CITY OF SPRUCE GROVE

BYLAW NO. C-610-06

WEST CENTRAL AREA STRUCTURE PLAN
AMENDMENT

Being a Bylaw to amend Bylaw No. C-489-03, the Bylaw that adopted the West Central 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 West Central Area Structure Plan be amended, as outlined in Schedule 1 which is attached to and forms part of this Bylaw.

This bylaw includes a revised land use concept for the South Half of Section 5, Township 53, Range 27, West of the 4th Meridian.

The proposed area structure plan changes to the development concept plan for the Legacy Park community, including the realignment of the Multi-Use Trail.
This Bylaw shall take effect on the date of its final reading.

First Reading Carried 12 June 2006
Public Hearing Held 10 July 2006
Second Reading Carried 10 July 2006
Third Reading Carried 10 July 2006

[Signature]
Mayor

[Signature]
General Manager of Corporate Services
Wind Dancer Properties Ltd.

WEST CENTRAL ASP

AREA STRUCTURE PLAN AMENDMENT

MAY 2006
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EXECUTIVE SUMMARY

Purpose of the Area Structure Plan Amendment

1. To amend Bylaw No. C-489-03 to reflect current and expected future market conditions.
2. To ensure that strategically located lands of sufficient size are available to accommodate the immediate and long term needs of an expanding City and Region.
3. To designate lands to attract local and regional housing, commercial and retail opportunities.
4. To redesign the east neighbourhood park.
5. To enable land exchange to accommodate a future inter-municipal multi-use trail.

Ownership

1. The lands comprise some 120 ha (296 acres), which are predominantly owned by Wind Dancer Properties Ltd., controlled by a Spruce Grove area businessman.

Plan Concept Summary

The plan concept remains fundamentally the same as the existing area structure plan:

1. Ultimate growth of the City of Spruce Grove and the Town of Stony Plain will result in the ASP lands becoming a strategic centre for urban development.
2. The lands are situated on and accessed from Highway 16A, which is the main regional thoroughfare. They will attract regional and local retail and commercial users consistent with MDP objectives.
3. Lands internal to the site are designated to meet the long term requirements of the City and region for:
   - low, medium and high density residential development;
   - commercial/retail/institutional development;
   - social, cultural and spiritual facilities and spaces;
   - accommodation for adults and seniors.
4. Community space including neighbourhood parks, a natural tree stand, walkways and sports fields are important elements of the plan.
5. A development and an image which befits the vitality and character of the community will be created, regulated through good planning and application of developer administered architectural guidelines.

Sequencing of Development

1. Lands in the north east of the ASP area are currently in development for residential uses. The balance of the lands are in agricultural use.
2. Further development will occur as market opportunities demand, following sound planning technical and fiscal principles. Development will generally proceed from east to west, consistent with the development of infrastructure.
1. **INTRODUCTION**

This document describes the proposed amendments to the West Central ASP Bylaw No. C-489-93. The purpose of this document is to update and describe the policies and guidelines for the development of these lands.

The Plan area contains approximately 120 ha of land and the area is shown in Exhibit 1.

This document amends the previously approved West Central Area Structure Plan Development Concept, presented graphically as Exhibit 2.

This ASP amendment plan has been prepared by IBI Group on behalf of the landowner.

1.1 **BACKGROUND**

In 2004, Spruce Grove Council approved Bylaw No. C-489-03, the West Central Area Structure Plan which superseded the 1993 Regional Centre Area Structure Plan (ASP). This West Central ASP reflected changes to the City’s MDP including road pattern changes and land use changes in adjacent lands. It also introduced a significant area of mixed use south of MacLeod Avenue, along with a linear park system which would buffer commercial uses from the mixed area.

Over the past year, new opportunities/demands have warranted an amendment to the ASP including:

- a preferred routing of the inter-municipal Multi-Use Trail from Stony Plain to the Tri-Leisure Recreation Centre;
- land use adjustments including deletion of the linear park;
- reallocating multi-family residential uses from the previously designated mixed use site;
- increasing the amount of commercial land slightly.
WEST CENTRAL AREA STRUCTURE PLAN

CITY OF SPRUCE GROVE

EXHIBIT 1 CONTEXT PLAN

NOT TO SCALE
MAY 2006

IBI GROUP

M:\job\3380\ASP\ASP MAY 2006\ Exhibit\Content MAY1.dwg  May 01, 2006 — 4:14pm  brdbens
2. DEVELOPMENT CONTEXT

2.1 PLAN AREA
The lands in the proposed Area Structure Plan comprise the south half of Section 5, Township 53, Range 27, west of the 4th Meridian. The total area of these lands is approximately 120 ha.

2.2 LOCAL SETTING & ACCESS
Boundaries of the Plan area are shown on Exhibit 2 and include:

- to the south, Highway 16A;
- to the east, Campsite Road;
- to the west, Range Road 275 (Boundary Road);
- to the north, the north half of Section 5-53-27-W4.

The significance of the Highway 16A boundary for these lands cannot be overstated. This roadway will over time become the "Centre Street" of Spruce Grove, extending to Stony Plain and serving as the main intra-region spine road for local traffic. Highway 16 has become the dominant highway access for through-traffic/bypass traffic.

With a "Centre Street" address, combined with the geographic centrality of the site, the ASP lands are well situated to accommodate regional level uses. Lands to the east and southeast of the site, along Highway 16A, are heavily developed with regional level retail and commercial uses, evidence of the significance of this spine.

The ASP lands are accessible from Campsite Road on the east, Boundary Road on the west and Highway 16A from the south. Access from Highway 16 will be possible via Campsite Road in the ultimate regional transportation plan.

The recent development of the TransAlta Tri-Leisure Centre to the north of the ASP lands will attract residential development.

2.3 TOPOGRAPHY
Exhibit 3 presents the topography, natural and man-made features of the Plan area. The topography of the Plan area can be described as gently undulating, typical of lands in many parts of the City. It generally falls from the south to the north, some 10 metres or approximately 1%.

2.4 SOILS & GEOTECHNICAL
Generally the soil found in this area is comprised of silty clay and clay till. In general, the soil is suitable for conventional construction procedures.

2.5 VEGETATION
As a result of past agricultural practices, most of the mature vegetation within the Plan area has been eliminated.

An upland native forest stand located in the northern portion of the Plan area is identified as a locally significant environmental site in the MDP and will be retained in its natural form to the extent feasible. A separate study assessing its viability has been prepared and was accepted by the City as part of Bylaw No. C-489-03.
2.6 EXISTING LAND USES

Most of the lands in the Plan area are currently being used for agricultural purposes.

The northeast corner of the property is under development for residential use including a stormwater management facility and approximately 100 single-family units. The southeast portion of the site has a small temporary landscape supply operation. Both uses are consistent with the approved Bylaw.

2.7 PIPELINE CORRIDOR

An 18-metre wide oil pipeline right-of-way (Trans Mountain Oil) passes diagonally through the southwest portion of the Plan area. The pipeline transports liquid products such as crude oil, condensate, heavy oil and other refined products. There is also a 5-metre wide Northwestern Utilities gas pipeline that runs alongside.

These pipeline rights-of-way will remain in their existing locations. There are no development setback requirements and no buildings are proposed on the rights-of-way. Landscaping and construction of walkways and parking lots are allowed subject to approval of Trans Mountain Oil Company.

2.8 LAND OWNERSHIP

The majority of lands within this neighbourhood are owned by Wind Dancer Properties Ltd., who is currently the registered and beneficial owner. According to Plan 4380 HW and 9223214 the oil pipeline right-of-way comprises 0.75 ha, and the gas pipeline comprises 0.2 ha. The City of Spruce Grove owns 1.93 ha along the Highway 16A land previously held by the Province for road widening. The ownership breakdown is presented below.

<table>
<thead>
<tr>
<th>Land Ownership</th>
<th>Area (Hectare)</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wind Dancer Properties</td>
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<td>97.6</td>
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<tr>
<td>Trans Mountain Oil Pipeline Co.</td>
<td>0.75</td>
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</tr>
<tr>
<td>Northwestern Utilities</td>
<td>0.20</td>
<td>0.2</td>
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<tr>
<td>City of Spruce Grove</td>
<td>1.93</td>
<td>1.6</td>
</tr>
<tr>
<td><strong>Total Area</strong></td>
<td><strong>119.94</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

2.9 HISTORICAL RESOURCES

An assessment by Alberta Culture was previously carried out. There are no historical resources that may affect development of these lands.

2.10 ADJACENT LAND USES

Lands directly to the east of the ASP have been developed for “big box” and strip retail use along Highway 16A.

Lands to the north accommodate the TransAlta Tri-Leisure Centre as well as some residential development and a church. Lands to the south and west remain in agricultural use.
3. POLICY CONTEXT

The West Central Area Structure Plan amendment has been prepared in the context of the applicable development policies and objectives governing this area.

Spruce Grove Municipal Development Plan

The Spruce Grove Municipal Development Plan (MDP) sets out goals, objectives and policies to guide the future development of the City. The underlining philosophy of the MDP is to allow for the development of a balanced community providing a variety of residential settings with a full range of community and commercial services, and local employment opportunities. The amended Area Structure Plan is consistent with the MDP.

Spruce Grove Parks & Open Space Master Plan

The ASP amendment responds to the goals, objectives and guidelines of the Master Plan. The amendment:

- identifies a 5.2 ha woodlot for Municipal Reserve;
- introduces a major 16-metre wide trail as a circulation and recreation opportunity for pedestrians and non-motorized vehicles to be secured as City owned Public Utility Lot;
- ties into proposed linkages to park sites to the north;
- redesigns and increases the size of a neighbourhood park in the east;
- adds a new 2.5 ha active recreation park adjacent to the church site.

3.1 POLICY CONFORMANCE

The Area Structure Plan amendment conforms to the following goals, objectives and policies of the City of Spruce Grove Municipal Development Plan.

Open Space/Environment:

- **Goal 2.1.1**

  To conserve and enhance the City’s natural resources (urban forest, wet lands, wildlife habitat) through their integration with urban development.

  The 5.2-ha natural tree stand in the north central portion of the ASP has been identified in the MDP as having local environmental significance. It will be preserved as a feature in the development plan through dedication as MR.

Neighbourhood Development

- **Goal 2.2.1**

  To create neighbourhoods which have individual identities, but are inter-linked with one another to promote social interaction.

  The ASP lands have the ability to be developed as sub-neighbourhoods with individual identities. Pedestrian and road linkages will permit easy interaction between sub-neighbourhoods.

  The ASP allows the opportunity for many housing forms under all tenure possibilities.
Goal 2.2.2

To promote social interaction in Spruce Grove.

The Multi-Use Trail will be a pedestrian and bicycle link from Stony Plain to the TransAlta Tri-Leisure Centre to the north of this proposed ASP. The adjacent retail development will attract local and sub-regional visitors to what will become a year round community activity zone.

Commercial Services:

Goal 2.3.1

To encourage the development of a broad range of commercial services in Spruce Grove.

Within the ASP, all levels of commercial services can be accommodated, from the regional to the local level.

Goal 2.3.2

To recognize the functional differences between the various types and scales of commercial activity in Spruce Grove, and to designate the areas for such development.

Vehicular-oriented commercial services will be developed with access from Highway 16A.

Regional and local opportunities will have multiple access points including Highway 16A, Campsite and Boundary Roads, and McLeod Avenue.

The aesthetic character of development should complement the civic and regional identity of the uses in the ASP. The City’s “Highway 16A Corridor Enhancement” report will be consulted.

Community Character:

Goal 2.5.1

To identify and protect natural vistas.

Goal 2.5.2

To create opportunities for a broad range of social and aesthetic community experiences.

The tree stand designated as a significant natural feature is protected and highlighted in the plan.

The range of uses in the ASP work together to create a vibrant, exciting, social and aesthetically pleasing community. At the same time, neighbourhood parks can be created with individual character and local scale.

The Multi-Use Trail will allow a variety of positive community experiences for many residents by linking parks and open spaces and recreation facilities.

Goal 2.5.4

To integrate local commercial development with other neighbourhood facilities to create community focal points.
A comprehensive walkway system will connect pedestrians and cyclists to commercial, park, institutional, and residential uses.

Community Services:

- **Objective 3.4**

  *To encourage diversity in neighbourhood living experiences.*

  The amendment offers a variety of residential/community living experiences. The multi-family developments adjacent to commercial development will attract residents desiring that proximity; pockets of low density development will back onto trails, parks and/or the tree stand; lifestyle housing in association with the church can be accommodated.

- **Objective 3.5**

  *To recognize and provide a range of parks and recreation experiences varying in scale and service area.*

  Access to neighbourhood and regional recreation experiences are provided through the road and trail system.

- **Objective 3.8**

  *To ensure that community service facilities are appropriately located relative to their service populations.*

  The West Central ASP encourages diversity in living experiences through the diversity of land uses and housing forms that can be accommodated.

  Land uses and facilities range from local to regional scale. Parks can range from those serving the local residential neighbourhood to the “urban forest” which functions as a regional feature.

  The provision of community/regional commercial lands permits the active pursuit and development of facilities to meet citizens needs on a timely basis when they are required.

  The central location of the lands in the region allows equal access for local and regional populations.

Transportation:

- **Goal 4.1.1**

  *To provide a safe and efficient road system which will also support a desired urban form.*

- **Goal 4.1.2**

  *To recognize and enhance the role of community streets as potential social places in addition to their functional role in the urban transportation system.*

  The plan recognizes the City’s Master Transportation Plan and maximizes the land use opportunities associated with the Plan.

  The internal road network focuses on moving vehicles safely and efficiently. Pedestrian linkages such as the Multi-Use Trail will encourage people to get out of their cars and walk between the major uses in the ASP. This will make the streets safer and friendlier and encourage social interaction.
• **Objective 4.1.6**

To minimize the adverse effects of major transportation facilities on adjacent land uses.

The downgrading of Highway 16A to Boundary Road as a 60 km/h road eliminates the need for major interchanges. A "Centre Street" theme can be developed and implemented. Design guidelines have been established by the City in the Highway 16A Corridor Overlay along the entire length of Highway 16A in the ASP area.

Other roads such as McLeod Avenue can be made more friendly by fronting residences on the Street and/or allowing more local road access to them. This creates a safer pedestrian environment as well as "calming" traffic. The intent is to prohibit front drive garage access onto McLeod Road.

**Utility Services:**

• **Goal 4.2.1**

To provide, on a timely basis, and maintain an appropriate service infrastructure with sufficient capacity to accommodate urban growth.

• **Goal 4.2.2**

To minimize the impact of major utility facilities on the environment and on adjacent development.

The sequence of development will not create a burden on utility services. Development should occur in a technologically and fiscally sound fashion.

A sanitary service trunk has been extended into the ASP area with capacity to accommodate development.

Stormwater management facilities are planned in the ASP to also serve as green space amenities.

Water and other utility services are already extended into the ASP area.

**Economic Development:**

• **Objective 5.3**

To encourage the provision of a full range of commercial, cultural, and recreational services and opportunities to the surrounding rural and urban communities.

The ASP provides land for the development of commercial, retail, tourism and related facilities; hotel; passive and active recreational facilities at the local and regional levels.
4. DEVELOPMENT CONCEPT

The development concept proposed in the amended ASP outlines the parameters for development of these lands given current City policies and guidelines, while responding to current and anticipated market requirements.

4.1 DEVELOPMENT OBJECTIVES

The primary objective of the Plan is to create a framework to accommodate residential, commercial, retail and open space development. The lands in this ASP will continue to meet the City's and region's long term needs in this regard.

4.2 PLANNING CONCEPT

The land use concept for the ASP amendment is presented in Exhibit 4. The focus of the plan is a regional supply of lands for retail and commercial use, focusing on Highway 16A. Through specific provisions of the Land Use Bylaw and through developer administered architectural guidelines, an aesthetic development will be achieved befitting the corporate image of the City and region.

The balance of the lands will be used for residential and community based uses.

There are multiple major access points to the development. The primary accesses are from Highway 16A, Campsite and Boundary Roads. The development’s east/west collector road (McLeod Avenue) also serves as a separator between the predominantly low-density residential components of the neighbourhood, and the commercial/retail/multi-family elements to the south.

Two collector road linkages to the lands to the north (West Area Structure Plan) also provide for vehicular access from those lands and to the future Grove Drive.

The planning concept has a strong pedestrian orientation and proposes pedestrian access between ASP areas via a walkway system. A particularly strong walkway element is the Multi-Use Trail. This strong walkway feature is intended to provide a pedestrian linkage between downtown Stony Plain through the ASP to the Tri-Leisure Centre to the north.

Other green spaces planned are a neighbourhood park, an “urban forest” feature and an active recreation park with sports fields adjacent to medium and high density residential development and a church site, all integrated with the neighbourhood walkway system.

The stormwater management system will also be linked by walkways and incorporate walkways providing additional greenway linkages through the ASP lands.

Medium and high density housing opportunities can be provided for seniors; those requiring affordable housing; and for residents requiring proximity to the commercial area. The sites offer good access to roadways and community facilities.

A church site and cemetery are proposed in the northwest portion of the ASP.
4.3 **RESIDENTIAL**

A broad range of housing types may be developed in the plan area including:

- single detached development;
- semi-detached development;
- medium density townhouse development;
- lowrise apartment development.

**Low Density Housing**

Low-density housing will be located north of the proposed McLeod Avenue. The principle of cul-de-sac development for this housing form will be pursued to provide a quiet residential environment.

A system of pedestrian and bicycle linkages using rights-of-way, walkways and sidewalks will connect the cul-de-sacs to each other and to the open space features of the area. Stormwater management routes can also be used as local pedestrian and bicycle linkages.

Through the development of similar single detached and semi detached housing forms within sub-neighbourhoods with their own internal roadway network, identifiable neighbourhood sub-units with their own image can be achieved. Low-density units will be planned at an assumed density of 19.5 units/ha.

**High Density Housing**

High-density housing is proposed in the northwest and west portions of the Plan.

The sites south of McLeod Avenue are intended as housing for those residents who may want walking access to commercial and retail uses. These residents tend to be seniors and the younger age groups who may work in these establishments. They may have limited access to cars.

The high-density sites in the northwest portion of the ASP will be attractive to a broader market base including lifestyle housing geared to adults and seniors. These sites are larger than the maximum 1.2 ha allowed for high density housing, but they will be subdivided to 1.2 ha sites or less at a later date.

**Medium Density Housing**

A 3.8 ha medium density parcel is located on the northwest side of the Plan area, bounded by collectors on two sides. The housing form contemplated is townhousing or other ground oriented multi-family development. The proximity to the institutional uses suggests some form of lifestyle housing may be appropriate, i.e., seniors congregate care; church community housing; etc. Traditional multi-family development is also compatible.

4.4 **COMMERCIAL**

The Plan Area lends itself to the creation of a hierarchy of commercial uses which can be characterized as:

- **Vehicular-Oriented Commercial** - commercial intended to serve vehicular traffic adjacent to arterial roadways and highways.

- **Regional & Local Commercial** - oriented to the development of retail and service outlets focusing on the West Central ASP area as well as regional markets.
Vehicular-Oriented Commercial

These lands are oriented to Highway 16A and would accommodate such highway commercial uses as identified in the City Land Use Bylaw.

Regional & Local Oriented Commercial

The ASP land will be a major attractor for the region and form the major retail focus for the ASP. This area will be accessible to pedestrians and vehicles. The developments occurring will be of visual interest, incorporated in a park-like setting and be accessible to pedestrians and vehicles.

The opportunity exists to create a themed festival market environment on these lands. The order of retail uses which can occur range from a farmers market to high order specialty retail including custom-made articles.

4.5 PARKS & OPEN SPACE SYSTEM

There are three major parks/open space opportunities in the ASP.

- a major natural park;
- a neighbourhood park in the west;
- a neighbourhood park in the east.

In addition, playing fields are planned at the nearby TransAlta Tri-Leisure Centre in the ASP to the north.

Natural Park

A major natural park area comprising 5.2 ha is proposed in the north area of the site. This park will contain a large existing natural tree stand, designated by the City as having local environmental significance. The site is easily accessible for day-to-day use and will be incorporated into the open space system for the area. The tree stand will be a significant feature along the Multi-Use Trail. A natural site assessment has been submitted in support of this component in the ASP.

Neighbourhood Park

A 2.5 ha neighbourhood park is proposed in the western multi-family residential component of the ASP. The park will be primarily for the use of local residents with opportunities for active recreation, such as sports fields. It will be connected to City level park space through lineal multi-use pathways.

Another 1.58 ha open space area has been reconfigured in the northeast sector of the plan area.

The remainder of the Municipal Reserve requirement may be satisfied through cash-in-lieu to the City at the time of subdivision.

Linkages

Parks/open spaces will be connected via an extensive pedestrian/open space system which will include utilization of the pipeline right-of-way and walkway connectors. Walkway connections to the stormwater management facilities (major open space amenities) will also be provided.

All parks will be developed based on City of Spruce Grove guidelines. The area dedicated for park use totals 9.4 ha or 8.0% of the gross developable area.
Trail

The Multi-Use Trail is an initiative to connect the TransAlta Tri-Leisure Centre north of the ASP to downtown Stony Plain by a multi-use trail and greenway. The trail consists of a 16 m right-of-way through the proposed ASP area, with opportunities for landscaping and designated rest areas. This trail will not be credited as Municipal Reserve due to a land swap between the Owner of these lands and the City of Spruce Grove, whereby the Owner will gain 1.93 ha of land along the south boundary of the ASP adjacent to Highway 16A in exchange for 1.51 ha needed for the trail. The differential of 0.42 ha will be resolved at a later date by providing the City an equivalent of land/value in a mutually agreed to fashion.

4.6 INSTITUTIONAL

A 1.6 ha site has been identified to accommodate church uses and a cemetery in the northwest area of the Plan. Access would be off Boundary Road.

4.7 CIRCULATION

The nature of the City/regional circulation system will change in character as the City develops. The Area Structure Plan anticipates these changes.

The major system change anticipated is the eventual reclassification and operation of Highway 16A to the major intra-city and inter-regional arterial road. This road will be the premier east/west road carrying the majority of traffic within the City and between communities. Three access points to the Plan Area are proposed from this road.

North and south traffic will be accommodated on Campsite and Boundary Roads. Campsite Road has interchange access from Highway 16. Access off these roads will be made possible via McLeod Avenue, the internal collector serving the Plan Area.

Access to the adjacent lands north of the Plan Area will be allowed from two collector roadways with connection to Grove Drive to the north.

A Transportation Impact Assessment for development of the ASP lands has been prepared. The study supports development and identifies the road upgrades that should occur over time to support development.

4.8 SCHOOLS

The following table indicates an estimate of school population based on the unit/population generations for the Plan area. If the multi-family developments become adult lifestyle developments, student generations will be lower. The range of students generated reflects the density ranges for development presented in Figure 5.

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<thead>
<tr>
<th>School</th>
<th>Elementary</th>
<th>Junior</th>
<th>Senior</th>
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</thead>
<tbody>
<tr>
<td>Public</td>
<td>352 - 513</td>
<td>146 - 190</td>
<td>113 - 143</td>
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<tr>
<td>Separate</td>
<td>148 - 215</td>
<td>65 - 86</td>
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<tr>
<td>Total</td>
<td>500 - 728</td>
<td>210 - 274</td>
<td>149 - 190</td>
</tr>
</tbody>
</table>

4.9 LAND USE STATISTICS

The land use statistics for the Area Structure Plan are presented as Exhibit 5.
# West Central Area Structure Plan Amendment

## Proposed Land Use and Population Statistics

### Exhibit 5

<table>
<thead>
<tr>
<th>Area (ha)</th>
<th>% of GDA</th>
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<tbody>
<tr>
<td><strong>Gross Area</strong></td>
<td>119.6</td>
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<tr>
<td>Trans Mountain Oil Pipeline</td>
<td>0.75</td>
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<tr>
<td>Northwestern Utilities Gas Pipeline</td>
<td>0.2</td>
</tr>
<tr>
<td>Boundary Road Widening (17m)</td>
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<tr>
<td>Campsite Road Widening (7m)</td>
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<td><strong>Gross Developable Area</strong></td>
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### Circulation:

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<th>Area (ha)</th>
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<td>Rotary Trail</td>
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<td>Dispersed Parks\Natural Tree Stand*</td>
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<td>Low Density Residential</td>
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<td>High Density Residential**</td>
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<td>Commercial</td>
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<td>Institutional</td>
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<tr>
<td><strong>Totals</strong></td>
<td>117.0</td>
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### Distribution of Units Population Density

<table>
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<tr>
<th>Area (ha)</th>
<th>Units</th>
<th>% of Total Units</th>
<th>Population</th>
<th>Density (pph)</th>
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</thead>
<tbody>
<tr>
<td>Low Density Residential</td>
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<td>614</td>
<td>2,088</td>
<td>66.3</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>3.8</td>
<td>251</td>
<td>627</td>
<td>165.0</td>
</tr>
<tr>
<td>High Density Residential**</td>
<td>2.9</td>
<td>252</td>
<td>505</td>
<td>174.0</td>
</tr>
</tbody>
</table>

### Legacy Park Density

27.5 persons per gross developable hectare

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*The remainder of the 10% Municipal Reserve requirement may be satisfied through cash-in-lieu to the City at the time of subdivision.

**High Density residential sites to be 1.2 hectares or less.
5. SERVICING

The servicing requirements for this ASP are described below. Exhibits 6, 7 and 8 graphically present the proposed servicing concepts.

5.1 STORM

The subject lands slope generally north and all pre-development run-off flows through defined ditches into Atim Creek. The post-development drainage scheme will incorporate stormwater management facilities that control discharge into the existing drainage courses/ditches to pre-development rates or as defined by the City of Spruce Grove. Presently, two (2) stormwater management facilities are being proposed. One has been built, a 1.1 ha stormwater management facility. Facilities will discharge into existing ditches, which eventually discharge into a downstream SWMF.

The final size of the second SWMF may change depending on Alberta Environment requirements and detailed engineering design.

5.2 SANITARY

The Capital Region Sewage Commission’s transmission main is located 800 m north of the north boundary of the subject lands. It is a 750 mm gravity main and is sized to accommodate the flows from this area. A 525 mm sanitary trunk has been extended from the north boundary to the tie-in and approximately 800 m of 450 mm sanitary pipe will be required within the subject lands to cater to future development to the south.

5.3 WATER

Water servicing will be provided to this area through an existing 300 mm watermain east and a 250 mm watermain. The first phase of development has tied into the 300 mm watermain located in Campsite Road. Future phases will tie to other existing watermains along the east and south boundaries and will be looped internally to supply sufficient pressures.

5.4 SHALLOW UTILITIES

Gas

Gas servicing exists along Campsite Road. This is a 273 mm steel main. Gas services have been extended into the first stage of development.

Power

Along the south and east sides of the subject lands are 25,000 volt power cables; along the west edge is a 14,400 volt cable. Servicing for this area will be provided from these adjacent lines.

Cable

An existing Shaw Cable line exists on the south side of Highway 16A that connects Spruce Grove and Stony Plain. The subject lands can be serviced from this line.

Telus

Telus servicing of the site must be done from the Telus main office. From there, cable will be laid to West Grove Drive and then south to Highway 16A. The service continues to the subject lands to a centralized point where it will feed the entire site.
6. **SEQUENCING OF DEVELOPMENT**

The sequencing of development is presented as Exhibit 9, reflecting current market and servicing considerations.

Consistent with the provisions of the Annexation Agreement affecting these lands, agriculture land tax status will be granted for all lands being used for agricultural purposes.