

SHILOH AREA STRUCTURE PLAN

Consolidated Edition

Shiloh Area Structure Plan Bylaw C-868-14 was adopted by Council on September 22, 2014.

This “Consolidated Edition” was published in September 2024, and incorporates all amendments and additions to Bylaw C-915-15 as referenced below:

Bylaw C-915-15 passed July 13, 2015, to accommodate an Institutional use within the northeast portion of the plan area for a regional RCMP facility.

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

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

City of Spruce Grove
Planning and Development

THE CITY OF SPRUCE GROVE

BYLAW C-868-14

SHILOH AREA STRUCTURE PLAN

WHEREAS, pursuant to the *Municipal Government Act*, R.S.A., 2000, c.M-26, a municipality shall adopt Area Structure Plans;

AND WHEREAS, the City of Spruce Grove wishes to adopt the Shiloh Area Structure Plan;

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

1. BYLAW TITLE

1.1 This bylaw is called "Shiloh Area Structure Plan."

2. SHILOH AREA STRUCTURE PLAN

2.1 This bylaw shall be adopted as outlined in Schedule 1 which is attached to and forms part of this bylaw.

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-678-07

3.1 Bylaw C-678-07 is hereby repealed.

First Reading Carried 26 May 2014

Public Hearing Held 14 July 2014

Second Reading Carried 14 July 2014

Third Reading Carried 22 September 2014

Date Signed 29 September 2014

Mayor

City Clerk

SHILOH AREA STRUCTURE PLAN



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1.0 Introduction

1.1 Purpose

The purpose of this Area Structure Plan (ASP) is to define a framework for the development and servicing of approximately 128 hectares of land located in the southwest corner of the City of Spruce Grove. (**See Figure 1**) Lands within the Shiloh ASP have development potential for highway commercial uses along the south side of Highway 16A, a range of residential land uses, parks, and the preservation of unique natural features.

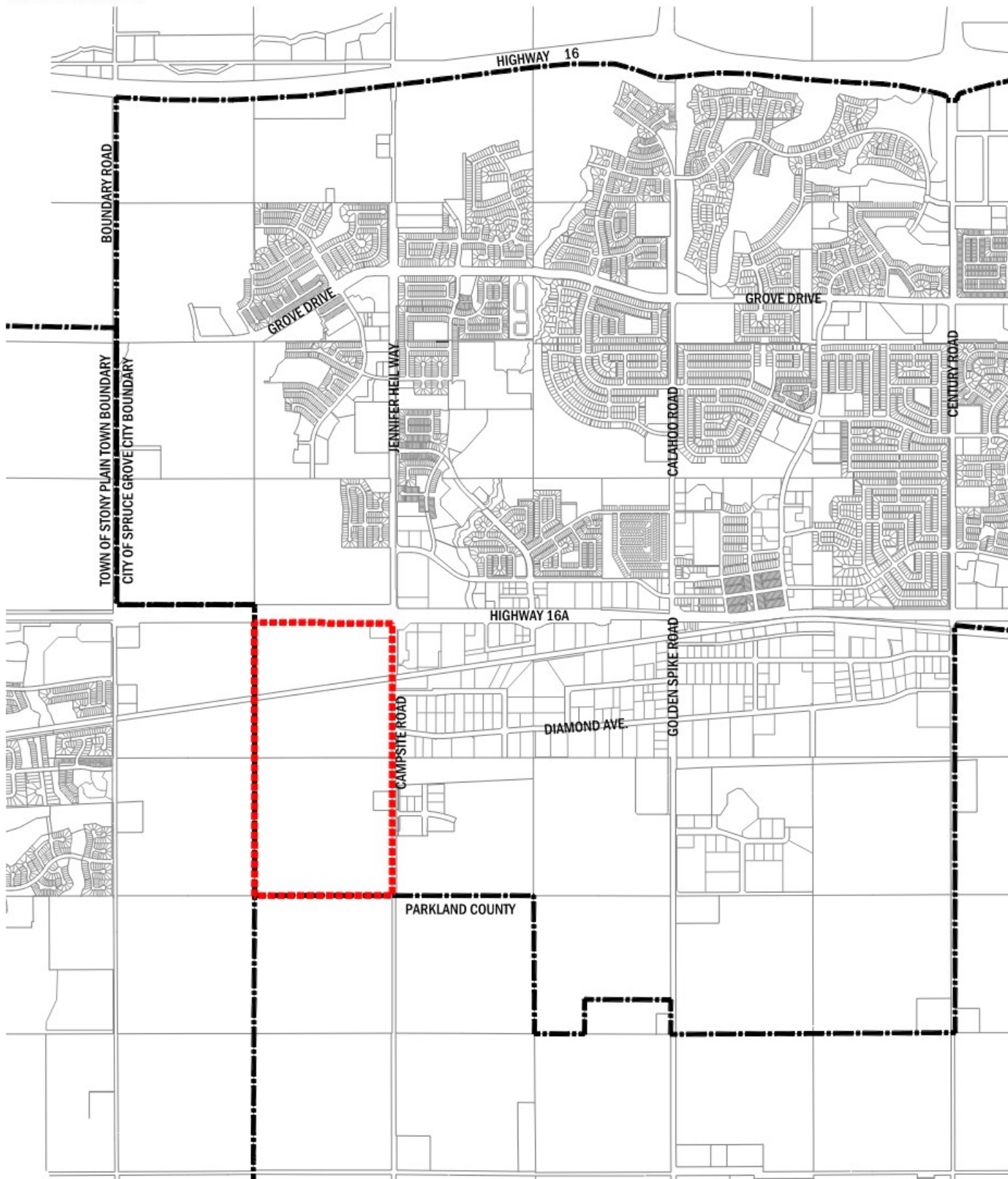
This ASP is prepared in general conformance with the City of Spruce Grove Municipal Development Plan (MDP) and other applicable municipal policies. It outlines a development framework consistent with Section 633 of the *Municipal Government Act* describing the:

- Type, density, location and land uses;
- Location of major transportation routes within the lands and how these relate to the
- Conceptual land for public utilities for servicing the lands;
- Protection of environmental features; and
- Sequence of development and implementation.

Shiloh ASP will be used by landowners and the municipality to guide future land use districting and subdivision in the pursuit of orderly and effective development. The ASP is also consistent with the goals of the Capital Region Growth Plan in concentrating growth in a priority growth area, prioritizing development with access to multi-modal transportation corridors, and making efficient use of servicing capacity and infrastructure. As the goals and concepts of this ASP are adhered to over time, the Plan's vision is to create a pleasant neighbourhood offering local amenities and a place where people are happy to reside.

1.2 Location and Context

The ASP includes 127.98 hectares (316 acres) of land, which are located within the NE¼ and SE ¼ of Section 32-52-27-W4 (**See Figure 2**).



LEGEND

- ASP Boundary
- - - - - Municipal Boundaries



LOCATION PLAN



SHILOH ASP
THE CITY OF SPRUCE GROVE

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Jcalder June 24, 2014

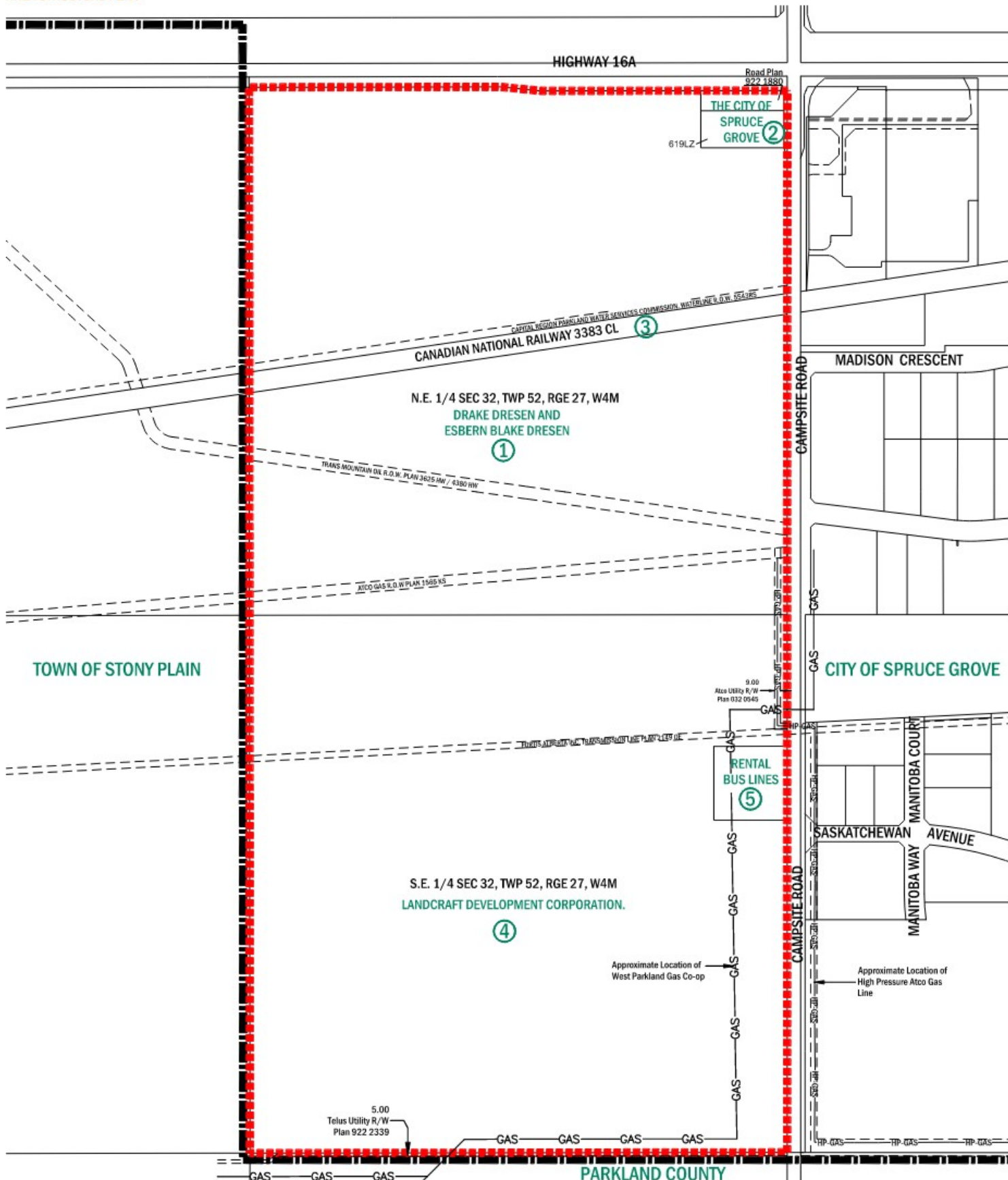
FIGURE 1

1.3 Land Ownership

The plan area is held under five certificates of title summarized in Table 1, and shown in **Figure 2**.

Table 1: Land Ownership

Legal Description		Title Owner	Area
1.	NE 32-52-27-W4	Private	59.72 ha
2.	619 LZ	City of Spruce Grove	1.11 ha
3.	3383 CL	Canadian National Railway	2.48 ha
4.	SE 32-52-27-W4	Private	63.46 ha
5.	Part of SE 32-52-27-W4	Private	1.21 ha
Total			127.98 ha



LAND OWNERSHIP



scale 1:7500

LEGEND

- ASP Boundary
- Municipal Boundaries

SHILOH ASP

THE CITY OF SPRUCE GROVE

153-13004_01_PR002.DWG
Jcalder June 26, 2014

FIGURE 2

2.0 Existing Conditions

2.1 Surrounding Land Use and Access

The Shiloh ASP area is located on the southwest edge of Spruce Grove, west of Campsite Road and south of Highway 16A. This area is bordered on the west by the Town of Stony Plain and along its south boundary by Parkland County.

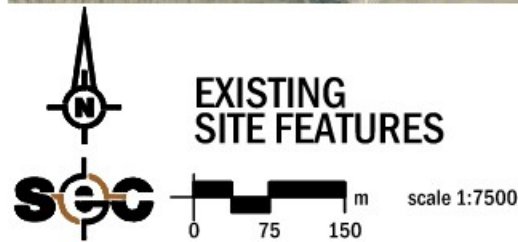
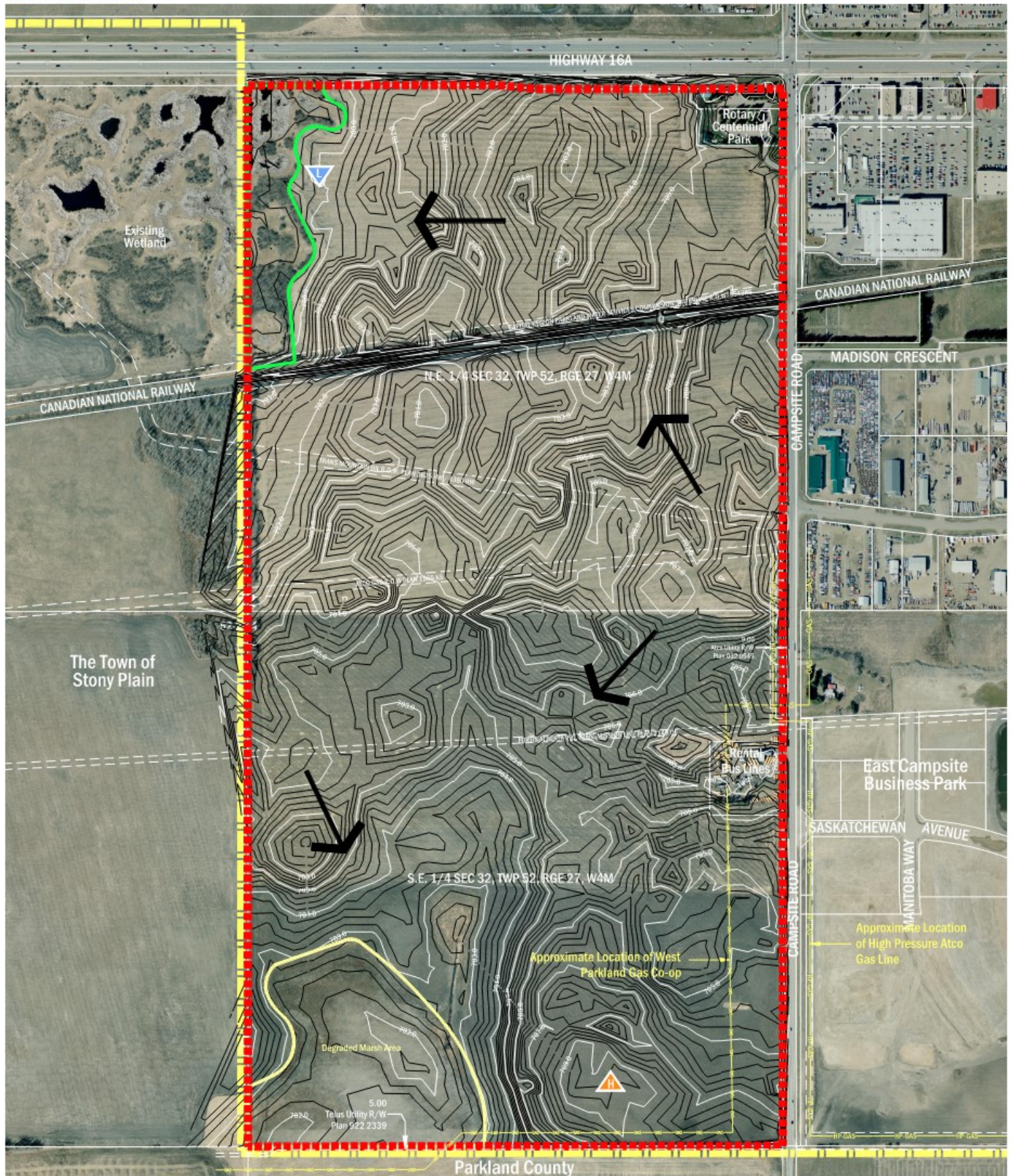
The primary land uses within one kilometre of the Plan area are agricultural, commercial and industrial. Commercial land uses are already developed east of Campsite Road south along Highway 16A. Across Highway 16A, northeast of the Plan area is the Westgrove neighbourhood which also includes commercial along Highway 16A and residential further north.

In the north Plan area commercial development is also proposed south along the Highway 16A frontage. This commercial will face existing and proposed commercial development to the north across Highway 16A. General industrial land uses (M-1 District) are currently approved and existing or under development east of Shiloh across Campsite Road. The land to the west is presently in agricultural use and is designated by the Town of Stony Plain for future urban expansion. The Stony Plain's MDP currently shows this land as future residential. The land to the south is in agricultural use in Parkland County.

Shiloh ASP area is well served by the major access route of Highway 16A along its north boundary, and Campsite Road which forms its east boundary. Additionally, the ASP's south boundary is 1.6 kilometers north of Highway 628, which connects eastward to Highway 60, and Whitemud Drive and Anthony Henday Drive in the City of Edmonton.

2.2 Existing Land Use

The ASP's lands are mostly cleared of natural vegetation, excepting two wetland areas, and are being used primarily for agricultural purposes. (**See Figure 3**) Several non-agricultural uses exist on the lands including: the Rotary Centennial Park Campsite (2.6 ha) in the ASP's northeast corner; a small parcel (1.2 ha) under separate ownership along Campsite Road; and, a telecommunications tower (0.08 ha) site situated southwest of the CN Rail right-of-way and Campsite Road intersection.



LEGEND

- - - - - ASP Boundary
- - - - - Municipal Boundaries
- - - - - Degraded Marsh Area

SHILOH ASP
THE CITY OF SPRUCE GROVE

- Environmental Reserve Boundary
- ▲ High Elevation
- ▼ Low Elevation
- ➔ Drainage Direction

153-13004_01_PR003.DWG
Jcalder June 26, 2014

FIGURE 3

2.3 Railway and Utility Corridors

The Canadian National Railways owns and operates a 30m wide principal east-west main line (single track) that bisects the northern Plan area. The ASP will accommodate this rail line.

There are five registered utility right-of-ways located within the Plan area. These include a Capital Region Parkland Water Services Commission Waterline (URW 5543 RS); an east-west Trans Mountain oil pipeline (URW 3625 HW, 4380 HW); an east-west Atco Gas pipeline (URW 1565 KS); a north-south Atco Gas pipeline (URW 032 0545), an Fortis Alberta Inc. transmission line (URW 2149 EO). All utility rights-of-way will need to be incorporated or removed (i.e. relocated or abandoned as no longer necessary) as the land is subdivided.

A 75mm West Parkland Gas Co-op Ltd. gas pipeline exists along part of the south and the east boundary in SE 32-52-27-4. This pipeline will be relocated with development.

A 5.0m Telus Line (URW 922 2339) runs east-west immediately south of the Shiloh neighbourhood. This Telus Line is located in Parkland County.

2.4 Topography

Plan area topography is characterized as flat to gently undulating lands with minor variations in elevation throughout the lands. The low elevation for the area is 699m in the northwest corner and a high elevation of 708m in the southeast corner. The lands do not have significant slopes that would be unsuitable for development.

2.5 Natural Vegetation

The Plan area has been previously cleared of trees and native vegetation for agriculture purposes. Small areas of remaining trees and other vegetation exist only along parts of the railway and in proximity to the wetland area located northwest of the site.

2.6 Drainage and Wetlands

The existing natural drainage on the lands consist of several small scattered ephemeral wetlands, part of a larger permanent wetland area in the northwest corner, and a portion of a larger isolated degraded wetland extending into the area's southwest corner. The areas overall drainage pattern trends westerly towards to the local wetlands, and the drainage for the greater area goes northward and eventually to Atim Creek.

A Biophysical Assessment was initially conducted on NE and SE-32-52-27-W4M by Ecomark Ltd. in 2007. This report was updated as a Wetland Impact Assessment by Klohn Crippen Berger Ltd. in 2010. These assessments identified larger wetland areas in the southwest and northwest corners and several other small scattered ephemeral wetland areas. The northwest wetland area on the south of Highway 16A is identified as a Seasonal Class III Wetland, and is part of a larger wetland that extends west into adjacent lands. Two temporary Class II wetlands that exist in the ASP's southwest corner form part of a larger wetland straddling the south municipal boundary with Parkland County. Lastly, several ephemeral wetlands (Class I) were noted scattered on the lands from air photo records. Upon winter inspection these ephemeral wetlands appeared to be under cultivation and containing crop stubble. Overall, the Wetland Impact Assessment concluded that there were benefits in maintaining the ecological integrity of the marsh wetland in the northwest Plan area and the southwestern portion of the degraded wetland in Shiloh. It was recommended that both of these could be enhanced into a naturalized stormwater detention area.

Spruce Grove's MDP in Appendix C - Environmentally Significant Areas, identifies the northwest marsh wetland as one of the seven environmentally significant areas within the Spruce Grove MDP that could be useful for maintaining landscape and wildlife diversity within the Spruce Grove urban environment. It appears to be used extensively for ducks, and likely amphibians, and is therefore both locally and regionally important as waterfowl habitat.

The wetland in the northwest corner will be retained as Environmental Reserve, and the southwest wetland is intended to be incorporated into the area's stormwater management plan as suggested in the Spruce Grove Master Drainage Plan. Any wetlands removal will need to be negotiated with Alberta Environment regarding compensation.

2.7 Environmental Site Assessment

An Environmental Site Assessment on the SE32-52-27-W4M conducted in 2006 by Ecomark Ltd. concluded that "the subject property appears to be well managed agricultural land and does not pose a significant environmental liability". A Phase 2 Environmental Site Assessment was not required.

3.0 Policy Context

The planning and municipal documents that provide the policy context for the Shiloh ASP are identified and discussed below.

3.1 Capital Region Growth Plan

Growing Forward: The Capital Region Growth Plan is a comprehensive plan that provides member communities guidance on how the region is to grow in an integrated way. Within Appendix 2 of this Plan, the Capital Region Land Use Plan provides a planning framework based on six principles: protect environmental resources; minimize the regional footprint; strengthen communities, increase transportation choice; ensure efficient provision of services, and support of local economic development.

The Shiloh ASP is located as per the Capital Region Growth Plan Addendum (October 2009) within Priority Growth Area A, and as per Table 3 the Capital Region Density Target required for Shiloh is between 25 and 30 units per net residential hectare. Shiloh has a net residential density of 28.77 units per hectare.

3.2 Municipal Development Plan

The City of Spruce Grove's Your Bright Future Municipal Development Plan 2010-2020 (MDP), Bylaw C-711-09 adopted on July 12, 2010, provides a framework for directing growth and change within Spruce Grove in conformance with the City's vision and goals for community sustainability. The MDP's Future Land Use Map outlines the pattern of approved land uses for the Shiloh ASP area, and these include Vehicle Oriented Commercial, Open Space, Residential, and Special Study Area land use categories.

The primary MDP objectives used to guide the creation of the Shiloh ASP are:

- 5.1.2 *Direct development so it is contiguous and makes efficient use of land, infrastructure, transportation networks, and other community resources.*
- 5.1.3 *Base urban form around the parks and open space network.*
- 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.*
- 5.1.5 *Implement high standards for neighbourhood design and landscaping to enhance residents' quality of life.*
- 5.2.2 *Increase housing options and residential densities across the community.*

- 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.*
- 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.*
- 5.6.1 *Develop an efficient integrated multi-modal transportation system.*
- 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.*

3.3 Land Use Bylaw

The Shiloh area is currently districted UR-Urban Reserve within Spruce Grove's Land Use Bylaw C-824-12. This UR District allows only agriculture as a permitted use, but may allow as discretionary uses other rural type uses on a temporary basis that would not prejudice the future development of the lands. The Land Use Bylaw will have to be amended to district consistent with the intended land uses contemplated by this ASP as the lands develop.

3.4 Inter-Municipal Planning

The Shiloh ASP's west boundary is Spruce Grove's municipal boundary with the Town of Stony Plain, and the ASP's south boundary is with Parkland County. There are currently no Inter-Municipal Development Plans (IDP) established between City of Spruce Grove and either of the Town of Stony Plain or Parkland County.

In support of the City of Spruce Grove's inter-municipal planning, the City undertook the Boundary Interface Planning Study in 2007 that provided long range planning direction for development affected by unique inter-municipal growth factors jointly experienced by the three municipalities. The City of Spruce Grove's current MDP's Boundary Interface Areas map identifies future Residential land use to the south of Shiloh in Parkland County, Industrial to east within Spruce Grove, and Residential to the west in Stony Plain.

The Town of Stony Plain's MDP identifies the lands that abut the ASP's west boundary on MDP Map 8 - Future Land Use Concept for Urban Expansion Areas for 'Urban Residential'.

Parkland County's MDP Map 2 - Land Use Concept Map (2007) a policy to review future land use identifies the shared south ASP boundary as "Fringe" lands, which is supported by a policy for review future use by a Joint Planning Initiative.

Through the planning process for Shiloh, several meetings were convened with those municipalities to ensure their respective interests were addressed.

4.0 Neighbourhood Objectives and Design

4.1 Neighbourhood Objectives

The land within Shiloh Area Structure Plan will be developed to meet the needs of the marketplace, neighborhood design objectives, and policies of the City of Spruce Grove's Municipal Development Plan. More specifically, the ASP follows the objectives outlined below to ensure the Development Concept defined in Section 5.0 achieves the intent for new City development areas by:

- Making efficient use of lands, infrastructure, transportation networks, and other community resources;
- Basing the urban form around the parks and open space network;
- Having high standards of neighbourhood design and landscaping to enhance resident's quality of life; and
- Providing increased housing options and residential densities.

This Shiloh plan ensures that both the City development objectives and the future residents' quality of life interests are addressed by integrating a range of land uses, open spaces, and multi-modal transportation options in a manner that creates a compact, efficient urban form providing diversity in housing choice.

4.2 Neighbourhood Design Principles

To achieve development efficiency and provide resident quality of life, the neighbourhood is holistically designed integrating key open spaces, housing, and roadways. The specific principles of neighbourhood design and housing addressed through this development are:

- Diversity in residential housing types and density;
- Integration of gathering places, open space, trails, and commercial development;
- High standard for neighbourhood design and landscaping;
- Reinforcing use of the street as public open space and increasing connectivity through:
 - + Use of a modified grid system;
 - + Providing boulevards and street trees along collector roadways;
 - + Developing sidewalks on both sides of collector roads;
 - + Utilizing laneways and rear on-site parking;
 - + Orienting buildings to front on local and collector streets.
- ❖ Provide multi-modal connections between neighbourhoods and internal gathering places.

5.0 Development Concept

5.1 Conceptual Design

The concept for the Shiloh neighbourhood is illustrated in **Figure 4**, and supplemented with descriptions of individual land uses and important plan elements in the following sections.

This development concept's overall design reflects Spruce Grove MDP's future land use intentions for commercial land uses abutting Highway 16A and along Campsite Road, a Special Study Area immediately south of the operating railway corridor, and then residential land uses extending southward. Within this general land use framework the area's significant natural areas on its west side will be integrated into an open space corridor that will form central features in the overall design of the neighbourhood.

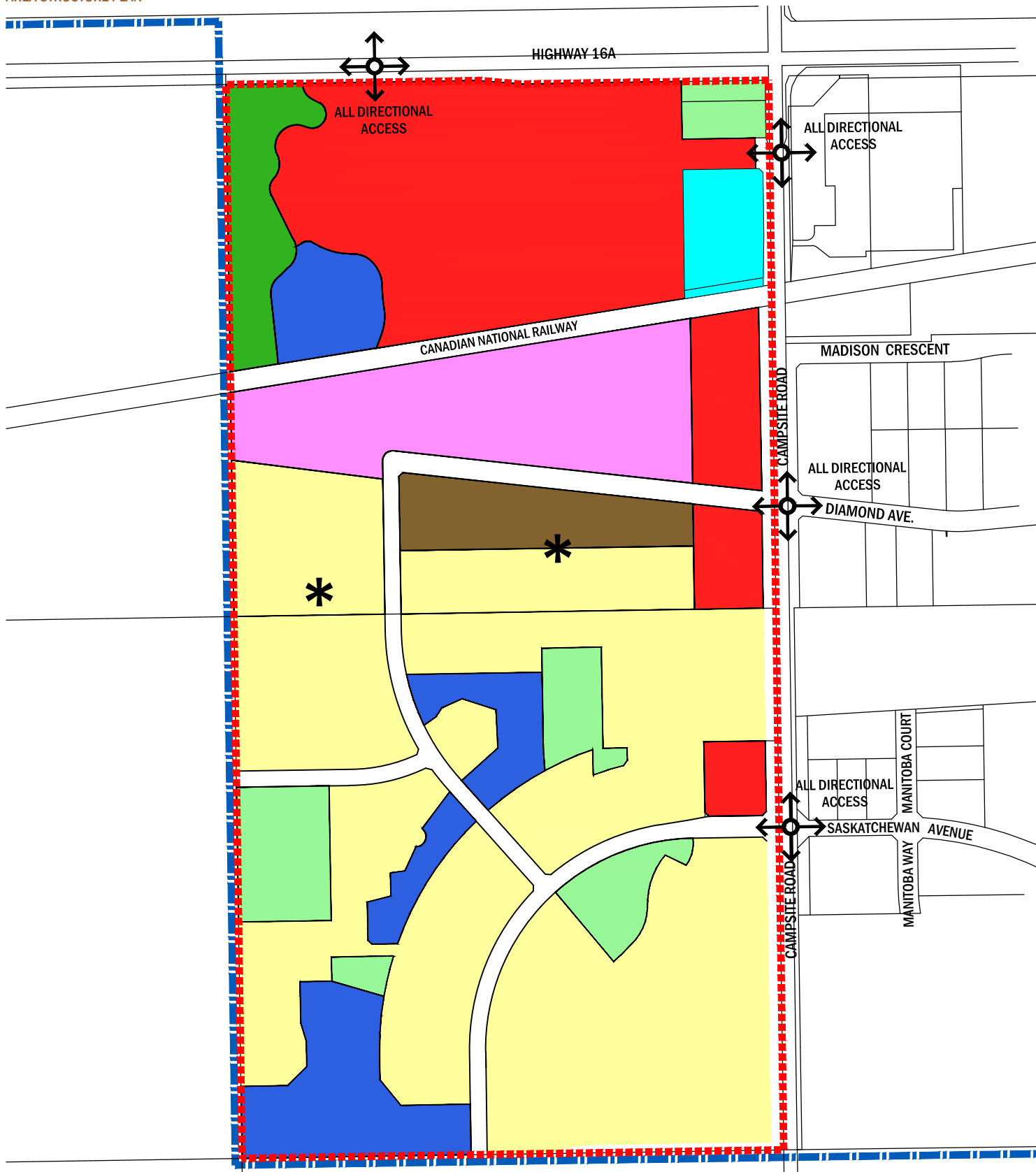
The development concept is formed around an efficient collector roadway network and a series of community focal points including school and park areas, stormwater management facilities and highway and neighbourhood commercial site. These community gathering places add variety and interest to the community, and are connected through a modified grid and pedestrian friendly streetscape. In the southern residential area the road and pedestrian connections to the abutting and similarly designated residential areas in the Town of Stony Plain are accentuated. A range of housing types will provide options to a broad spectrum of people.

This concept is developed with an understanding of the existing site conditions and various technical studies and recommendations regarding municipal servicing, transportation, geotechnical information, and others.

5.2 Residential

Residential development is the primary land use in the southern part of Shiloh. The area consists of a mix of low, medium, and higher density residential similar to Spruce Grove's existing neighbourhoods. The Development Concept responds to the Spruce Grove Municipal Development Plan's objectives of increasing housing options and residential densities across the community by:

- Integrating a range of housing types and densities to create interesting streetscapes in the neighbourhood and increase diversity in housing stock;
- Incorporating two levels of density as per the MDP and supporting these through innovative districting where beneficial to the neighbourhood;
- Placing higher density housing in locations close to amenities, transit and neighbourhood gathering places; and
- Achieving neighbourhood residential density of a minimum 25 to 30 dwelling units per net residential hectare.



LEGEND

■■■■■ ASP Boundary

■■■■■ Municipal Boundaries

Low / Medium Density Residential

Medium / High Density Residential

Park / Open Space (*)

Environmental Reserve

Stormwater Management Facility

Commercial

Special Study Area

Institutional

LAND USE PLAN

SHILOH ASP

THE CITY OF SPRUCE GROVE

153-13004_01_PR0004.DWG
April 2015

FIGURE 4
PROPOSED



scale 1:7500

A combination of berms and fencing will be required along arterial roads to provide screening or buffering for residential land uses. This berm and fencing will be constructed to City of Spruce Grove standards for arterial roadways. The exact form of this screening and buffering will be confirmed through the subdivision and districting process.

5.2.1 Low to Medium Density Residential

Low to medium density residential is the primary land use in the Shiloh neighbourhood. This low to medium density category will contain a mix of single detached, semi-detached and street oriented row housing that have been strategically distributed to provide visual interest and create a diverse streetscape within the neighbourhood. These units will be accessed by a combination of front drive garages and rear detached garages in areas with lanes. The "front porch" orientation provided by units built with rear access will reinforce the role of the street as public space.

The low to medium density residential in the southeast Plan area may be a planned site with private roads and may include a mix of manufactured homes, row housing or semi and single detached housing. This area could provide housing suitable for a variety of income levels and may be implemented as a land lease community, a bareland condominium, or be subdivided into fee simple lots. This type of housing community is accommodated in the City's standard land use districting (i.e. Lifestyles District), which will ensure that it is appropriately integrated within the neighbourhood. Alternatively, this area may all be developed with single-detached, semi-detached and/or street oriented row housing.

A minimum density of 25 units per net residential hectare will be achieved. Areas of low to medium density may be districted R1 or Lifestyles District.

5.2.2 Medium to High Density Residential

A cluster of medium to high density residential development is designated south of the area's most northerly collector road and in proximity to commercial, community level trails and the Special Study Area. Medium to high residential in this location provides a transition between the varied northern uses (i.e. commercial, railway, and special use area), and the low to medium density residential land located further south. Furthermore, in this location the area being accessed off of Campsite Road will help reduce traffic impacts on the southern low to medium residential areas.

It is intended that the medium to high density residential area would include multi-unit dwellings in the form of row housing and low-rise apartment buildings. Density may range from 40 to 150 units per hectare and at this density it will provide choice in affordable housing to younger people and newcomers to Spruce Grove. Furthermore, in this location the density will help support both large and small scale commercial development in the neighbourhood. The medium to high density land use area will be districted R2.

5.3 Commercial

The Shiloh ASP is bordered on its north edge by Highway 16A which is a high visibility corridor ideal for a mixture of major and minor commercial land uses. This commercial in Shiloh will form part of Spruce Grove's western gateway and as such, it shall be designed and landscaped to contribute positively to City's image and be sensitively integrated with the adjacent environmental and stormwater management areas.

This general area is already a major employment area for the City so the commercial area designated north of the CN rail will continue the established pattern of vehicle oriented commercial development. The area is large enough to accommodate a combination of big-box and smaller format commercial development, which would be appropriate in a C2 - Vehicle Oriented Commercial District.

Commercial uses to a depth of 120 metres have been extended south approximately 200m along Campsite Road past the CN Rail line. The area provides for smaller format commercial including but not limited to professional and office services, eating and drinking establishments and retail sales. Access to the commercial uses directly from Campsite Road will only be considered where supported by a Transportation Impact Assessment and the City of Spruce Grove. The number and nature of commercial access points will be determined in consultation with the City of Spruce Grove as part of the future subdivision process.

Colliers International Consulting completed a Commercial Land Use Needs Review in the fall of 2013 and an addendum in the spring of 2014. This Commercial Land Use Needs Review's major finding was that a commercial node approximately 1.0 hectare was the only commercial required in the southern more residential area of Shiloh. The review found that the Shiloh ASP area was within easy driving distance of an extensive cluster of relevant competitive retailers and more importantly the subject area is located within easy range of a significant list of proposed commercial projects in the planning process in the next three to five years.

The approximately 1.0 hectare commercial site designated at the intersection of Campsite Road and Saskatchewan Avenue will serve a neighbourhood commercial role and provide local access to day to day goods and services. This site location will benefit local residents and employees in the nearby business park east of Campsite Road.

5.4 Institutional

Bylaw C-915-15
Julv 13, 2015

The commercial area north of the Canadian National Railway and west of Campsite Road was reduced to accommodate two separate institutional parcels, including an institutional parcel comprising of 2.02 hectares for a regional RCMP facility, and a public utility lot comprising of 0.14 hectares for the regional water line.

5.5 Special Study Area

A Special Study Area is located between the CN Rail right-of-way and the Trans Mountain Oil right-of-way, west of the commercial along Campsite Road as shown on Figure 4. The alignment of these area right-of-ways makes defining land uses and development patterns a challenge. This Special Study Area designation reflects the same classification in the MDP, and per MDP Policy 5.1.2.7. Planning for this area will be resolved over time through further study and development will not be permitted until an amendment to the Shiloh ASP is approved by City Council.

The Special Study Area could be developed for residential use however the rail interface would need to adhere to stringent CN guidelines and setbacks that could include berms and sound walls. If developed for commercial use less attention of the rail interface would be required, but the commercial development's needs for access and visibility would be limited in the western part of the Special Study Area. The south edge of the Special Study Area may still be required to consider railway noise migration effects on any proposed medium and high density residential uses.

In the interests of proceeding with development in the remainder of the Plan Area, land uses will not be specified in the Special Study Area until further discussion between the City, landowners, and their consultants have occurred. Once land use is agreed upon, an amendment to the Shiloh ASP will be brought forward to formally designate the lands uses in the Special Study Area.

5.6 Parks, Schools, and Open Spaces

The combination of parks and open space proposed in Shiloh will provide an interesting and diverse mix of recreation opportunities for residents of all ages that are integrated with land use and pedestrian and vehicular connections. The open spaces are classified using the City of Spruce Grove's Open Space Classification System in Table 2, and include both active and passive recreation space. Parks and open space includes a school/park site, convenient neighbourhood parks and a series of stormwater management facilities. A large natural area is retained in the northwest Plan area. These amenities will all be linked together by a cohesive on sidewalk and multi-use trail network. The Rotary Centennial Park, located in the plan's northeast corner, is also incorporated into the open space concept.

Neighbourhood parks are located to serve the major low to medium density residential modules and adjacent to stormwater management facilities. The Development Concept recognizes the City's preference for larger park sites. The exact locations and size of these parks will be determined at the districting and subdivision stage. A key feature of this ASP is placing one half of a joint use K-9 school site along the ASP's west boundary, with the other half to be located within the Town of Stony Plain.

Linear pipeline corridors in the Plan area may only be utilized for trail linkages if permission of the operator is obtained.

The regional Tri Leisure Centre Park is nearby and it is expected residents will use this facility.

A series of linear stormwater management facilities are proposed in the south Plan area and one large facility is designated in the northwest Plan area. These will all be designated public utility in Shiloh recognizing their functional purpose, but they also provide passive recreation to the community. The stormwater management facility in the north quarter will be naturalized to complement its proximity adjacent to the large wetland complex located partly in Spruce Grove but mostly in Stony Plain. This wetland area is designated as environmental reserve in the Plan area, and the retention of this natural area combined with the stormwater management facility creates an excellent opportunity for nature appreciation and interpretation within the developed urban area of Spruce Grove.

The area of the degraded wetland in the southwest Plan area will be redeveloped as a naturalized stormwater management facility. This facility will extend north through the central Plan area. This series of stormwater management facilities will become a major focal point in the residential community and be a great natural amenity for area residents. At the discretion of the City of Spruce Grove a 6.0m wide strip of municipal reserve may be designated along the edge of the stormwater management facilities to accommodate landscaping and walkway links.

Table 2: Open Space Types and Locations

Types of Open Spaces	Location on Development Conception
Type A - Natural & Semi-Natural Green Spaces or Water Course	A ¹
Type B - Historic Resource or Landmark	
Type C - Parks and Civic Spaces	
Type D - Outdoor Recreation and Sport Facilities	D ¹ , D ² , D ³ , D ⁴ & D ⁵
Type E - Green Corridors and other linkages	E ¹
Type F - Campgrounds & Day Use Areas	F ¹

5.7 Reserve Dedication

Open spaces within Shiloh will be created through a combination of environmental reserve and municipal reserve per the requirements of the Municipal Government Act. Furthermore, where a proposed subdivision would result in a density of 30 dwelling units or more per hectare of developable land the subdivision authority may require up to the equivalent of 5 percent of additional municipal and/or school reserves pursuant to MGA Section 668.

Municipal reserve dedications will be used within Shiloh for creating all neighbourhood parks and the K-9 school site. The shared 5.50 ha school site is to be split equally between the City of Spruce Grove and Town of Stony Plain, and therefore 2.75 hectares of municipal reserve is to be provided in Shiloh. Furthermore, municipal reserve may be granted where lands have a park- like character and use and consist of linear open spaces that are 6.0m or greater in width and include trails (based on provision of agreed landscaping and amenities by the landowner/ developer. Municipal reserve may also be granted if it is located around a stormwater management pond or wetland and above the 1 in 100 year flood line when provided with landscaping (e.g. grading, seeding or other ground cover, tree and shrub planting), benches, and pathway connections suitable for pedestrian and non-vehicular use.

For purposes of this ASP, we have assumed that municipal reserve owing on commercial land use and the Special Study Area in NE 32-52-27-4 will be taken by deferred reserve at subdivision. However, municipal reserves in designated commercial areas may be taken as cash-in-lieu in part or whole, with the value for the land being determined and collected at subdivision, where the City is satisfied that the overall pattern of commercial and open space is sufficiently defined within subdivision approvals that do not require land for open space. The full 10 % municipal reserves required from SE 32-52-27-W4 will be dedicated in land at the time of subdivision.

Environmental Reserve is designated for protecting an existing natural wetland area in the Plan's northwest corner, and it shall be transferred to the City upon subdivision.



LEGEND

- ASP Boundary
- Municipal Boundaries
- Pedestrian Linkage

- Park / Open Space (*)
- Environmental Reserve
- Stormwater Management Facility



PARKS & OPEN SPACE



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SHILOH ASP

THE CITY OF SPRUCE GROVE

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FIGURE 5

5.8 Land Use Distribution

Shiloh's density, estimated number units and population are listed in Table 3: Land Use Statistics.

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Table 3: Land Use Statistics

Land Uses	Ha	%	Units	%	Pop.	%
GROSS AREA	127.98					
Environmental Reserve	3.54					
Canadian National Railway	2.48					
Rotary Centennial Park	1.06					
GROSS DEVELOPABLE AREA	120.90					
LAND USES						
Parks and Open Space	12.09	10.0%				
Stormwater Management Facility	10.51	8.7%				
Public Utility Lot - Regional Water Line	0.14	1.2%				
Special Study Area	10.24	8.5%				
Circulation	14.13	11.7%				
Commercial	21.73	18.0%				
Institutional	2.02	1.4%				
SUBTOTAL – LAND USES	70.86	58.6%				
RESIDENTIAL						
Low to Medium Density Residential	34.18	28.3%	854	59.3%	2,391	63.5%
Low to Medium Density Res (Parkbridge)	12.79	10.6%	319	22.2%	893	23.7
Medium to High Density Residential	3.07	2.50%	267	18.5%	480	12.8%
SUBTOTAL- RESIDENTIAL	50.04	41.4%	1,440	100.0 %	3,764	100.0 %

Residential Density

Low to Medium Density Residential	25 units/ hectares
Low to Medium Density Residential (Parkbridge)	25 units/ hectares
Medium to High Density Residential	67 units/ hectares

Population Density

Low to Medium Density Residential	2.8 persons / unit
Low to Medium Density Residential (Parkbridge)	2.8 persons / unit
Medium to High Density Residential	1.8 persons / unit

Capital Region Board Density 28.77 upnrha

6.0 Transportation

6.1 Access and Roadways

Access to the Plan area is provided by Highway 16A along the north property line and Campsite Road, an arterial roadway, along the east ASP boundary. A future east-west arterial roadway is identified south of this ASP area in the MDP (Figure 9- Major Road Network) and in the Spruce Grove Master Transportation Study. This road is aligned partly outside of the ASP area within Parkland County and partly in Spruce Grove within the Shiloh ASP boundary. Lastly, the ASP is situated 1.6 kilometers north of Highway 628 along Campsite Road. This highway is identified by the Capital Region Land Use Plan as part of the important Regional Transportation Infrastructure and part of the Long Term Intermunicipal Bus Network.

All roads will be constructed to the City of Spruce Grove's standards. An all directional intersection to Highway 16A is defined in the ASP which will 'loop' through the area to Campsite Road. Any other commercial accesses to Highway 16A or Campsite Road will be determined in consultation with the City of Spruce Grove and Alberta Transportation. The provision of right-in/right-out accesses will be addressed at the Development Agreement and/or Development Permit stage for any lands fronting Campsite Road.

To accommodate the RCMP facility and future commercial development, an all-directional access has been added to Campsite Road, north of the Rail line, that will be signalized. Campsite Road from Highway 16 to the CN rail line will be widened when required by traffic volumes.

South of the railway two accesses west from Campsite Road provide primary access into the ASP area at intersections with Diamond Avenue and Saskatchewan Drive. An east-west collector that winds through the ASP's southern residential area will tie into future residential lands in the Town of Stony Plain and ultimately tie into Boundary Road. In the longer term travel would be enhanced by another east-west roadway located partially in Parkland County and partially in Spruce Grove. The right of way of this future arterial/collector alignment as currently defined within the approved East Campsite Business Park ASP, is fully located south of the quarter line in Parkland County because it recognizes an existing high pressure gas line (URW Plan 032 0545) along the south boundary of SW33-52-27-4 and an adjacent fibre optics line (URW Plan 922 2339) as impediments to its construction if it is split on the quarter line.

As requested by the City, this ASP splits the future collector road on the quarter line as it crosses Campsite Road into Shiloh and extends west and then south through Parkland County. Should the right of way need to be moved south due to existing pipelines restrictions no amendment will be required to the ASP.

A series of collector and local roads provide efficient vehicle access within the Plan Area. The roadway design emphasizes the use of a modified grid pattern where practicable, and attention has been paid to discouraging shortcutting through the neighbourhood.

Buffers and Noise Attenuation

Campsite Road will ultimately be a 54m wide, 4 lane arterial roadway which in itself will create a significant separation between the light industrial in East Campsite Business Park

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and Shiloh residential land. Due to the higher premium placed on sites adjacent to this high visibility corridor, the smaller lots subdivided along Campsite Road are currently being sold to end users and being developed for a quasi-industrial type of development with a higher standard of architecture excellence and limited outdoor storage.

Planning was not in place west of Campsite Road at the time East Campsite Business Park Area Structure Plan was approved so it included policies that recognized that land uses across Campsite Road may be other than industrial in the future. Policies included in the East Campsite Business Park Area Structure Plan included:

- The City will encourage high standards of industrial subdivisions and site design, especially where such development is adjacent to major roads.
- The City will discourage open storage on industrial sites and endeavor to prevent or eliminate unsightly premises should they occur.

Appropriate berming and fencing for buffering and noise attenuation along Campsite Road will be confirmed with the City of Spruce Grove through the detailed design process and will adhere to the arterial road standards.

6.2 Trails and Connectivity

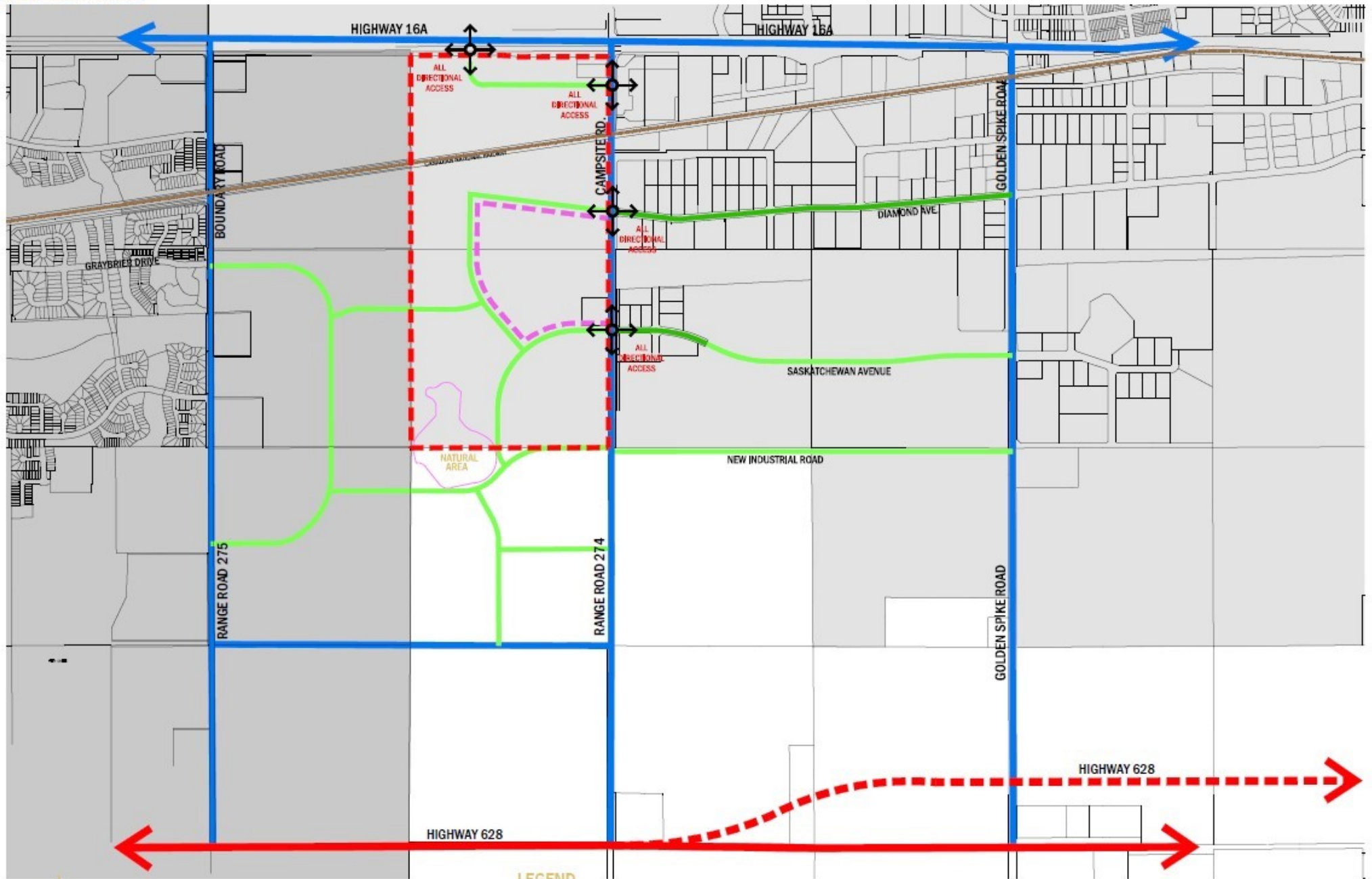
A network of pedestrian and cycling routes are provided within Shiloh through a combination of boulevard sidewalks and dedicated trails near natural areas and stormwater management facilities.

The neighbourhood trails may be asphalt or other hard or soft surfacing depending on location, and include a 2.5 m wide multi-use trail along Campsite Road that connects to the City-wide trail system linking with the Tri Leisure Centre. This multi-use trail requires a railway crossing at the intersection of Campsite Road and the CN Rail mainline and appropriate crossing protection measures will be determined in collaboration with Transport Canada, the City of Spruce Grove, and CN Rail. Additional multi-use trails are provided along parts of the area's Stormwater Management Facilities taking advantage of the open space quality provided by these facilities and will allow for year round access and activity in these areas. Additional area trails may be considered for development within the existing oil and gas line right-of- ways, if authorized. Exact boulevard sidewalks and trail details will be confirmed with the City through the subdivision process.

6.3 Transit Services

A future transit 'loop' is identified in the City's MDP, Figure 10: Transit System, through the residential areas south of tracks and off of Campsite Road. The area's system of internal collector roads is located to maximize access to this future transit service, and also provides a 'loop' to and from Campsite Road.

The long term Capital Region Intermunicipal Bus Network also identifies using Highway 16A and Highway 628 (located 1.6 kilometers south of the plan area) as part of this system in providing regional bus connectivity



LEGEND

- | | | | |
|----------------|--------------------|----------------------|---------------------|
| Freeway | Existing Collector | Town of Stony Plain | Shiloh ASP Boundary |
| Future Freeway | Future Collector | City of Spruce Grove | |
| Arterial | Municipal Bus Loop | Parkland County | |

SHILOH ASP
THE CITY OF SPRUCE GROVE

TRANSPORTATION PLAN

N.T.S.



7.0 Servicing

7.1 Water

Shiloh neighbourhood will be serviced by the extension of a 400 mm water main located at Campsite Road and Saskatchewan Drive. A 300 mm water main will then be extended north and south within the development area along the collector road to service the development. The water system will be designed to be efficient and provide adequate fire flows. Connection points are shown on Figure 7. Residential servicing requirements for water will be determined at the detailed engineering design stage.

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The site for the RCMP will be serviced by a 300 mm water main that will be located along the roadway west of the all-directional access into the site. The connection point for the new servicing is located on the east side of Campsite Road in the existing 250 mm water main.

A separate hydraulic network analysis will be conducted in order to identify and confirm pipe size requirements for the development.

Figure 7 shows the conceptual layout of the water distribution system for the Neighbourhood.

7.2 Sanitary Sewer

In accordance with the City of Spruce Grove's Sanitary Sewer Master Plan, the Plan Area is within the Boundary Trunk Catchment Area and will ultimately be serviced by the extension of a 525 mm trunk sewer from the north across Highway 16A. The 525 mm trunk sewer will be extended by the City of Spruce Grove to service the Shiloh Neighborhood. The time line for extending the trunk sewer is unknown, the City of Spruce Grove indicated it could be 5 years or longer until the trunk sewer is available for Shiloh to connect into. Until the trunk sewer is extended, the proposed development will be temporarily serviced by connecting to the existing system to the east in East Campsite Business Park. Temporary service may be provided by a privately owned and operated lift station or other feasible temporary servicing options. Options for the temporary servicing of the sanitary system will be reviewed with the City of Spruce Grove at the detailed design stage of development. Figure 8 shows the conceptual layout of the sanitary sewer system. The alignment may be subject to change through the detailed design.

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As a temporary solution, the RCMP facility can be serviced by the gravity sewer to the existing sewer trunk near the south-east corner of Highway 16A and Campsite Road and conveyed to the West Trunk Sewer. When the Boundary Trunk Sewer is extended into the Shiloh Area from its existing location further north, a permanent gravity connection will be made. Two separate servicing briefs for the servicing for the sanitary servicing indicated that 6.07 hectares can be serviced with this temporary solution. The remainder of the lands will require the permanent trunk extension of the Boundary line before development can occur.

7.3 Stormwater Management

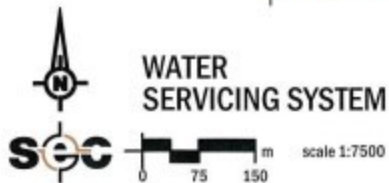
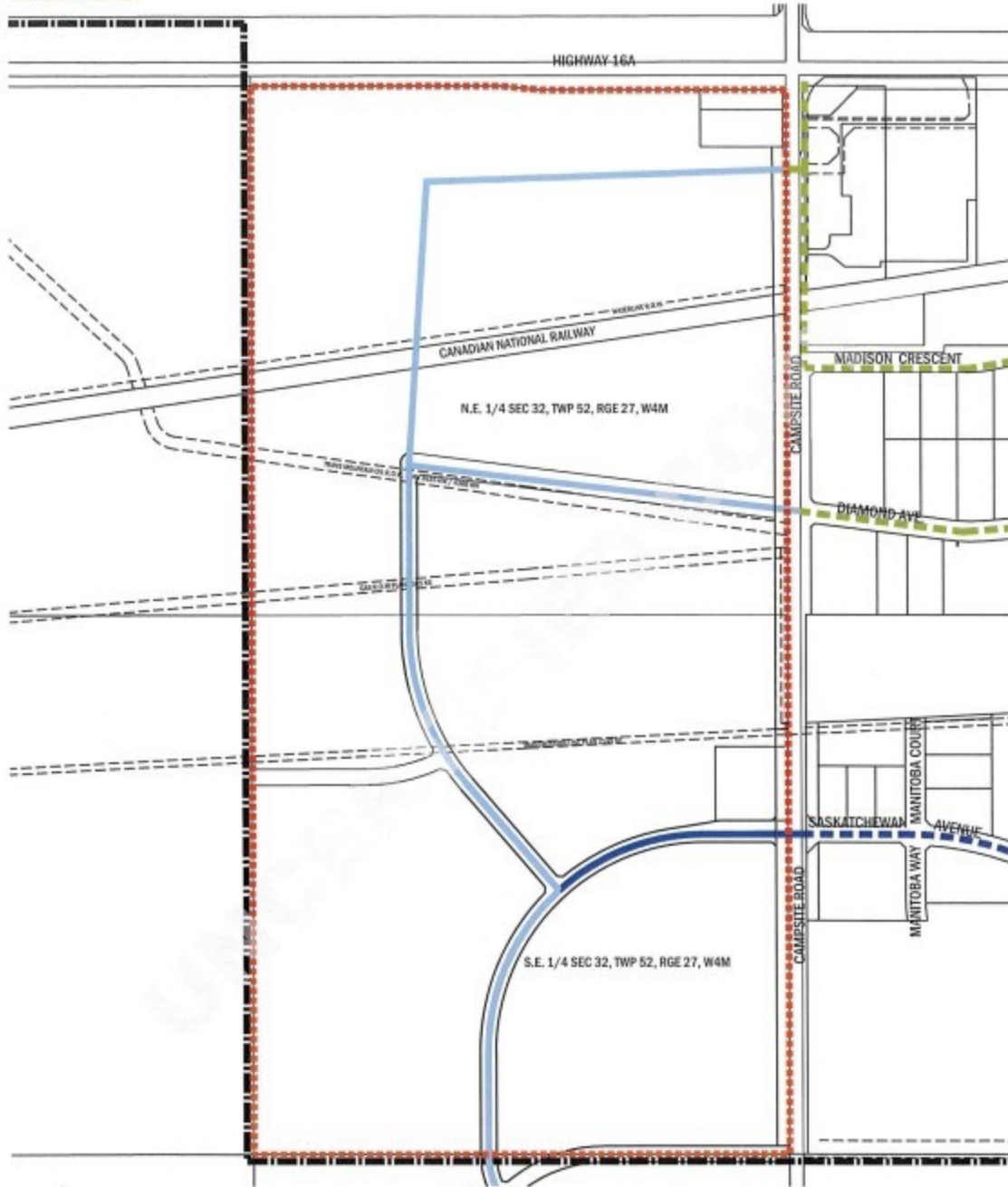
Storm water management for the Plan Area is in accordance with the City of Spruce Grove's Master Drainage Plan (1999) Figure 6.1. According to that document, approximately 8.8 ha of land from the west and 126 ha of land from the south drain into the southwest storm water management facility. And 131 ha of land drain to the northwest storm water management facility. The site is located in the Atim Creek Drainage Basin and stormwater runoff will ultimately discharge into Atim Creek.

The storm water management facilities within SE 32-52-27-4 will provide storm water storage for approximately 64 ha of land (60,000 m³ of storage) and its construction will be staged with development. The combined ASP system will consist of a series of three storm water management facilities working together as one facility. The facilities will then discharge to the north into a temporary drainage ditch, cross under the existing railway tracks and outlet into an existing wetland. The existing wetland then drains north, crossing Highway 16A in an existing 900 mm diameter culvert then ultimately to Atim Creek. (See Figure 9) The remaining storage volume of 20,000 m³ as identified in the Master Drainage Plan will be added in the future within NE 29-52-27-4 as development occurs south of the plan area.

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Until more development occurs and the requirement for the construction of a stormwater facility arises, the City will implement temporary storage. A ditch will be trenched to provide adequate water storage and treatment for the RCMP site.

Based on ecological recommendations in the Wetland Assessment the stormwater management facility in the south plan area will be a naturalized facility. Alteration of surface water drainage patterns requires approval from Alberta Environment. The Act prohibits the draining, altering or infilling of all wetlands on public or private lands unless authorized by an approval under the provisions of the Act. The Province's Water Act sets out the current process for obtaining approval to alter drain or fill a wetland. All wetland losses will be compensated for in accordance with the Province's Interim Policy for Wetland Management in the Settled Areas.



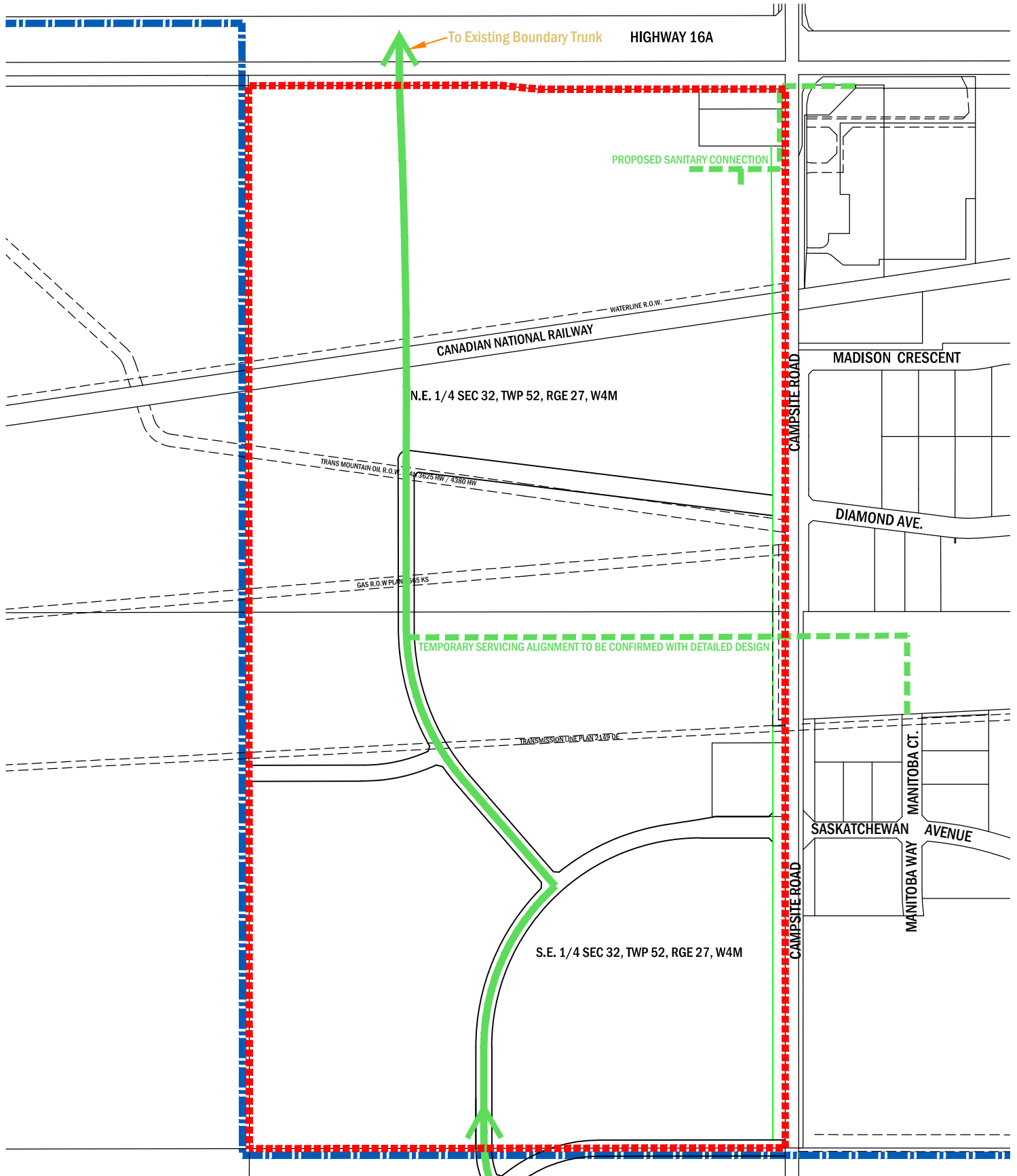
LEGEND

- ASP Boundary
- Municipal Boundaries
- Existing 250mm Water Mains
- SHILOH ASP**
- THE CITY OF SPRUCE GROVE**

- Proposed 300mm Water Mains
- Existing 400mm Water Mains
- Proposed 400mm Water Mains

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FIGURE 7



SANITARY SERVICING SYSTEM

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LEGEND

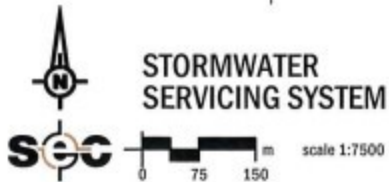
- ASP Boundary
- Municipal Boundaries
- Proposed Sanitary Trunk
- - - Temporary Servicing Alignment

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FIGURE 8

AREA STRUCTURE PLAN



LEGEND

- ASP Boundary
- Municipal Boundaries
- Temporary Drainage Ditch
- Stormwater Management Facility

SHILOH ASP
THE CITY OF SPRUCE GROVE

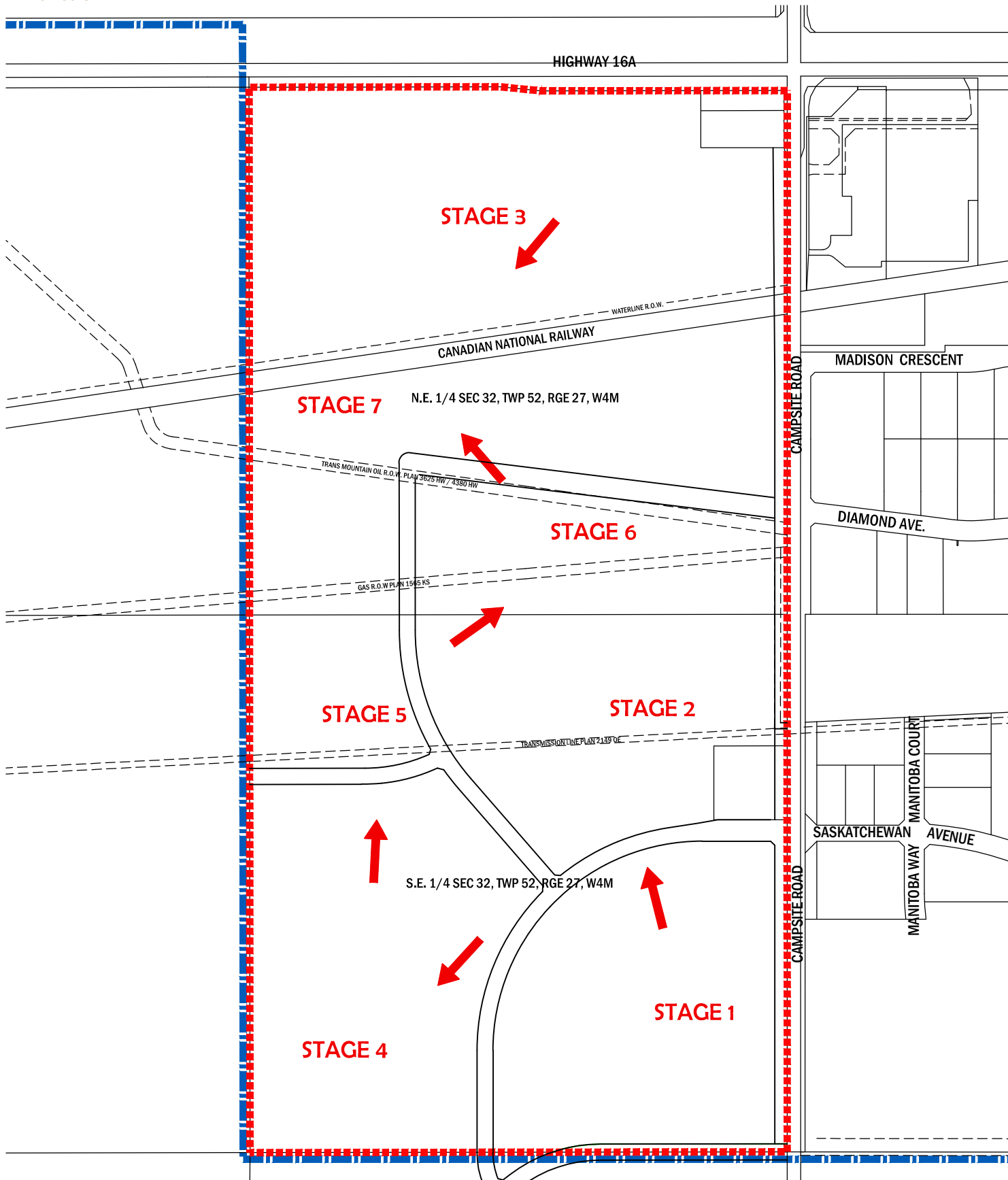
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FIGURE 9

8.0 Implementation

This Area Structure Plan will be implemented through a number of mechanisms, including the Land Use Bylaw, subdivision and development permit approval processes.

Generally, development will occur based on market conditions and the logical extension of services as illustrated in Figure 10. Development will tend to move from east to west.



LEGEND

- - - - - ASP Boundary
- - - - - Municipal Boundaries
- ➔ Staging Areas

SHILOH ASP

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Note: Staging is subject to market conditions, and deviations from this plan will not require an ASP amendment.



STAGING PLAN



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FIGURE 10