

CITY OF SPRUCE GROVE

BYLAW C-960-16

**CONSOLIDATION OF BYLAW C-711-09 MUNICIPAL DEVELOPMENT PLAN
BYLAW AND ALL AMENDMENTS THERETO**

WHEREAS the Municipal Government Act, R.S.A. 2000, c M-26 and any amendments thereto, mandates the Council of a municipality to adopt a municipal development plan.

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

1. BYLAW TITLE

1.1 That this bylaw is called the “Municipal Development Plan Bylaw”.

2. MUNICIPAL DEVELOPMENT PLAN

2.1. The document entitled “Your Bright Future – Municipal Development Plan 2010-2020 dated May 9, 2016 attached hereto as Schedule “B” to this bylaw, is hereby adopted as the Municipal Development Plan for the City of Spruce Grove.

3. EFFECTIVE DATE

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

4. REPEAL OF BYLAW C-711-09

4.1. That the City of Spruce Grove Municipal Development Plan Bylaw C-711-09 and all amendments thereto as identified in Schedule “A” are hereby repealed.

First Reading Carried 9 May 2016

Second Reading Carried 9 May 2016

Third Reading Carried 9 May 2016

Date Signed 11 May 2016

Mayor

City Clerk

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CITY OF SPRUCE GROVE

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**CONSOLIDATION OF BYLAW C-711-09 MUNICIPAL DEVELOPMENT PLAN
BYLAW AND ALL AMENDMENTS THERETO**

SCHEDULE "A"

Here follows the list of pre-existing bylaws which are repealed with the passing of Bylaw C-960-16:

C-756-10
C-766-10
C-796-11
C-828-12
C-841-13
C-851-13
C-869-14
C-914-15
C-941-15

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CITY OF SPRUCE GROVE

Bylaw C-960-16

**CONSOLIDATION OF BYLAW C-711-09 MUNICIPAL DEVELOPMENT PLAN
BYLAW AND ALL AMENDMENTS THERETO**

SCHEDULE "B"

**Your Bright Future
Municipal Development Plan 2010-2020**

Consolidated May 9, 2016

UNCERTIFIED COPY



***Your* bright future**

Municipal Development Plan
2010-2020

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Section 1

Introduction

1.1 About *Your Bright Future*

Municipalities face many challenges and opportunities. Central to a municipality's ability to provide a high standard of living and service to its community members is its ability to adapt and respond to challenges and opportunities as it grows and evolves. *Your Bright Future: Municipal Development Plan 2010-2020* is an important tool for Spruce Grove, bringing together economic, environmental, and social elements and providing a community sustainability-based framework to direct future growth and development. Integral to this plan are the concepts of balance and adaptability, which are woven throughout the six themes that form the backbone of *Your Bright Future*:

- Governance;
- Environment;
- Form and Infrastructure;
- Economic Development;
- Community Life; and
- Regional Partnerships.

Building on past initiatives, and recognizing the long-term focus needed to address sustainability at a community level, *Your Bright Future* outlines a vision for what Spruce Grove could become in 2040. While the vision outlook for this plan is 2040, *Your Bright Future's* extent is 2020 with a review scheduled for mid-way through this timeline. The discrepancy in these timeframes allows for a long-range vision while recognizing the constraints of long-range planning in the context of continuously changing conditions. Through incremental steps, adjustments in policy direction, and a commitment on the part of residents, businesses, and Council and Administration, the vision expressed through *Your Bright Future* can be achieved.

1.2 Using *Your Bright Future*

Overview

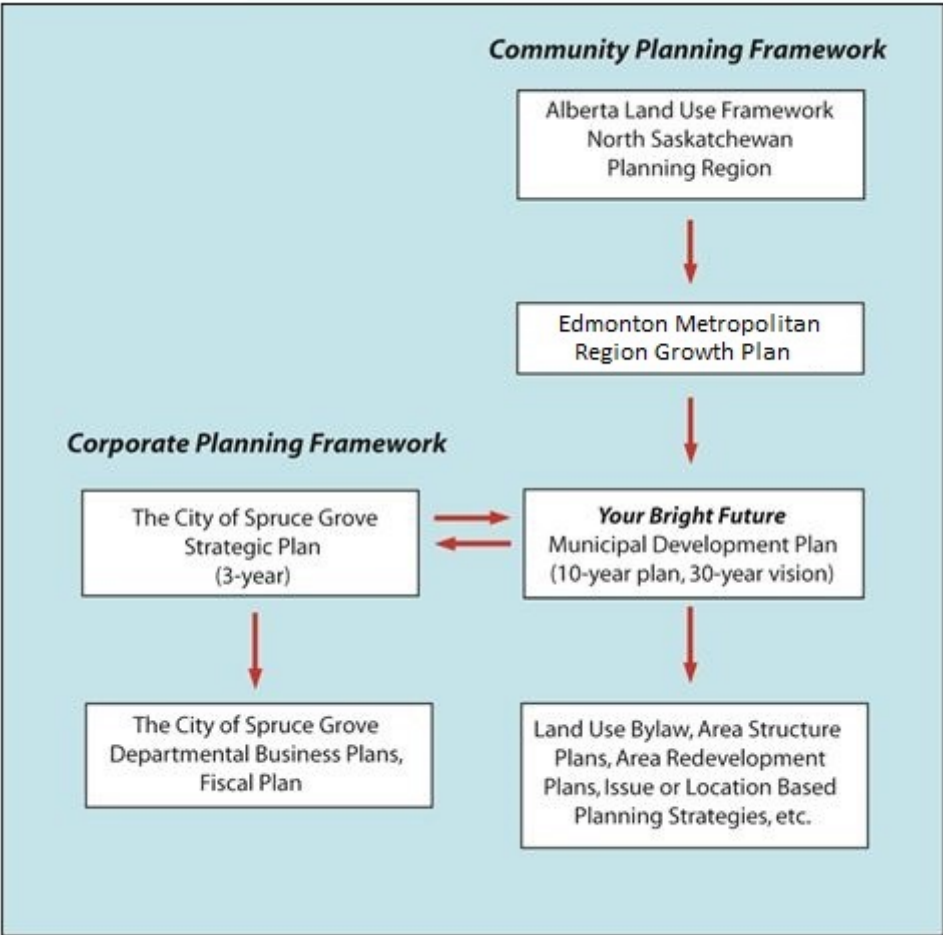
Your Bright Future replaces Spruce Grove's previous Municipal Development Plan (MDP). An MDP is a statutory document required under s632 of the *Municipal Government Act* for all communities with a population greater than 3,500. This plan provides a long-range vision for the community and will guide the growth and development of Spruce Grove and help the community respond to change. An annual

MDP Status Report for Council and a review mid-way through the lifetime of the MDP both provide an opportunity to evaluate the direction of the plan under current conditions and make adjustments within the existing framework and vision. The requirements and optional information of an MDP are included as Appendix A.

Complementary Planning Frameworks

Spruce Grove’s MDP does not exist in isolation. Rather, it is part of a larger community planning framework that ranges in scale from the regional level to the neighbourhood level. Complementing the community planning framework is the corporate planning framework. The corporate planning framework focuses on the City of Spruce Grove as an organization and includes the Strategic Plan, Fiscal Plan, and departmental business plans. These two frameworks are discussed to a greater extent in the following sections and outlined in Figure 1.

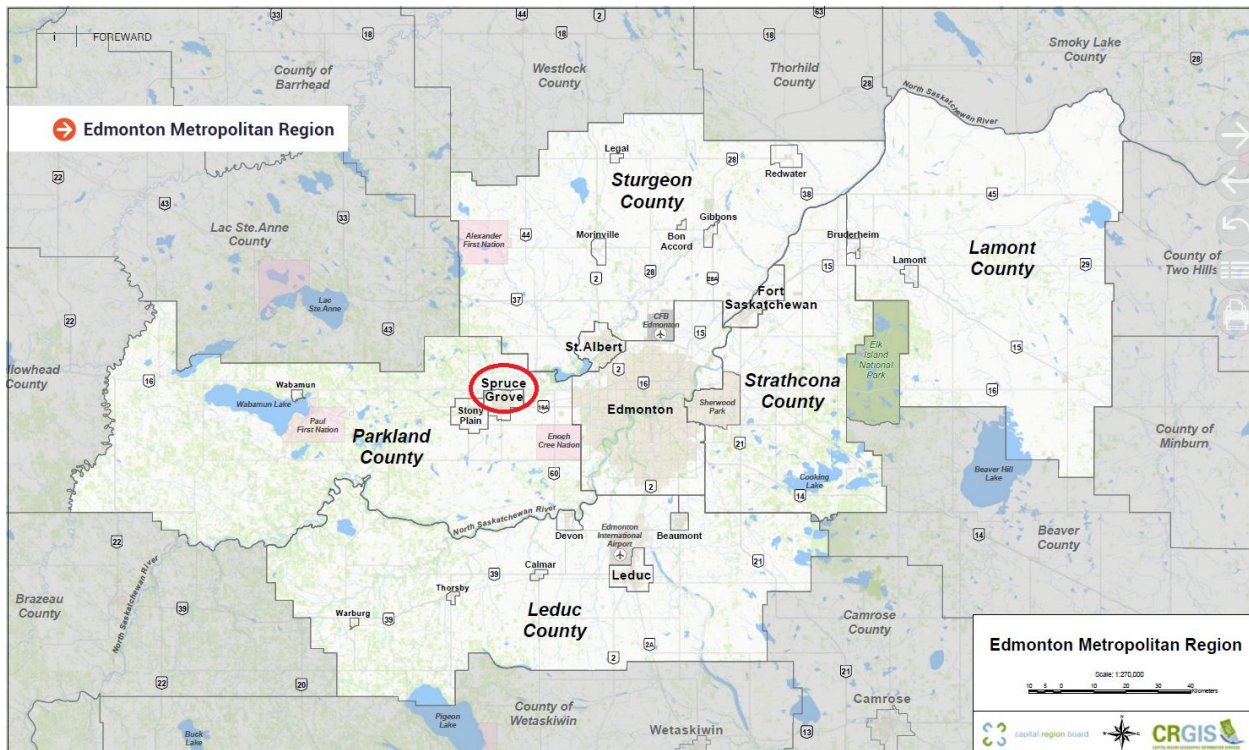
Figure 1: Relationship between the MDP and Other Planning Initiatives and Frameworks



Community Planning Framework

As a subsidiary policy document in the community planning framework, Spruce Grove's MDP is required to conform to the *Edmonton Metropolitan Region Growth Plan*. The *Edmonton Metropolitan Region Growth Plan* is a long-term, integrated growth management plan that supports global competitiveness, sustained economic growth, and outlines how the region will grow more responsibly for the next 30 years (Figure 2). The Edmonton Metropolitan Region Board and its associated growth plan are a result of a larger provincial initiative introduced in 2007 to manage growth more effectively in the Province. Known as the Alberta Land-use Framework, this initiative is based around seven regional planning areas based on major watershed boundaries. The Edmonton Metropolitan Region falls within the North Saskatchewan Regional planning area.

Figure 2: Spruce Grove and the Edmonton Metropolitan Region



Your Bright Future acts as an umbrella document for the other community planning policy documents in Spruce Grove. This includes the Land Use Bylaw, Area Structure Plans, Area Redevelopment Plans, and other related planning strategies. The Land Use Bylaw is one of the primary implementation tools for the MDP and will be updated starting in 2010. The other plans and strategies act as both implementation tools and opportunities to undertake planning on an area or issue specific level.

Relationship with the Corporate Planning Framework

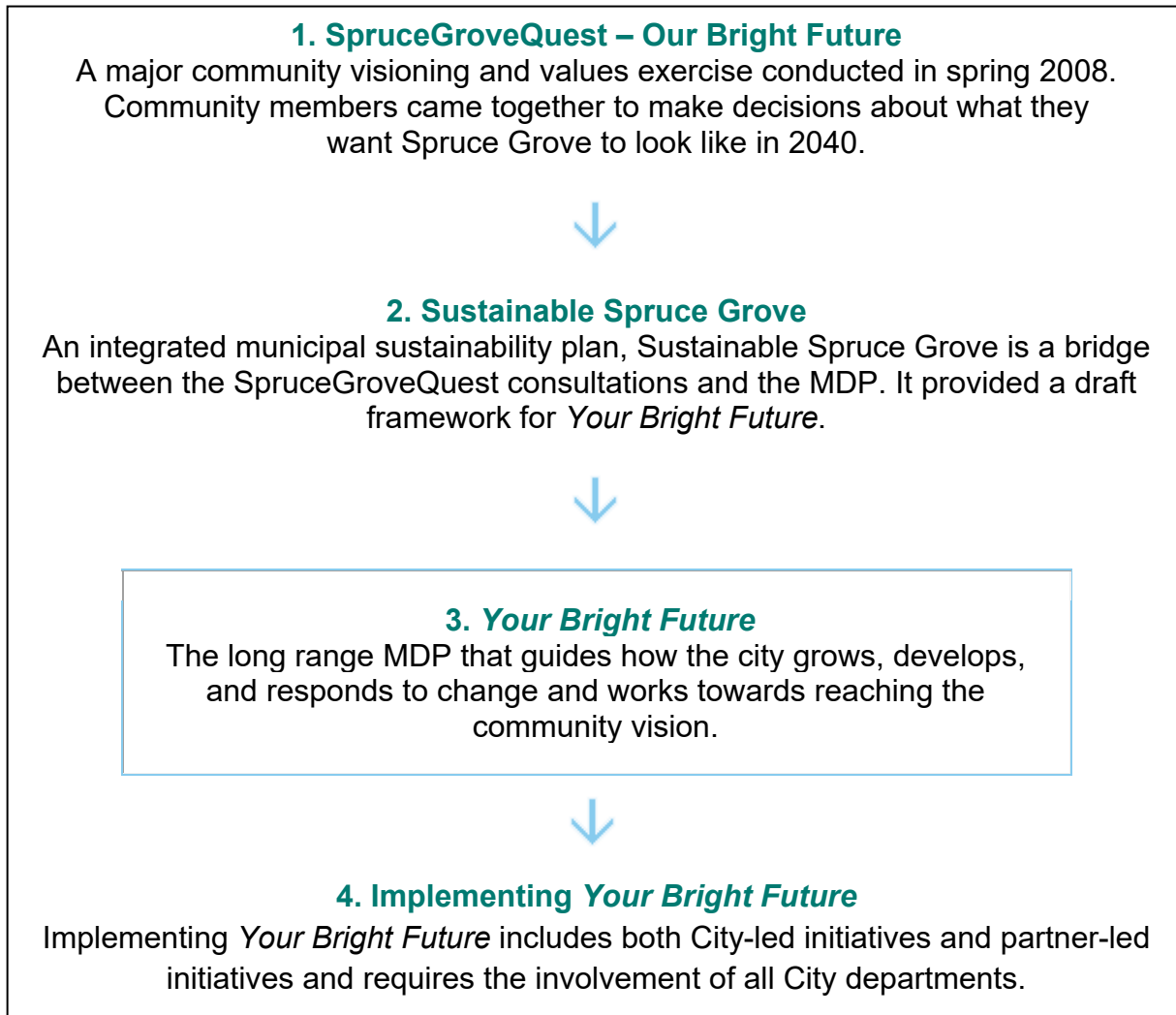
Working alongside *Your Bright Future* is the City's three-year Strategic Plan, the senior policy document in the corporate planning framework. The Strategic Plan is the primary tool used by Council and Administration to set priorities within the organization. The development of the Strategic Plan is accompanied by the departmental business planning and fiscal planning processes. While many of the goals within the Strategic Plan reflect directions for the community, these are closely tied with the work-plan of Council and Administration over a three-year time period. In contrast, the MDP outlines a vision for the community's growth and development over the next thirty years and has a ten-year extent. An important component for implementation of this MDP is the alignment of action items arising from the plan with future reviews of the Strategic Plan, departmental business plans, and the fiscal plan. This approach provides a direct link between the management of human and fiscal resources available to the City and the vision and policy objectives in the MDP.

1.3 Creating *Your Bright Future*

Overview

Your Bright Future is the result of a two year process which saw extensive public and internal consultation and a review of community sustainability best practices and policy documents in comparable municipalities. The development of *Your Bright Future* also relied heavily on a number of internal and external studies, demographic reports, policies, background documents, and planning strategies (Appendix B). *Your Bright Future* represents stage three in a four stage process to update Spruce Grove's MDP and Land Use Bylaw (Figure 3).

Figure 3: Overview of the MDP Process



SpruceGroveQuest

In the spring of 2008, the City of Spruce Grove conducted a comprehensive public consultation exercise called SpruceGroveQuest. The purpose of the consultation was to identify a vision for the type of community Spruce Grove residents want in 2040. The consultation was based around the concept of ‘backcasting’, which is a process of identifying a desirable outcome and then planning for this outcome by asking the question “what steps do we need to take today to reach this outcome?” As part of the consultation, a computer scenario tool explored future growth scenarios and the impact of different policy decisions. Three workshops hosting over 130 residents were held (i.e., youth, general public, City staff), and over 500 residents participated in a web-based survey.

Principles for a vision for Spruce Grove in 2040 focused in the areas of housing development, employment areas, agricultural and natural land, transportation investments, and environmental programs. The principles promote a high quality of life for residents of all ages by:

- increasing the diversity and quality of choices for housing, transportation and social programs;
- preserving green space both within the city and in surrounding areas;
- controlling taxes;
- increasing household affordability; and
- promoting job growth in the city.

Sustainable Spruce Grove

Sustainable Spruce Grove: an Integrated Municipal Sustainability Plan bridges the vision and values expressed in the SpruceGroveQuest consultations with the re-write of the MDP. In essence, *Sustainable Spruce Grove* represents a framework around which *Your Bright Future* was developed. *Your Bright Future* replaces *Sustainable Spruce Grove* as the City's sustainability plan.

Your Bright Future Public Consultations

Public consultations conducted during the preparation of *Your Bright Future* incorporated both face-to-face and online components. Formal consultations included:

- an open house in February 2009 to gauge the direction of *Sustainable Spruce Grove*;
- two workshops and an on-line survey during April 2009 to gauge the direction of *Sustainable Spruce Grove* and collect feedback on initial policy statements in the draft MDP;
- a session with the City's Youth in Action group in April 2009 to get input from youth on how they use the community and its gaps/strengths from their perspective;
- two open houses during September 2009 to collect input on the draft of the MDP; and
- public hearings on September 28, 2009 and May 10, 2010 to provide community members with an opportunity to express their input on the draft/revised draft of the MDP directly to Council;

In addition, a website was maintained throughout the course of the project. The website offered the opportunity to provide informal input on initial policy directions (spring 2009) and the draft (summer 2009 – spring 2010) through e-mail or telephone.

An external consultant was hired to conduct the majority of the public consultation and ensure objectivity in the process. Feedback received during consultation was incorporated into the plan where possible. The summary reports for the major components of the public consultations are included as Appendix D.

1.4 Community Sustainability

Your Bright Future is based on the principles of community sustainability. Community sustainability is a holistic approach that works toward achieving long-term prosperity and continued quality of life for the present and future residents of Spruce Grove. The City uses the linkages view of community sustainability (Figure 4).¹ This perspective focuses on the connections between the economy, the environment and society. Decisions and actions take into account the links between these three elements.

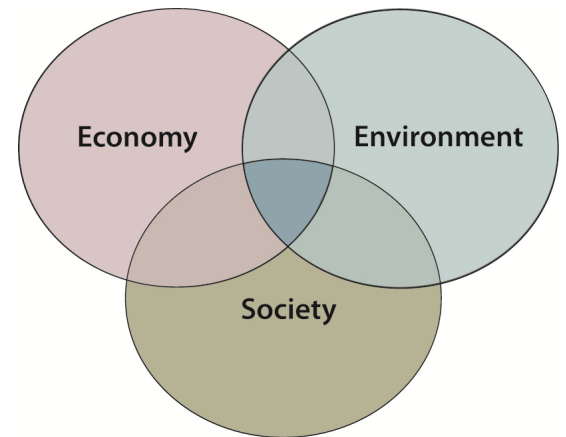


Figure 4: Linkages View of Community Sustainability

Spruce Grove operates within a working interpretation of community sustainability as outlined in Table 1. This interpretation includes key objectives and concepts associated with community sustainability in Spruce Grove.

Table 1: Spruce Grove’s Working Interpretation of Community Sustainability

Objective	Interpretation	Key Concepts
Sustainability	Working towards a desirable long-term future, and implementing the short and medium term steps needed to support that future.	<ul style="list-style-type: none"> • Connectivity • Stewardship • Durability • Efficiency
Resilience	Taking an integrated approach to decision-making and service delivery by recognizing the need for mutually reinforcing economic, social, and environmental considerations.	<ul style="list-style-type: none"> • Adaptability • Diversity • Precaution • Responsiveness
Liveability	Appreciating the need to go beyond municipal operations and to engage the community.	<ul style="list-style-type: none"> • Equity • Accessibility • Participation • Empowerment

¹ Adapted from Gruder, S., Haines, A., Hembd, J., MacKinnon, L., & J. Silbertstein. (2007). *Toward a Sustainable Community: A Toolkit for Local Government*. Focus on Energy and UW-Extension. <http://www.thenaturalstep.org/en/toward-a-sustainable-community-a-toolkit-local-government> Accessed 15 October 2008.

Section 2

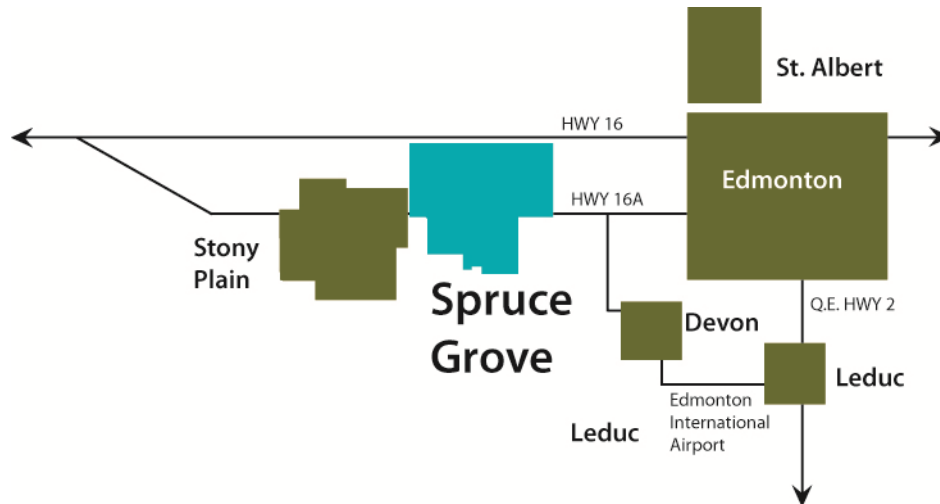
Community Context, Vision, and Plan Goals

2.1 The Story of Spruce Grove

Because this is a general city plan, we must consider the evolution of Spruce Grove to better understand where it might go in the future. Spruce Grove was settled by French and Scottish homesteaders in 1891 and originally included a general store, livery stables, blacksmith shop, hotel and Roman Catholic Church. The Grand Trunk Pacific Railway was constructed through Spruce Grove in 1908, moving the core of the community west to its present location. With the establishment of the railroad, the community became a busy grain trading centre. Spruce Grove was incorporated as a village in 1955, a town in 1971, and a city in 1986.

Spruce Grove evolved as it grew in population and size. In its early years, the community had a strong agricultural dynamic with facilities such as the Agrena, Serplex and the Shenfield Centre constructed through the efforts of the Agricultural Society. As Spruce Grove grew into a city, that identity was diluted and the city became more of a bedroom community and satellite of Edmonton, located 11-km to the east (Figure 5).

Figure 5: Spruce Grove Regional Context



During the past decade, Spruce Grove experienced unprecedented growth. New residents, including many young families, moved to Spruce Grove because of its proximity to Edmonton, its relative affordability, and the quality of life offered. Many new residents lived previously in an urban center, and with them came an expectation for the City to offer diverse and high quality facilities and services. With a population of approximately 24,650 people in 2010, Spruce Grove is transforming from a bedroom community into a self-contained city. In recent years, the City's industrial lands have expanded and Spruce Grove is a regional commercial centre serving over 70,000

people. A growing interest in redevelopment of the older parts of the city accompanies its transformation.

Parallel to the transition to a self-sufficient urban centre is a growing sense of community pride and identity. Facilities such as the TransAlta Tri Leisure Centre, West District Park, and the recently renovated Horizon Stage contribute to this sense of community. In addition, diverse recreational and cultural programs, a range of parks and open spaces, and numerous community events have the ability to strengthen social networks and civic engagement in Spruce Grove.

Spruce Grove has become a more environmentally conscious community in recent years. Building on the identity of a green, sustainable city will only grow in importance as public awareness increases regarding energy and resource constraints and sustainable living becomes the norm rather than a lifestyle choice.

2.2 Challenges

Spruce Grove faces a number of challenges.

- *Environmental Change.* Concerns such as global warming, peak oil, and declining potable water resources lend sustainability issues increased importance globally. At the local level, the challenge for Spruce Grove is learning to integrate sustainability principles into the operations/policies of the City and the lives of its residents and business operators. Retrofitting the existing built environment poses a significant challenge in this respect.
- *Economic Forces.* Competition from other municipalities in the region presents a challenge for Spruce Grove in terms of attraction of industrial and commercial development. At the same time, the Edmonton Metropolitan Region must function as an integrated whole to attract investment in a global economy. Finding a balance is paramount.
- *Bedroom Community.* Spruce Grove struggles to provide adequate employment opportunities for its residents and a large proportion of residents commute to the City of Edmonton and other regional employment centres on a daily basis. Spruce Grove must expand local employment opportunities and continue to build on the cultural and recreational programs that give the community its identity.
- *Fiscal Sustainability.* The costs of living, operating a business, and carrying out municipal functions and managing infrastructure are increasing at the same time. Maintaining a wide range of services while keeping tax rates reasonable is increasingly difficult. Achieving a reasonable balance between residential and commercial/industrial tax bases, identifying community priorities, and responding to the needs of a diverse residential and business community poses a challenge.

- *Rapid Population Growth.* Since 2005 the City's population has increased by more than twenty percent, and the city continues to experience growth rates greater than the provincial average. Rapid growth poses challenges for community planning and infrastructure and program development. Such high growth rates may also create tension among residents who moved to the community because of its small-town feel. Responding to growth and pursuing strategies to increase neighbourhood and community cohesion are essential as more people make Spruce Grove their home.
- *Managing Change.* As global forces become more complex and interlinked, communities that thrive will be adaptable and resilient. Increasing its ability to respond to change effectively is central to Spruce Grove's success in the future.

2.3 Strengths

Spruce Grove has a number of strengths which differentiate it from other communities in the region. Building on these strengths is an important step toward managing the challenges facing the community and achieving the vision articulated in this plan.

- *Environmental Action.* The City of Spruce Grove offers a comprehensive waste separation program, manages storm water to a high standard through a naturalized system, and is committed to reducing the community's environmental footprint through strategies such as increasing density, providing public transit, developing municipal buildings to LEED™ Certified standards, and mitigating greenhouse gas emissions. The City also incorporates sustainability principles into its decision making framework.
- *Community Spirit and Civic Virtue.* Spruce Grove has a strong sense of community spirit and civic engagement as seen through existing social networks and reciprocal social relations and the diverse range of volunteer-based informal and formal programs and community events.
- *Responsible Governance.* The City of Spruce Grove is committed to operational excellence and is an efficient, operationally effective, and well-managed organization.
- *Economic Potential.* The City is a regional service centre in close proximity to Edmonton and with easy access to major transportation routes. Spruce Grove has a strategic location, fully serviced industrial lands, a large labour market, and an expanding commercial base.

- *Vibrant Culture.* Horizon Stage, the only performing arts venue in the tri-municipal area, welcomes thousands of patrons every year from the Edmonton Metropolitan Region for a diverse range of performances by local, regional, national and international artists. The Spruce Grove Art Gallery, housed in the Melcor Cultural Centre, features arts exhibitions, an annual Open Art competition, and a comprehensive program of art classes for people at all levels of experience.
- *Sports and Recreation Destination.* Home of West District Park, the TransAlta Tri Leisure Centre, the Spruce Grove Saints, and an extensive parks and open space network, Spruce Grove offers high quality active and passive recreation facilities and a diverse range of opportunities for all ages and stages of life.

2.4 Vision and Plan Goals

A Vision for Spruce Grove in 2040

Through strength of partnerships and local knowledge, we are a well planned and inclusive city. We respond and adapt to new challenges and opportunities. Ours is a compact, safe, well-designed, and efficient city which emphasizes connectivity and accessibility. We offer a range of housing, employment, open space, and transportation options while protecting agricultural lands and natural areas. We make environmental programs a top priority. We have a strong civic culture and offer diverse cultural and recreational programs in first-class facilities. A high quality of life and environment make the City of Spruce Grove the community of choice.

Plan Objective and Goals

The overarching objective for *Your Bright Future* 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 goals of this plan are presented below under their relevant theme.



Governance

- Goal 1 The City of Spruce Grove maintains a high standard of governance and practices sound fiscal management.
- Goal 2 The City of Spruce Grove incorporates community sustainability into its decision-making processes and engages its citizens in two-way dialogue.



Environmental Management

- Goal 3 Spruce Grove shows environmental leadership through policy development and implementation.
- Goal 4 Spruce Grove engages residents and businesses in environmental issues and promotes community and individual level stewardship.



Form and Infrastructure

- Goal 5 Spruce Grove manages growth to ensure the City is economically, environmentally, and socially sustainable.
- Goal 6 Spruce Grove remains a compact, safe, and efficient community that emphasizes connectivity, accessibility, special places, and parks and open space and promotes a high standard of community design incorporating green and healthy living principles.



Economic Development

- Goal 7 Spruce Grove is affordable to residents and businesses, has a diverse tax base and offers a range of commercial services, light-to-medium industrial activities, and employment options.



Community Life

- Goal 8 Spruce Grove has a strong civic culture and a high quality of life.
- Goal 9 Spruce Grove offers diverse cultural and recreational programs in first-class facilities.



Partnerships

- Goal 10 The City of Spruce Grove maintains mutually beneficial relationships with other municipalities and authorities in the Edmonton Metropolitan Region to undertake integrated land use and transportation planning, enhance service and program delivery, and adapt to changing circumstances.



Section 3 Governance

- Goal 1** **The City of Spruce Grove maintains a high standard of governance and practices sound fiscal management.**
- Goal 2** **The City of Spruce Grove incorporates community sustainability into its decision-making processes and engages its citizens in two-way dialogue.**

Good governance is essential to realizing the sustainable growth of Spruce Grove. Relationships built, decisions made, and actions taken by Council and City Administration all affect whether or not Spruce Grove becomes an economically, socially, and environmentally sustainable community.

Governance refers to the institutions that governments function within and the relationships governments have with other stakeholders. While government is about 'doing' things and delivering services, governance focuses on 'leading' society and convincing community members and its various interest groups to embrace common goals and strategies.² The major characteristics of good governance are: participatory, consensus oriented, accountable, transparent, responsive, equitable and inclusive, effective and efficient, and follows the rule of law.³ In Alberta, the *Municipal Government Act* provides the legal framework for municipal governance.

The City of Spruce Grove, which includes Council and Administration, takes governance seriously. Past efforts include:

- maintaining transparency and accountability in policy development, fiscal management, and public engagement processes;
- implementing goal-oriented and long-range-strategic-planning for the corporation and the community;
- expanding the City's corporate website and the use of social media to foster civic engagement;
- encouraging horizontal integration and interdisciplinary exchange across and within departments;
- working with relevant partners to enhance service and program delivery and use land and resources efficiently; and
- responding to the needs of residents within its operational and legal capacity.

² Mark Roseland. (1998). *Toward Sustainable Communities: Resources for Citizens and their Governments*. New Society Publishers: Gabriola Island, BC., p. 182.

³ United Nations Economic and Social Commission for Asia and the Pacific. (2008). "What is Good Governance." <http://www.unescap.org/pdd/prs/ProjectActivities/Ongoing/gg/governance.asp> Accessed 7 November 2008.

The ability of the City's senior management team to work closely with Council and together lead the organization is particularly relevant. This partnership, when combined with citizen engagement, increases the City's resilience and ability to adapt to change, respond to challenges, and take advantage of opportunities. As it moves forward, the City needs to build on this base and continue to build its capacity as a sustainable resilient community.

3.1 Good Governance

Objective

3.1.1 Continue to engage in effective and appropriate governance practices

Policies

- 3.1.1.1 Recognize the primacy of the Rule of Law and uphold the City's roles and obligations under the Municipal Government Act.
- 3.1.1.2 Maintain a high degree of transparency and accountability in public and corporate processes.
- 3.1.1.3 Ensure Council and Administration clearly understand and appropriately act on their roles.
- 3.1.1.4 Facilitate effective horizontal and vertical integration of policies and programs and encourage interdisciplinary collaboration.
- 3.1.1.5 Consider equitability and inclusiveness in procedures, policies, and programs.

3.2 Sustainability and Decision Making

Objective

3.2.1 Show leadership by considering the long-term economic, social, and environmental sustainability of the community when making decisions.

Policies

- 3.2.1.1 Integrate economic, social, and environmental factors into the operational and strategic decision making processes at the City of Spruce Grove. A commitment to community sustainability means that, as an organization, the City will work to:
 - create a livable and inclusive community by conducting innovative planning with an emphasis on connectivity, transportation and housing options, gathering places, community life, parks and open space, and high quality community and neighbourhood design;

- protect and enhance natural areas and green space and value the natural environment as our economic and community foundation;
- improve the quality of our environment by striving to minimize our impact on the environment and by leading by example through stewardship and creative approaches;
- live within the capacity of our natural resources by using land, water, and energy resources efficiently and reducing demand;
- promote a sustainable resilient economy by fostering economic growth to create a diverse, self-sufficient, and stable economy which offers local employment opportunities; and
- foster a strong sense of community and civic culture through public engagement and empowerment, partnership building, and community development.

3.2.1.2 Continue to conduct strategic planning and business planning processes at the corporate level to ensure:

- resources are used efficiently;
- cross-departmental-collaboration occurs; and
- long-term sustainability goals are incorporated into City operations.

3.2.1.3 Set goals which are purpose-driven, results-oriented, and include targets and monitoring indicators.

3.2.1.4 Consider alternatives when making decisions and base decisions on facts, efficient use of resources, and long-term planning and strategic objectives.

3.2.1.5 Continue to build the capacity of Spruce Grove to adapt to change, respond to challenges, and take advantage of new opportunities.

3.2.1.6 Show a willingness to take calculated risks based on reliable information, explore new ideas, and be visionary in the City's approach to community sustainability.

3.2.1.7 Cooperate with other levels of government, relevant authorities, and community groups to increase efficiency and improve the quality of life of Spruce Grove residents and community members.

3.3 Civic Engagement and Communication

Objective

3.3.1 Foster an environment conducive to civic engagement in municipal issues.

Policies

- 3.3.1.1 Consult with community members on major City initiatives, community visioning, and long range and strategic planning exercises.
- 3.3.1.2 Involve all those affected by a decision in the decision making process.
- 3.3.1.3 Develop and implement an integrated communications plan for the City to effectively communicate with community members and foster two-way interaction.
- 3.3.1.4 Pursue strategies to increase structured and non-structured opportunities for community members to provide input on program and service delivery and the short-range and long-range direction of the City.
- 3.3.1.5 Explore opportunities to increase the use of the internet, including the corporate web site and social media sites, and applicable emerging technology as communication, public engagement and service delivery tools.
- 3.3.1.6 Support initiatives to strengthen civil society and encourage community involvement and volunteerism (Section 7.1 - Community Life: Volunteerism and Social Capital).
- 3.3.1.7 Pursue opportunities to engage youth in municipal issues and local policy development.
- 3.3.1.8 Be responsive to public input and to the present and future needs of community members.

3.4 Fiscal Sustainability

Objective

3.4.1 Manage financial resources efficiently and responsibly with a focus on the community's long-term fiscal sustainability

Policies

- 3.4.1.1 Allocate and manage resources in a cost-effective way through the budget and financial reporting processes.

- 3.4.1.2 Increase the attractiveness of Spruce Grove to non-residential development.
- 3.4.1.3 Assess the demand for municipal services in terms of the City's long-term fiscal ability to sustain these services.
- 3.4.1.4 Offer services that are aligned with demographic trends, community diversity, changing needs and available resources.



Section 4

Environmental Management

Goal 3 Spruce Grove shows environmental leadership through policy development and implementation.

Goal 4 Spruce Grove engages residents and businesses in environmental issues and promotes community and individual level stewardship.

Sound environmental management is one of the cornerstones of this plan. While recognizing the need to bring aspects of environmental management into the other five themes, it is discussed separately here to highlight specific issues. Issues include resource use and pollution, green building, energy, and infrastructure alternatives, water resources, and natural areas and parks. While the City has made progress with respect to environmental management through steps such as implementing waste-separation and storm water management programs, retrofitting City Hall to Leadership in Energy and Environmental Design (LEED™) Certified standards, revising the Parks and Open Space Master Plan, and adopting community sustainability principles into its decision-making-framework, more can be done to achieve the goals of sustainable development in Spruce Grove. The City must show leadership through policy and program development and implementation while at the same time promoting stewardship of the environment at the level of individual residents and businesses.

4.1 Resource Use and Pollution

Objective

4.1.1 Reduce the environmental impact the City and its residents have on natural systems by decreasing pollution and natural resource use.

Policies

4.1.1.1 Continue to implement a waste management program that includes a curb-side component and promotes recycling, waste reduction and separation, and composting.

4.1.1.2 Pursue strategies to reduce corporate and community greenhouse gas emissions and improve air quality.

4.1.1.3 Consider and plan for potential impacts of climate change on infrastructure, energy use, water levels, and the parks and open space network.

- 4.1.1.4 Assess the potential of green energy sources, such as solar, wind, and geothermal for use in private and municipal buildings and operations. Utilize these resources where appropriate.
- 4.1.1.5 Assess suitable energy efficiency standards and complete all major renovations and new construction of City facilities to these standards.
- 4.1.1.6 Use native and semi-native vegetation, rather than non-indigenous plant species, for landscaping wherever possible, to reduce the need for irrigation and the use of pesticides or fertilizers.
- 4.1.1.7 Pursue strategies and work in partnership to identify and remediate contaminated sites.
- 4.1.1.8 Oppose the development of sour gas facilities and infrastructure within or in close proximity to the community.

4.2 Green Building and Development

Objective

- 4.2.1 Increase the use of green construction techniques and explore alternative development patterns to reduce the use of energy, water and land, and minimize waste.

Policies

- 4.2.1.1 Explore options for implementing green building practices in new development and for retrofitting existing development to increase efficiency and reduce environmental impact.
- 4.2.1.2 Foster partnerships and incentives with the building and development community to increase the use of green building practices.
- 4.2.1.3 Move toward development patterns that decrease car dependency including but not limited to:
 - implementing compact community design best practices;
 - preventing non-contiguous development;
 - increasing residential densities;
 - developing better connections for pedestrians and cyclists;
 - improving public transit access and service levels; and
 - creating community or neighbourhood gathering places.
- 4.2.1.4 Retain existing trees when determined to be a viable retention stand and plant trees and shrubs as buffers, windbreaks and habitats.

- 4.2.1.5 Orient new subdivision design and building construction to take maximum advantage of passive and active solar opportunities where appropriate.
- 4.2.1.6 Incorporate the recommendations in the Eco-Industrial Plan (2008) into planning for future industrial and large-scale commercial development.

4.3 Alternative Infrastructure

Objective

- 4.3.1 Explore new, and increase the use of emerging, alternative infrastructure technologies that reduce energy, water, and land consumption and minimize waste.

Policies

- 4.3.1.1 Pursue provincial and federal programs and partnership opportunities relating to green technology and green infrastructure initiatives to increase their use.
- 4.3.1.2 Explore the potential use of green infrastructure technologies and principles for municipal operations and facilities where appropriate.
- 4.3.1.3 Encourage the interchange and reuse of gray water and waste products to the extent permitted by applicable legislation and explore opportunities related to gray water capture.
- 4.3.1.4 Explore opportunities for rainwater capture and use.
- 4.3.1.5 Monitor the life cycle of the City's assets and infrastructure, and wherever possible, upgrade assets and infrastructure, to improve efficiency and reduce any negative environmental impact.

4.4 Water Resources

Objective

- 4.4.1 Develop an integrated watershed management approach that will sustainably manage the impact of development on the watershed, conserve water use and improve water quality.

Policies

- 4.4.1.1 Manage water resources within our boundaries through a comprehensive naturalized stormwater management program that takes into account impacts on the watershed as a whole.

- 4.4.1.2 Encourage water quantity conservation programs.
- 4.4.1.3 Restrict development in wetlands, riparian zones and flood-prone areas.
- 4.4.1.4 Prohibit the discharge of hazardous wastes or contaminants into surface water or groundwater.
- 4.4.1.5 Work with developers, landowners and Alberta Environment to protect surface water and groundwater flow which supports environmentally significant areas affected by development within the City boundaries.
- 4.4.1.6 Ensure that the discharge rate and pollutant loadings of runoff entering Atim Creek and Dog Creek are at pre-development levels.

4.5 Environmentally Significant and Natural Areas

Objective

- 4.5.1 Protect and enhance the ecological integrity of the community's sustainable environmentally significant and natural areas.

Policies

- 4.5.1.1 Integrate sustainable environmentally significant and natural areas into the parks and open space network (Section 5.5 - Form and Infrastructure: Parks and Open Space) and identify these in area structure plans, redevelopment plans, and subdivision plans.
- 4.5.1.2 Require an assessment for any proposed development which would adversely affect an environmentally significant area as identified on Figure 6: Parks and Open Space and discussed in Appendix C. This assessment shall include, but is not limited to:
 - a description of the proposed development, including its purpose, alternatives and staging requirements;
 - a description of the effects (positive and negative) that the proposed undertaking may have on the biophysical environment;
 - an indication of the limitation of the study, criteria used in predicting effects, and interests consulted;
 - recommended measures to mitigate any negative effects identified;
 - presentation of the results in a framework that can assist decision-makers in determining the final course of action; and
 - viability and sustainability of the natural area(s) based on the proposed redevelopment or development in the immediate area.

- 4.5.1.3 Complete an Environmentally Significant and Natural Areas Assessment that builds on the findings of the Urban Forest Management Study and considers both forest stands and water features.
- 4.5.1.4 Implement a range of strategies to acquire or expand protection of sustainable environmentally significant and natural areas as identified in the Parks and Open Space Master Plan.
- 4.5.1.5 Explore ways to connect residents with nature and educate them on the value of environmentally significant and natural areas

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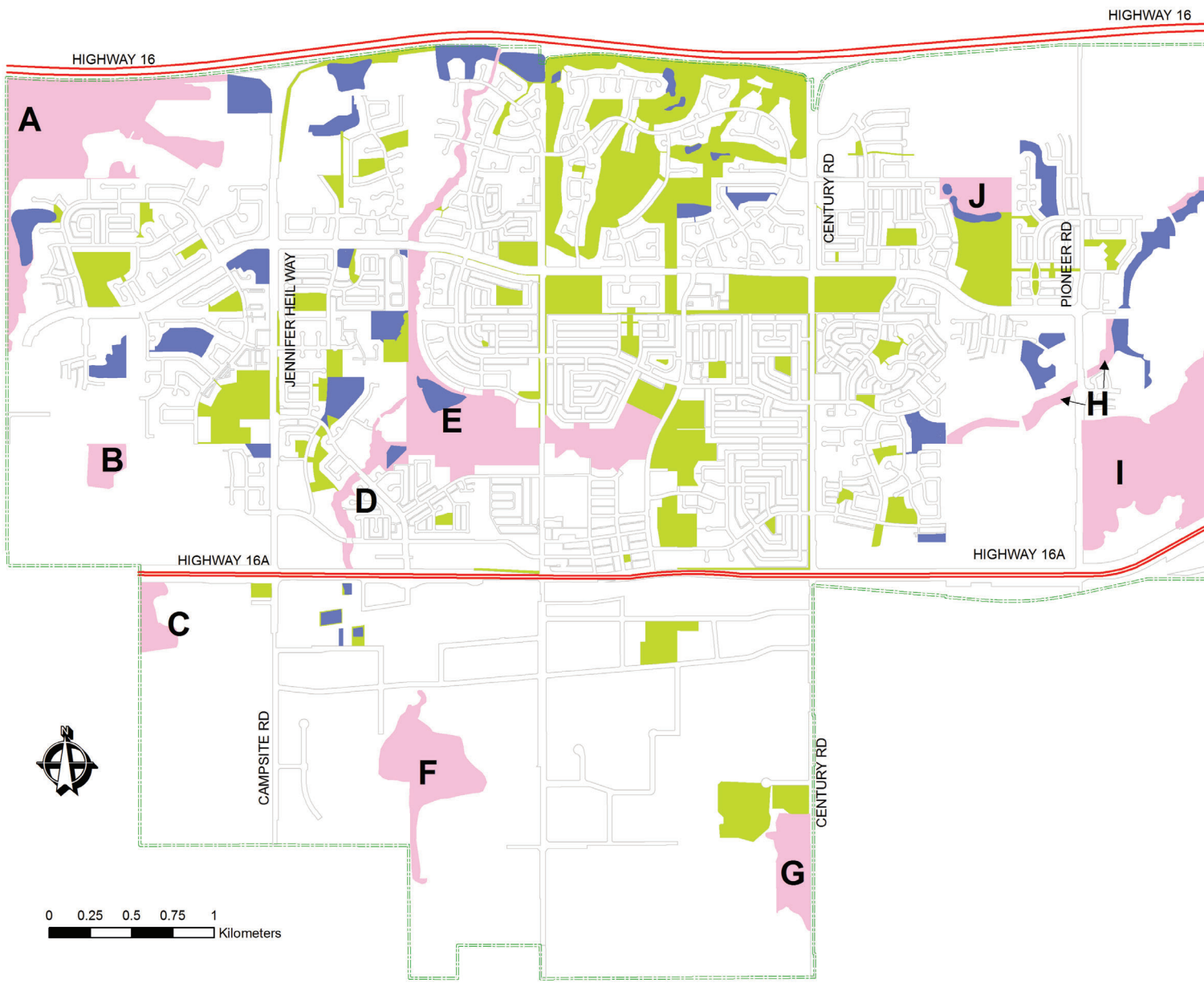


Figure 6
Parks and Open Space



Municipal Development Plan
2010-2020



Section 5

Form and Infrastructure

Goal 5 **Spruce Grove manages growth to ensure the city is economically, environmentally, and socially sustainable.**

Goal 6 **Spruce Grove remains a compact, safe, and efficient community that emphasizes connectivity, accessibility, special places, and parks and open space and promotes a high standard of community design incorporating green and healthy living principles.**

Urban form and infrastructure together shape the layout and feel of a city. Spruce Grove's built form is dominated by large areas of single-family housing with concentrations of multi-family housing in a few neighbourhoods. The housing stock is reasonably diverse with an approximate split of 80% single-family/duplexes and 20% row-housing/multi-family buildings. Transportation systems are automobile-oriented with limited commuter transit service to Edmonton. While extensive, there are gaps in the existing trail system and walking or biking to the primary shopping and entertainment areas is a challenge. Major open space and recreation hubs such as West District Park/TransAlta Leisure Centre, Heritage Grove, and Jubilee Park complement the trail system and neighbourhood parks. Commercial development is concentrated in the Highway 16A commercial corridor and adjacent nodes. The City Centre includes smaller scale commercial development, a mix of single and multi-family housing types, and several institutional uses. The City's industrial and business parks are located south of Highway 16A. The railway tracks pose a major challenge to the movement of goods and people within Spruce Grove. The entire community is serviceable by water and sewer. Figure 7: Existing Land Use provides an overview of current land use patterns in the community.

In recent years the City made efforts to increase residential densities and housing options, expand the parks and open space network, and provide commuter transit service for residents. As a first step, a diverse mix of redevelopment projects in the City Centre is breathing new energy into the area. Spruce Village, unique in Spruce Grove, has brought a new style of design principles to the city. The land acquired in the 2007 Pioneer Annexation provides additional land for Spruce Grove to grow over the next 25+ years, with Highway 16 being considered the northern limit for any future expansion. The Westwind Lands, included within the Pioneer Annexation area, will develop as an innovative integrated land use development that builds on its strategic location on the Yellowhead corridor.

The City has an opportunity to build on recent initiatives and direct growth and development in a sustainable way. To enhance its overall sustainability, Spruce Grove needs to use land and resources efficiently, promote connectivity and accessibility, and expand options for alternative modes of transportation, including active transportation

(e.g. walking, biking) and public transit. An important component in enhancing connectivity is development and reinforcement of neighbourhood and community level nodes to act as formal and informal gathering places, transit hubs, and local commercial and recreation centres. The City Centre will be promoted as a distinct urban experience that is mixed-use, pedestrian friendly, and offered a diverse and eclectic range of services. Other strategies include:

- increasing residential densities in a context appropriate manner while further expanding diversity in the housing stock;
- promoting mixed use development;
- facilitating healthy living through community design;
- integrating biking and walking trails directly into the transportation network; and
- looking first to natural features and the parks and open space network when deciding where to locate development.

The policy objectives that follow articulate a new vision for urban form and infrastructure in Spruce Grove that will improve its liveability, inclusiveness and sustainability.

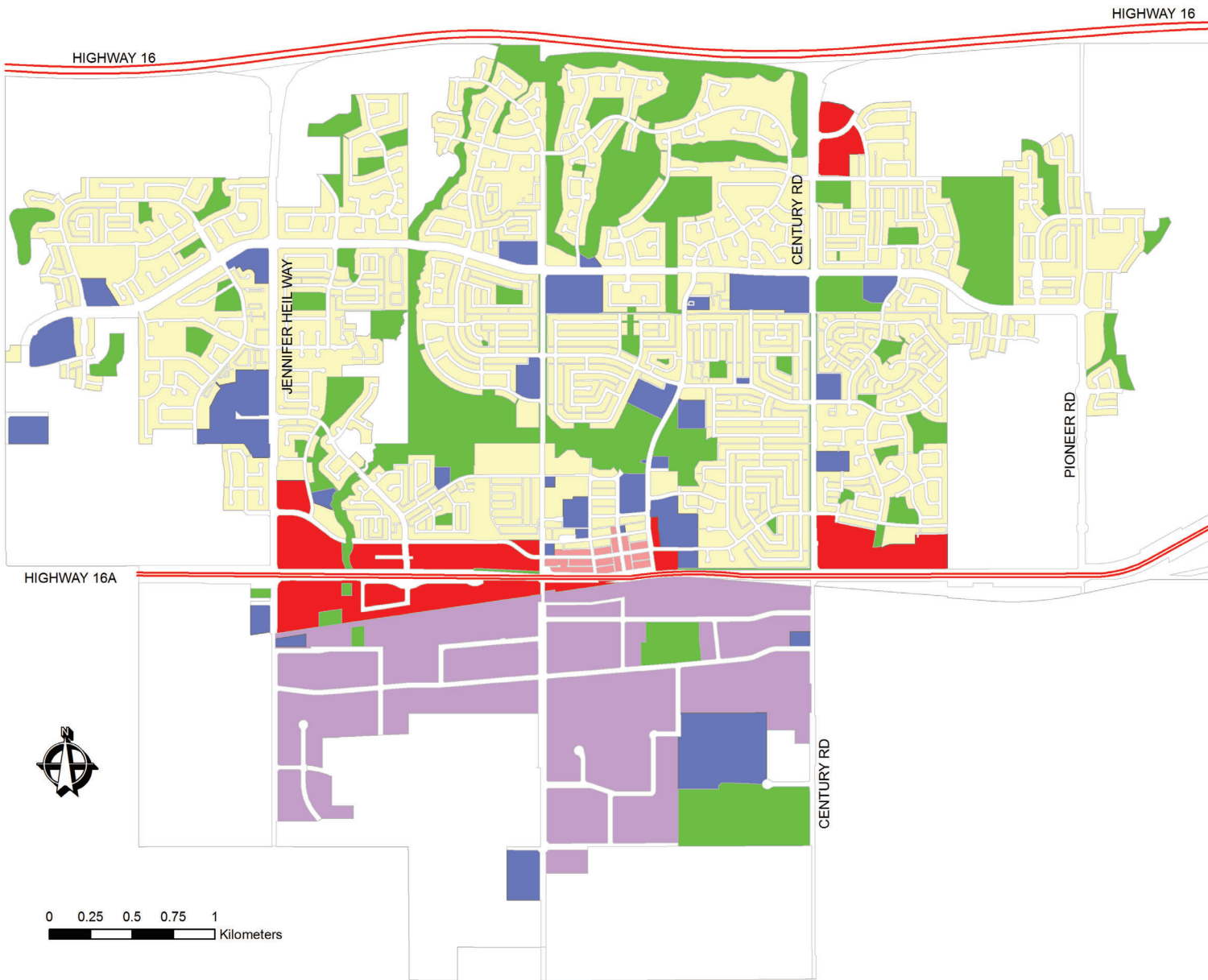
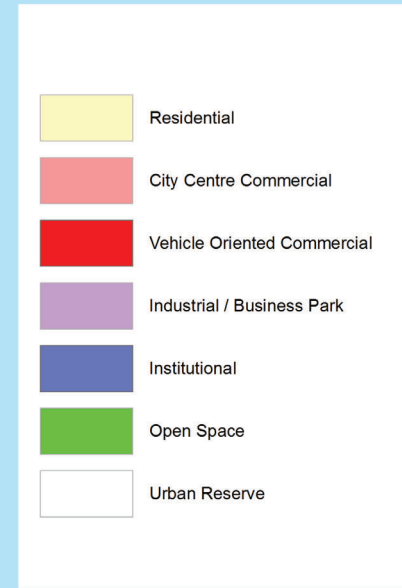


Figure 7
Existing Land Use



Municipal Development Plan
2010-2020

5.1 Growth Management

Objective

5.1.1 Plan to accommodate 40,000 residents by 2044 through long-term growth management.

Policies

5.1.1.1 Base decisions related to future growth and community change on the vision and policies outlined in the Edmonton Metropolitan Region Growth Plan and the City of Spruce Grove Municipal Development Plan.

5.1.1.2 Develop, and update as required, Area Structure Plans and Area Redevelopment Plans to guide development.

5.1.1.3 Continue to conduct a municipal census in accordance with City policy to ensure the City has access to up-to-date demographic data.

5.1.1.4 Use a Geographic Information System (GIS) to review regularly, and pursue strategies as needed, the supply of residential, commercial, industrial, and community use land to meet the changing needs of the community.

5.1.1.5 Work with the Provincial Government and the surrounding municipalities to ensure that the City has sufficient land to accommodate 25-years of growth.

Objective

5.1.2 Direct development so it is contiguous and makes efficient use of land, infrastructure, transportation networks, and other community resources.

Policies

5.1.2.1 Integrate land use and transportation planning decisions to create a more compact and efficient urban form.

5.1.2.2 Intensify land use and prevent the premature development or fragmentation of lands currently in agricultural use.

5.1.2.3 Require an agricultural impact assessment to identify any prime agricultural lands to ensure their fragmentation is minimized and to conserve their use for agricultural purposes for as long as possible recognizing that these lands will urbanize over time to accommodate growth.

- 5.1.2.4 Increase residential densities with a variety of housing types, lot sizes and development layouts.
- 5.1.2.5 Ensure that local and commuter transit service is possible across the community.
- 5.1.2.6 Require that any new development areas be contiguous to existing developed areas.
- 5.1.2.7 Prohibit permanent development and discourage temporary development on any lands not governed by an Area Structure Plan and/or zoned Urban Reserve or Agricultural Restricted, other than what is considered permitted or discretionary in those districts.
- 5.1.2.8 Amend the Municipal Development Plan and applicable Area Structure Plans or Area Redevelopment Plans to incorporate the land use concept and statistics, transportation details, and servicing requirements associated with Special Study Areas as finalized by the City.

Objective

- 5.1.3 Base urban form around the parks and open space network.

Policies

- 5.1.3.1 Create an integrated network of different types of open spaces as defined in Table 2 (next page) and the Parks and Open Spaces Master Plan.

Table 2: Types of Open Space

Category	Open Space Examples
Type A Natural & Semi-Natural Green Spaces or Watercourses	Woodland Urban forestry Grasslands Wetlands Canals Open and running water Ecological reserve
Type B Historic Resource, Cultural Landscape or Landmark	Cemeteries Churchyards Grain Elevator Museum Historic sites
Type C Parks, Gardens, and Civic Spaces	Civic spaces Gardens Amenity green space
Type D Outdoor Sport and Recreation Facilities	Tot lots Playgrounds Neighbourhood Parks Sports fields School sites Tennis courts Golf courses Skateboard parks/BMX parks and tracks
Type E Linear systems, Green Corridors, Paths, and Streets	Paths Bikeways Trails Streets Rights-of-way
Type F Campgrounds & Day Use/Picnic Areas	Recreation vehicle areas Camping areas Picnic and day-use areas
Type G Non-contributing Green Space	Utility strips and transformer pads Grassed intersections Left-over green space/open space Awkward locations/sizes/shapes Rights of Way (ROW)

5.1.3.2 Prioritize the designation of suitable open space lands in new development areas, rather than allowing open space provision as a by-product of subdivision and development.

- 5.1.3.3 Indicate all proposed open spaces, including their type, in Area Structure Plans and Area Redevelopment Plans and ensure that these spaces contribute to the overall system of public space.
- 5.1.3.4 Develop strategies to permanently protect and incorporate Type A-F open spaces into the fabric of the community, such as designating open spaces along roadways and avoiding open spaces that are behind/between privately owned lands.
- 5.1.3.5 Prevent the development of non-contributing open space except where unavoidable in the provision of utilities. Areas of this type that cannot be integrated into the open space network should not receive municipal reserve credit.

Objective

- 5.1.4 Reinforce existing neighbourhood and community gathering places and create new ones in developing, future, and redeveloping areas, and where possible, in already developed areas.

Policies

- 5.1.4.1 Create high quality indoor and outdoor public gathering spaces by implementing place making design strategies.
- 5.1.4.2 Promote the creation and enhancement of community level gathering places by encouraging, where appropriate:
 - higher density residential development in adjacent areas;
 - mixed commercial and residential development;
 - community and local businesses and services, including eating and drinking establishments;
 - indoor and outdoor gathering space;
 - local transit hub;
 - connections for pedestrians and cyclists, both within the gathering place and to other parts of the community;
 - pedestrian and cyclist oriented design features such as appropriate sidewalk widths, curb cuts, signage, safe road crossings, bicycle racks, low-level lighting, and benches;
 - vehicle access and parking, including off-street parking facilities;
 - buildings that are oriented to the street;
 - institutional and cultural facilities;
 - formal parks and some informal open space;
 - consistent landscaping, including trees, shrubs, flowerbeds and planters; and
 - public art.

- 5.1.4.3 Promote the creation and enhancement of neighbourhood level gathering places by encouraging, where appropriate:
- neighbourhood commercial development (Section 6.2 Economic Development: Commercial Development);
 - informal open space and/or formal parks;
 - indoor and outdoor gathering space;
 - connections for pedestrians and cyclists to the surrounding neighbourhood and other gathering places;
 - pedestrian and cyclist oriented design features such as appropriate sidewalk widths, curb cuts, signage, safe road crossings, bicycle racks, low-level lighting, and benches;
 - complementary links from streets to open spaces as well as encouraging the use of streets as open spaces;
 - a positive relationship between streets and land uses;
 - consistent landscaping, including trees, shrubs, flowerbeds and planters;
 - bus stops; and
 - public art.
- 5.1.4.4 Apply universal design principles to community and neighbourhood gathering places to ensure these are accessible to and suitable for all ages and abilities in all seasons where possible.
- 5.1.4.5 Recognize and, where appropriate, incorporate Spruce Grove's special places into community and neighbourhood gathering places.

5.2 Neighbourhood Design and Housing

Objective

- 5.2.1 Implement high standards for neighbourhood design and landscaping to enhance residents' quality of life.

Policies

- 5.2.1.1 Explore innovative zoning tools in consultation with the development industry including but not limited to form-based, performance-based, and used-based zones, and/or a hybrid of more than one type of zoning system.
- 5.2.1.2 Encourage a variety of development designs and layouts, particularly those which use green technology, reduce the building footprint, increase the amount of open space, and promote the use of alternative forms of transportation.

- 5.2.1.3 Integrate gathering places, open space, trail connections, and neighbourhood commercial development into all new neighborhoods and existing neighborhoods when possible.
- 5.2.1.4 Reinforce the role of streets as public open space by creating a more pedestrian and cyclist friendly streetscape and increasing connectivity through community design principles including:
- utilizing a grid or modified grid street system rather than keyholes and crescents except in situations where circumstances (e.g. topography, geology, a natural area) make a non-grid system unavoidable;
 - providing, wherever feasible, boulevards and street trees along roadways;
 - developing sidewalks on both sides of the street;
 - reducing the required front yard setback;
 - encouraging a laned block structure and rear on-site parking;
 - orienting buildings to front on local and collector streets; and
 - encouraging side driveways and recessed garages in laneless street systems to prevent front car garages from dominating the streetscape.
- 5.2.1.5 Provide vehicle, pedestrian, and cyclist connections within and between neighbourhoods and with community and neighbourhood level gathering places.
- 5.2.1.6 Require adequate screening or buffering for residential land uses along arterial roadways and between incompatible land uses, including vegetation, berms, or architectural screens such as walls and fences.

Objective

5.2.2 Increase housing options and residential densities across the community.

Policies

- 5.2.2.1 Integrate a variety of housing types and densities to create diverse streetscapes in neighbourhoods and increase diversity in the housing stock.
- 5.2.2.2 Apply two levels of integrated densities to the community and support these through innovative zoning tools:
- Level 1: a mix of low to medium density building types; and
 - Level 2: a mix of medium to high density building types.
- 5.2.2.3 Recognize that established neighbourhoods will have less integration of housing stock than developing and future neighbourhoods as a result of past subdivision and building patterns.

- 5.2.2.4 Focus higher density and seniors housing in proximity to amenities, transit and gathering places.

Objective

- 5.2.3 Increase housing options and densities through limited redevelopment opportunities in *established neighbourhoods* which fit within the existing context and do not change the essential character of the neighbourhood.

Policies

- 5.2.3.1 Optimize existing infrastructure and minimize the City's development footprint in all established neighbourhoods and other built-up urban areas by determining the existing residential dwelling unit density and encouraging intensification in these areas through redevelopment, infill and the expansion and conversion of existing buildings for achieving an aspirational target of a 10% increase in residential dwelling units.
- 5.2.3.2 Monitor the cumulative impact of intensification projects on individual established neighbourhoods to prevent the essential character of the given neighbourhood from changing by developing infill and redevelopment guidelines and a mechanism to monitor cumulative impacts.
- 5.2.3.3 Apply innovative zoning tools to ensure all infill and redevelopment projects occurring in established neighbourhoods are appropriate in terms of:
- size and scale;
 - landscaping;
 - siting and setbacks;
 - building height;
 - relationship of buildings to the street;
 - exterior finish;
 - rooflines; and
 - infrastructure capacity.
- 5.2.3.4 Provide adequate on-site parking and private green space for infill and redevelopment projects in established neighbourhoods.

Objective

- 5.2.4 Implement innovative neighbourhood design strategies in *developing and future neighbourhoods* to increase housing densities and types while maintaining a high quality of life.

Policies

- 5.2.4.1 New Area Structure Plans shall be planned, developed, and phased in a contiguous pattern and where they include residential land use achieve a minimum greenfield density of 35 dwelling units per net residential hectare.
- 5.2.4.2 Provide adequate on-site parking and private green space in developing and future neighbourhoods.
- 5.2.4.3 Amendments to Area Structure Plans approved prior to the Edmonton Metropolitan Region Growth Plan shall be submitted to the Edmonton Metropolitan Region Board for approval review in accordance with the Regional Evaluation Framework.
- 5.2.4.4 Ensure higher density bus-friendly neighbourhoods built ahead of transit service have adequate vehicular access and that streets can accommodate anticipated traffic flows based on the proposed density levels.

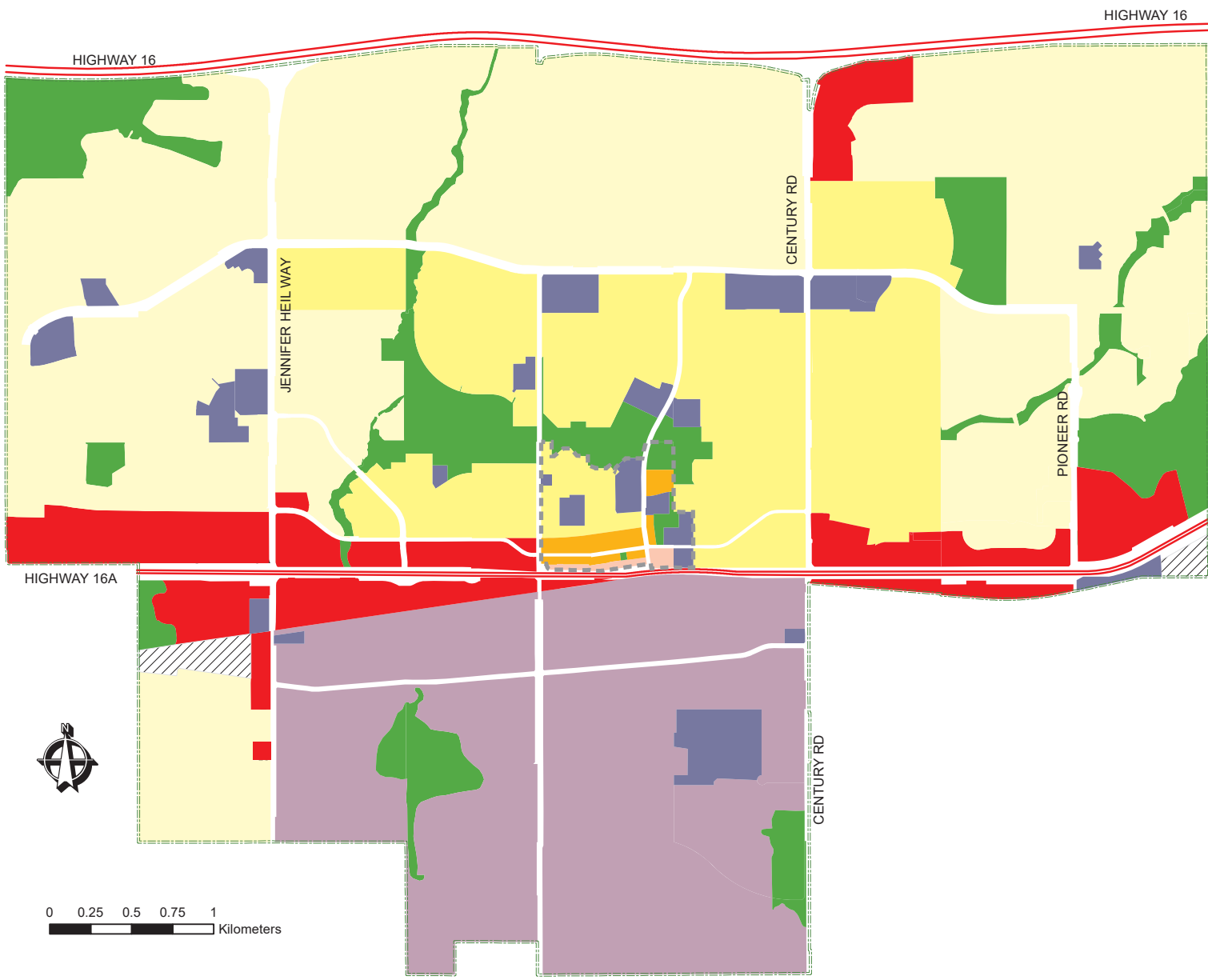
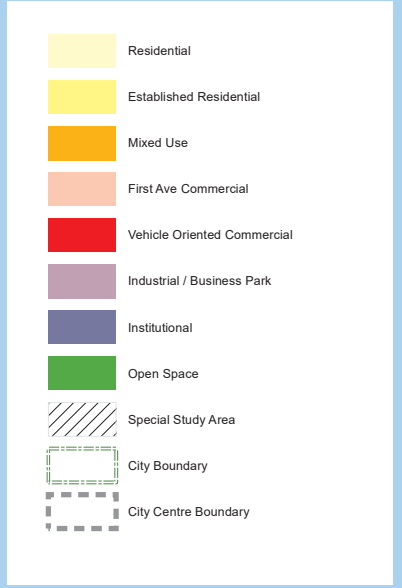


Figure 8
Future Land Use



Municipal Development Plan
 2010-2020



5.3 City Centre

Objective

5.3.1 Develop the City Centre as a mixed use hub of activity with a distinct identity.

Policies

5.3.1.1 Develop the City Centre (Figure 8: Future Land Use) as one of the primary community level gathering places and as a distinct urban experience that is mixed use, pedestrian friendly, and offers a diverse and eclectic range of services.

5.3.1.2 Prepare an Area Redevelopment Plan for the City Centre which uses the concept plan included in Figure 8: Future Land Use as a starting point and focuses on:

- small-scale service oriented businesses targeted primarily at the local population with a limited regional customer base;
- pedestrian orientation;
- the use of streets as public spaces;
- civic and open space uses;
- mixed use development; and
- higher density residential development.

5.3.1.3 Pursue strategies to develop McLeod Avenue between King Street and Calahoo Road as a pedestrian oriented service and shopping area.

5.3.1.4 Promote a pedestrian friendly streetscape by:

- encouraging zero-front yard developments;
- limiting building scale and height;
- developing different setbacks for different levels of a building;
- orienting buildings and window displays towards the street;
- applying architectural, lighting, façade, and signage standards with pedestrians in mind;
- encouraging street dining;
- promoting the collection of “cash in lieu” in conjunction with parking requirements for appropriate development and development of public parking areas;
- providing clear links and interfaces between streets and open spaces;
- accommodating two or three people walking side-by-side on sidewalks; and
- implementing traffic calming measures.

5.3.1.5 Pursue achieving an aspirational density target of 100 dwelling units per net residential hectare within the City Centre by 2044.

- 5.3.1.6 Encourage lot consolidation, where feasible, to promote more integrated and innovative development.
- 5.3.1.7 Incorporate a traffic analysis of the City Centre in the Transportation Master Plan to look at circulation and road/sidewalk capacity for private vehicles, transit, pedestrians, and cyclists and traffic calming strategies.
- 5.3.1.8 Develop a Parking Strategy and review parking standards for the City Centre to identify existing and future needs and capacity, problem areas, and options including the feasibility of an at-grade-off-street-parking-facility.

5.4 Westwind Lands

- 5.4.1 Develop the Westwind Lands as an integrated land use development which takes advantage of its strategic location on the Yellowhead TransCanada Highway while still considering local context and overall connectivity
 - 5.4.1.1 Update the Pioneer Lands Area Structure Plan to include a concept plan and land use statistics for Westwind Lands which focuses on:
 - integrated land use development;
 - regional service and commercial uses;
 - multi-modal transportation options and connectivity;
 - relationship with Jubilee Park and the surrounding residential neighbourhoods; and
 - innovative, compact, and high quality design
 - 5.4.1.2 Include a community level gathering place, medium to high density residential development, and a regional park and ride for transit in Westwind Lands
 - 5.4.1.3 Incorporate a traffic analysis of Westwind Lands in the Transportation Master Plan to look at circulation and road/sidewalk capacity for private vehicles, transit, pedestrians, and cyclists and traffic calming strategies

5.5 Parks and Open Space Network

Objective

- 5.5.1 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.

Policies

- 5.5.1.1 Locate new park space so it takes advantage of and maximizes the catchment area of the community and meets the standards for provision as identified in the Parks and Open Space Master Plan.
- 5.5.1.2 Discourage single use park spaces that are less than one acre where the costs associated with their development and maintenance are not justified by the frequency of use or the period of time over which the targeted age cohort will use them is not sufficiently long enough.
- 5.5.1.3 Existing small parks should provide (through retrofitting when required) sustainable long term use for:
 - children between 0-5 years of age;
 - persons with reduced mobility;
 - picnicking areas;
 - mailboxes; and
 - bus stops.
- 5.5.1.4 Require high density residential areas and/or gathering places to include either formal or informal open space suitable for all ages.
- 5.5.1.5 Provide non-structured places for informal gatherings and leisure pursuits.
- 5.5.1.6 Connect all new parks and open spaces with the City's pathway system.
- 5.5.1.7 Incorporate natural areas into the parks and open space system (Section 4.5 Environmental Management: Natural Areas and Parks).
- 5.5.1.8 Reinforce neighbourhood and community gathering places through parks and open space.
- 5.5.1.9 Ensure that all parks and open spaces are accessible by pedestrian and bicycle traffic, as well as visible and open to roadways.
- 5.5.1.10 Provide small open space nodes along non-vehicular trails in areas of Level 1 (lower density) residential development with small lots.
- 5.5.1.11 Locate, at the time of subdivision, small parks adjacent to neighbourhood commercial areas and/or stormwater management facilities.
- 5.5.1.12 Explore opportunities for the development of community gardens in areas with large concentrations of Level 2 (higher density) residential development. Implement where appropriate.

- 5.5.1.13 Discourage the provision of open spaces in enclosed areas behind and/or between privately owned sites unless a large portion of the site fronts a public street.

Objective

- 5.5.2 Pursue a range of strategies to expand the parks and open space network.

Policies

- 5.5.2.1 Use the Parks and Open Space Master Plan as a guide to acquire and designate parks and open spaces.
- 5.5.2.2 Incorporate stormwater management facilities, into the parks and open space network.
- 5.5.2.3 Use the City's municipal reserve authority to acquire land for parks and open space use at the time of residential subdivision.
- 5.5.2.4 Take cash-in-lieu of municipal reserve land in industrial and commercial areas, where appropriate, at the time of subdivision and use this for the acquisition of other lands.
- 5.5.2.5 Allow municipal reserve credit where appropriate and when subject lands have a park-like character and use for:
- land around a stormwater management pond or wetlands, above the 1 in 100 year flood line, if the landowner or developer provides landscaping (e.g. grading, seeding or other ground cover, tree and shrub planting), benches, and pathway connections suitable for pedestrian and non-vehicular use;
 - a portion of a stormwater management dry pond if the facility can be used for formal or informal sports field activities; and
 - linear open spaces containing trails beyond a 6m width, based on provision of agreed landscaping and amenities by the landowner/developer.
- 5.5.2.6 Take additional Municipal Reserve from Level 2 (higher density) residential developments, as provided for in the Municipal Government Act, and consolidate the Municipal Reserve as a public open space amenity; such amenity spaces shall be located primarily for the use and enjoyment of the surrounding Level 2 (higher density) residential developments.
- 5.5.2.7 Collaborate with school authorities on locating joint school and municipal facilities and continue to maintain a joint use agreement for these facilities.

5.6 Transportation Systems

Objective

5.6.1 Develop an efficient integrated multi-modal transportation system.

Policies

- 5.6.1.1 Pursue opportunities to increase linkages between different forms of transportation including but not limited to:
- vehicle traffic;
 - traditional and non-traditional forms of transit;
 - bikes;
 - feet;
 - skateboards/rollerblades; and
 - scooters.
- 5.6.1.2 Incorporate multi-modal transportation needs and opportunities in the Transportation Master Plan.
- 5.6.1.3 Consider the needs of other modes of transportation when developing or upgrading road, transit, and/or trail networks.
- 5.6.1.4 Work with developers at the Area Structure Plan, Area Redevelopment Plan, and subdivision plan stage to implement community design features that increase connectivity and opportunities for multi-modal transportation integration.
- 5.6.1.5 Develop indicators to monitor changes in transportation use amongst community members as a more integrated system develops.
- 5.6.1.6 Identify strategies to respond to gaps in the usage of different forms of transportation and in system integration.

Objective

5.6.2 Provide reliable short and long-range transportation planning to accommodate the movement of people and goods within Spruce Grove and the surrounding region based on existing and future land use.

Policies

- 5.6.2.1 Monitor traffic counts and movements to ensure that road capacity, design, and timing of capital improvements can accommodate changes in traffic due to population growth, increased density and new development.

- 5.6.2.2 Implement roadway and interchange extensions and improvements to reduce congestion as the community grows and in accordance with the recommendations of the Transportation Master Plan and Figure 9: Major Road Network.
- 5.6.2.3 Maintain a hierarchy of streets appropriate to use and location as identified in the Transportation Master Plan and Figure 9: Major Road Network.
- 5.6.2.4 Protect regional transportation corridors and facilitate the adequate movement of goods and services within and through Spruce Grove.
- 5.6.2.5 Support regional initiatives to address the impact of an anticipated increase in rail traffic frequency.

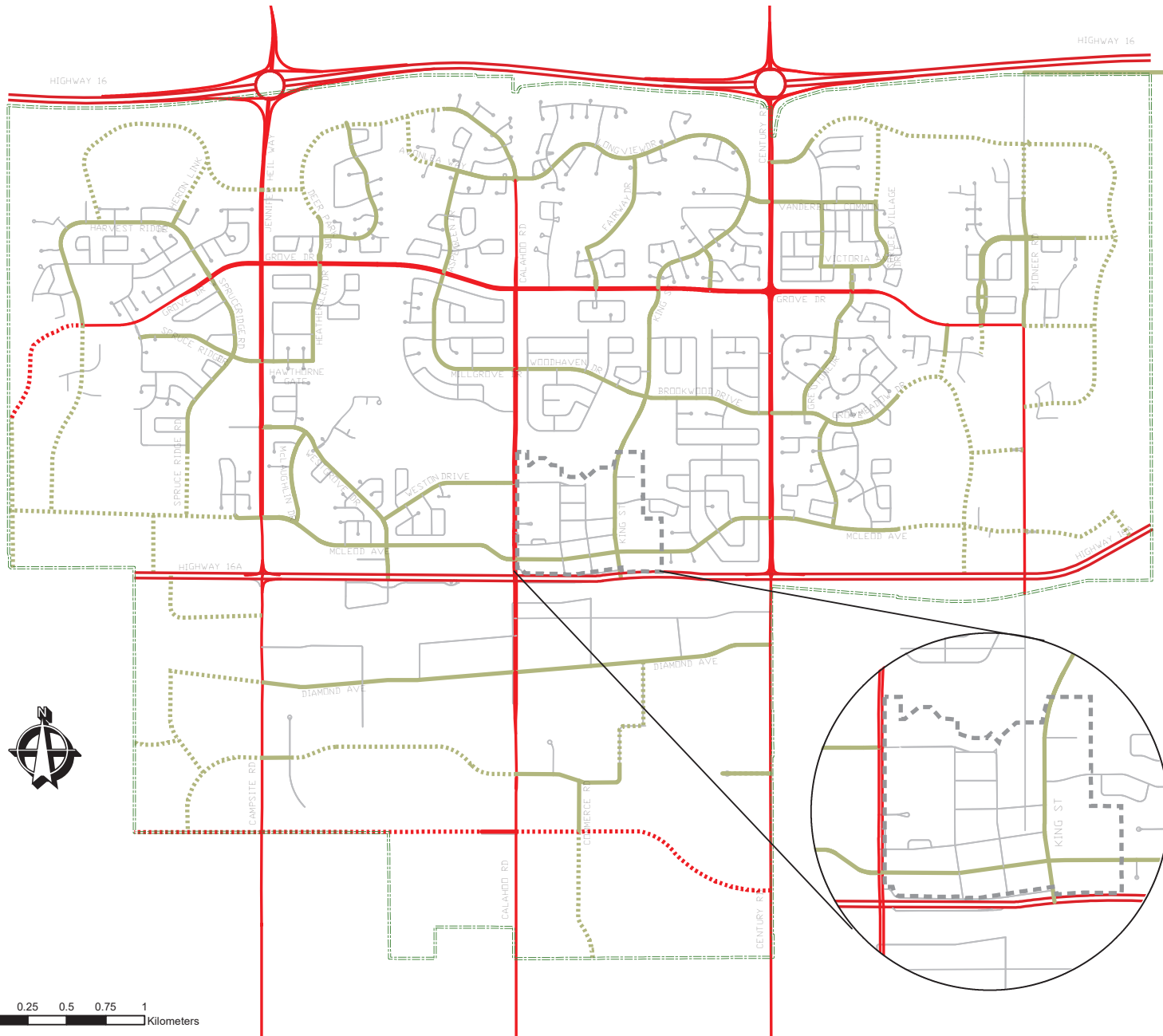


Figure 9
Major Road Network

Roads By Type

- Arterial Existing
- ⋯ Arterial Future
- Collector Existing
- ⋯ Collector Future
- = Highway Existing
- Interchange
- City Centre Boundary
- City Boundary

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0 0.25 0.5 0.75 1
Kilometers

- 5.6.2.6 Explore options with CN Rail to improve access to areas south of the railway and enhance safe rail crossings for vehicles, transit, pedestrians, and cyclists.
- 5.6.2.7 Provide street lighting appropriate to the primary use of each street.
- 5.6.2.8 Maintain roadways, sidewalks and trails for safe mobility in every season.

Objective

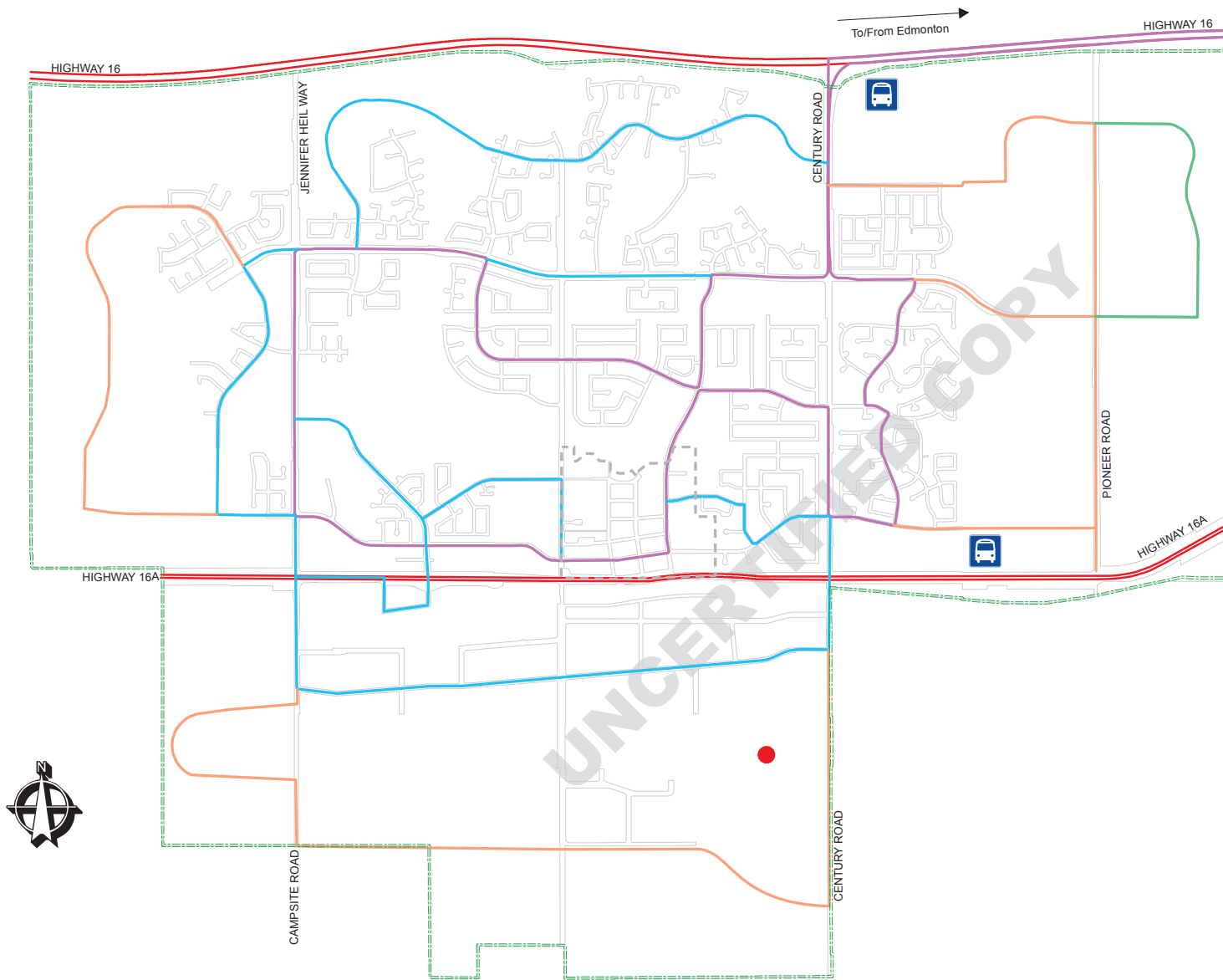
- 5.6.3 Expand and integrate public transit and other alternative and active transportation infrastructure and services.

Policies




- 5.6.3.1 Expand the capacity of the regional commuter service into Edmonton and explore options for a commuter service to Acheson Industrial Park in accordance with the recommendations in the Edmonton Metropolitan Region Growth Plan.
- 5.6.3.2 Monitor transit ridership volume and usage and respond to customer needs and changes in volume and usage as required when feasible.
- 5.6.3.3 Identify which of the two options proposed on Figure 10: Transit Network is the most appropriate to develop a regional transit hub and park and ride facility.
- 5.6.3.4 Develop a local transit network that provides transit stops within 400 m walking distance of 90% of homes by 2040 and connects to major employment and shopping areas as identified on Figure 10: Transit Network and Figure 11: Major Employment Areas. Focus transit stops in proximity to:
 - community and neighbourhood gathering places;
 - concentrations of higher density residential development;
 - secondary schools;
 - major parks and sports fields;
 - major employment and shopping areas; and
 - the industrial area south of Highway 16A.
- 5.6.3.5 Explore innovative public transit options and work in partnership with the Edmonton Metropolitan Region Board and neighbouring municipalities to increase local and regional transit service in a way that is cost-effective, and uses land and moves people efficiently.
- 5.6.3.6 Ensure bicycle stands and other appropriate improvements are provided at local and regional transit hubs and community and neighbourhood gathering places.

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Figure 10
Transit System



Transit Routes

- Existing
- 2020
- 2030
- 2040
-  Potential Regional Transit Hub (2020)
- Potential Bus Yard
-  City Boundary
-  City Centre Boundary



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Figure 11
Major Employment Areas

- City Boundary
- City Centre
- Vehicle Oriented Commercial
- Industrial Park
- Institutional
- City Centre Boundary

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March 2019

- 5.6.3.7 Require sidewalks on all non-terminating streets in new residential and commercial areas and where appropriate, in industrial areas.
- 5.6.3.8 Conduct a non-motorized transportation network analysis of already developed areas and identify gaps in this network and priorities for filling in these gaps.
- 5.6.3.9 Improve pedestrian and cyclist access across Highway 16A and within industrial areas.
- 5.6.3.10 Facilitate pedestrian connections from neighborhoods to development along the highway commercial corridor, and require walkways for pedestrian circulation within the commercial corridor.

5.7 Infrastructure

Objective

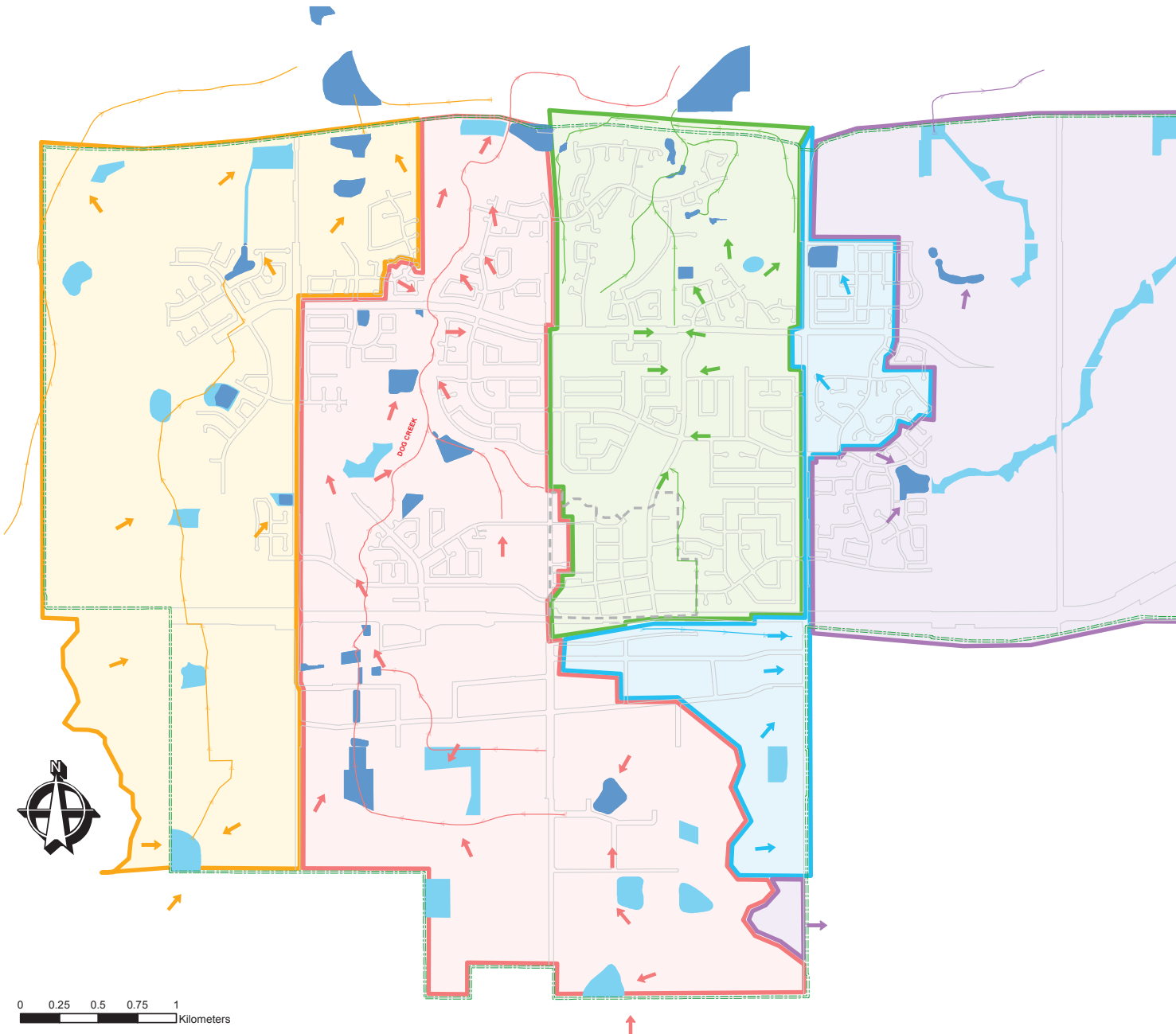
- 5.7.1 Generate and continually update long-term infrastructure development, maintenance, and replacement plans.

Policies

- 5.7.1.1 Implement a life-cycle approach to infrastructure development and management and maintain a high quality system.
- 5.7.1.2 Require all development not currently on urban services to connect to these services as soon as they reach the property boundary as outlined in the Utility Bylaw.
- 5.7.1.3 Manage stormwater runoff so flow rates do not exceed pre-development levels as outlined in the Stormwater Management Plan and in accordance with the standards set by Alberta Environment (Figure 12: Stormwater Management).
- 5.7.1.4 Coordinate development with provision of urban services, particularly in areas where increased densification is preferred (Figure 13: Water System and Figure 14: Sanitary Trunk System).
- 5.7.1.5 Explore the feasibility of alternative infrastructure standards to facilitate energy efficiency and more sustainable land use.

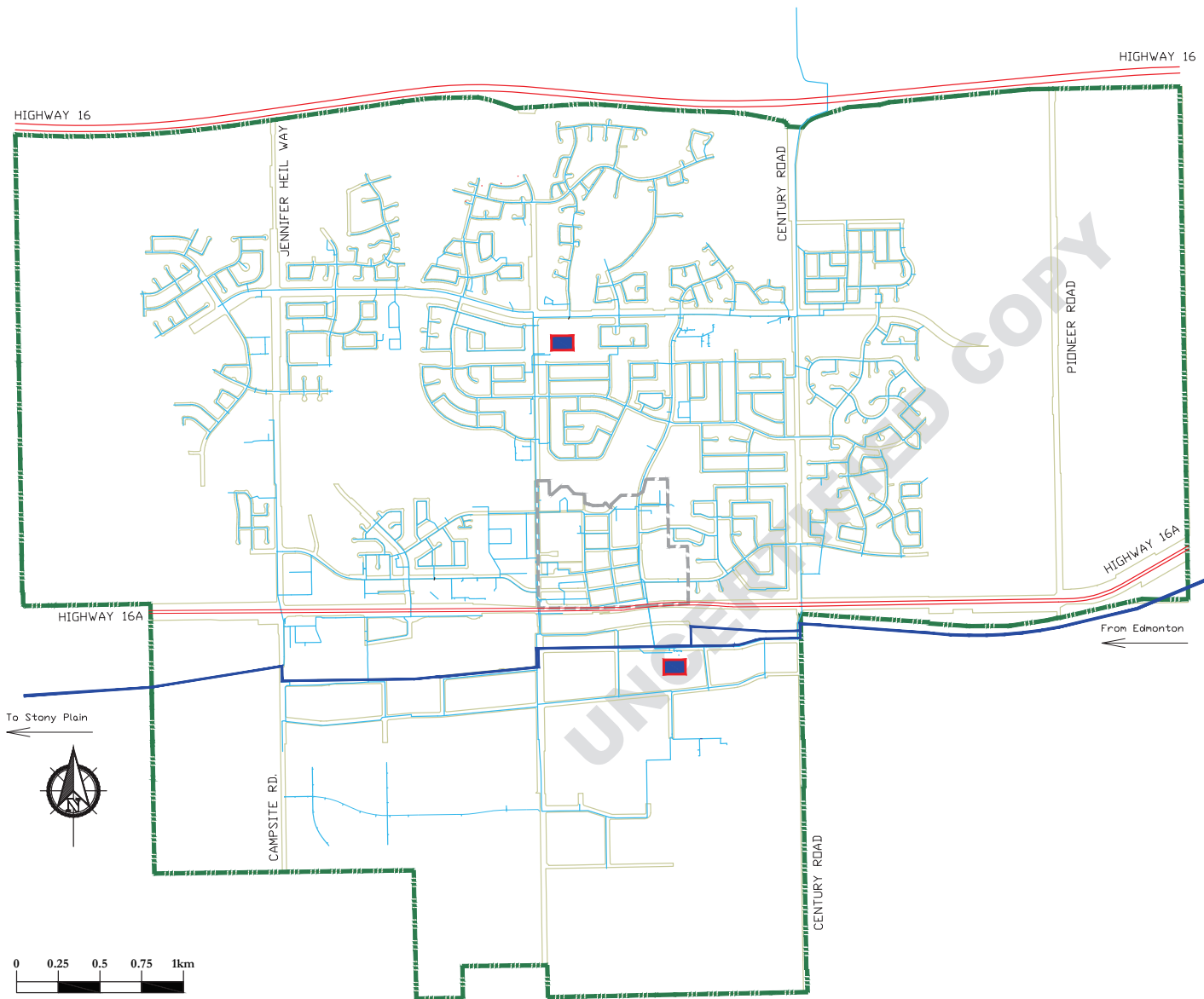
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Figure 12
Stormwater Management



Municipal Development Plan
2010-2020

Figure 13
Water Network



Existing Water Network

- Water Main
- Regional Water Line



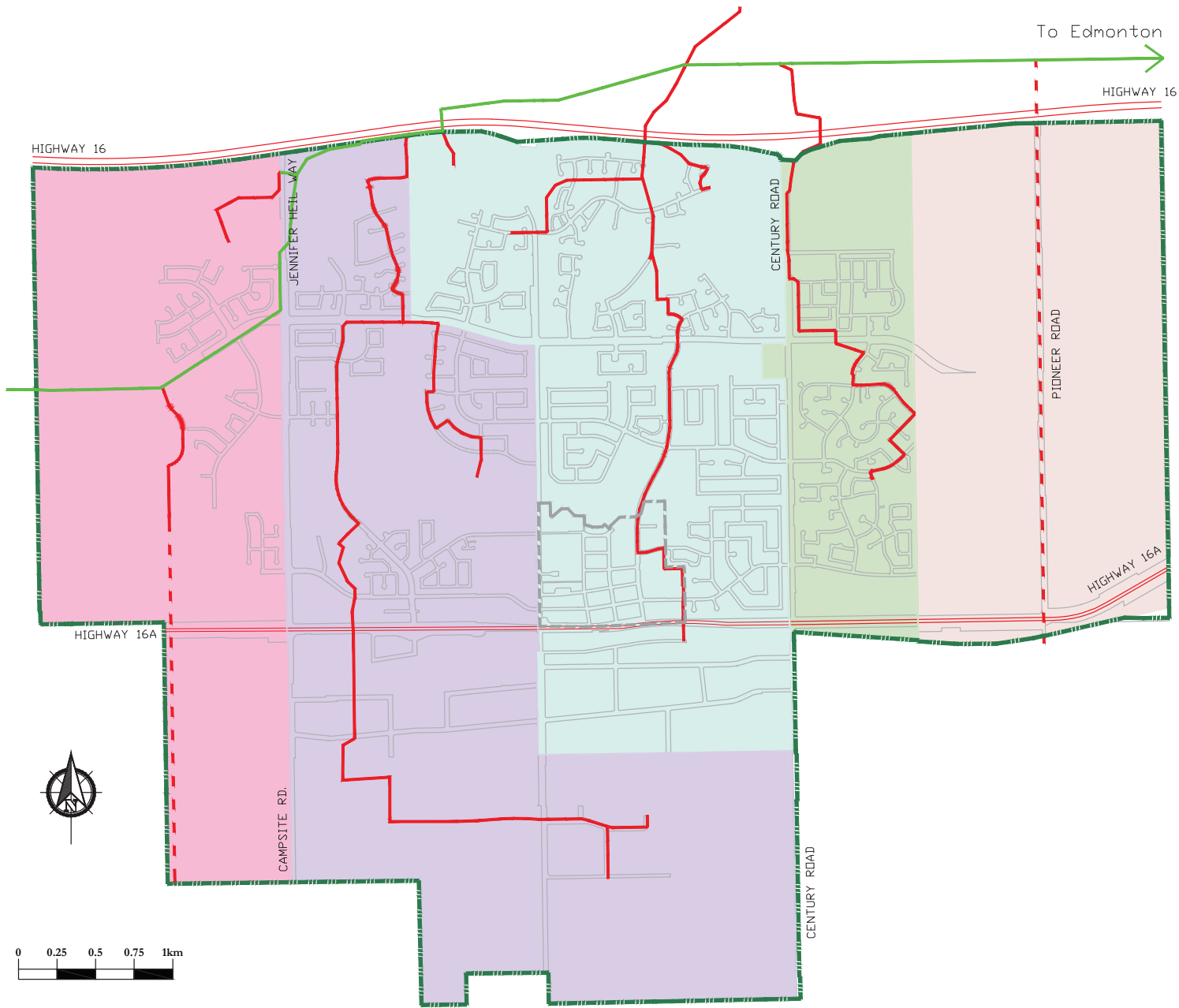
Reservoir

- City Centre Boundary
- Spruce Grove Boundary



Municipal Development Plan
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Figure 14
Sanitary Trunk System



Sanitary Lines

- Trunk Main (Existing)
- - - Trunk Main (Future)
- Regional Sewer Line

Trunk Main Zones

- Boundary
- West
- Central
- East
- Pioneer (Future)
- City Centre Boundary
- Spruce Grove Boundary



Municipal Development Plan
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Section 6 Economic Development

Goal 7 Spruce Grove is affordable to residents and businesses, has a diverse tax base and offers a range of commercial services, light-to-medium industrial activities, and employment options

Declining affordability is an important challenge for Spruce Grove to overcome. Essential to Spruce Grove's long-term financial sustainability and affordability, is the ability to expand the tax base and achieve a reasonable balance between residential and commercial/industrial tax assessment. The benefits of such a strategy are two-fold: it provides additional municipal revenue and creates local employment opportunities. The ability to innovate and remain competitive in the global economy at the regional and municipal level will determine Spruce Grove's success in attracting new development.

Located 11-km from Edmonton, in close proximity to Acheson Industrial Park, and between two major transportation corridors, Spruce Grove is a prime location for future commercial and industrial development. Taking advantage of the City's strategic location on the Yellowhead TransCanada Highway through the development of Westwind Lands and reinforcing the regional service role of the Highway 16A commercial corridor will be essential. The redevelopment of the City Centre to become a service and residential focused mixed use area will complement vehicle oriented commercial and industrial development. Pedestrian oriented neighbourhood commercial uses will continue to be important to residents and will be increasingly viable as residential uses intensify.

In the last ten years Spruce Grove rapidly expanded its commercial base to become a major regional service-centre with a trading area of over 100,000 people. Recently, over 230-hectares of serviced industrial land was developed responding to a major challenge to industrial expansion within the City borders. The top employers in the region include Parkland School Division, Wal-Mart, Real Canadian Superstore, the City of Spruce Grove, Evergreen Catholic School Division, ATCO Structures, Canadian Tire, Home Depot, Cargill Meats Canada, Moloney Electric, and the TransAlta Leisure Centre.

The Edmonton Metropolitan Region Growth Plan identifies Spruce Grove's total employment in 2014 as 11,348 with projected growth to reach 19,043 in 2044.

Keeping in mind the other elements of community sustainability, Spruce Grove's economic development strategies also must incorporate principles of environmental and social sustainability. This provides opportunities to implement best practices in green building and alternative infrastructure design and eco-industrial park principles. Also important will be for the City to engage to a greater extent in issues of affordability that directly affect residents.

6.1 Diversification and Growth

Objective

- 6.1.1 Increase local employment opportunities and municipal revenues through attraction, diversification, growth, and development of commercial and industrial businesses.

Policies

- 6.1.1.1 Foster commercial and industrial development that is consistent with the City's vision through policies, procedures and regulations.
- 6.1.1.2 Designate sufficient land, at suitable locations, to provide for various types of commercial and industrial activities.
- 6.1.1.3 Promote contiguous development of commercial and industrial areas and encourage infill and redevelopment of existing commercial and industrial areas.
- 6.1.1.4 Create a distinct identity for different areas and types of commercial and industrial park development through Land Use Bylaw regulations, Area Structure Plans, Area Redevelopment Plans, and community design guidelines.
- 6.1.1.5 Promote appropriate increases to residential densities to support commercial development at a neighbourhood and city-wide level.
- 6.1.1.6 Support home-based businesses while ensuring that such businesses do not have a negative impact on the residential character of the neighbourhoods.
- 6.1.1.7 Develop and implement an economic development strategy and promote the City of Spruce Grove as a place to do business.
- 6.1.1.8 Explore the feasibility of developing and maintaining a Wi-Fi network in mixed use development and integrated land use development areas.
- 6.1.1.9 Explore options to create a development corporation to manage the City's real estate assets and dispose and acquire property as appropriate within the framework provided for in the City of Spruce Grove Municipal Development Plan and the Edmonton Metropolitan Region Growth Plan.

Objective

6.1.2 Enhance the gateway potential of Highway 16 and Highway 16A.

Policies

- 6.1.2.1 Capitalize on the strategic location of Westwind Lands (Figure 8: Future Land Use) on the Yellowhead TransCanada Highway.
- 6.1.2.2 Work with Alberta Transportation to improve access to Spruce Grove from Highway 16 and upgrade existing interchanges to handle anticipated future traffic flows based on projected population growth in the region and the development of Westwind Lands.
- 6.1.2.3 Update the Highway 16A Commercial Corridor Study and related overlay district and continue to use it to enhance the overall aesthetics and landscaping in this corridor.

6.2 Commercial Development

Objective

6.2.1 Continue to develop Spruce Grove as a regional service and commercial centre.

Policies

- 6.2.1.1 Support the development and intensification of regional vehicle-oriented commercial uses in areas identified as 'Vehicle Oriented Commercial' on Figure 8: Future Land Use.
- 6.2.1.2 Pursue strategies to conserve land, water and energy, and to minimize waste in the development and operation of vehicle-oriented commercial areas.
- 6.2.1.3 Develop Westwind Lands with a focus on regional service and commercial uses, integrated land use development, multi-modal transportation access, and innovative compact high quality design as discussed in 'Section 5.4 – Form and Infrastructure: Westwind Lands' that services primarily a regional base but also draws local users.
- 6.2.1.4 Conduct a Downtown Revitalization Study to revitalize the City Centre with a focus on small-scale service oriented pedestrian uses, mixed use and higher density residential development as discussed in 'Section 5.3 - Form and Infrastructure: City Centre' that serves primarily a local base but also draws regional users.

- 6.2.1.5 Pursue opportunities and partnerships to develop sport tourism and hospitality related infrastructure and services to attract tournaments and conferences to the community.

Objective

- 6.2.2 Provide opportunities for mixed use development to occur in the City Centre and for integrated land use development to occur in Westwind Lands as identified on Figure 8: Future Land Use.

Policies

- 6.2.2.1 Facilitate the co-location of compatible residential, commercial, institutional or recreation uses within an area of land, and/or within buildings, in order to increase density, reduce development footprint through intensification of land use, and to improve public accessibility to the range of mixed and/or integrated land use development.
- 6.2.2.2 Ensure mixed use redevelopment within the City Centre is compatible with adjacent land uses in terms of size, scale, use, and overall design and takes into account landscaping standards, signage, traffic impacts, and relationship to the street.
- 6.2.2.3 Apply high standards of community design to increase the pedestrian orientation and enhance the overall aesthetics of mixed use areas and integrated land use development areas, including:
- orientation;
 - scale;
 - signage;
 - landscaping;
 - lighting;
 - relationship to the street
 - building facades;
 - sidewalks/trail connections;
 - informal seating areas;
 - parking areas; and
 - bus stops and/or hubs.
- 6.2.2.4 Pursue strategies to slow vehicle traffic in mixed use area and integrated land use development areas.

Objective

- 6.2.3 Develop commercial uses along First Avenue in a way that recognizes the transitional role this area plays between Highway 16A and the mixed use portion of the City Centre.

Policies

- 6.2.3.1 Implement a range of strategies for the First Avenue commercial area which enables businesses to take advantage of their visibility to a regional market along Highway 16A.
- 6.2.3.2 Apply high standards of community design to the First Avenue commercial area to increase its pedestrian orientation, enhance its overall esthetics, and better integrate it with the adjacent mixed use area in the City Centre.

Objective

- 6.2.4 Encourage the development of neighbourhood commercial uses as an integral component of city neighbourhoods.

Policies

- 6.2.4.1 Ensure new neighbourhood commercial development is compatible with the adjacent neighbourhood in terms of size, scale, use, and overall design.
- 6.2.4.2 Design neighbourhood commercial uses so they are pedestrian oriented and are connected to the larger neighbourhood through trail and sidewalk connections while still providing adequate vehicle access and parking.
- 6.2.4.3 Locate neighbourhood commercial uses in central visible locations adjacent to or within neighbourhood gathering places.
- 6.2.4.4 Increase residential densities to levels capable of supporting neighbourhood commercial development as discussed under “Section 5.2 - Form and Infrastructure: Neighbourhoods and Housing”.
- 6.2.4.5 Focus neighbourhood commercial development on service-oriented uses targeted at the local market including but not limited to: convenience stores, day cares, small restaurants and/or pubs, gas stations, professional services, drycleaner, and coffee shops.

6.3 Industrial Development

Objective

6.3.1 Provide land for industrial uses south of Highway 16A which offer local employment opportunities and diversify the tax base.

Policies

- 6.3.1.1 Accommodate a diverse range of light-to-medium industrial uses south of Highway 16A and east of Campsite Road in industrial parks based on level of intensity and need for visibility (Figure 8: Future Land Use).
- 6.3.1.2 Maintain a 10-year supply of industrial land.
- 6.3.1.3 Work with landowners and developers to maintain flexibility in parcel sizes within industrial parks to accommodate a wide range of uses.
- 6.3.1.4 Ensure that industrial sites are developed with:
- suitable and maintained buildings;
 - appropriate landscaping;
 - consideration of adjacent land uses, streetscapes, and the environment; and
 - amenities for workers in the area.

Objective

6.3.2 Incorporate eco-industrial best practices and principles into the design and operation of industrial parks where feasible.

Policy

- 6.3.2.1 Work with developers and business owners to incorporate eco-industrial park best practices and principles into the design and operation of industrial parks as outlined in the Eco-Industrial Park Strategy.
- 6.3.2.2 Support the use of energy efficient building design and alternative infrastructure (Sections 4.2 – Environmental Management: Green Building and Development and 4.3 - Environmental Management: Alternative Infrastructure).
- 6.3.2.3 Encourage the design of new industrial areas to conserve land, water and energy, and to minimize waste, through the application of eco-industrial practices including but not limited to:
- reducing minimum setbacks;
 - increasing building heights;

- enhancing landscaping requirements for improved aesthetics and natural habitat;
- reviewing allowable coverage with regards to (1) enhancing stormwater management and (2) maximizing land use;
- increasing non-vehicular and transit connections; and
- reducing parking requirements and allowing for shared parking.

6.3.2.4 Consider innovative infrastructure systems to create more efficient and sustainable industrial parks.

6.3.2.5 Explore the use of overlay districts to foster eco-industrial development in targeted areas.

6.3.2.6 Incorporate the eco-industrial approach as part of industrial business attraction strategies in targeted areas.



Section 7

Community Life

Goal 8 Spruce Grove has a strong civic culture and a high quality of life

Goal 9 Spruce Grove offers diverse cultural and recreational programs in first-class facilities

To achieve the social aspect of sustainable development, Spruce Grove must continue to develop a diverse and dynamic community life at both the community and neighbourhood scale. As Spruce Grove grows in population and area, reinforcing the 'neighbourhood' through policy and social programs will maintain a sense of community. Fostering further development of cultural, recreational, and social programs will increase the overall liveability of Spruce Grove and reduce dependence on Edmonton in these areas.

Provision of a safe and healthy community for residents as the city grows is another consideration of achieving social sustainability. As the city grows and develops, air and water quality, access to open spaces, and resources for emergency response and protection services must be monitored.

Spruce Grove already has a strong base for many elements that enhance community life. A range of recreational and cultural opportunities are available in the community. Family and Community Support Services (FCSS), in conjunction with its partners, both offer preventative social programs and foster community development. Spruce Grove has a vibrant community spirit which is apparent at the many informal and formal community events that take place throughout the year and in the efforts of volunteers who help make these events happen. Complementing more traditional emergency, protection, and health services, are recent initiatives such as Safe City and major revisions to the Parks and Open Space Master Plan. High-quality facilities and public spaces such as Horizon Stage, the TransAlta Tri Leisure Centre, West District Park, the Melcor Cultural Centre (Spruce Grove Public Library and Spruce Grove Art Gallery), Queen Street Place, and Jubilee Park (under development) highlight the depth of Spruce Grove's community amenities and liveability.

Building on this already strong base will play an important role in overcoming claims that Spruce Grove is merely a bedroom community and in enhancing its own distinct identity as a vibrant and dynamic city.

7.1 Volunteerism and Social Capital

Objective

7.1.1 Increase community and neighbourhood-level social capital.

Policies

- 7.1.1.1 Implement design strategies and relevant programming to strengthen neighbourhood identity and enhance neighbourhood cohesion.
- 7.1.1.2 Reinforce the use of gathering places through social, recreational, and cultural programming.
- 7.1.1.3 Create non-structured informal neighbourhood and community gathering places that encourage sociability and bring people of different ages and stages of life together.
- 7.1.1.4 Provide a mechanism to promote volunteer opportunities in the community.
- 7.1.1.5 Continue to encourage a diverse range of community events and festivals.
- 7.1.1.6 Identify and protect existing civic spaces and create new ones for functions such as parades, marches, festivals, and community events.
- 7.1.1.7 Identify neighbourhoods and undertake non-statutory neighbourhood planning exercises with respective local residents and businesses at the request of neighbourhood associations.

7.2 Health and Wellness

Objective

7.2.1 Promote public health and wellness through community design.

Policies

- 7.2.1.1 Prioritize the retrofitting of already-developed areas and buildings using pedestrian- and bicycle-friendly design principles in nodes and gathering places and along trail, sidewalk, and roadway connections linking these nodes together.
- 7.2.1.2 Provide for active transportation opportunities and needs in area structure, area redevelopment, and subdivision plans and development proposals.

- 7.2.1.3 Consider the needs of unique populations such as the elderly, children, and the mobility-impaired in the design of sidewalks, trails, street crossings, and gathering places.
- 7.2.1.4 Apply pedestrian and bicycle friendly design principles in new and redeveloping areas by incorporating, where appropriate, elements such as:
- sidewalks;
 - crosswalks;
 - lighting;
 - benches;
 - fountains;
 - shade trees;
 - narrower streets;
 - bike racks;
 - trails;
 - roadways; and
 - traffic calming measures.
- 7.2.1.5 Distribute public open spaces and parks throughout the community to maximize accessibility by local residents as directed in the Parks and Open Space Master Plan.
- 7.2.1.6 Develop and monitor public health based air and water quality indicators.
- 7.2.1.7 Pursue strategies to improve air and water quality from a public health perspective as required based on indicator results.

7.3 Safety and Protective Services

Objective

- 7.3.1 Continue to provide a safe community.

Policies

- 7.3.1.1 Apply Crime Prevention Through Environmental Design (CPTED) guidelines to all new development and redeveloping areas to enhance the safety of buildings and public spaces and discourage criminal and anti-social behavior.
- 7.3.1.2 Encourage the retrofitting of already developed areas and buildings using CPTED guidelines in gathering places, and along trail and sidewalk connections linking these places together.
- 7.3.1.3 Incorporate safety considerations and best practices in universal design for private vehicles, transit, pedestrians, cyclists, and emergency vehicles when

designing and upgrading transportation networks including but not limited to trails, roads, intersections, and street crossings.

- 7.3.1.4 Accommodate safe pedestrian movement on all roadways through a sidewalk and trail network.
- 7.3.1.5 Apply traffic calming principles at appropriate locations to moderate vehicular speeds and enforce traffic laws to ensure vehicle and pedestrian safety.

7.4 Culture and Heritage

Objective

- 7.4.1 Foster the development, enhancement, and preservation of cultural resources and opportunities and integrate these into the fabric of the community.

Policies

- 7.4.1.1 Integrate existing and new cultural resources into neighbourhood- and community-level gathering places.
- 7.4.1.2 Use publicly-accessible City-owned buildings and facilities to showcase and display local arts and culture in a variety of forms.
- 7.4.1.3 Continue to support innovative and diverse programming at existing and future cultural facilities and venues.
- 7.4.1.4 Develop and implement a community cultural strategy.
- 7.4.1.5 Foster a diverse range of cultural opportunities and a network of cultural resources through city-led initiatives and partnerships.
- 7.4.1.6 Identify and preserve existing historical resources as well as aging heritage resources that will be of significance in the future.
- 7.4.1.7 Facilitate ongoing public input into community cultural development.
- 7.4.1.8 Pursue partnership and sponsorship opportunities to procure, display, and maintain public art for both neighbourhood- and community-level gathering places.
- 7.4.1.9 Explore allocating a portion of all City capital projects to be managed by a public art committee to procure public art for public display.

7.5 Learning

Objective

7.5.1 Continue to promote and support both formal and informal learning opportunities through policy initiatives and partnerships.

Policies

- 7.5.1.1 Work with local school boards to identify and plan for the changing needs of elementary and secondary education.
- 7.5.1.2 Support initiatives to create post-secondary education and other educational opportunities in Spruce Grove.
- 7.5.1.3 Encourage a range of formal, informal, and experiential learning opportunities to meet the diverse learning needs of community residents.
- 7.5.1.4 Work in partnership with educational and community-based organizations and other relevant partners to enhance opportunities for learning.

7.6 Sports and Recreation

Objective

7.6.1 Foster a diverse range of active and passive sports and recreation options for people of all ages and stages of life.

Policies

- 7.6.1.1 Provide easy access to informal and formal open spaces as identified in the Parks and Open Space Master Plan.
- 7.6.1.2 Pursue funding opportunities, partnerships, and sponsorships to develop, enhance, and maintain sports and recreation facilities.
- 7.6.1.3 Pursue partnerships to increase sports and recreation opportunities.
- 7.6.1.4 Strengthen Spruce Grove as a regional sports tourism destination by reinvesting in existing facilities and enhancing their potential as economic generators.

7.7 Preventative Social Programs

Objective

7.7.1 Identify and respond to social needs in the community.

Policies

7.7.1.1 Continue to develop, support and promote programs for target populations.

7.7.1.2 Continue to increase community knowledge of resources and assist vulnerable residents in their efforts to connect with these services.

7.7.1.3 Develop and monitor indicators to identify and measure social needs in the community and the outcomes of preventative social programs.

7.7.1.4 Pursue strategies and partnerships to respond to changing social needs and demographics.

7.7.1.5 Support initiatives that strengthen social networks in the community.

7.8 Affordable Housing

Objective

7.8.1 Increase rental or ownership options targeting households with an affordability problem (identified as those paying in excess of 30% of their gross income for housing) capable of independent living and who earn less than the median income for their household type (e.g. couples, lone-parent families, and individuals) and not requiring ongoing subsidies.

Policies

7.8.1.1 Provide greater selection in housing densities and types throughout the community.

7.8.1.2 Integrate affordable and market rental and ownership housing by locating affordable and market units within the same area of a neighbourhood and/or by including both types of units in the same projects.

7.8.1.3 Locate affordable housing in close proximity to amenities, open space, and transit routes (existing or future).

- 7.8.1.4 Pursue strategies to include affordable housing units in infill and redevelopment projects in existing neighbourhoods that are appropriate for the local character in terms of scale, traffic flow, and landscaping.
- 7.8.1.5 Explore incentives and other strategies to increase affordable housing units such as density bonuses for developments that include perpetually affordable ownership or rental housing units.
- 7.8.1.6 Work in partnership with for-profit and not-for-profit developers, community organizations, and other levels of government to increase the diversity and availability of affordable housing units.
- 7.8.1.7 Create affordable options that respond to the needs of unique populations including young adults, dual or lone parent families, and seniors.
- 7.8.1.8 Continue to monitor the housing market and report results to Council as to whether the current policy framework is meeting these affordable housing market needs.
- 7.8.1.9 Continue to monitor the objectives and strategies of the Affordable Housing Study (2008) to ensure they are relevant under current conditions.



Section 8 Regional Partnerships

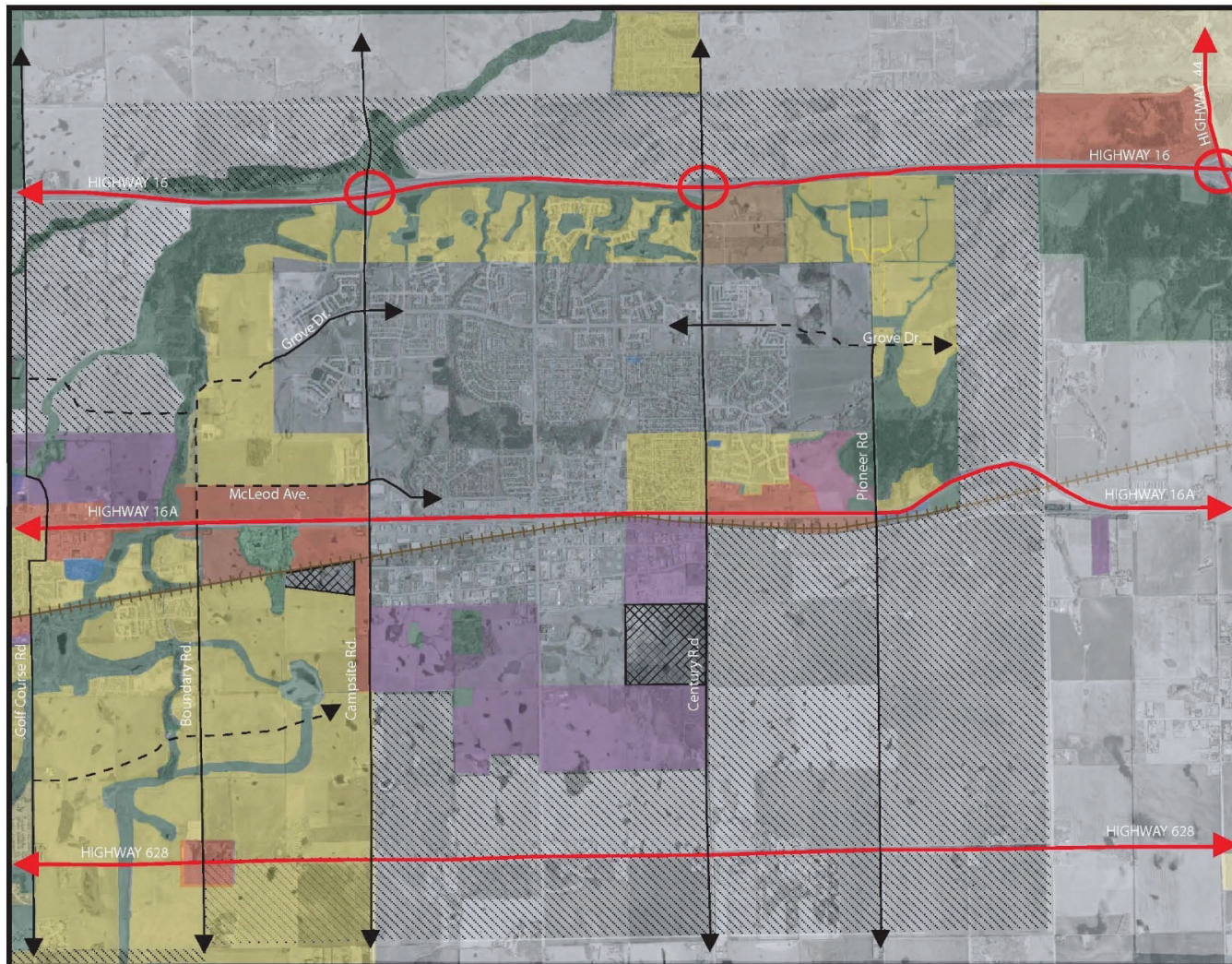
Goal 10 **The City of Spruce Grove maintains mutually beneficial relationships with other municipalities and authorities in the Edmonton Metropolitan Region to undertake integrated land use and transportation planning, enhance service and program delivery, and adapt to changing circumstances.**

Creating a sustainable community requires the City of Spruce Grove to work with partners to undertake integrated land use and transportation planning and provide programs and services. Participation in the Edmonton Metropolitan Region Board and related planning processes will be one important partnership at the regional level. Areas to target through partnerships at this level include infrastructure and transit planning, economic development, environmental stewardship, affordable housing, and information sharing. Another important partnership is building on the City's relationship with Parkland County and Stony Plain. Jointly planning for boundary-interface areas and working together to provide programs and services that benefit everyone in the Tri-Municipal Region will increase efficiency in transportation networks, land use patterns, and the distribution of limited resources. Figure 15: Boundary-Interface Area illustrates the future land use of the boundary-interface areas for Spruce Grove, Stony Plain, and Parkland County.

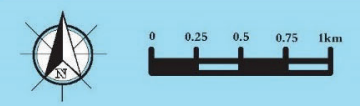
Embracing the principles of co-operation and collaboration and working to resolve conflicts are essential to the long-term success of regional partnerships. Also important to turning these partnerships into sustainable productive relationships will be the City's ability to clearly define its role and priorities as well as opportunities for collaboration and leadership. Building relationships and maintaining flexible partnerships will increase Spruce Grove's resilience as a sustainable community and its ability to adapt to change.

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Figure 15
Boundary-Interface Areas



- Residential
- Country Residential
- Urban Village
- Westwind Lands
- Commercial
- Institutional
- Industrial
- Open Space
- Agriculture
- Special Study Area
- Parkland County Fringe Area
- Highway
- Interchange
- Arterial Road
- Future Arterial Road
- Railway



The City of
SPRUCE GROVE
Municipal Development Plan
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8.1 Cooperation

Objective

8.1.1 Develop and maintain good working relationships with other municipalities and authorities in the Edmonton Metropolitan Region.

Policies

8.1.1.1 Build and maintain open and effective channels of communication and nurture cooperative and collaborative relationships with regional partners at political and administrative levels.

8.1.1.2 Work with regional partners to resolve problems, respond to challenges, seize opportunities, and adapt to change.

8.1.1.3 Participate in forums to address important issues relevant to the region.

8.1.1.4 Create plans and processes that provide greater certainty for land use decisions where impacts cross municipal boundaries.

8.2 Boundary-Interface Areas and Neighbouring Municipalities

Objective

8.2.1 Work with Parkland County and the Town of Stony Plain to facilitate an effective, rational and coordinated approach to land use, transportation, and infrastructure planning and development in boundary-interface areas.

Policies

- 8.2.1.1 Continue to work cooperatively with Parkland County and Stony Plain to achieve:
- compatible land use and future growth patterns in our border areas;
 - protection of the environment;
 - an efficient regional transportation system;
 - coordination of other major infrastructure;
 - provision of community services; and
 - cooperative management of other issues of common interest.

- 8.2.1.2 Use alternative approaches as appropriate to achieve these objectives, including:
- discussions between municipal administrations;
 - Joint Committees of Councils;
 - joint planning projects;
 - multi-lateral planning processes;
 - forums for cross boundary issues; and
 - participation in other organizations.
- 8.2.1.3 Generate results that may include:
- joint planning strategies or other cooperative strategies;
 - jointly prepared statutory plans;
 - intermunicipal planning accords adopted by Council resolution; and
 - statutory intermunicipal development plans.
- 8.2.1.4 Use the Boundary Interface Planning Study (2007) as the primary guide to manage growth and development in boundary areas. Recommendations include:
- expand industrial and business park uses in a north-south manner opposed to east-west;
 - transition to an increasingly industrial use moving east from Campsite Road;
 - respond to the intensity of movement along Campsite Road to the Highway 628 corridor when developing future industrial park uses;
 - cooperate with Parkland County and the Town of Stony Plain to plan for a comprehensive network of green nodes and corridors to provide effective connectivity for pedestrians/cyclists among all three municipalities;
 - develop a district hub in proximity to the Highway 16A and Campsite Road intersection; and
 - phase development in a sensitive and logical manner based on growth trends within the city and the region.
- 8.2.1.5 Provide for reciprocal referrals and notifications of all major planning initiatives and all development occurring within 800m of the city's boundary.
- 8.2.1.6 Maintain Highway 16 as Spruce Grove's northern limit.
- 8.2.1.7 Work with neighbouring municipalities to conserve agricultural land in boundary-interface areas.

- 8.2.1.8 Work with neighbouring municipalities to provide appropriate locations for schools and other community facilities that serve the population base of the Tri-Municipal region.
- 8.2.1.9 Cooperate with the municipal councils for the Town of Stony Plain and Parkland County to explore shared service and program opportunities and to take advantage of funding opportunities that would enhance the delivery of programs, infrastructure, and other services in the Tri-Municipal region.
- 8.2.1.10 Work with Stony Plain to determine:
- the western alignment of Grove Drive and its relationship to Boundary Road (Figure 9: Major Road Network and Figure 15: Boundary-Interface Planning Area) ; and
 - the alignment of future roads and trail connections leading from the residential area south of Highway 16A into Stony Plain (Figure 8: Future Land Use and Figure 15: Boundary-Interface Planning Area).
- 8.2.1.11 Work with Parkland County and Alberta Transportation to determine:
- the eastern alignment of Grove Drive and its role as a potential connection to Acheson Industrial Park (Figure 9: Future Road Network and Figure 15: Boundary-Interface Planning Areas); and
 - the impact of the western expansion of Acheson Industrial Park on Spruce Grove.
- 8.2.1.12 Work with the Town of Stony Plain, Parkland County and other relevant landowners and agencies to maintain the ecological integrity of the Atim Creek and the Dog Creek drainage courses.

8.3 Edmonton Metropolitan Region

Objective

- 8.3.1 Work with other municipalities to plan for growth in the Edmonton Metropolitan Region based on an efficient and effective transportation system and an integrated approach to land use planning.

Policies

- 8.3.1.1 Work with the Edmonton Metropolitan Region Board and its member municipalities to implement the joint 50 year vision for the Edmonton Metropolitan Region as identified in the Re-imagine. Plan. Build. Edmonton Metropolitan Region Growth Plan (October 2017):

The Edmonton Metropolitan Region is the dominant hub for northern Alberta and is recognized globally for its economic diversity, entrepreneurialism, leadership in energy development, environmental stewardship and excellent quality of life. The Region is anchored by a thriving core that is interconnected with diverse urban and rural communities. The Region is committed to growing collaboratively through the efficient use of infrastructure, building compact communities, and fostering economic opportunities and healthy lifestyles.

- 8.3.1.2 Plan for residential, economic, and infrastructure development within the City which supports implementing the Growth Directions for a Metropolitan Area located within the Edmonton Metropolitan Region Growth Plan's Edmonton Metropolitan Regional Structure.
- 8.3.1.3 Explore innovative public transit options and work in partnership with the Edmonton Metropolitan Region Board, Parkland County, Stony Plain, and Edmonton Transit Services to increase local and regional transit service in way that is cost-effective, and uses land and moves people efficiently.
- 8.3.1.4 Promote cost effective, environmentally sustainable approaches to infrastructure development through coordinated intermunicipal and regional land use planning.
- 8.3.1.5 Plan for regional corridors for transportation, utilities and pipelines within the context of the Edmonton Metropolitan Region Growth Plan and ensure lands identified for regional infrastructure are protected from incompatible development.
- 8.3.1.6 Support government environmental initiatives and seek opportunities for coordinated initiatives between municipalities.
- 8.3.1.7 Participate in regional watershed management initiatives to protect, restore and ensure the sustainability of natural water systems.

- 8.3.1.8 Work with regional partners to adopt an ecological network approach to protect, preserve and enhance natural areas.
- 8.3.1.9 Cooperate with other municipalities in the Edmonton Metropolitan Region to compete globally in attracting and retaining commercial and industrial investment in the region and advance shared interests.
- 8.3.1.10 Continue to recognize that Spruce Grove is part of a larger region and support current and future initiatives of the Edmonton Metropolitan Region Board by:
- submitting statutory plans and amendments for review in accordance with the Regional Evaluation Framework; and,
 - submitting data for established key performance indicators to support the Edmonton Metropolitan Region Board's monitoring and reporting responsibilities.
- 8.3.1.11 Support the Edmonton International Airport as a regionally significant economic engine and the primary air gateway to the world for northern Alberta.

Section 9 Implementation

9.1 Overview

The primary role of *Your Bright Future* is to provide a community sustainability based framework to direct the future growth and development of Spruce Grove and increase its ability to adapt to change, respond to challenges, and take advantage of new opportunities. As an MDP, *Your Bright Future* provides direction for Council and Administration and works along-side the City's Strategic Plan and associated business planning and fiscal planning process. While this plan articulates a vision for what the community could become in 2040, the implementation of *Your Bright Future* will occur over a planning horizon to 2020. The City's mandate to create a Municipal Development Plan is found in s.632 of the Municipal Government Act.

9.2 Steps for Moving Forward

The policies in *Your Bright Future* provide a framework for moving into the future. It is an ambitious plan with a clear vision for the type of community Spruce Grove can become. Achieving this vision will take time and require clear focus. A commitment to community sustainability and the policies in this plan will be paramount for change to take hold. Many of the policies are enabling in nature and express a willingness to explore innovative ideas and alternative approaches. Successful implementation of this plan will depend on the ability of Council and Administration to explore these ideas and approaches through a range of partnerships with residents, local businesses, community groups, the development industry, other municipalities in the Edmonton Metropolitan Region, and the provincial and federal governments.

Many areas of the plan can be achieved through initiatives put forward by one or more of our partners. In such cases Council and Administration would provide guidance based on the framework and goals articulated in *Your Bright Future*.

Examples of the types of initiatives partners may bring forward include:

- developing new residential areas or undertaking redevelopment projects in established areas;
- developing new and/or expanding existing commercial or industrial uses;
- modifying building or infrastructure practices or utilizing alternative energy sources;
- expanding regional transit service and other alternative transportation options;
- building on the City's parks and open space network;
- collaborating to increase recreational and cultural programming;

- completing innovative affordable housing projects;
- expanding school services and/or regional infrastructure; and
- undertaking regional planning and boundary-interface planning initiatives.

Other areas of the plan require Council and Administration to complete specific implementation steps. For these areas, the City would consult with partners, but ultimately accept responsibility for completing the associated work.

Implementation of these steps will require adequate human and financial resources. This is discussed to a greater extent in the next section “Fiscal Sustainability and Strategic Planning”. The specific implementation steps to be initiated by Council and Administration are organized based on whether they are an on-going (Table 3), short-term (Table 4), medium-term (Table 5), or long-term (Table 6) initiative. *Implementation steps are not ordered based on priority.*

Table 3: On-Going Initiatives

Focus	Tasks Associated	Responsible
Edmonton Metropolitan Region Board	<ul style="list-style-type: none"> • Work cooperatively with the Edmonton Metropolitan Region Board to implement the vision in the Edmonton Metropolitan Region plan and manage land, infrastructure, and resources efficiently and integrated manner • Ensure area structure plans, area redevelopment plans and major redistricting applications are consistent with the Edmonton Metropolitan Region Growth Plan 	Planning & Infrastructure/ Council
Stony Plain and Parkland County	<ul style="list-style-type: none"> • Work cooperatively with the Town of Stony Plain and Parkland County to plan for boundary interface areas, coordinate land use, transportation and infrastructure planning, and increase efficiencies in service and program delivery 	Planning & Infrastructure/ Council
Public Transit	<ul style="list-style-type: none"> • Continue to work with the Edmonton Metropolitan Region Board, Stony Plain, Parkland County, and Edmonton Transit Services to operate and expand public transit services 	Planning & Infrastructure
Municipal Census	<ul style="list-style-type: none"> • Continue to conduct the municipal census as defined in Policy 6,029CM to maintain up-to-date demographic information 	City Clerk/ Planning & Infrastructure
Public Participation	<ul style="list-style-type: none"> • Foster an environment conducive to civic engagement • Actively engage community members in City initiatives, community visioning, long-range and strategic planning exercises • Involve all those affected by a decision in the decision making process 	All areas engaging the public/ Corporate Communications

Table 4: Short-Term Initiative (within 5-years)

Focus Area	Tasks Associated	Responsible
Community Sustainability Indicators	<ul style="list-style-type: none"> • Create indicators in the areas of Governance, Environmental Management, Form and Infrastructure, Economics, Community Life, and Regional Partnerships • Identify baseline data for each of the indicators • Create a monitoring strategy for the indicators • Report on progress in the Annual MDP Status Update to Council 	Planning & Infrastructure
Land Use Bylaw C-721-09	<ul style="list-style-type: none"> • Re-write to align with goals, objectives, and policies in the MDP • Explore use of performance-based and form-based zoning 	Planning & Infrastructure
City Centre Revitalization Study	<ul style="list-style-type: none"> • Complete a revitalization study for the City Centre with a focus on economic development 	Economic Development
Transportation Master Plan	<ul style="list-style-type: none"> • Update to align with goals, objectives, and policies in the MDP • Incorporate multi-modal focus, including use of transit, walking, biking • Enhance overall network connectivity 	Planning & Infrastructure
Engineering Standards	<ul style="list-style-type: none"> • Update to align with goals, objectives, and policies in the MDP, Transportation Master Plan, and Neighbourhood Design Guidelines 	Planning & Infrastructure
Active Transportation Network Analysis	<ul style="list-style-type: none"> • Complete an analysis of the active transportation network and identify gaps in the network and priorities to fill in these gaps. 	Planning & Infrastructure
Area Structure Plan Policy	<ul style="list-style-type: none"> • Update 'Policy 7,000 Area Structure Plans' 	Planning & Infrastructure
Westwind Lands	<ul style="list-style-type: none"> • Update the Pioneer Lands Area Structure Plan to include a concept plan and land use statistics on Westwind Lands 	Planning & Infrastructure
Shiloh Special Study Area	<ul style="list-style-type: none"> • Update the Shiloh Area Structure to include a concept plan and land use statistics for the Special Study Area 	Planning & Infrastructure
Tax Strategy	<ul style="list-style-type: none"> • Develop a tax strategy for Spruce Grove • Identify an appropriate residential versus non-residential tax assessment split 	Finance/ Strategic Leadership Team
Economic Development Strategy	<ul style="list-style-type: none"> • Develop an Economic Development Strategy • Address attraction and retention of companies, local employment opportunities, branding, and regional cooperation 	Economic Development

Public Transit Business Plan	<ul style="list-style-type: none"> • Develop a Public Transit Business Plan in conjunction with regional partners • Explore options for and feasibility of local and regional transit routes and the location of regional and local transit hubs 	Planning & Infrastructure
Environmentally Significant and Natural Areas Assessment	<ul style="list-style-type: none"> • Complete an Environmentally Significant and Natural Areas Assessment that builds on the findings of the Urban Forest Management Plan and considers both forest and water features. 	Planning & Infrastructure/ Community Services
Community Cultural Strategy	<ul style="list-style-type: none"> • Develop a cultural strategy • Address public art, performing arts, heritage, civic spaces, learning opportunities, studio space, and social capital 	Community Services

Table 5: Medium-Term Initiative (5-7 years)

Focus	Tasks Associated	Responsible
Residential Infill Guidelines	<ul style="list-style-type: none"> • Develop guidelines for residential infill in established areas 	Planning & Infrastructure
City Centre	<ul style="list-style-type: none"> • Develop a Area Redevelopment Plan which aligns with the objective of the MDP to make the City Centre a mixed-use pedestrian-oriented hub and acts as the city's primary gathering place • Develop a parking strategy 	Planning & Infrastructure/ Economic Development
Highway 16A Corridor Enhancement Study	<ul style="list-style-type: none"> • Update the Highway 16A Corridor Enhancement Study • Incorporate landscaping and design standards and long-range land use objectives for the area 	Planning & Infrastructure
Municipal Development Plan	<ul style="list-style-type: none"> • Conduct a formal review of the MDP 	Planning & Infrastructure

Table 6: Long-Term Initiative (8-10 years)

Focus	Tasks Associated	Responsible
Railway	<ul style="list-style-type: none"> • Work with CN Rail and regional partners to address access across the rail-line and the impacts of increased service 	Planning & Infrastructure
Neighbourhood Planning	<ul style="list-style-type: none"> • Undertake non-statutory planning exercise at the neighbourhood level 	Planning & Infrastructure

9.3 Fiscal Sustainability and Strategic Planning

In order to complete the City-initiated implementation steps, each step must be incorporated into the corporate planning framework. This framework includes the Strategic Plan, Fiscal Plan and departmental business plans and sets priorities for the use of resources within the organization (see Section 1.2: Using *Your Bright Future* for more information). Future reviews of the corporate planning framework components should look to *Your Bright Future* for direction in terms of City priorities and guiding principles. This is particularly true for the Planning and Development department which is responsible for many of the City-initiated implementation steps. Concerns or discrepancies between the implementation plan in *Your Bright Future* and the direction set by Council and the senior administration team in the current Strategic Plan should be discussed and addressed as they arise. Such discrepancies have the potential to undermine the implementation of *Your Bright Future*.

9.4 Other Relevant Plans and Policies

Spruce Grove

A number of other plans, strategies and studies are part of the implementation of the goals, objectives, and policies of *Your Bright Future*. Updates of these plans need to align with the direction of the MDP.

Existing Plans

- Strategic Plan (2010-2012)
- Fiscal Plan (2010-2012)
- Parks and Open Space Master Plan
- Eco-Industrial Plan
- Joint Use Agreement
- Existing area structure plans
- Urban Forest Management Plan
- Master Drainage Plan
- Sanitary Sewer Master Plan
- Water Network Master Plan
- Land Use Bylaw
- Outdoor Recreation Facility Master Plan
- Regional Leisure Services Master Plan

Existing Strategies and Studies

- Energy Management Plan and Greenhouse Gas Emissions Strategy
- Affordable Housing Strategy
- Spruce Grove and Stony Plain Transit Feasibility Study

- Highway 16A Corridor Enhancement: Highlighting the Community of Choice
- Boundary Interface Planning Study
- Municipal Census Report

Plans and Strategies in preparation or being updated at the time of the MDP's approval:

- Transportation Master Plan
- Regional Family Community and Support Services Review and Study

Edmonton Metropolitan Region

This MDP is required to conform to the Capital Region Growth Plan. The City's MDP update was completed concurrently with the development of the regional plan. Spruce Grove was an active participant in the regional process. The MDP has been amended to conform to the Edmonton Metropolitan Region Growth Plan, and any future changes in the regional plan may require an amendment to *Your Bright Future* to ensure it continues to conform to the larger regional planning initiative.

9.5 Monitoring

Monitoring the implementation of *Your Bright Future* is important to ensure its goals and objectives are met. Three strategies will be used to monitor the MDP's success:

- 1) Community Sustainability Indicators
- 2) Annual MDP Status Update to Council
- 3) Mid-term Plan Review

Community Sustainability Indicators will be developed as part of the implementation strategy of this plan. Indicators will cover all six theme areas of the plan: Governance, Environmental Management, Form and Infrastructure, Economic Development, Community Life, and Regional Partnerships. Collection of baseline data for each of the indicators will demonstrate the level of community sustainability in 2010. These indicators will be tracked annually to monitor changes in community sustainability and the findings reported to Council as part of the annual MDP Status Report. Annual reports will enable Council to monitor incrementally how day-to-day decisions are impacting the level of community sustainability. The annual report also offers an opportunity to reflect on how well the policies and objectives in the MDP are working in terms of achieving the community's vision and sustainability goals and allow for gradual corrections. It is anticipated the indicators will be refined over time as the City gains experience in measuring sustainability. During the refinement process, mechanisms must be in place to provide continuity over time.

The mid-term review of *Your Bright Future*, scheduled for 2015, will provide the opportunity to evaluate progress and the overall MDP framework more broadly. Major amendments to the plan may be required to better align the overall framework with the community vision and sustainability goals, and to address concerns with the indicator findings. A comprehensive review of the Community Sustainability Indicators also may be considered.

9.6 Amendments

Amendments to *Your Bright Future* will be brought forward as required to reflect major changes in policy direction. Amendments will consider:

- the impact of the proposed change on the vision, goals and objectives of *Your Bright Future*;
- the impact of the proposed change on the current Strategic Plan; and
- the need for the proposed change.

When possible, amendments will be consolidated and completed following the annual MDP Status Report.

Glossary of Terms

About the Glossary of Terms

The Glossary of Terms was developed through a review of the glossaries associated with planning strategies in Spruce Grove and comparable municipalities in the region as well as the Edmonton Metropolitan Region Growth Plan as submitted to the Minister in spring 2009. Where possible, definitions in *Your Bright Future* were aligned with regionally used definitions to encourage the use of standard planning terminology in the Edmonton Metropolitan Region.

Accessibility

Ease by which people are able to access employment, learning and recreation opportunities from their place of residence regardless of age, gender, income, or physical ability.

Accountability

A concept in ethics often used synonymously with such concepts as responsibility, answerability, enforcement, blameworthiness, liability and other terms associated with the expectation of account-giving. In leadership roles, accountability is the acknowledgement and assumptions of responsibility for actions, products, decisions, and policies including the administration, governance and implementation within the scope of the role or employment position and encompassing the obligation to report, explain and be answerable for resulting consequences.

Active Recreation

Activities such as team sports or organized sports with facilities, which require the alteration of the landscape (e.g. baseball fields).

Active Transportation

Human powered personal travel including walking, running, cycling, cross-country skis, roller blades and other similar methods.

Affordable Housing

Rental or ownership housing targeting households with an affordability problem (paying in excess of 30% of their gross income on housing) capable of independent living and who earn less than the median income for their household type (e.g. Couples, lone parent families and individuals) and not requiring subsidies.

Agricultural Land

Land that is or can be used for a range of extensive (e.g. field crops, cow-calf operations) and intensive (e.g. confined feeding operations, green house, market gardens, agricultural processing facilities) agricultural uses that produce food for human or animal consumption. Beyond its pure economic capacity, agricultural land provides value in terms of green space, aesthetics, community character, lifestyle, air quality, and wildlife habitat. Agriculture designations do not preclude extraction of natural resources provided that they are reclaimed for agricultural use in the long term.

Alternative Energy

Energy sources with lower carbon emissions than conventional energy sources. These sources are renewable and include wind energy, solar energy, geothermal energy, hydroelectric energy, and biomass energy.

Alternative Infrastructure (Green Infrastructure)

Includes municipal infrastructure related to water and wastewater systems, water management, solid waste management and recycling, and capital expenditures to retrofit or improve ecological functioning and quality of life for humans and wildlife.

Area Redevelopment Plan (ARP)

A plan which describes the land use, development concept, servicing issues and other planning items for an area of land within a municipality. Redevelopment deals with existing developed areas of a municipality. Area redevelopment plans are adopted by the council of a municipality as a bylaw and contain the information required pursuant to Sections 634 and 635 of the Municipal Government Act, 2000.

Area Structure Plan (ASP)

A plan which describes land use, road networks, servicing, park locations, and public facilities within an undeveloped area of land within a municipality. Area structure plans are adopted by the council of a municipality as a bylaw and contain the information required pursuant to Sections 634 and 635 of the Municipal Government Act, 2000.

Boundary-Interface Areas

Areas on the fringe of the City of Spruce Grove, Town of Stony Plain, and Parkland County affected by intermunicipal growth factors and where joint long-range planning direction for development is a priority.

Built-up Urban Area

All lands located within the limits of the developed urban area with plans of subdivision registered prior to December 31, 2016.

Bus Friendly Development

Development which takes into account the needs of buses including bus stops, pedestrian connections to bus stops, transit hubs, and residential densities which are great enough to support the provision of public transit.

Edmonton Metropolitan Region

The Edmonton Metropolitan Region consists of the following municipalities: Beaumont, Devon, Edmonton, Fort Saskatchewan, Leduc, Leduc County, Morinville, Parkland County, St. Albert, Spruce Grove, Stony Plain, Strathcona County, and Sturgeon County, , .

Edmonton Metropolitan Region Board

A provincially mandated regional decision-making body for the Edmonton Metropolitan Region with representation from each member of the Board's thirteen municipalities.

Edmonton Metropolitan Region Growth Plan

The 'Edmonton Metropolitan Region Growth Plan: Re-imagine. Plan. Build.' provides a vision for the Edmonton Metropolitan Region that is shaped by seven overarching Guiding Principles to guide the Edmonton Metropolitan Region Board in ensuring decisions and programs are integrated and support the long term economic prosperity and quality of life for all citizens of the Edmonton Metropolitan Region.

City Centre

The City Centre is a specific geographic area in Spruce Grove. The initial concept for this area is to as one of the primary community level gathering places and as a distinct urban experience that is mixed use, pedestrian friendly, and offers a diverse and eclectic range of services. An Area Redevelopment Plan for this area is part of the implementation plan for *Your Bright Future*.

Commercial Corridor

An area along a major arterial roadway dominated by vehicle oriented commercial uses offering a wide variety of goods and services targeted at the community and the surrounding region.

Community Gathering Place

Specific areas in the City where community members gather for a variety of purposes. Gathering places may include:

- higher density residential development in adjacent areas;
- mixed commercial and residential development;
- community and local businesses and services, including eating and drinking establishments;
- indoor and outdoor gathering space;
- local transit hub;
- connections for pedestrians and cyclists, both within the gathering place and to other parts of the community;
- pedestrian and cyclist oriented design features such as appropriate sidewalk widths, curb cuts, signage, safe road crossings, bicycle racks, low-level lighting, and benches;
- vehicle access and parking, including off-street parking facilities;
- institutional and cultural facilities;
- formal parks and some informal open space;
- consistent landscaping, including trees, shrubs, flowerbeds and planters; and
- public art.

Community Planning Framework

Community planning is based around the desire to achieve some ideal form for the community and to solve problems associated with its development. While tending to focus to a greater degree on forces that influence the physical shape of a community, other factors are considered as required to achieve the vision set out by the community. The community planning framework focuses on long-range planning processes which address a specific issue or jurisdiction. *Your Bright Future* is part of this framework. The community planning framework is complementary to the corporate planning framework.

Community Sustainability

Community sustainability is a holistic approach that tries to achieve the long-term prosperity and continued quality of life for the present and future residents of Spruce Grove. The City uses the linkages view of sustainability. This perspective focuses on the connections between the economy, the environment and society. Decisions and actions take into account the links between these three elements.

Community Sustainability Indicators

Community sustainability indicators provide direction on whether the policies in *Your Bright Future* are impacting the overall level of community sustainability in Spruce Grove. There are six categories of indicators: Governance, Environmental Management, Form and Infrastructure, Economic Development, Community Life, and Regional Partnerships. These will be developed as part of the implementation strategy of this plan.

Connectivity

Development or infrastructure that maximizes opportunities for people to physically interact with each other on, for example, bike trails, walking paths, or transit.

Contiguous

Development that occurs immediately adjacent to existing development.

Corporate Planning Framework

The corporate planning framework focuses on the City of Spruce Grove as an organization and includes the Strategic Plan, Fiscal Plan, and departmental business plans. The Strategic Plan is the primary tool used by Council and Administration to set priorities within the organization. This framework is complementary to the community planning framework.

Crime Prevention through Environmental Design (CPTED) Guidelines

Design and use of the built environment that leads to a reduction in the fear and incidence of crime and an overall improvement of quality of life.

Cumulative Impacts (Effects)

Consideration of the overall environmental implications of development on a larger (e.g. neighbourhood, city-wide, sub-regional or regional) scale, rather than considering the impact or effect of a development in isolation.

Density

The relative number of people, dwelling units, structures, jobs, or some other attribute per a unit of measure, for example, per acre or hectare of land. Density targets in Spruce Grove are based on net residential density which is the land required for residential purposes within a residential neighbourhood. This definition excludes environmental and municipal reserve, roadways (including local, collector and arterial), public utilities and stormwater management facilities, and commercial, industrial, and institutional lands.

Development Footprint

The amount of land consumed by development, typically including impervious surfaces, such as the buildings, sidewalks, roads and parking.

Eco-Industrial Development

The eco-industrial approach embraces systems thinking and lessons from nature. In practice, eco-industrial networking creates collaborative relationships between businesses, governments, and communities to more efficiently and effectively use resources, such as materials and energy, but also including land, infrastructure, and people.

Ecological Integrity

Maintaining the coherent system of natural and/or semi-natural landscape elements found in a natural area, e.g. in a tree stand, along a water course, in a wetland.

Environmental Reserve

Lands that have been dedicated to the municipality by the developer of a subdivision as part of the subdivision approval process. Environmental reserves are those lands that are considered undevelopable and may consist of a swamp, gully, ravine, coulee or natural drainage course, or may be lands that are subject to flooding or are considered unstable. Environmental Reserve may also be a strip of land, not less than 6 metres in width, abutting the bed and shore of any lake, river, stream or other body of water for the purposes of preventing pollution or providing access to the bed and shore of the water body.

Environmentally Significant Area

Environmentally significant areas have been defined as sites that are:

- hazard lands which are unsafe in their natural state or pose severe constraints for development;
- perform a vital environmental function;
- contain rare or unique features, plants, or animals;
- unique habitats or small remnants of once large habitats which have virtually disappeared;
- large and relatively undisturbed habitats that provide shelter for species which are intolerant of human disturbance; and
- provide an important linking function or permit the movement of wildlife over considerable distance.

First Avenue Commercial

Commercial uses along First Avenue. This area plays a transitional role between Highway 16A and the mixed use portion of the City Centre.

Flood-prone Areas

Areas located adjacent to Dog Creek or Atim Creek which are prone to frequent flooding.

Gateway

A gateway serves as an entrance point or means of access to a community. In Spruce Grove, Highway 16 (Yellowhead) and Highway 16A are the community's primary gateways.

Governance

Governance refers to the institutions that governments function within and the relationships governments have with other stakeholders. The major characteristics of good governance are: participatory, consensus oriented, accountable, transparent, responsive, equitable and inclusive, effective and efficient, and follows the rule of law.

Green Building

A green building, or sustainable building, is an outcome of a design which focuses on increasing the efficiency of resource use – energy, water and materials – while reducing building impacts on human health and the environment during the building’s lifecycle, through better siting, design, construction, operation, maintenance, and removal. Green buildings are designed to reduce the overall impact of the built environment on human health and the natural environment by:

- efficiently using energy, water, and other resources;
- protecting occupant health and improving employee productivity; and
- reducing waste, pollution and environmental degradation.

Green Infrastructure

See Alternative Infrastructure

Green Energy

See Alternative Energy

Graywater

Wastewater from bathtubs, showers, washbasins, washing machines, etc. When used for landscape irrigation or industrial processes, a graywater reuse system reduces the load on septic and sanitary systems.

Inclusive Communities

Communities that have a variety of housing, commerce, recreational, institutional, social and public amenities within their boundary. Inclusive communities provide a physical and social environment where residents can live, learn, work and play without having to travel beyond the community boundary.

Industrial Development

Light-to-medium industrial uses such as manufacturing or warehousing where potential nuisance factors generated by the activity are contained within the site.

Infill Development

Development in the existing developed areas, occurring on vacant or underutilized lands, or re-development of a developed site to a higher density.

Infrastructure, Local

Services and facilities that have capital investment and maintenance responsibilities, including roadways, sidewalks, street lights and traffic signals, transit facilities, solid waste and water delivery systems, potable water distribution systems, storm sewers, sanitary sewers, sports fields, playgrounds, arenas, pools, police and emergency stations, civic buildings and parks.

Infrastructure, Regional

Physical infrastructure developed by the federal government, province and/or municipality to provide services to citizens and businesses, and to support the functioning of a regional economy (e.g. major interchange, post-secondary institutions, hospitals, bridges, highways, extensions of light rail transit line, regional water and/or sewer systems, etc.)

Integrated Land Use Development

The development of a larger area, such as Westwind Lands, in a way that mixes compatible residential, commercial, institutional, civic, and recreational land uses to create a comprehensive whole with a high degree of connectivity, innovative compact high quality design, multi-modal transportation options, public gathering places, and a strong relationship between land uses within the area.

Integrated multi-modal transportation system

A transportation system consisting of a combination of modes (vehicular and non-vehicular, public and private) between/among which a commuter has to transfer during a single trip. Integration of the system allows for seamless travel, providing multiple choices to enable a trip to be performed in the most convenient manner.

Intensification

The development of a property, site or area at a higher density than currently exists, e.g. redevelopment (including the reuse of Brownfield sites), development of vacant and/or underutilized lots, the conversion or expansion of existing buildings, and infill development, and may include Greenfield sites with development densities higher than historical norms.

Intermunicipal Plan

A statutory plan jointly prepared by neighbouring municipalities to establish strategic policies and identify issues of mutual interest that overlap municipal boundaries.

Land Use Bylaw (LUB)

The bylaw that divides a municipality into land use districts and establishes procedures for processing and deciding upon development applications. It sets out rules that affect how each parcel of land in a municipality may be used and developed.

Leadership in Energy and Environmental Design (LEED) Certified Standards

A third-party certification program and benchmark for the design, construction and operation of high performance green buildings and neighbourhoods.

Level 1 Residential (Lower Density)

A mix of low to medium density building types.

Level 2 Residential (Higher Density)

A mix of medium to high density building types.

Life Cycle Approach

Identifying and assessing the environmental and fiscal impact of City assets and infrastructure over their lifespan. This approach includes both impacts associated with the initial development of the asset or infrastructure and with their maintenance.

Major Employment Areas

Areas that have, or are anticipated to have, a significant concentration of jobs.

MDP Status Update

An annual report to Council that offers an opportunity to reflect on how well the policies and objectives in *Your Bright Future* are working in terms of achieving the community's vision and sustainability goals and allow for gradual corrections.

Mixed Use Development

A development that mixes compatible residential, commercial, institutional and recreational land uses, and may do so within an area of land, and/or within buildings, in order to increase density, reduce development footprint through intensification of land use, and to improve public accessibility to the range of mixed land uses.

Modified Grid Street Pattern

An interconnected network of streets generally rectilinear in alignment with modifications to allow for terrain and environmental considerations such as occasional curves or diagonally directed streets. The layout of the modified grid street pattern allows for multiple travel routes, disperses vehicular traffic within a geographic area, and encourages pedestrian activity.



Modified Grid Street Pattern

Municipal Reserve

Land dedicated to the municipality by the developer during the subdivision process in accordance with the Municipal Government Act. The land is to be used for community purposes such as a park or school.

Natural Areas

An open space containing unusual or representative biological, physical or historical components, which, although it need not be completely undisturbed, either retains or has had re-established a natural character.

Neighbourhood Commercial

Commercial development which is service oriented and located in close proximity to residential development. It is pedestrian/cyclist oriented but can accommodate limited vehicle traffic.

Neighbourhood Gathering Place

Specific areas of the city where residents of adjacent neighbourhoods gather for a variety of primarily informal purposes. Gathering places may include:

- informal open space and/or formal parks;
- indoor and outdoor gathering space;
- connections for pedestrians and cyclists to the surrounding neighbourhood and other gathering places;
- pedestrian and cyclist oriented design features such as appropriate sidewalk widths, curb cuts, signage, safe road crossings, bicycle racks, low-level lighting, and benches;
- consistent landscaping, including trees, shrubs, flowerbeds and planters;
- bus stops; and
- public art.

Open Space

All lands not covered by structure or development that provides aesthetic or activity related value to the public.

Park

A specific-use open space area that is managed to provide opportunities for recreation, education, cultural or aesthetic use.

Passive Recreation

Activities that are more of an individual activity rather than a team activity, they usually are non-motorized, non-commercial, and non-competitive requiring little to no alteration to the natural landscape, e.g. walking.

Pedestrian Oriented

An environment designed to make travel on foot convenient, attractive, and comfortable for people of various ages and abilities. Considerations include the directness of the route, safety, amount of street activity, separation of pedestrian and auto circulation, street furniture, surface material, sidewalk width, prevailing wind direction, intersection treatment, curb cuts, ramps and landscaping.

Place Making

Building on the city's existing environmental features, historic and cultural resources, open spaces, and distinguishing features in order to enhance and support its unique character.

Redevelopment

New construction on a site that was previously used or is currently in use for a different use. Redevelopment projects typically result in an intensification of land use.

Resilience

The ability to tolerate disturbance and adapt to change. A resilient system can withstand shocks and rebuild itself when necessary. The concept is often linked to ecosystem resilience (with humans viewed as part of the ecosystem) but can be applied to community sustainability. Communities increase their resilience by actively influencing and preparing for environmental, economic and social change.

Riparian Zones

Areas bordering streams, lakes, rivers, and other watercourses. These areas have high water tables and support plants requiring saturated soils during all or part of the year.

Social Capital

Social capital refers to the connections between individuals that bind communities through trust and mutual values. These networks shape the way we relate and the willingness of individuals to engage in collective activities, including community engagement, social interaction, civic engagement and recreational activities.

Social Infrastructure

Social infrastructure, or soft infrastructure, can refer to services provided by or in municipalities such as hospitals, community and recreational facilities, public spaces, social housing, volunteer networks and community based agencies.

Special Study Area

An area identified as a Special Study Area within an Area Structure Plan. Special Study Areas require further consideration due to unique development conditions.

Stormwater Management

The planning, analysis, collection, storage and controlled discharge of urban stormwater runoff. A series of techniques is used to manage where and how such water passes through a system after a storm. The term “best management practices” is used to describe techniques that work in conjunction with the natural systems. Spruce Grove applies a naturalized approach to stormwater management.

Sustainable Spruce Grove

An integrated municipal sustainable plan that bridges the vision and values expressed in the SpruceGroveQuest consultations with *Your Bright Future*.

SpruceGroveQuest

A major public consultation conducted in 2008. The purpose of this consultation exercise was to identify community values and a vision for the type of community Spruce Grove residents want in 2040.

Traffic calming

Traffic calming is a set of strategies used by urban planners and traffic engineers which aim to slow down or reduce traffic, thereby improving safety for pedestrians and bicyclists as well as improving the environment for residents.

Transit

Publicly-funded and managed and/or privately contracted transportation services, programs and systems within the Edmonton Metropolitan Region delivered through a variety of modes, e.g. LRT, rapid bus, regular bus, mini-bus, paratransit, and park-and-ride.

Transit Hub

A strategic location where development is directed because of good accessibility to transit services. Where possible, transit hubs are linked with community level gathering places.

Tri-Municipal Region

The municipalities of the City of Spruce Grove, the Town of Stony Plain and Parkland County.

Universal Design

Design of the built environment in a way that increases the accessibility, safety, mobility, and independence for people of all ages and abilities.

Urban Form

A physical pattern of human settlement that, as opposed to rural form, is typically characterized by compact mixed land uses, higher residential densities, and includes various public and private facilities, open spaces and a roadway network.

Vehicle Oriented Commercial

A type of commercial development which applies to the commercial corridors and nodes along arterial roads in Spruce Grove. Commercial uses tend to be larger in scale with a strong regional focus and vehicle orientation.

Waste Management

Management and reduction of solid waste. Management programs typically include composting organics, recycling plastics and metals, collecting hazardous waste, and disposing safely of other solid waste.

Watershed

An area of land that is geographically distinct in which snowmelt and rainfall are drained by a river and its tributaries to the same outlet, and the river, tributaries and outlet are unique to that geographical area. Watersheds are also sometimes referred to as drainage basins.

Wetland

An area where standing water is retained for a portion of the year and unique vegetation and animals have adapted to the aquatic environment.

Appendix A

Municipal Development Plan Requirements

Section 632 of the *Municipal Government Act (MGA)* details a number of requirements for a Municipal Development Plan (MDP) as well as optional information which may be included in an MDP. Section 632 of the MGA is included below.

Municipal Development Plan

- (1) A council of a municipality with a population of 3500 or more must by bylaw adopt a municipal development plan.
- (2) A council of a municipality with a population of less than 3500 may adopt a municipal development plan.
- (3) A municipal development plan
 - a. must address
 - i. the future land use within the municipality,
 - ii. the manner of and the proposals for future development in the municipality,
 - iii. the co-ordination of land use, future growth patterns and other infrastructure with adjacent municipalities if there is no intermunicipal development plan with respect to those matters in those municipalities
 - iv. the provision of the required transportation systems either generally or specifically within the municipality and in relation to adjacent municipalities, and
 - v. the provision of municipal services and facilities either generally or specifically,
 - b. may address
 - i. proposals for the financing and programming of municipal infrastructure,
 - ii. the co-ordination of municipal programs relating to the physical, social and economic development of the municipality,
 - iii. environmental matters within the municipality,
 - iv. the financial resources of the municipality,
 - v. the economic development of the municipality, and
 - vi. any other matter relating to the physical, social or economic development of the municipality,

- c. may contain statements regarding the municipality's development constraints, including the results of any development studies and impact analysis, and goals, objectives, targets, planning policies and corporate strategies,
- d. must contain policies compatible with the subdivision and development regulations to provide guidance on the type and location of land uses adjacent to sour gas facilities,
- e. must contain policies respecting the provision of municipal, school or municipal and school reserves, including but not limited to the need for, amount of and allocation of those reserves and the identification of school requirements in consultation with affected school authorities, and
- f. must contain policies respecting the protection of agricultural operations.

RSA 2000 cM-26 s632; RSA 2000 c21(Supp) s4

Appendix B

Relevant Background Materials and Programs

SpruceGroveQuest – Our Bright Future

In the spring of 2008, the City of Spruce Grove conducted a comprehensive public consultation exercise called SpruceGroveQuest. The purpose of this consultation exercise was to identify a vision for the type of community Spruce Grove residents want in 2040.

Sustainable Spruce Grove

Sustainable Spruce Grove is an integrated municipal sustainable plan that bridges the vision and values expressed in the SpruceGroveQuest consultations with the community plan re-write.

Sustainable Development Initiative & Charter

The Initiative is a conceptual framework which determines how the City's plans and strategies are developed, adopted, implemented and evaluated with a community sustainability focus. The Charter, developed by Council in 2004, is a decision making framework that guides the way the City does business.

Municipal Development Plan Background Report

Completed in 2006 this report provides a survey of relevant background material and the results of initial internal consultations.

Fiscal Plan

The annual fiscal plan is the key control over the financial operations of the City and is an important tool for the City to achieve economic sustainability.

Strategic Goals

The five strategic goals form the basis of the City's Strategic Plan for 2008-2010. This plan builds on the community input received during the SpruceGroveQuest consultations and was developed by Council with the aid of Administration.

Edmonton Metropolitan Region Board and Edmonton Metropolitan Region Growth Plan

Spruce Grove, as a member of the Edmonton Metropolitan Region, participated in the regional planning process. The City's community plan is required to comply with the Edmonton Metropolitan Region Growth Plan.

Parks and Open Space Master Plan

This plan is a comprehensive policy document as well as a statement of values and principles to be used to guide the future development of parks and open space.

Eco-Industrial Plan

The Eco-Industrial Plan is designed to help Spruce Grove achieve its goal of sustainable economic development and facilitate interest by developers in eco-industrial concepts to develop and retrofit industrial land.

Energy Management Plan & Greenhouse Gas Emissions Strategy

This plan provides information on corporate and community emissions and reduction targets. It fulfills part of Spruce Grove's requirements under the Partners for Climate Protection program.

Affordable Housing Strategy

This strategy, developed by the Affordable Housing Study Task Force in 2008, looks at the local housing market and makes recommendations to create affordable housing suited to the needs of the community.

Boundary Interface Planning Strategy

The purpose of this Boundary Interface Planning (BIP) Study is to provide long-range planning direction for development within the study area, affected by unique intermunicipal growth factors jointly experienced by the City of Spruce Grove, Town of Stony Plain, and Parkland County.

Commuter Transit Service

The City offers a commuter transit service in partnership with the City of Edmonton and Edmonton Transit Service. This service already is operating over capacity.

Stormwater Management Plan

This plan is a comprehensive plan for the management of stormwater in Spruce Grove. It relies heavily on green infrastructure principles.

Solid Waste Management Program

The City offers a high level of service in the area of solid waste diversion which includes an award winning curb-side organics program.

Urban Forest Management Plan

This plan looks at the biodiversity of forest stands in the city and identifies potential threats to these stands.

Partners for Climate Protection

The Partners for Climate Protection (PCP) program is a voluntary network of Canadian municipal governments who have committed to reducing greenhouse gases and acting on climate change. Spruce Grove joined PCP in 2003.

Green Buildings, City Policy 2,017

In 2004 the city adopted a green buildings policy as a guideline for the major renovation and new construction of municipal buildings in Spruce Grove.

Purchasing Policy, City Policy 10,000

In 2005, the city's Purchasing Policy was revised to include environmental sustainability as a purchasing factor as one of six factors to be considered when the city is purchasing goods and services necessary for the provision of municipal services. This was rescinded as part of larger revision to financial practices at the City. Incorporation of its principles in the new system is under consideration.

Municipal Fleet Anti-Idling, City Policy 2,020

This policy, adopted in 2006, applies to all employees who are authorized to operate vehicles and motorized equipment that is owned, leased or rented by the City of Spruce Grove.

Appendix C

Environmentally Significant Areas

ENVIRONMENTALLY SIGNIFICANT AREAS

Environmentally significant areas have been defined as sites that are:

- Hazard lands which are unsafe in their natural state or pose severe constraints for development;
- Perform a vital environmental function;
- Contain rare or unique features, plants, or animals;
- Unique habitats or small remnants of once large habitats which have virtually disappeared;
- Large and relatively undisturbed habitats that provide shelter for species which are intolerant of human disturbance; and
- Provide an important linking function or permit the movement of wildlife over considerable distance.

Seven areas were recognized as environmentally significant within the boundaries of Spruce Grove based on these criteria, field reconnaissance work, and a review of the biophysical data. Other features such as small native forest stands and small wetlands could also merit preservation but the seven recognized areas were considered the most important. These areas are identified on Figure 6: Parks and Open Space and discussed briefly below.

AREA "A"

This site occurs in the northwest corner of the study area and includes Atim Creek, the terrain immediately adjacent to the creek, and some of the adjacent uplands along the creek's course. The creek bottom and associated lands are subject to flooding and erosion by Atim Creek. The uplands adjacent to the creek were included because they appeared to be subject to ground water discharge, particularly east of the creek which makes this entire area environmentally sensitive. In addition, the Atim Creek is also part of a relatively large block of native vegetation which provides habitat and may act as a travel corridor for wildlife within the local area. During field reconnaissance to the area, evidence of deer and moose, a heron, a beaver, rabbits, red squirrels, and several tree cavities created by birds were observed; and drumming grouse were heard. Despite the fact that this area occurs within an intensively used agricultural landscape, this site seemed to have an abundance of wildlife.

AREA "B"

This area (approximately 5.4 ha, 13.4 acres) is locally significant because it represents an intact upland native forest stand. It is the only undisturbed example of this vegetation type (Aspen-Balsam Poplar/Saskatoon-Dogwood) within the study area. Because this site is surrounded by agricultural land, its usefulness to wildlife is limited although a pair of hawks was observed in the area. Other possible users may include small upland birds and mammals.

AREA "C"

This site straddles the west boundary of Spruce Grove (total area –18.4 ha or 45.4 acres, approximately 20% occur within the limits of Spruce Grove). It represents the single largest block of relatively undisturbed wetlands within the study area. Although it occurs adjacent to a noisy highway, it appears to be used extensively by ducks probably as summer nesting habitat and as habitat for amphibians. This site is both locally and regionally important as waterfowl habitat. The Aspen Parkland is one of the most important waterfowl production areas in Alberta, however, the continual drainage of wetlands for agriculture and other purposes is destroying these important waterfowl habitats which are also used by other species.

AREA "D"

This area represents Dog Creek and its associated channel. Therefore, this feature serves an important role by draining surface runoff from the study area. If this channel were to be denuded, it could result in increased local erosion and siltation of downstream river courses as a result it was considered an environment sensitive feature.

AREA "E"

This area occurs within the developed portion of Spruce Grove and is presently being used as an urban park. Unfortunately, more than half of the area is not suited to intensive recreational use because imperfectly to poorly drained soils with peaty surface horizons occur. The natural black spruce and tamarack vegetation is neither durable nor resilient with respect to trampling and other damage. The white spruce stands at the west of the area are well developed and relatively rare in the region, although they do show damage from trampling. In general, this area was considered an environmentally significant area from a local perspective, since it is a large block of native vegetation.

AREA “F”

This area represents a block of mixed native upland forest and wetlands (25 ha, 62 acres). Past and current cattle grazing and agriculture have disturbed the site, but it could represent a locally significant area. If this block in combination with AREA D and intervening areas were linked together they could potentially form a relatively continuous travel corridor for wildlife to movement in and out of AREA E. During fieldwork, a moose was observed near the southern end of AREA F.

AREA “G”

The topography of this site has some slopes that are relatively steep (e.g. up to 15%) as a result of the area (14 ha, 35 acres) is largely undisturbed and vegetated by upland forest stands (Aspen-Balsam Poplar/Saskatoon-Dogwood). It also represents the largest block of upland forest in the study area outside the developed portion of Spruce Grove. Therefore, this area is viewed as somewhat sensitive and locally significant.

AREA “H”

This area is a creek that flows out of a stormwater management facility in the Lakewood neighbourhood. The creek flows for at least part of the year and after significant precipitation, and enters Atim Creek further upstream. Therefore, the creek forms part of the Big Lake drainage basin, and as such is subject to the regulations for water bodies as part of the Big Lake Stormwater Management Plan.

AREA “I”

This area is a regionally significant forest stand. The City expects that part of this area may qualify as Environmental Reserve, and that other portions will be taken for Municipal Reserve or through some other land management strategy. This area will be included in the City's Forest Management Plan prior to final delineation of the area to be protected through an Area Structure Plan.

AREA “J”

This area, identified as GroveCo 60 in the Urban Forest Management Plan, is approximately 6.4 hectares and occupied by balsam poplar or white spruce stands. The special features in GroveCo 60 are the central stands of tall white spruce, which are some of the oldest and tallest stands in all of the urban forests. One of the larger trees was measured at 34.9m tall and 65cm diameter at 1.3m above ground surface; trees this large are usually found growing beside major rivers on rich, moist sites. This area is contained within Jubilee Park.

Additional Notes

AREA A and secondarily AREA D were considered the most critical sites within the study area since disturbance could result in landscape erosion and degradation. The other areas represent sites that could be useful for maintaining landscape and wildlife diversity within the Spruce Grove urban environment.

AREA H and AREA I have not received the same biophysical assessment as the other environmental management areas. However, they are determined to be of at least equal value as the other environmentally significant areas in Figure 6. Detailed further study is required in order to determine the parameters for each area to be protected. At the time that any assessment is completed for AREA H and AREA I, specific areas may be considered and approved as part of an Area Structure Plan without amendment to this plan.

Appendix D

Major Public Consultation Results

- 1) SpruceGroveQuest Consultation – Our Bright Future
- 2) April 2009 April Workshops Summary Report
- 3) Spring 2009 On-line Survey Summary Report