

2.4 Highway Commercial Land Use

Provision has been made for a strip of highway commercial development, roughly 10 ha in size, adjacent to Highway 28 (Plan No. 6). This area was so designated in the Town's General Municipal Plan. Because the highway commercial area is at the southern entrance to the Town, there is concern about the visual quality of the future development. Service road access is detailed in Section 2.7.

The Town will be guided by the following highway commercial development policies.

- 2.4.1 Highway commercial development will be directed to the area designated for that use of the Land Use Plan.
- 2.4.2 The Town will require development of a high visual quality and will carefully evaluate all proposals in terms of landscaping, signage and facade materials and colours.
- 2.4.3 The Town will encourage uses which primarily serve the needs of the travelling public to locate in the highway commercial area.

2.5 Industrial Land Use

Approximately 18 ha of land are designated on the land use plan for industrial/commercial use. The anticipated developments include light manufacturing, warehousing, distribution and other activities which can make use of the area's good access. Of special concern are those parcels which adjoin existing and future residential development.

The Town will be guided by the following industrial land use policies:

- 2.5.1 Secondary commercial and industrial development will be directed to those areas designated for industrial/commercial use on the Land Use Plan.
- 2.5.2 Industrial development abutting a residential area shall be screened and buffered through the use of fencing and landscaping.

2.6 Open Space and Recreation

The open space system in the Southeast A.S.P. area is comprised of the following (Plan No. 6):

- a) an 8.15 acre neighbourhood park located fairly central to the residential area;
- b) open space linkages, utilizing utility rights-of-way,
- c) tot lots incorporated into the mobile home parks (not illustrated); and
- d) a 99 acre fairgrounds site which may include 5/8 mile race track, grandstand, parking areas and agriplex.

There are no school sites indicated on the land use plan.

A deferred reserve caveat in the amount of 3.3 ha exists on the Mondial Investments land. This will be used to provide neighbourhood open space.

The Town will be guided by the following policies for open space and recreation:

- 2.6.1 A neighbourhood park will be provided, fairly central to the future residential area.
- 2.6.2 The Town will ensure that all municipal reserve owing is taken in land and/or cash-in-lieu and used for open space purposes.
- 2.6.3 A pedestrian walkway system should be provided throughout the residential area. The system may be accommodated within road rights-of-way, utility rights-of-way and within an exclusive system (as conceptually illustrated on Plan No. 6).
- 2.6.4 At least one small child-oriented playground will be provided as part of the potential neighbourhood park site.
- 2.6.5 Any future mobile home park development will incorporate into its design a small playground (5% of the total mobile home park area).
- 2.6.6 The fairgrounds site will be developed according to a site plan to be prepared to the satisfaction of the Town and the agricultural society.

2.7 Transportation

The components of the Area Structure Plan transportation system are:

- a) Highway 28, including service road;
- b) an east-west arterial road to be constructed on the south boundary of the Plan area;
- c) two collector roads to be developed to tie the A.S.P. together; and
- d) local roads.

Map 6 shows the road network required to support the ultimate development of the Area Structure Plan area.

Highway 28 is a developed, paved highway which will not require right-of-way widening. In order to protect the role of the highway as a through traffic route, only one additional highway access point has been created, at about 45 Avenue (Plan No. 6).

Highway commercial frontage will have access via a service road which will stretch the full length of the highway. To avoid problems of insufficient stacking/storage space at the highway and service road intersections, bulbing will be encouraged.

Linking the highway with 50 Avenue to the east of the study area will be an arterial road to be constructed when traffic volumes warrant. Part of the right-of-way is to be taken from the southwest quarter of Section 35; the remainder from the northwest quarter of Section 26 (presently outside the study area).

By definition, the function of an arterial roadway is to provide for major traffic movement (including truck traffic). There should be no direct access to an arterial road from adjoining development. Intersections with collector roadways will be permitted only in the locations shown.

Complementing the major roadway system is a network of collector roadways whose major function is to link the local streets to the arterial roadways. The minimum intersection spacing of minor roads onto a collector road should be 75-100 m. Lanes should not normally intersect with collector roadways.

There are two collector roads which service the study area: a north-south road through the industrial commercial area, and a curved link between Highway 28 and 50 Avenue.

The Plan provides for an internal road system of local residential streets and local industrial roads. These roads provide access to individual lots. Furthermore, the Land Use Plan map indicates the possible location of local roads should the mobile home parks be subdivided.

The Town will be guided by the following transportation policies:

- 2.7.1 Future roads will be provided in accordance with Plan No. 6.
- 2.7.2 The minimum roadway rights-of-way for the Area Structure Plan study area are those established in the Town of Grand Centre "Land Development Policies" (1985). Roadways will be developed to the engineering standards established in the policies.
- 2.7.3 Highway commercial development shall be required to have direct access onto a service road parallel and adjacent to the highway.
- 2.7.4 The specific locations of local roads to service residential and industrial lots may be modified at the plan of subdivision stage without amendment to the Plan.
- 2.7.5 The Town prefers the development of laned subdivisions.

2.8 Pipelines

The Town will be guided by the following general policies for development:

- 2.8.1 The pipeline rights-of-way which traverse the Southeast A.S.P. are restricted from development. Future plans of subdivision should designate pipeline rights-of-way as public utility lots.

- 2.8.2 All pipelines shall be clearly marked to facilitate easy public identification of the potential hazard.

2.9 Implementation

- 2.9.1 Once adopted by Council, the Southeast Area Structure Plan provides the statutory framework for the future subdivision and development of land in southeast Grand Centre. All applications for subdivision and proposals for development must be in accordance with the policies of this Plan.
- 2.9.2 The exact alignment of roadways and location of use boundaries may be refined at the subdivision stage without amendment to the bylaw. Major changes to the land use plan or policies for development will necessitate bylaw amendment.
- 2.9.3 When the amendment is contemplated, Council will review its effects on all aspects of this or any other adopted statutory plan. A public hearing is required prior to second reading of any amending bylaw, in accordance with the provisions of the Planning Act.