

## **WEST CENTRAL AREA STRUCTURE PLAN**

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### ***Consolidated Edition***

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West Central Area Structure Plan Bylaw C-1016-17 was adopted by Council on March 15, 2018.

**This “Consolidated Edition” was published in May 2025, and incorporates all amendments and additions up to Bylaw C-1348-24 as referenced below:**

*Bylaw C-1334-24 Passed July 22, 2024, to redefine an area of commercial land use north of Highway 16A to Mixed Medium to High Density Residential land use.*

*Bylaw C-1348-24 Passed March 24, 2025, to redefine the undeveloped residential and open space lands situated north of the future east-west collector road (McLeod Avenue) for creating a more efficient and functional plan.*

All reasonable attempts were made to accurately reflect the original Bylaws, and except as noted within this paragraph, all text changes are referenced in the right margin and italicized.

This “Consolidated Edition” is intended for convenience only, and in case of uncertainty the reader is advised to consult the original Bylaws that are available at the City Clerk’s Office.

City of Spruce Grove  
Planning and Development

**THE CITY OF SPRUCE GROVE**

**BYLAW C-1016-17**

**WEST CENTRAL AREA STRUCTURE PLAN**

WHEREAS, pursuant to the Municipal Government Act, R.S.A. 2000, c. M-26, including amendments, a municipality may adopt and amend an area structure plan;

AND WHEREAS, the City of Spruce Grove wishes to replace Bylaw C-215-93, the Regional Centre Lands Area Structure Plan Bylaw, and amendments thereto, with the West Central Area Structure Plan.

NOW THEREFORE, the Council for the City of Spruce Grove, duly assembled, hereby enacts as follows:

1. This bylaw is called "West Central Area Structure Plan".
2. That the West Central Area Structure Plan, as outlined in Schedule 1 is attached to and forms part of this bylaw.
3. That Bylaws C-215-93, C-489-03 and C-610-06 are hereby repealed.

This bylaw shall come into force and effect when it receives third reading and is duly signed.

First Reading Carried 14 November 2017

Public Hearing Held 12 March 2018

Second Reading Carried 12 March 2018

Third Reading Carried 12 March 2018

Date Signed 15 March 2018

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Mayor

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City Clerk

# **WEST CENTRAL AREA STRUCTURE PLAN**

Schedule 1 – West Central Area Structure Plan (C-1016-17)

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# 1.0 Introduction

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This West Central Area Structure Plan (ASP) repeals Bylaw No. C-610-06 (the West Central ASP Amendment) and Bylaw No. C-489-03 (the West Central ASP), and includes the land use, transportation and servicing policies and concepts for the Plan area.

This ASP has been prepared by ISL Engineering and Land Services Ltd. on behalf of the landowner.

## 1.1 Background

In 2004, City Council approved Bylaw No. C-489-03, the West Central ASP, which superseded the 1993 Regional Centre ASP. This version of the West Central ASP was updated to reflect the land use designations and transportation network alignments of the City's Municipal Development Plan (MDP).

In 2006, City Council approved Bylaw No. C-610-06 to amend the West Central ASP. The amendment consisted of a revised development concept and associated text amendments. The revised concept added a medium density residential site, relocated park/open space areas, realigned pedestrian linkages, removed a mixed use area, and added the residential lots within the Legacy Park subdivision.

Since 2006, new regional and municipal plans, and new municipal policies, regulations, guidelines, studies and conditions have been approved, prepared or emerged and warrant an amendment to the ASP. This ASP considers or includes the following:

- the Capital Region Growth Plan (2010);
- the City of Spruce Grove MDP (C-960-16);
- the City of Spruce Grove's requirements for ASPs, including Corporate Policy 7000;
- the City of Spruce Grove's Land Use Bylaw (C-824-12);
- the recommendations of a new Transportation Impact Assessment (2017) and an Environmental Impact Assessment (2017) for the ASP lands;
- the addition of a new school/park site and a new park;
- a realignment of the trail network;
- a larger stormwater management facility and new alignments for sanitary, water and stormwater services;
- new alignments for the two north/south collector roads;
- a shift of Highway 16A all-directional access eastward to align with the intersection identified on the south side of Highway 16A in the Shiloh ASP; and
- Highway 16A surplus right-of-way lands.

## 2.0 Development Concept

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### 2.1 Plan Area

The lands in this ASP comprise the south half of Section 5, Township 53, Range 27 west of the 4th Meridian. The total area of these lands is 119.5 ha.

### 2.2 Plan Boundaries and Access

Boundaries of the Plan area are shown on **Figure 1 – Context Plan** and include:

- to the south, Highway 16A;
- to the east, Jennifer Heil Way;
- to the west, Range Road 275 (Boundary Road); and
- to the north, the north half of the Section 5-53-27-W4M.

The ASP lands will be accessible from Jennifer Heil Way on the east, Boundary Road on the west, future Copperhaven Drive and Spruce Ridge Road from the West Area Structure Plan area to the north, and Highway 16A from the south.

### 2.3 Topography

**Figure 2 – Existing Conditions** presents the topography, and natural and man-made features of the Plan area. The topography of the Plan area is gently undulating, and typical of lands in many parts of the City. It generally falls from the south to the north, some 10 metres or approximately 1%.

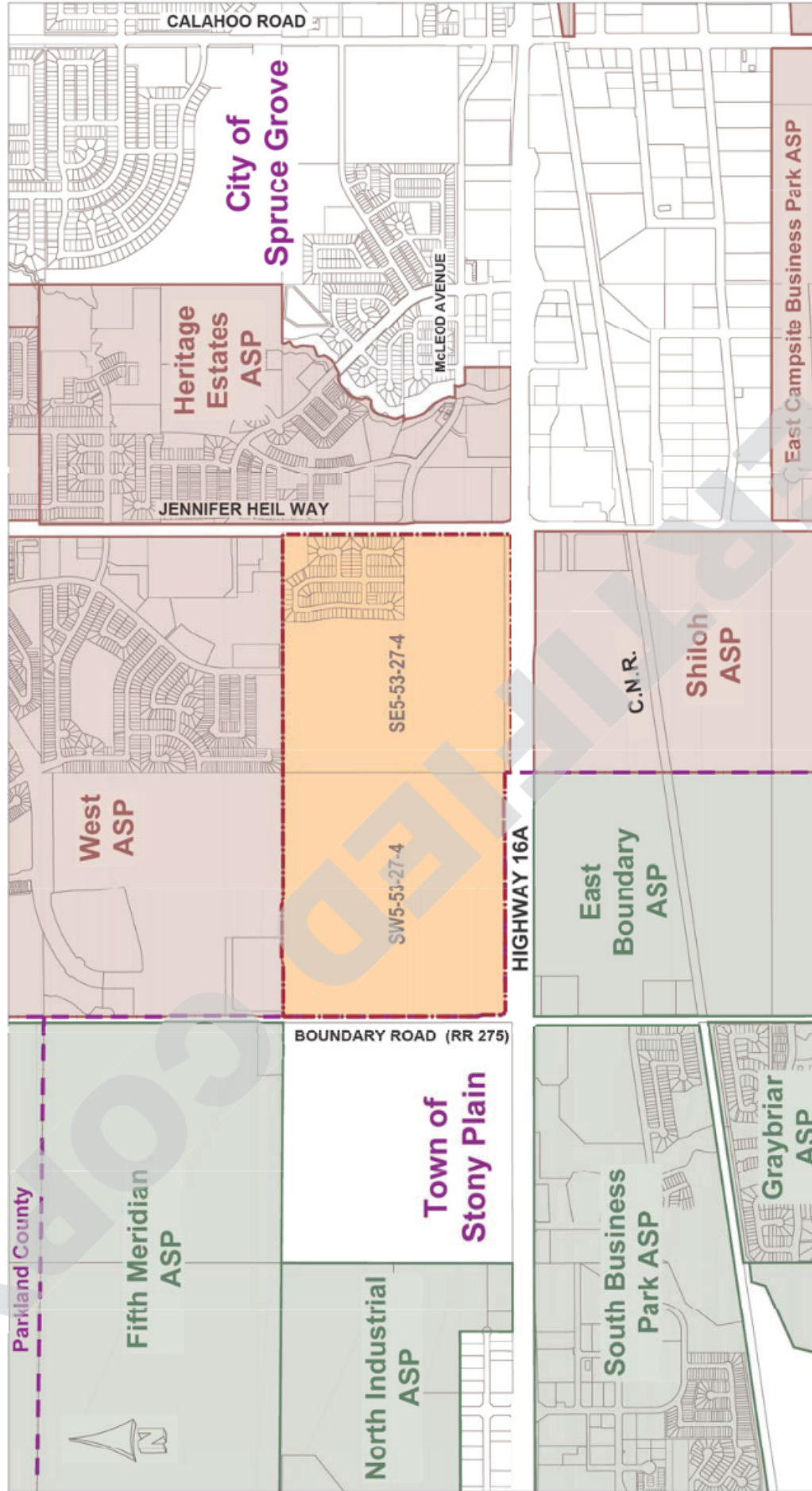
### 2.4 Soils and Geotechnical

J.R. Paine & Associates Ltd. conducted a geotechnical investigation of the Plan area in 2008. 26 test holes were drilled to assess soil and groundwater conditions, and conditions for site grading, residential and commercial construction, installation of surface and underground utilities, and the construction of stormwater management facilities. The general soil stratigraphy of the Plan area consists of topsoil overlying lacustrine clays and silts. The investigation concludes that these soil conditions are generally suitable for urban development, and contains guidelines for construction, including: the provision of weeping tile lines for all dwellings; and geotechnical investigations for each commercial site.

### 2.5 Vegetation and Wetlands

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. The stand will be retained in its natural form to the extent feasible. An Environmental Impact Assessment (EIA) assessing the stands viability and boundary was first prepared in 2003 (by IBI Group) and accepted by the City as part of Bylaw No. C-489-03.



## CONTEXT PLAN

WEST CENTRAL  
AREA STRUCTURE PLAN  
City of Spruce Grove

Scale: 1:20,000



### LEGEND

- West Central ASP Plan Area
- City of Spruce Grove ASP
- Town of Stony Plain ASP
- Municipal Boundary

FIGURE 1

February 2018





## EXISTING CONDITIONS

WEST CENTRAL  
AREA STRUCTURE PLAN  
City of Spruce Grove

### LEGEND

- Wetlands
- Tree Stand
- Artificial Features
- Berm
- Abandoned Wellsite

### LEGEND

- ASP Boundary
- Municipal Boundary
- Index Contours (2.5m interval)
- Intermediate Contours (0.5m interval)
- Existing Drainage Direction

Note:  
All contour values are oriented  
in an uphill direction of slope.  
Contour isolines are shown in  
0.5 metre intervals.

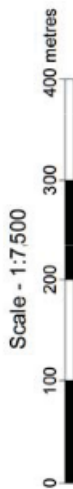


FIGURE 2

February 2018

ISL prepared a desktop EIA for the Plan area in July 2017. The EIA includes a description of the biophysical features of the Plan area (excluding the Legacy Park subdivision), results of a site reconnaissance visit conducted on July 6, 2017, potential impacts, and recommendations for mitigation. The site reconnaissance identified an abundance of dead trees that have high habitat value to wildlife within the upland native forest stand located in SW5-53-27-4, six wetland features including one wetland complex, as shown on Figure 2, and soil berms located in the north and east portion of the Plan area that do not occur before 2002. None of the wetlands meet the requirements to be Crown claimable based on the Guide for Assessing Permanence of Wetland Basins (Alberta Environment and Parks 2004). The EIA provides best management practices to protect soil, groundwater, surface water, wetlands, native vegetation, and wildlife habitat.

The EIA also recommends the following: a forest stand hazard assessment be completed; and a development setback adjacent to the forest stand be established. The setback width should be, at minimum, the distance of the tree stand drip line.

## 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 has been developed for residential use including a stormwater management facility and single-family residential units.

## 2.7 Pipeline Corridors

An existing 18-metre wide Trans Mountain Pipeline right-of-way (registered Plan 3625 HW) passes diagonally through the southwest portion of the SW 5-53-27-W4M within the Plan area. This existing 610 mm (24 in) pipeline transports liquid product such as blended crude bitumen, crude oil, and synthetic crude oil. A new pipeline right-of-way for a 914 mm (36 in) pipeline is proposed by Trans Mountain Pipeline to locate parallel to the east side of the existing Trans Mountain Pipeline right-of-way. The ultimate alignment of this new pipeline right-of-way is subject to further discussion with the surface landowner. There is also a 5-metre wide ATCO Pipeline's (originally Northwestern Utilities) right-of-way (registered Plan 9223214) that transitions to a 9-metre wide right-of-way (Instrument 922 340 633). Both AbaData and ATCO Pipelines confirm no physical pipeline is present within this right-of-way. There are no buildings proposed within the existing pipeline rights-of-way. Building setback requirements from the boundary of any pipeline right(s)-of-way shall be in accordance with the City of Spruce Grove Land Use Bylaw and current Alberta Energy Regulator (AER) policy.

ATCO Pipelines has registered interests on title for the SW 5-53-27-W4M for low pressure gas distribution through instruments:

- 922 133 059 – Utility Right of Way
- 922 386 069 – Partial Discharge of Utility Right of Way 922 133 059
- 922 398 439 – Utility Right of Way
- 932 034 257 – Partial Discharge of Utility Right of Way 922 398 439

ATCO Pipelines has advised that they will work with the landowner to delineate right-of-way requirements at the time of subdivision.

Three abandoned wells are located within adjacent road rights-of-way. One is located within Boundary Road, and the remaining two are located within Jennifer Heil Way and at the northwest corner of Highway 16A and Jennifer Heil Way. The wells were drilled in 1951 and 1953 and were abandoned a day after they were drilled. These were likely exploratory wells and appear to have never been in production. As per the November 1, 2012 amendment to the Subdivision and Development Regulation and Directive 079: Subsurface Development in Proximity to Abandoned Wells from the Alberta Energy Regulator, the well sites should be reviewed at the time of subdivision or development and setbacks provided, if necessary.

## 2.8 Land Ownership

The majority of undeveloped lands within the Plan area are owned by Wind Dancer Properties Ltd., who is currently the registered and beneficial owner. The City of Spruce Grove owns 1.81 ha along Highway 16A, which is land that was previously held by the Province for road widening. The Plan area land ownership breakdown is presented below:

**Table 2.1: Land Ownership**

|                      | Land Ownership            | Area (Hectares) | Percent |
|----------------------|---------------------------|-----------------|---------|
| <i>Editor's Note</i> | <i>Private Landowners</i> | 106.22          | 88.9    |
|                      | Legacy Park Subdivision   | 11.37           | 9.5     |
|                      | City of Spruce Grove      | 1.81            | 1.5     |
|                      | Total Area*               | 119.5           | 100.0%  |

\* Note: Total area and percent calculation is rounded.

## 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 residential and commercial/retail use. Lands to the north accommodate residential and commercial development, the Fuhr Sports Park, TransAlta Tri-Leisure Centre, and a church. Lands to the south, across Highway 16A accommodate a visitor information centre, Spruce Grove Rotary Park, and a future RCMP detachment. The lands to the west remain in agricultural use.



## 3.0 Policy and Regulatory Context

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The West Central Area Structure Plan has been prepared in the context of applicable regional and municipal goals, objectives and policies governing the Plan area and with existing, adjacent plans.

### **Capital Region Growth Plan (2010)**

The Capital Region Board (CRB) includes 24 member municipalities, including the City of Spruce Grove. The key land use policy document of the Board is the 2010 Capital Region Growth Plan (CRGP).

In October 2016, the Capital Region Board approved the Edmonton Metropolitan Region Growth Plan (EMRGP) as the new policy document to guide decisions in the region. The EMRGP represents a substantial update of the 2010 CRGP, which will remain in effect until EMRGP approval by the Government of Alberta. There is no specific timeline for that approval. This ASP has been prepared to align with the CRGP and the EMRGP, including the conceptual boundaries of Priority Growth Area (PGA) “A”. The residential density target assigned to PGA “A” is 25 – 30 dwelling units per net residential hectare (du/NRha). The West Central ASP meets the CRGP requirement, and the EMRGP minimum greenfield residential density of 35 du/NRha assigned to Spruce Grove, as it is currently planned for a density of 36.2 du/NRha.

### **City of Spruce Grove Municipal Development Plan - Your Bright Future (Bylaw C-960-16)**

The Spruce Grove Municipal Development Plan (MDP), approved in 2010, sets out the goals, objectives and policies to guide the future development of the City. The primary objective of the MDP is to provide a framework to direct growth and change in Spruce Grove to 2020 in a way that conforms to the City’s interpretation of community sustainability. The concepts of balance and adaptability underlie this framework.

The proposed West Central ASP, as identified in Section 3.1, is consistent with the goals, objectives and policies of the MDP.

### **City of Spruce Grove Land Use Bylaw (Bylaw C-824-12)**

The City’s Land Use Bylaw, approved in 2013, controls development of the lands within the West Central ASP. These lands are currently designated UR – Urban Reserve District, R1 – Mixed Low to Medium Density Residential District, and P1 – Parks and Recreation District.

A change from the UR District to residential, commercial, and institutional districts will be required in advance of development.

### **City of Spruce Grove Transportation Master Plan**

The 2012 Transportation Master Plan (TMP) presents a model for a safe, innovative, and sustainable transportation network, and provides a guide for future development. The TMP shows road patterns at various population horizons, and serves as a basis for preparing long-term Capital Plans for funding and construction of recommended improvements.

This ASP conforms to the TMP and provides arterial and collector roads, and arterial, collector and local trails in accordance with the TMP.

#### **City of Spruce Grove Parks and Open Space Master Plan**

The Parks and Open Space Master Plan (March 2007) provides a comprehensive plan for parks and open space in Spruce Grove. The Plan focuses on the principles of ecological integrity, livability, and creating a positive image and character of the City, and includes goals, objectives and policies designed to achieve these principles. The ASP responds to the goals, objectives and policies of the Plan and the City's requirements by identifying:

- A 5.2 ha upland native forest stand as a Major Open Space Node;
- A 4.0 ha K-9 school site;
- A 1.29 ha passive park/gathering space;
- A 1.24 ha outdoor sport and recreation field;
- An east/west pedestrian trail along the north side of Highway 16A; and
- An east/west pedestrian trail along the north side of McLeod Avenue.

#### **City of Spruce Grove Highway 16A Corridor Enhancement Study**

This 2001 Study provides a framework for developing a consistent and recognizable appearance through the Highway 16A corridor, and places an emphasis on landscaping, amenities, recreation, and general aesthetics. The corridor is envisioned as primarily including highway commercial development, and emphasizing vehicular-oriented resident and visitor traffic.

The West Central ASP is within the boundaries of the Study, and is aligned with its recommendations by including policy to meet the Study's landscaping, amenities, recreation, and general aesthetics goals.

#### **City of Spruce Grove Affordable Housing Policy Study**

This 2008 Study includes a review of the local housing market and provides recommendations for a municipal housing strategy. The Study's recommendations include, but are not limited to: the construction of 26 affordable rental units and four Habitat for Humanity homes; increasing densities and housing choice in new neighbourhoods; and updates to the LUB to allow more affordable housing.

The West Central ASP recognizes the importance of the Study, and identifies that developers may engage the City in discussion about demonstration projects and incentives, and designates a portion of the Plan area for mixed low to medium density residential housing and mixed medium to high density residential housing.

#### **Adjacent Area Structure Plans**

Three Area Structure Plans within Spruce Grove are adjacent to the West Central Area Structure Plan (ASP). They are the West ASP (Bylaw C-979-16), Heritage Estates ASP (Bylaw C-852-13) and Shiloh ASP (Bylaw C-915-15).

The West ASP applies to the lands north of the West Central ASP area, accommodates three schools, a mixture of residential, commercial and recreational uses, and provides

roadway (future Copperhaven Drive and Spruce Ridge Road) and trail alignments that will connect to the West Central ASP area.

The Heritage Estates ASP is located to the east of the West Central ASP, accommodates residential and commercial uses, and includes a trail network and collector roadway (McLeod Avenue) that link to the West Central ASP.

The Shiloh ASP applies to the lands south of the West Central ASP area, designates the majority of the lands for future residential, with the lands south of Highway 16A and north of the rail line designated for commercial and industrial uses. In addition, the Shiloh ASP locates a Highway 16A intersection 600 m west of Jennifer Heil Way.

Three ASPs outside the City of Spruce Grove are adjacent to the West Central ASP. The Fifth Meridian ASP (Bylaw 27-01) to the northwest is located in Parkland County and was approved prior to a recent annexation, and the South Business Park ASP Bylaw (1173) to the southwest, and the East Boundary ASP (Bylaw 2541) to the south are both located within the municipal boundaries of the Town of Stony Plain.

The Fifth Meridian ASP, located on the west side of Boundary Road, is primarily designated for agricultural uses, with small nodes designated for industrial, country residential and business/industrial uses. The lands in the east portion of the Plan area, and in closest proximity to the West Central ASP, are designated for parks, recreation, open space and natural areas.

The South Business Park ASP, located on the southwest corner of Highway 16A and Boundary Road, is primarily designated for residential and commercial uses. The lands in the northeast portion of the Plan area, and in closest proximity to the West Central ASP, are designated for commercial and residential uses and open space.

The East Boundary ASP, located on the southeast corner of Highway 16A and Boundary Road, designates lands primarily for residential uses. The lands in the north portion of the Plan area, and in closest proximity to the West Central ASP, are designated for commercial uses and a stormwater management facility, and natural area.

The West Central ASP includes land use designations that are compatible with the designations of adjacent ASPs, provides the necessary roadway and trail alignments that link to the West ASP and Heritage Estates ASP, and locates an all-directional intersection in accordance with the Shiloh ASP.

## 3.1 Policy Conformance

The West Central ASP complies with Figure 8 – Future Land Use and the provisions of the City of Spruce Grove Municipal Development Plan (MDP) – Your Bright Future approved in 2010. Figure 8 designates the ASP lands for residential, commercial and institutional development, and open space. The ASP mirrors this distribution of land uses and conforms to the following goals, objectives and policies of the MDP:

| MDP Goal, Objective and/or Policy  | ASP Policy Response   |
|--|---|
| <p><b>Goal 3 (and Policy 4.2.1.4)</b></p> <p>Spruce Grove shows environmental leadership through policy development and implementation.</p>  | <p>The West Central ASP contains a substantial Municipal Reserve dedication to protect an upland native forest stand located in the northern portion of the Plan area. The stand will be retained as a natural area and dedicated as Municipal Reserve. In addition, a field assessment shall be undertaken by a qualified professional in advance of development to confirm the extent of the forest stand and to identify development setback requirements. Further, an Environmental Impact Assessment (July 2017) submitted to the City for the West Central ASP, considered impacts and recommended best management practices and mitigation strategies to sustain the tree stand.</p> |
| <p><b>Policy 4.2.1.3</b></p> <p>Move toward development patterns that decrease car dependency including but not limited to:</p> <ul style="list-style-type: none"> <li>• Preventing non-contiguous development;</li> <li>• Increasing residential densities;</li> <li>• Developing better connections for pedestrians and cycling; and</li> <li>• Creating community or neighbourhood gathering places.</li> </ul> | <p>This ASP will be developed:</p> <p>In a contiguous manner;</p> <ul style="list-style-type: none"> <li>• To provide residential densities in accordance with the CRGP residential density target, Land Use Bylaw and market conditions;</li> <li>• To include pedestrian and cycling trails that are integrated into the City's network, link neighbourhoods and amenities (i.e. Fuhr Sports Park, TransAlta Tri-Leisure Centre), and are provided in accordance with the Transportation Master Plan and City's requirements; and</li> <li>• To locate gathering places (a school, two parks, a natural area and stormwater management facility) within the neighbourhood.</li> </ul>     |
| <p><b>Policy 4.2.1.5</b></p> <p>Orient new subdivision design and building construction to take maximum advantage of passive and active solar opportunities where appropriate.</p>   | <p>At the time of subdivision consideration will be given to creating energy efficient design through methods that may include and are not limited to solar orientation for residential lots, a well-connected street network, and providing walkways to neighbourhood destinations and neighbourhood parks.</p>  |

| MDP Goal, Objective and/or Policy  | ASP Policy Response   |
|--|---|
| <p><b>Policy 4.4.1.5</b></p> <p>Work with developers, landowners and Alberta Environment to protect surface water and groundwater flows which supports environmentally significant areas affected by development within the City boundaries.</p> | <p>The existing upland native forest stand in the north-central portion of the ASP area is considered to be an environmentally significant area. Results of a site reconnaissance visit conducted on July 6, 2017 as part of the EIA (July 2017) prepared for the Plan area, found no evidence of wetland vegetation around the perimeter of the forest stand which supports this being an upland forest stand that is not reliant on overland flows to sustain it. Notwithstanding this, hydrogeological and biophysical studies shall be undertaken at the time of any development that requires the construction of the central stormwater management facility. These studies will provide an understanding of any change effect on overland and/or groundwater flows to the forest stand, and determine if off-site water is needed to maintain the forest stand. The results of these studies will be considered by the City, and if off-site water is necessary, this may be achieved through the following:</p> <ul style="list-style-type: none"> <li>• Grading the back of lots adjacent to the forest stand so that runoff is directed towards the forest stand. This would direct a minimum of 15m of primary residential land bordering the forest stand to the stand. In addition, where topography allows, drain the entire lot to the forest stand via side yard swales.</li> <li>• Feasible, non-mechanical, engineering options to the satisfaction of the City, to contribute to flows in addition to the above, if proven necessary by the hydrogeological and biophysical studies.</li> </ul> |
| <p><b>Objective 4.5.1 (and Policies 4.5.1.1 - 4.5.1.5)</b></p> <p>Protect and enhance the ecological integrity of the community's sustainable environmentally significant and natural areas.</p>   | <p>The MDP identifies an upland native forest stand located in the northern portion of the Plan area as a locally significant environmental site. In accordance with the MDP this site has been delineated through an Environmental Impact Assessment, identified in the ASP as a nature park/treed area, and will be dedicated as Municipal Reserve.</p>   |



| MDP Goal, Objective and/or Policy   | ASP Policy Response   |
|---|---|
| <p><b>Objective 5.1.1 (and Policies 5.1.1.1 and 5.1.1.2)</b></p> <p>Plan to accommodate 40,000 residents by 2044 through long-term growth management.</p>   | <p>The ASP supports the stated objective and its urban form and infrastructure policies by creating a neighbourhood designed for livability, inclusiveness and sustainability. The ASP has also been prepared to:</p> <ul style="list-style-type: none"> <li>• Meet the residential density requirements of the Capital Region Growth Plan (2010) and the Edmonton Metropolitan Region Growth Plan approved by the Capital Region Board in 2016;</li> <li>• Reflect current regional and local conditions, as identified in Section 1.1 of this Plan; and</li> <li>• Accommodate a population of approximately 3,790 residents. The City's current population is 34,881 (2017 Municipal census). Land use and population statistics for the Plan area are presented in Table 3.</li> </ul>  |
| <p><b>Objective 5.1.2 (and Policies 5.1.2.1 - 5.1.2.7)</b></p> <p>Direct development so it is contiguous and makes efficient use of land, infrastructure, transportation, networks and other community resources.</p>   | <p>The ASP will be developed in a phased, contiguous manner to maintain lands in agricultural production until such time as they are needed for development, meet projected residential, commercial and institutional demands in a logical manner, including the provision of parks and open spaces and the extension of roads and utilities.</p>   |
| <p><b>Objective 5.1.3, 5.5.1 and 5.5.2 (and Policies 5.1.3.1 - 5.1.3.5, 5.5.1.1 – 5.5.1.13, 5.5.2.1 - 5.5.2.7, 7.5.1.3, 7.6.1.1)</b></p> <p>Base urban form around the parks and open space network.</p> <p>Provide a range of parks and open spaces that meet the needs of all residents at different stages of life and offer passive and active opportunities.</p> <p>Pursue a range of strategies to expand the parks and open space network.</p> | <p>Four open spaces of varying types and sizes are dispersed throughout the Plan area:</p> <ul style="list-style-type: none"> <li>• An upland native forest stand and stormwater management facility, or Type A Open Space, provide a passive open space/amenity feature in the central portion of the Plan area;</li> <li>• One park, or Type C Open Space, is located in the northwest portion of the Plan area and will serve as a passive park/gathering space for local residents.</li> <li>• A second park, or Type D Open Space is located north of a future kindergarten to grade 9 school site in the northeast portion of the Plan area and will be active park space, programmed for outdoor sports and recreation fields to address the City's recreation requirements and benefit local residents.</li> <li>• The Parkland School Division and City of Spruce Grove require a 4.0 ha site, for a future kindergarten to grade 9 school and associated playing fields and parking area. This Type D Open Space, provides a focal point in the east portion of the Plan area.</li> </ul> |

| MDP Goal, Objective and/or Policy   | ASP Policy Response   |
|---|---|
|   | <ul style="list-style-type: none"> <li>• Each of the school/park/open space areas depicted on Figure 3 – Development Concept are linked to a trail network, or Type E Open Space, that provides north/south and east/west pedestrian and cycling routes.</li> <li>• Access to the upland native forest stand will be determined at the time of subdivision.</li> </ul>  |
| <p><b>Objective 5.1.4 (and Policies 5.1.2.1 - 5.1.2.7, 7.1.1.1 – 7.1.1.3)</b></p> <p>Reinforce existing neighbourhood and community gathering places and create new ones in developing, future, and redeveloping areas, and where possible, in already developed areas.</p> | <p>The Plan area includes park and open spaces, comprised of Type A, Type C, Type D, and Type E Open Space, providing a canvass for the creation of high quality gathering spaces and place making. The open spaces are located to provide recreation opportunities within a natural setting, a passive park/gathering space, and connections for pedestrians and cyclists. In addition, a main east/west trail provides a pedestrian and bicycle link from Stony Plain to the Fuhr Sports Park and TransAlta Tri-Leisure Centre.</p>   |
| <p><b>Objective 5.2.1 (and Policies 5.2.1.1 – 5.2.1.6)</b></p> <p>Implement high standards for neighbourhood design and landscaping to enhance resident's quality of life.</p>  | <p>The Plan area will provide a mix of residential types and densities in accordance with the City's Land Use Bylaw, encourage pedestrian and cycling by providing a trail network in accordance with the Transportation Master Plan, include commercial and institutional development along the trail network, ensure street connectivity throughout the Plan area and provide for pedestrian and cycling friendly neighbourhoods served by sidewalks within road rights-of-way. The trail network will allow a variety of positive experiences for residents by linking institutional lands, parks, open spaces and recreation facilities.</p> <p>The Area Structure Plan reinforces the role of streets to increase pedestrian connectivity across the Plan area through the provision of sidewalks within the public road rights-of-way. Streetscape design in the Mixed Low to Medium Density Residential areas should consider the following:</p> <ul style="list-style-type: none"> <li>• physical and human-made site constraints;</li> <li>• land use compatibility;</li> <li>• using a grid or modified grid street network where possible;</li> <li>• fronting buildings onto local roadways; and</li> <li>• the potential for buildings to front onto collector roadways where feasible.</li> </ul> |

| MDP Goal, Objective and/or Policy   | ASP Policy Response   |
|---|---|
| <p><b>Objective 5.2.2 and 5.2.4 (and Policies 5.2.2.1 – 5.2.2.4, 5.2.4.1, 5.2.4.1 and 7.8.1.1)</b></p> <p>Increase housing options and residential densities across the community.</p> <p>Implement innovative neighbourhood design strategies in developing and future neighborhoods to increase housing densities and types while maintaining a high quality of life.</p> | <p>The ASP will provide a range of residential types and densities in accordance with the City's Land Use Bylaw. Although residential development densities may vary from site to site, the overall residential density within the Plan area (36.2 du/NRha) exceeds the 25 – 30 du/NRha Capital Region Growth Plan (2010) and the 35 du/NRha minimum greenfield residential density assigned to Spruce Grove in the Edmonton Metropolitan Region Growth Plan (2016). The ASP includes a mix of Level 1 and Level 2 housing, and provides a minimum of 30.8% of Level 2 housing in accordance with the City's MDP.</p> <p>Higher density housing will be located within close proximity to arterial and collector roadways, parks and trails, and contain sufficient area for on-site parking and provide amenity area in accordance with the City's Land Use Bylaw. In addition, 11.7 ha of parks and open space will be dedicated as Municipal Reserve in the Plan area to provide for the active and passive recreation needs of local residents.</p> |
| <p><b>Objective 5.6.1 (and Policies 5.6.1.1 – 5.6.1.6, 7.2.1.2 – 7.2.1.4)</b></p> <p>Develop an efficient integrated multi-modal transportation system.</p>   | <p>The Plan area provides a vehicular, pedestrian and cycling network using road and utility rights-of-way, sidewalks and trails to connect residential and non-residential areas and create an efficient and integrated multi-modal transportation system. The trail network has been provided in consideration of the City's requirements, Transportation Master Plan and Parks and Open Space Master Plan.</p>   |
| <p><b>Objective 5.7.1 (and Policies 5.7.1.1 – 5.7.1.5)</b></p> <p>Generate and continually update long-term infrastructure development, maintenance, and replacement plans.</p>   | <p>All development within the Plan area shall retain stormwater within stormwater management facilities, and discharge at a post-development rate that does not exceed pre-development release rates.</p> <p>Developers developing within the Plan area will install municipal services in accordance with Figure 4 – Stormwater Management Concept, Figure 5 – Wastewater Servicing Concept, and Figure 6 – Water Network Concept. Utility systems shall be upgraded and extended in accordance with Spruce Grove's master servicing plans.</p>  |

| MDP Goal, Objective and/or Policy   | ASP Policy Response  |
|---|--|
| <p><b>Objective 6.1.1 (and Policies 6.1.1.1 – 6.1.1.6 and 6.2.1.1, 7.4.1.1)</b></p> <p>Increase local employment opportunities and municipal revenues through attraction, diversification, growth, and development of commercial and industrial businesses.</p> | <p>The Plan area designates 48.2 ha for commercial purposes adjacent to Highway 16A to support a range of vehicle oriented commercial and retail services and opportunities. Development of the commercial area adjacent to Highway 16A shall have a unified, identifiable architectural theme. It is anticipated that design controls will be implemented through restrictive covenants.</p> <p>In addition to the designated highway commercial area, the Plan area will accommodate potential commercial opportunities for home-based businesses within the designated Mixed Low to Medium Density Residential areas and the Mixed Medium to High Density Residential areas in accordance with the City's Land Use Bylaw.</p> |
| <p><b>Objective 6.2.1.2</b></p> <p>Pursue strategies to conserve land, water and energy, and to minimize waste in the development and operation of vehicle-oriented commercial areas.</p>   | <p>At the time of development permit application consideration may be given to the following:</p> <ul style="list-style-type: none"> <li>• protecting and conserving water supplies and resources in a sustainable manner by: reaching cost-effective minimum leakage levels; minimising the amount of energy consumed in water supply; and using rainwater harvesting and dual potable and grey water recycling systems, where they are energy and cost-effective;</li> <li>• utilizing innovative solutions and low impact development technologies to manage storm water on-site; and</li> <li>• sharing utility corridors, and where appropriate make use of these corridors for open space and trails.</li> </ul>           |
| <p><b>Objective 7.3.1.2 (Policies 7.3.1.1 – 7.3.1.5)</b></p> <p>Continue to provide a safe community.</p>   | <p>Site plans, prepared at the development permit stage, may consider CPTED principles and universal design.</p> <p>Traffic calming principles, namely the inclusion of roundabouts on McLeod Avenue, have been applied to the Plan area.</p>  |

## 4.0 Development Concept

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### 4.1 Development Objectives

*Bylaw C-1348-24  
March 24, 2025*

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

### 4.2 Planning Concept

The development concept for the Plan area is presented in Figure 3 – Proposed Development Concept. The concept provides a supply of lands for retail and commercial use located adjacent to Highway 16A. Through specific provisions of the City's Land Use Bylaw and through developer administered architectural guidelines, an attractive development aesthetic will be achieved for the future commercial areas. The balance of the lands will be developed for residential, institutional, and park use.

There are multiple access points to the Plan area. The primary accesses are from Highway 16A from the south, Jennifer Heil Way from the east, and Boundary Road (Range Road 275) from the west. The Plan area's east/west collector road (McLeod Avenue) also separates the predominately residential land uses of the neighbourhood from the commercial land uses located in the southern portion of the Plan area. Two north/south collector roads link the Plan area to the West Area Structure Plan lands, located to the north.

The development concept has a strong pedestrian and bicycle orientation by providing north/south and east/west trails that link the Plan area to the Town of Stony Plain to the west, the Fuhr Sports Park and TransAlta Tri-Leisure Centre to the north, and adjacent residential areas, and future school site, and parks/open spaces. The open spaces include an upland native forest stand, an outdoor sport and recreation field, a passive park/gathering space, and stormwater management facilities.

Mixed low to medium density housing, and mixed medium to high density housing opportunities are located across the Plan area. The mixed medium to high density housing is designated in a context appropriate location, in proximity to the future commercial area, arterial and collector roads, and near parks.

An institutional area is proposed in the northwest portion of the Plan area.

### 4.3 Residential

The Plan area will accommodate development of a variety of housing types and mix of residential densities to provide housing options and create diverse streetscapes that include low, medium and high density residential housing forms. This mix promotes the creation of an inclusive, well-balanced neighbourhood, one which can accommodate a range of income levels and ages, various family sizes and potential for seniors housing, to meet the changing needs of local residents, and enable residents to remain within the same neighbourhood throughout their lifecycle. This mix of residential densities and housing options also supports development strategies that will promote more efficient use of developable land and infrastructure. Future

development is encouraged to consider and integrate where feasible, opportunities in accordance with the City's Affordable Housing Policy Study.

#### 4.3.1 Mixed Low to Medium Density Residential

Mixed Low to Medium Density housing will be located north of McLeod Avenue, and may accommodate single detached and duplex dwellings as permitted uses in accordance with the City's Land Use Bylaw. The design of the designated Mixed Low to Medium Residential development areas should consider the following:

- physical and human-made site constraints;
- land use compatibility;
- using a grid or modified grid street network where possible;
- fronting buildings onto local roadways; and
- the potential for buildings to front onto collector roadways where feasible.

*Bylaw C-1348-24  
March 24, 2025*

*Where low density housing forms are not contemplated within Land Use Bylaw, a Direct Control district could be created to provide opportunities for new and innovative housing designs such as front-back semi-detached housing or shallower and narrower lots to keep up with trends and market demands.*

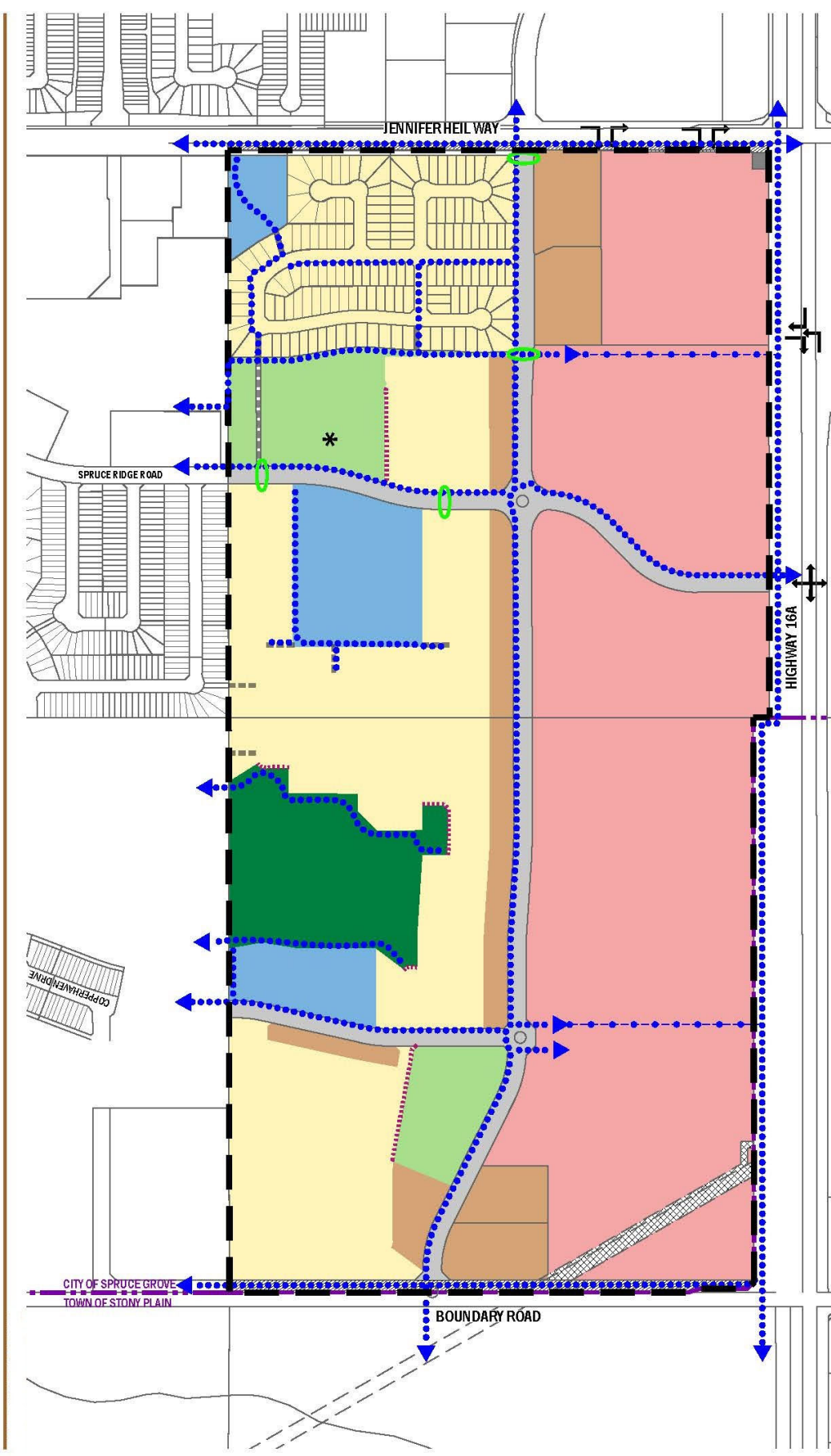
These lands are adjacent to a future K- 9 school site, stormwater management facility, an upland native forest stand, and neighbourhood park. Each residential area will be connected to other uses within the Plan area and other neighbourhoods by the neighbourhood trail network.

#### 4.3.2 Mixed Medium to High Density Residential

Five Mixed Medium to High-Density housing sites totalling 5.4 ha are located in the Plan area. These sites will accommodate multi-unit dwellings, row housing developments, row housing/stacked row housing forms as permitted uses in accordance with the City's Land Use Bylaw. These lands are located north and south of McLeod Avenue, adjacent or within close proximity to Mixed Low to Medium Density housing, a park, , and commercial/retail uses. From north to south this area will likely develop as row houses, and apartment housing and its design will be context appropriate, to attend to land use transition by moderating the use, height and density differences between adjacent low density (single detached and duplex housing) and higher density developments. The Mixed Medium to High Density Residential development in this area will attract a broad market base including lifestyle housing geared to adults and seniors. Traditional multi-family development is also compatible. These lands will take access from Boundary Road and/or adjacent collector roadways.

*Bylaw C-1348-24  
March 24, 2025*

*A total of 3.5 hectares of Mixed Medium to High Density Residential uses are planned as street-oriented row housing at a projected density of 44 dwelling units per net residential hectare along the north side of McLeod Avenue and the west side of Copperhaven Drive. An average density of 90 dwelling units per net residential hectare is defined for the non-street oriented row housing Mixed Medium to High Density residential sites, and the combined 67.5 dwelling units per residential hectare density for Mixed Medium to High Density Residential in the statistics accounts for this variety of housing forms.*



**LEGEND**

- |  |   |                                      |
|--|---|--------------------------------------|
| Mixed Low to Medium Density Residential  | Trail                                   | Existing Gas and Oil Pipeline R.O.W. |
| Mixed Medium to High Density Residential | Park Frontage on Local Roadway          | Collector Roads                      |
| School / Park / Open Space Area (MR)     | ASP Boundary                            | Arterial Roads                       |
| Nature Park / Treed Area (MR)            | Municipal Boundary                      | Existing Public Utility Lot          |
| Stormwater Management (SWMF)             | School                                  | Potential P.U.L.                     |
| Commercial                               | Traffic Calming at Pedestrian Crossings | Potential Trail                      |

**DEVELOPMENT CONCEPT**



WEST CENTRAL  
CITY OF SPRUCE GROVE



## 4.4 Commercial

Commercial development is planned for the southern portion of the Plan area, along Highway 16A to allow for the effective capture of local and regional retail markets. At the subdivision and development stage the City and the applicant shall have regard for the recommendations of the Highway 16A Corridor Enhancement Study, particularly as they relate to aesthetics, development standards, streetscaping, access and landscaping. Commercial development is classified by the following two policy areas.

### 4.4.1 Vehicular-Oriented Commercial

*Bylaw C-1334-24  
July 22, 2024*

Lands encompassing 45.64 ha are intended to serve vehicular traffic adjacent to arterial roadways and highways, and development will be oriented to Highway 16A. Development will accommodate such highway commercial uses as identified in the City's (2012) Land Use Bylaw. A detailed geotechnical investigation should be prepared for each commercial site prior to development.

A surplus Highway 16A right-of-way consisting of 1.79 ha, located within SE5-5-53-27-4, will be incorporated within the future commercial area.

The commercial area will serve local and regional markets and be accessible to pedestrians, cyclists and vehicles. The order of retail uses which can occur are in accordance with the City's (2012) Land Use Bylaw.

### 4.4.2 Home-Based Business

The Plan area will accommodate potential opportunities for home-based businesses within the designated Mixed Low to Medium Density Residential areas and the Mixed Medium to High Density Residential areas in accordance with the City's Land Use Bylaw. A home-based business shall mitigate issues related to design, storage, and number of visits, in accordance with the City's Land Use Bylaw.

## 4.5 Parks and Open Spaces

The Municipal Government Act (MGA) requires the provision of Municipal Reserve in the amount of 10% of the gross developable land area, less Environmental Reserve. Developable area within the West Central ASP is 117.2 ha and accordingly the development concept identifies 11.7 ha of land for Municipal Reserve. These lands will consist of four parks (a nature park/treed area, a K-9 school site, an active park space for outdoor sport and recreation fields, a passive park/gathering space), and a trail network.

Each school/ active park space shall be located on a prominent site within the Plan area, be well connected to the trail network, provided with road frontage, and located within close proximity to residential areas. Parks/open space areas may incorporate public art, aesthetic elements, and/or information plaques within gathering places, and may include widened sidewalks, and plazas.

Municipal Reserve requirements will be refined at the subdivision stage.



## Natural Park

*Bylaw C-1348-24  
March 24, 2025*

An existing upland native forest stand area comprising 6.0 ha is designated nature park/treed area adjacent to the north boundary, in the west portion of the Plan area. This nature park contains a large upland native forest stand and is identified in the MDP as having local environmental significance. The nature park/treed area will be retained as a natural area. Its configuration and parcel area will be determined by a natural area assessment of the forest stand at the time of subdivision. The nature park/treed area will increase the variety of park/open space amenities provided within the Plan area to benefit local and city wide residents. An Environmental Impact Assessment (EIA) (July 2017) prepared by ISL Engineering and Land Services (ISL) has been submitted in support of this biophysical feature. As part of the first residential subdivision within the SW 5-53-27-W4M, the City of Spruce Grove will require the following technical studies:

1. A forest stand hazard assessment conducted in accordance with the recommendations of the 2017 EIA prepared by ISL. Only trees that pose a public safety threat should be removed, while those that contribute to the habitat feature shall be maintained.
2. A natural area assessment of the forest stand undertaken by a qualified professional (i.e., registered professional biologist) to the satisfaction of the City of Spruce Grove. The assessment should consider the following, in addition to the biophysical aspects of the forest stand:
  - overall health of the forest stand;
  - property (public and private) safety;
  - fire safety and emergency access;
  - public access; and
  - options for accommodating access to the forest stand, which may include access from some portion(s) of land adjacent to the forest stand, within the forest stand, or a combination of both of these options.

The assessment shall also make recommendations regarding access to the forest stand and a development setback for permanent structures within private lots in the vicinity of the forest stand and permanent infrastructure.

*Bylaw C-1348-24  
March 24, 2025*

*A trail system along the west and northeast edges of the tree stand is proposed to connect people with nature and align with the parks defined to the north in the West Area Structure Plan. Trail materials, widths, and alignments will be reviewed in consultation with City staff when this natural area is subdivided. Upon further study at subdivision, any revisions to the trail alignment or internal trails that may be requested by the City will not require an amendment to the ASP.*

## School/Park Site

*Bylaw C-1348-24  
March 24, 2025*

A 3.7 ha future school site to accommodate a Kindergarten to Grade 9 School is located in the east portion of the Plan area north of McLeod Avenue. The *site can accommodate an efficiently designed school with room for a building pocket, parking and drop-off, field spaces, playgrounds, courtyards and trails required to service the school.*

**Table 4.1: Student Population Analysis**

| Student  | Grades K-6 | Grades 7-9 | Grades 10-12 | Total |
|----------|------------|------------|--------------|-------|
| Public   | 227        | 95         | 91           | 413   |
| Catholic | 122        | 51         | 49           | 222   |
| Total    | 349        | 146        | 140          | 635   |

The student population analysis identifies a total of 635 students for the Plan area. Student population is based on 18% of total Plan area population. Of the 18%, 65% are anticipated to attend public school and 35% are anticipated to attend catholic school. Seventy-eight percent of the total public and catholic school students are anticipated to attend Kindergarten to Grade 9, while the remaining 22% are anticipated to attend Grade 10-12. These values are based on typical student generation statistics in the Capital Region. The projections do not include a review of the students outside of the Plan area, outside of the municipality's boundary or that may be bussed into the Plan area. The number of students should be monitored as development proceeds in the Plan area.

The City of Spruce Grove and Parkland School Division advise that a public Kindergarten to Grade 9 School is required within the Plan area.

#### **Neighbourhood Parks**

Two neighbourhood parks are located within the Plan area. A 1.24 ha park/open space area located north of the future school site in the northeast portion of the Plan area is required to meet the City's identified recreational needs. The park will complement the adjacent Fuhr Sports Park and TransAlta Tri-Leisure Centre site to the north, and may be programmed to sports and recreation fields and a parking area. It will connect to other park space through the neighbourhood trail network. A north/south trail will be located along the east side of the park linking the future school site to the south, the Fuhr Sports Park uses and the TransAlta Tri-Leisure Centre to the north, and will provide separation between the park uses and the adjacent Legacy Park residential neighbourhood to the east.

A second park/open space area is located in the northwest portion of the Plan area. This park space will serve local residents in adjacent residential areas. This park will connect to the proposed trail network.

#### **Trails**

Parks, open spaces, and commercial areas will be connected via a pedestrian/open space trail network that will include utilization of designated trails and sidewalks within road rights-of-way. Sidewalks will accommodate pedestrians while trails will accommodate both cyclists and pedestrians.

Sidewalks will be provided within road rights of way as per the City's Engineering Standards and the City's 2012 Transportation Master Plan (Policy 4.3).

A trail is proposed along the north side of McLeod Avenue and will serve as the main trail and east/west connector through the Plan area. It serves to collect and distribute pedestrian and cycling trips between the residential area north of McLeod Avenue and the commercial area south of McLeod Avenue. Trails are also proposed along the north/south collectors, providing a

grid that connects to the school site and park in the east portion of the Plan area, and the parks in the west portion of the Plan area. These trails will also connect to areas beyond the West Central Area Structure Plan, including the Fuhr Sports Park and Tri-Leisure Centre. There are optional north/south trails to connect through the commercial area. Finally, immediately south of the Plan area there is a future trail identified along the north side of Highway 16A within the road right-of-way. It serves to complete the grid, connect to the commercial area, and connect to areas beyond the Area Structure Plan.

*Trails are planned around portions of the SWMF to allow for public access and enjoyment.*

*Major trail alignments are identified throughout the plan area, and depending on future local road patterns some trail connections currently not identified may be required by the City to enhance pedestrian connectivity through considerations during detailed subdivision planning.*

*Bylaw C-1348-24  
March 24, 2025*

*Bylaw C-1348-24  
March 24, 2025*

## 4.6 Deleted

## 4.7 Transportation Network

The proposed transportation network is graphically depicted on Figure 3 – Development Concept.

Highway 16A, on the Plan area's south boundary, is the major east/west arterial roadway carrying the majority of traffic through the City, and connecting to the Town of Stony Plain to the west, and Edmonton to the east. Two access points are proposed to the Plan area from Highway 16A, one is an all-directional access on a public road and the second is a right-in/right-out/left-in access serving the future commercial area as a private access. Jennifer Heil Way, an arterial roadway, borders the Plan area on the east and allows two right-in/right-out accesses, and Boundary Road, a future arterial roadway, under the Town of Stony Plain's jurisdiction, borders the Plan area on the west *which is been aligned based on a Functional Road Study to ensure there are no conflicts with the Trans Mountain pipeline*. Boundary Road will ultimately connect to Grove Drive to the north. Roadway dedication for Jennifer Heil Way and Boundary Road will be provided at the time of subdivision.

*Bylaw C-1334-24  
July 22, 2024*

*Bylaw C-1348-24  
March 24, 2025*

Internal circulation consists of an east/west urban collector, the designated future McLeod Avenue extension through the Plan area. A portion of the proposed Atim Creek Storm Trunk, local sewer, and watermain will be located within this right-of-way and their installation will be timed with road construction. The McLeod Avenue collector connects via proposed roundabouts to two north/south collectors, the Spruce Ridge Road extension in the southeast quarter which links ultimately to Highway 16A to the south and to the West Area Structure Plan to the north. A portion of the proposed Atim Creek Storm Trunk, Boundary Trunk Extension, and watermain will be located within the Spruce Ridge Road collector right-of-way and their installation will be timed with road construction.

At Boundary Road the intersection with McLeod Avenue may be controlled by a roundabout, based on preliminary analysis by the City's functional plan for Boundary Road/Grove Drive. The roundabouts on McLeod Avenue will help control speeds on the long straight portions of the collector road, as well as reduce the likelihood of a fatal or serious injury crash at each of these intersections. The other north/south collector serves the southwest quarter and provides a second connection to the Copperhaven development in the West Area Structure Plan to the north.

Bylaw C-1348-24  
March 24, 2025

Bus routing is not known at this time. However, all collector roads in the Plan area are available for bus service *that will meet a 400-metre maximum walking distance for all residents to transit service within the plan area. Transit stop locations will be determined at the time of subdivision.*

A Transportation Impact Assessment (TIA) prepared (October 2017) by ISL for the Plan area supports the proposed development concept, identifies roadway improvements that should occur over time to support development, and recommends that the City consider a safe system approach at pedestrian crossings depicted on Figure 3 – Development Concept, to achieve a target speed of 30 km/h and use of raised crosswalks if necessary. Additional accesses to the Plan area along Highway 16A, Jennifer Heil Way and Boundary Road will be provided in accordance with City standards, or as identified in a TIA completed at a subsequent development stage.

Bylaw C-1348-24  
March 24, 2025

*A transportation access management plan may be required for Mcleod Avenue at the time of subdivision.*

## 4.8 Land Use Statistics

Bylaw C-1348-24  
March 24, 2025

The projected population for the Plan area is estimated at 3,533 persons at a maximum build out. The land use and population statistics for the ASP are presented below.

**Table 4.2: Land Use and Population Statistics**

| Land Use                            | Hectares     | %            |
|-------------------------------------|--------------|--------------|
| Gross Area                          | 119.5        |              |
| Boundary Road Widening              | 1.2          |              |
| Jennifer Heil Way Road Widening     | 0.4          |              |
| Trans Mountain Oil Pipeline         | 0.6          |              |
| Northwestern Utilities Gas Pipeline | 0.2          |              |
| <b>Gross Developable Area</b>       | <b>117.1</b> | <b>100%</b>  |
| Municipal Reserve                   | 16.3         | 10.0%        |
| Roads (Internal Circulation)        | 9.1          | 14.0%        |
| Stormwater Management Facilities    | 6.8          | 5.8%         |
| Public Utility Lots                 | 0.3          | 0.2%         |
| Highway Commercial                  | 46.7         | 39.9%        |
| Institutional                       | 0.0          | 0.0%         |
| <b>Total Non-Residential Area</b>   | <b>81.9</b>  | <b>69.9%</b> |
| <b>Net Residential Area (NRA)</b>   | <b>35.2</b>  | <b>30.1%</b> |

### Residential Land Use, Dwelling Unit Count and Population

| Land Use                                  | Area (ha)   | Units/ha | Units <sup>1</sup> | % of NRA | People/Unit | Population  |
|---|-------------|----------|--------------------|----------|-------------|-------------|
| Mixed Low to Medium Density Residential   | 26.4        | 30       | 791                | 75%      | 2.8         | 2214        |
| Mixed Medium and High Density Residential | 8.9         | 67.5     | 599                | 25%      | 2.2         | 1319        |
| <b>Total Residential</b>                  | <b>35.2</b> |          | <b>1390</b>        |          |             | <b>3533</b> |

### Population Density

Low/Medium 2.8 person/unit

Medium/High Density 2.20 person/unit

### Residential Density

Low/Medium 30 dwelling units per net residential hectare

Medium/High Density 67.5 dwelling units per net residential hectare

Total residential density for the Plan area is 39.4 du/nrha

## 5.0 Servicing

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The servicing requirements, prepared by ISL, for this ASP are described below. Figure 4 – Stormwater Management Concept, Figure 5 – Wastewater Servicing Concept, and Figure 6 – Water Network Concept graphically present the proposed servicing concepts.

### Stormwater Servicing

*Bylaw C-1348-24  
March 24, 2025*

Stormwater servicing will be directed to either the existing Legacy Park Stormwater Management Facility (SWMF), a central SWMF, or a third SWMF in the western plan area.

The existing Legacy Park SWMF has capacity for 8.7 ha of commercial development immediately south of the existing residential development. Stormwater for the remainder of the site will be directed to the central SWMF via a piped (minor) and overland (major) drainage system.

The central SWMF will discharge at a controlled rate to an extension to the existing Atim Creek Storm Trunk within the Copperhaven development to the north. This trunk will be extended south through the ASP area and across Highway 16A to provide controlled discharge from future development within the Shiloh Area Structure Plan area. The servicing concept has flexibility and may be refined at the detailed design stage.

*Bylaw C-1348-24  
March 24, 2025*

*In the northwest plan area, a 1.9 ha SWMF will receive stormwater flows from the western plan area except for a small area in the extreme northwest that will flow directly to the Interconnecting Storm Trunk connecting the west SWMF to the Copperhaven neighbourhood.*

*Surface water within the tree stand drains at grade to the north into a drainage course that is identified in the West Area Structure Plan.*

The stormwater servicing concept is shown on Figure 4 – Proposed Stormwater Management Concept.

### Wastewater Servicing

Wastewater servicing will be directed to the existing Boundary Trunk located immediately northwest of the proposed central stormwater management facility. The Boundary Trunk will be extended south through the Plan area and across Highway 16A to service the Shiloh Area Structure Plan area south of the highway. The proposed commercial development immediately south of the Legacy Park subdivision will be serviced through the existing sewer servicing Legacy Park. Local sewers in the western part of the Plan area will be directed to the existing Boundary Trunk, while sewers in the remainder of the Plan area will be directed to the proposed extension of Boundary Trunk. The servicing concept has flexibility and may be refined at the detailed design stage to divert a small low lying area west of the tree stand to the Copperhaven development in the West Area Structure Plan area to the north. The wastewater servicing concept is shown on Figure 5 – Proposed Wastewater Servicing Concept.

### Water Distribution

Water will be supplied to the Plan area through an extension of the existing City of Spruce Grove Zone 1 water distribution system. Connection will be made to the existing mains on McLeod Avenue and on Spruce Ridge Road, and to the future main crossing Highway 16A approximately 600m west of Jennifer Heil Way. The internal water distribution system will comprise 300mm looping to provide adequate flows and pressures for Peak Hour Demand and for Maximum Day

Demand plus fire flows. The connection across Highway 16A is required to provide commercial fire flows in the west portion of the Plan area. The water distribution system will supply water to the future developments north of the Plan area within Zone 2 via a pressure reducing valve. The water distribution concept is shown on Figure 6 – Proposed Water Network Concept.

At the time of development permit application consideration may be given to:

- protecting and conserving water supplies and resources in a sustainable manner by: reaching cost-effective minimum leakage levels; minimizing the amount of energy consumed in water supply; and using rainwater harvesting and dual potable and grey water recycling systems, where they are energy and cost-effective;
- utilizing innovative solutions and low impact development technologies to manage storm water on-site; and
- sharing utility corridors, and where appropriate make use of these corridors for open space and trails.

## 5.1 Shallow Utilities

### **Gas**

Gas servicing exists along Jennifer Heil Way. This is a 273 mm steel main. Gas services have been extended into the first stage of development, Legacy Park.

### **Power**

Along the south and east boundaries of the Plan area are 25,000 volt power cables; along the west Plan area boundary is a 14,400 volt cable. Servicing for the Plan area will be provided from these lines.

### **Cable**

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

### **Telus**

Telus will service the Plan area from its main office. From there, cable will be laid to West Grove Drive and then south to Highway 16A. The service will continue to the Plan area to a centralized point where it will feed the entire Plan area.



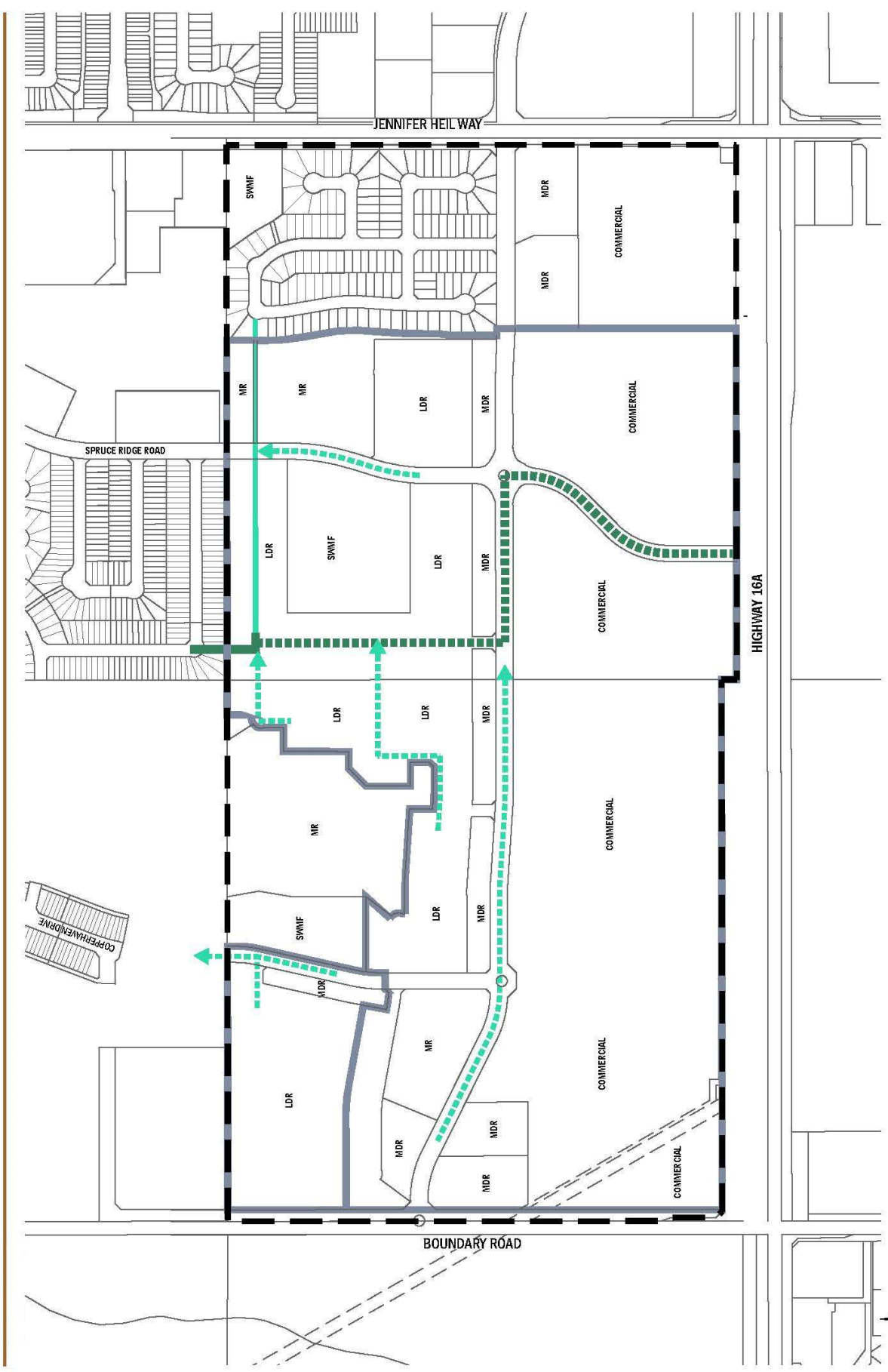
- LEGEND**
- Interconnecting Storm Trunk
  - Proposed Minor System
  - SWMF Basin Boundary
  - SWMF
  - ASP Boundary

# STORMWATER MANAGEMENT



WEST CENTRAL  
CITY OF SPRUCE GROVE





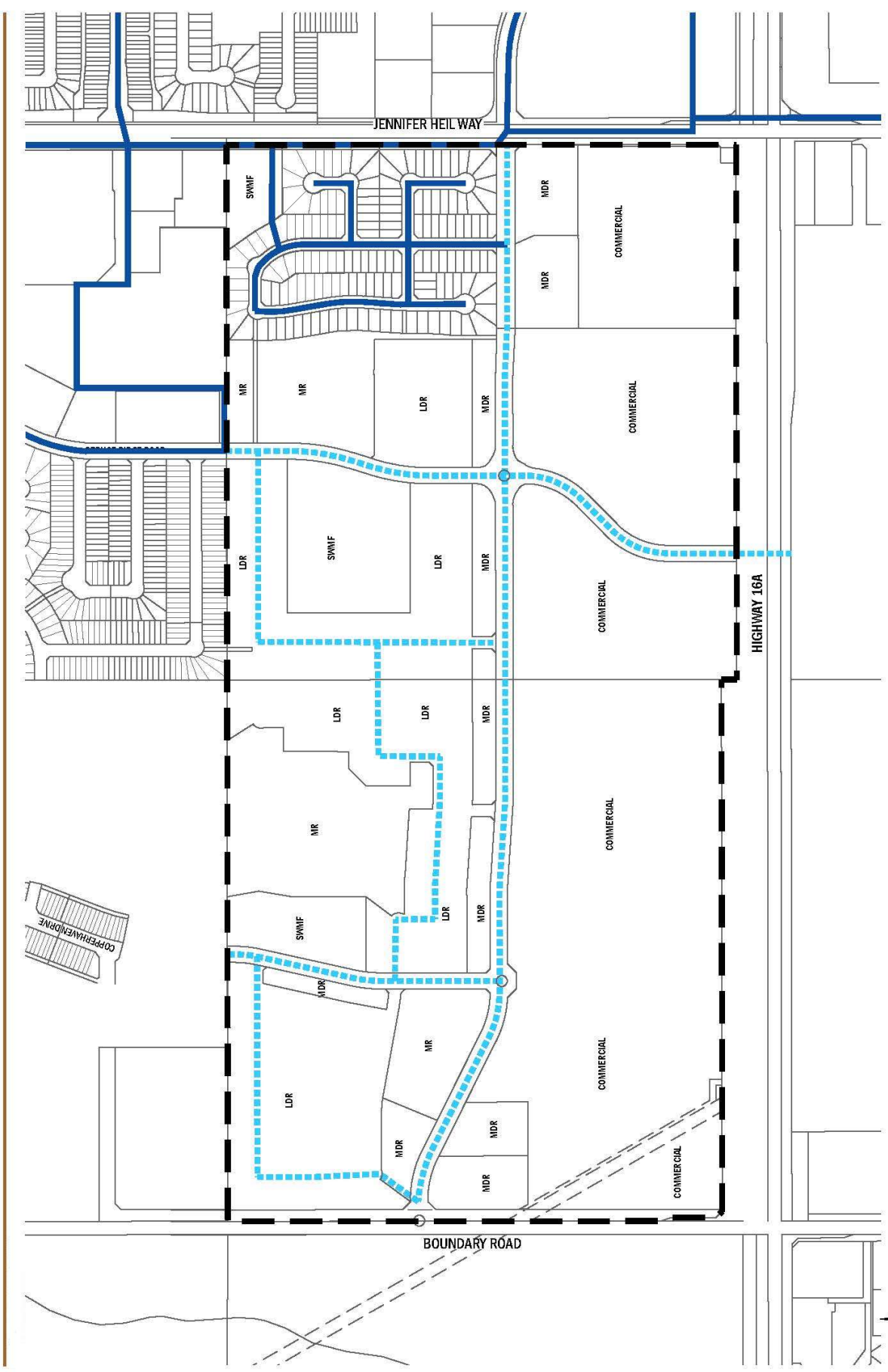
# **SANITARY SERVICING**

scale 1:7500  
0 75 150 m

WEST CENTRAL  
CITY OF SPRUCE GROVE

February 18, 2025

**FIGURE 5**



- LEGEND**
- Proposed Watermain
  - Existing Watermain
  - ASP Boundary

**WATER NETWORK**



WEST CENTRAL  
CITY OF SPRUCE GROVE

## 6.0 Sequencing of Development and Implementation

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This Area Structure Plan establishes a broad framework for the future subdivision and development of lands within the Plan area.

Development staging is based upon the principles of contiguous development and efficient access to existing utility services and road systems. Such contiguous development will help prevent premature fragmentation of land. It is anticipated that future stages of development will proceed east to west within the Plan area as servicing is extended. More detailed planning and studies, such as a Phase I ESA study, will be required in advance of redistricting and subdivision within the Plan area.