

## 5.0 Land Uses and Servicing

### 5.1 Preliminary Land Uses

**Map 5.1** illustrates a preliminary land use concept for the negotiated annexation areas, while **Table 5.1** below presents the preliminary land use breakdown of these areas. Both the concept and breakdown are the same as presented in Section 14.0 of the Growth Study Addendum.

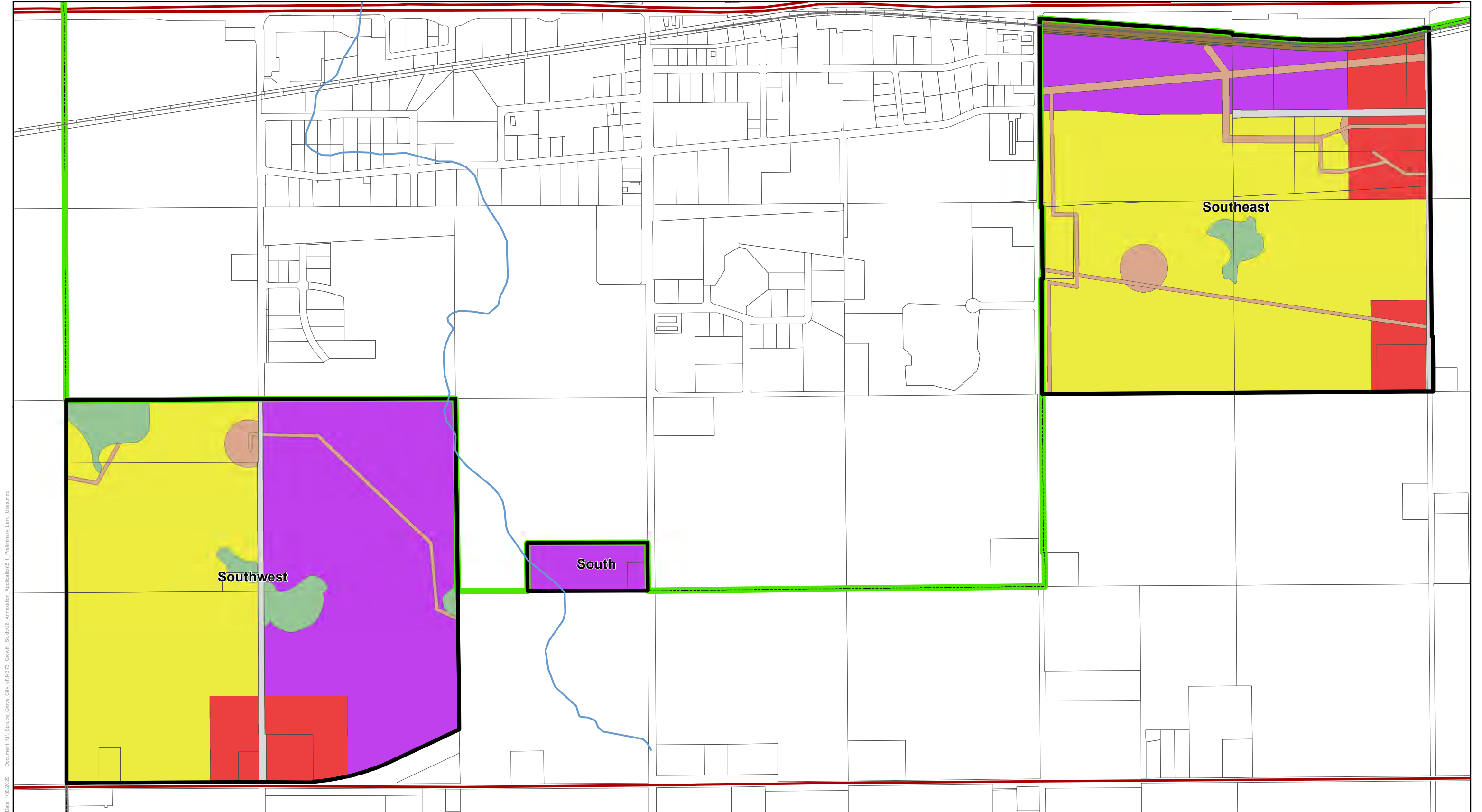
The allocation of preliminary land uses was based on sound land use planning principles and informed by input from the City's planning staff. The preliminary land uses are not intended to be binding. Ultimately, actual land uses will be assigned to the negotiated annexation areas after the Province renders its decision on the annexation application through an update to the City's MDP. The future land use designations that will apply to these lands through the MDP update will be informed by a more detailed technical review of development potential, sound land use planning principles, and input from the public, affected landowners and other stakeholders.

Table 5.1: Preliminary Land Use Breakdown of the Negotiated Annexation Areas

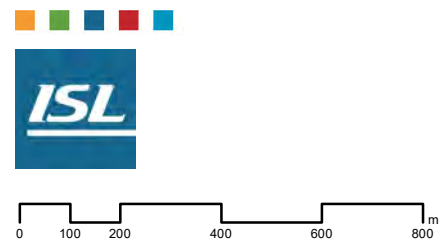
Land Use	Negotiated Annexation Areas (ha)			
	Southwest	South	Southeast	Total
<b>Gross Area of Negotiated Annexation Areas</b>	<b>256.9</b>	<b>10.1</b>	<b>246.6</b>	<b>513.6</b>
Environmental Reserve	12.5		3.2	15.7
Pipeline	2.5		13.7	16.2
Rail			8.4	8.4
Road Allowance	4.0		5.8	9.8
Well Setback	2.2		3.2	5.4
<b>Total Gross Developable Land</b>	<b>235.7</b>	<b>10.1</b>	<b>212.4</b>	<b>458.2</b>
Residential (including 75% Public Services)	111.2		154.5	265.7
Commercial	19.6		26.2	45.8
Industrial (including 75% Public Services)	104.9	10.1	31.7	146.7



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- |                          |             |                        |                        |
|--------------------------|-------------|------------------------|------------------------|
| Existing City Boundary   | Watercourse | Residential*           | Pipeline/Well Setback* |
| Proposed Annexation Area | Rail Line   | Commercial*            | Rail*                  |
| Other Municipal Boundary | Highway     | Industrial*            | Road Allowance*        |
| Parcel                   |             | Environmental Reserve* |                        |

\* The land use designations shown here are preliminary only. Ultimately, future land use designations will be formally assigned to lands within the proposed expansion areas through an update to the City's Municipal Development Plan after annexation is approved. Future designations for these lands will be informed by things such as: input from the public, affected landowners and other stakeholders through a public consultation program; more detailed technical review of development potential; and land use and infrastructure planning principles and best practices.

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SPRUCE GROVE 2019  
ANNEXATION APPLICATION  
MAP 5.1: PRELIMINARY LAND  
USES WITHIN ANNEXATION AREAS



## 5.2 Infrastructure Servicing

**Appendix J** features the negotiated annexation areas superimposed on the following infrastructure servicing concepts:

- Figure 4.8: Proposed Ultimate Water System and Annexation;
- Figure 6-2: Future Service Concept Map;
- Figure ES-2: Future Drainage Concept from the 2015 Stormwater Master Plan Update; and
- Figure 5.1: 2040 Road Network Plan from the 2012 Transportation Master Plan.

These concepts illustrate how the negotiated annexation areas will be serviced with municipal water, sanitary, stormwater, and roads respectively. Figure 4.8 in **Appendix J** was extracted from the City's May 2015 Water Master Plan Update. Figure 6-2 was extracted from the City's September 2013 *Sanitary Sewer Master Plan (2012)*. Figure ES-2 was extracted from the City's October 2015 *Stormwater Master Plan Update*. Figure 5.1 was extracted from the *2012 Transportation Master Plan (May 2012)*. Refer to these infrastructure master plans for greater detail.

The City's intent is to service the negotiated annexation areas with:

- an expanded municipal water system consisting mainly of 250 mm, 300 mm, and 400 mm water mains;
- extension of gravity sanitary sewers, principally the Pioneer Trunk and the Boundary Trunk, to convey flows from the south to north;
- existing drainage courses and ditches and future stormwater mains and management facilities; and
- a series of improved arterial roads – Campsite Road, Golden Spike Road, Century Road, and Pioneer Road – to provide north-south connectivity, a new east-west arterial road between Golden Spike Road and Campsite Road, and numerous collector roads.

The estimated timing of the infrastructure projects necessary to support future growth in the City's current boundary and the negotiated annexation areas up to 2042 is illustrated in Map 30 of the Growth Study Addendum (see **Appendix G**). Greater detail on the estimated capital projects is presented on pages 62, 69 and 70 of the Annexation Financial Impact Assessment Addendum (see **Appendix F**).

The City will continue to provide water, sanitary, stormwater, and transportation servicing in accordance with four previously approved infrastructure master plans mentioned above.