



**COMMITTEE OF THE WHOLE  
MEETING AGENDA  
September 16, 2019  
6:00 P.M.**

**CALL TO ORDER**

**1. ADOPTION OF AGENDA**

**2. PRESENTATIONS**

- a. Live Music Performance for Council - Wolanski
- b. Outstanding Achievement Presentation - Robert McGowan - Wolanski
- c. Outstanding Achievement Presentation - Parkland Posse Novice Girls Lacrosse - Wolanski

**3. BYLAWS**

- a. C-1074-19 - City Centre Area Redevelopment Plan Bylaw Update - Levasseur

**4. BUSINESS ITEMS**

- a. Protective Services Presentation - Wolanski
- b. Implementation of Electronic Meeting Management Software - Frostad

**5. CLOSED SESSION**

- a. Arena Complex Project - Farbrother

**6. BUSINESS ARISING FROM CLOSED SESSION**

**ADJOURNMENT**



# The City of Spruce Grove

## Request for Decision

**Presentations Item #: 2. a.**

### Committee of the Whole Meeting Agenda

**Meeting Date:** 09/16/2019

**Title:** Live Music Performance for Council - Wolanski

**Department:** Community & Protective Services

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### Request for Decision Summary

In keeping with Policy CP-1006-18, Cultural Performances for Council, this performance will recognize the folk-country blend music artist, Mark Times.

### Proposed Motion

That Mark Times be welcomed and thanked by Council for his musical performance.

### Background/Analysis

The Cultural Performances for Council Policy was developed to acknowledge and recognize individuals or groups in the performing arts with performances before Council. Performers include, but are not limited to music, live art, dance and poetry.

Hailing from our community, and playing in bars since he was seventeen, Mark Times is a songsmith at work. Mixing time-tested sounds with lyrics distilled from everyday life, his folk-country blend is garnering attention across the Canadian music scene. His self-titled EP, released in November of 2017, earned him nominations for the singer/songwriter and roots/folk recording of the year at the Edmonton Music Awards, while the track "Saskatchewan" received an honorable mention in the Canadian Songwriting Competition. Bringing his brand of neo-traditional country to stages from coast to coast, Times is moving Canadian country forward while keeping his rearview mirror fixed on tradition.

Mark Times is currently in Alberta Music's Project Wild Artist Development program and has the chance to earn up to \$100,000 to further his career when they announce the winner in Calgary this November.

### Options/Alternatives

n/a

### Consultation/Engagement

n/a

**Implementation/Communication**

n/a

**Impacts**

n/a

**Strategic Vision Element:**

Where People Choose to Live - A dynamic city with an exceptional quality of life

**Related Goal:**

Spruce Grove has a well-balanced arts and culture environment that reflects the interests and needs of the community.

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**Attachments**

*No file(s) attached.*

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**Presentations Item #: 2. b.**

**Committee of the Whole Meeting Agenda**

**Meeting Date:** 09/16/2019

**Title:** Outstanding Achievement Presentation - Robert McGowan - Wolanski

**Department:** Community & Protective Services

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**Request for Decision Summary**

In keeping with Policy 6,014 Outstanding Achievement, this presentation will recognize the efforts of Robert McGowan for outstanding achievement at an international level at the 2019 International Street and Ball Hockey Federation Junior World Cup in Prerov, Czech Republic.

**Proposed Motion**

That Robert McGowan be recognized by Council by presenting him with a Certificate of Outstanding Achievement for his Gold medal win at the 2019 International Street and Ball Hockey Federation Junior World Cup in Prerov, Czech Republic on June 30, 2019.

**Background/Analysis**

The Outstanding Achievement Recognition Policy was developed to bring municipal recognition to Spruce Grove individuals, teams, groups and organizations who have accomplished outstanding achievements in the fields of athletics, fine arts, academics and cultural services at a provincial, national, or international level.

Robert McGowan, a member of the Parkland Athletic Club Saints hockey team, had the opportunity to play on team Canada West at the 2019 International Street and Ball Hockey Federation Junior World Cup in Czech Republic. While competing, the team went undefeated winning all 6 games securing the gold medal win.

Congratulations is extended to Robert for his dedication to the sport.

**Options/Alternatives**

n/a

**Consultation/Engagement**



n/a

**Implementation/Communication**

n/a

**Impacts**

n/a

**Strategic Vision Element:**

Where People Choose to Raise a Family - A leading recreation, leisure and sports community

**Related Goal:**

There are a number of active and engaged community groups involved in the development, promotion and implementation of leisure, recreational and sporting infrastructure, amenities and activities.

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**Attachments**

Outstanding Achievement application

Newspaper Article

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# Outstanding Achievement Recognition Application Form

The Outstanding Achievement Recognition Program has been established to bring Municipal recognition to Spruce Grove individuals/ teams/ groups and organizations who have accomplished outstanding achievements in the fields of athletics, fine arts, academics, and cultural activities. It provides and opportunity to celebrate the achievements, as a community, with pride.

Please direct inquires and application to:  
City of Spruce Grove, Community & Protective Services Division  
315 Jespersen Avenue, Spruce Grove, AB, T7X 3E8

**1. NAME OF INDIVIDUAL OR GROUP TO BE RECOGNIZED:**

\_\_\_\_\_ (If application is to be made for a group, use page 2 of this document)

**Address:** \_\_\_\_\_

**Phone:** (Home) \_\_\_\_\_ (Work) \_\_\_\_\_

**2. FOR TEAMS, PLEASE LIST:**

a) # of local participants ( Spruce Grove Residents ) \_\_\_\_\_

b) # of non local participants \_\_\_\_\_

**3. TYPES OF COMPETITION/ EVENT:**

Visual Arts       Performing Arts       Literary Arts       Athletics       Academics

Other \_\_\_\_\_  
(List type)

**4. NAME OF COMPETITION/ EVENT:** \_\_\_\_\_

**5. LEVEL:**     Provincial       National       International     Invitational    \_\_\_\_\_  
(List type)

**6. NAME OF ORGANIZATION WHICH SANCTIONS/RECOGNIZES EVENT:**

\_\_\_\_\_ **Phone:** \_\_\_\_\_

**7. PLACEMENT/AWARD RECEIVED:** \_\_\_\_\_

**8. DATE RECEIVED:** \_\_\_\_\_ **LOCATION:** \_\_\_\_\_

**9. CONTACT FOR FURTHER INFORMATION:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Phone:** (Home) \_\_\_\_\_ (Work) \_\_\_\_\_

**E-mail Address:** \_\_\_\_\_

**Date:** \_\_\_\_\_

# PAC Saints help Canada West claim gold

**JOSH THOMAS**

Mason Svarich and Robert McGowan helped team Canada West run the table at the ball hockey world championships.

Canada West went a perfect 6-0 on the way to a gold medal at the International Street and Ball Hockey Federation Junior World Championships in Prerov, Czech Republic from June 28 to July 1. The team had only three days at training camp to get to know each other before an exhibition game against Canada East. They won big, and the victory gave them all the confidence they needed.

"Right off the start we were very confident that we could win, and I think coming together as a team quickly helped us do that," said Svarich.

Their run began with a down-to-the-wire 3-2 win over Slovakia.

The Slovaks surprised the group initially with their physical style of play, but the Canadians were quick to adapt with a roster full from players that spend their winters on the ice.

"The European teams like to shoot from the outside, they'll let it go from anywhere. Ball hockey in Canada is also less physical, but playing overseas there was a lot more body.

Because we all play ice hockey, we adjusted really quickly to the physicality," said Svarich.

From there, they took down Great Britain The Czech Republic and Team Canada East to earn a spot in the gold medal game against their fellow countrymen.

Both teams brought their best offensive performance in the all Canadian final.

Fans were treated to a barn burner as Svarich, McGowan and Canada West secured the gold medal with an 8-6 victory.

"After our three-day training camp we were confident we could win, but actually seeing it happen was crazier than I thought. Just hearing the national anthem play after we won. It was crazy," said Svarich.

The pair will now turn their attention from the court, to training for the upcoming ice hockey season.

Svarich put up 41 points in 33 games last season (18-23-41) for the minor midget Parkland Athletic Club Saints.

He will be attending camp for the Alberta Junior Hockey League's Grande Prairie Storm where he will try to crack their roster as a 16-year-old.

"I'm hoping to make it there. They said they really like me and I have a shot to make their team. I'm hoping that happens, but if they decide i'm not ready i'll be excited to go play major midget in St. Albert," said Svarich.



**Presentations Item #: 2. c.**

**Committee of the Whole Meeting Agenda**

**Meeting Date:** 09/16/2019

**Title:** Outstanding Achievement Presentation - Parkland Posse Novice Girls Lacrosse - Wolanski

**Department:** Community & Protective Services

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**Request for Decision Summary**

In keeping with Policy 6,014 Outstanding Achievement, this presentation will recognize the efforts of members of the Parkland Posse Novice Girls Lacrosse team for outstanding achievement at a regional level at the Regional Lacrosse Championships held in Beaumont, Alberta.

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**Proposed Motion**

That the Parkland Posse Novice Girls Lacrosse team be recognized by Council by presenting them with Certificates of Outstanding Achievement for their Gold medal win at the Regional Lacrosse Championships held in Beaumont, Alberta on July 8, 2019.

**Background/Analysis**

The Outstanding Achievement Recognition Policy was developed to bring municipal recognition to Spruce Grove individuals, teams, groups and organizations who have accomplished outstanding achievements in the fields of athletics, fine arts, academics and cultural services at a provincial, national, or international level.

The 2019 Parkland Posse Novice Girls Lacrosse team finished third place in their regular season play, but while competing at the Regional Lacrosse Championships they finished first place taking home the Gold medal. This was the first time the club's girls team have won the championships.

Congratulations are extended to these athletes for their dedication to their sport.

**Options/Alternatives**

n/a

**Consultation/Engagement**

n/a

**Implementation/Communication**

n/a

**Impacts**

n/a

**Strategic Vision Element:**

Where People Choose to Raise a Family - A leading recreation, leisure and sports community

**Related Goal:**

There are a number of active and engaged community groups involved in the development, promotion and implementation of leisure, recreational and sporting infrastructure, amenities and activities.

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**Attachments**

Outstanding Achievement application

Newspaper Article

Team Photo

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# Outstanding Achievement Recognition Application Form

The Outstanding Achievement Recognition Program has been established to bring Municipal recognition to Spruce Grove individuals/ teams/ groups and organizations who have accomplished outstanding achievements in the fields of athletics, fine arts, academics, and cultural activities. It provides and opportunity to celebrate the achievements, as a community, with pride.

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Other \_\_\_\_\_  
(List type)

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**5. LEVEL:**     Provincial       National       International     Invitational    \_\_\_\_\_  
(List type)

**6. NAME OF ORGANIZATION WHICH SANCTIONS/RECOGNIZES EVENT:**

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**7. PLACEMENT/AWARD RECEIVED:** \_\_\_\_\_

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**9. CONTACT FOR FURTHER INFORMATION:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Phone:** (Home) \_\_\_\_\_ (Work) \_\_\_\_\_

**E-mail Address:** \_\_\_\_\_

**Date:** \_\_\_\_\_





The Parkland Novice Posse claimed the Greater Edmonton Lacrosse Council championship with a 5-3 win over the Beaumont Raiders on July 8.

# Novice Posse down Raiders twice for GELC title

**JOSH THOMAS**

The Parkland Posse have set the golden standard.

Parkland's novice girls' team defeated the Beaumont Raiders in back-to-back games on July 4 and July 8 to claim the Greater Edmonton Lacrosse League title.

"It was absolutely incredible. I don't think our girls even realized what was going on until the last 10 seconds of the game and even then, there was a look of shock on their faces when they ran on to the court," said head coach Breanne Brown. "There were a few of them in tears hugging the goalie. It was highly emotional, and they deserved it."

For many of the newly crowned city champions 2019 was their first season in lacrosse. The club showed promise throughout the regular season, but not without a few expected bumps in the road.

They went 9-4-1, working hard to learn the game and their coaches systems along the way. When play-

off time rolled around, it all came together.

"We took the long road to get there. We took a few losses to start the year and through hard work and determination our girls really turned it around. It surprised us all to be honest. We were all really proud of them," said Brown.

Parkland opened the playoffs with a 7-2 victory over the Raiders on June 20, before suffering their only loss of the postseason in a 7-6 thriller against the Sherwood Park Titans on June 25.

The Posse rebounded the next night with a 5-4 victory over the St. Albert Rams, and they never looked back.

After rolling through the Edmonton Warriors 9-1, Parkland avenged their only loss of the post-season with a 6-2 win over Sherwood Park. This set them up for a back-to-back with the Raiders for the city title.

"We have beaten them previously but those were some extremely tight games. Every time

we played them it could have gone either way, but our girls found a way to win. It was exciting," said Brown.

With the win, the novice Posse become the second girls' team in Posse history to win a GELC title, just four days after the bantam girls led by head coach Christa Callahan became the first to do it.

Players are already looking forward to getting back on the court to defend their championship next season.

It took a few years for that growth to culminate in a championship, but those days are long over. Now the girls can't wait to get back onto the court.

"They were upset the season was over. We had a team of 19 and only seven of them had ever played lacrosse. This was definitely a great start to their career. I'm extremely proud of all the dedication and determination these girls put in," said Brown.

[jthomas@postmedia.com](mailto:jthomas@postmedia.com)  
[twitter.com/joshtomasrepex](https://twitter.com/joshtomasrepex)





HOME	000	GUEST
5	000	3
PEPSI	PEPSI	PEPSI
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TIME OUT	PERIOD	TIME OUT

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BEAUMONT

2019  
GELC  
GREATER EDMONDSON  
LACROSSE COUNCIL  
NOVICE  
FEMALE  
CHAMPION





**Bylaws Item #: 3. a.**

**Committee of the Whole Meeting Agenda**

**Meeting Date:** 09/16/2019

**Title:** C-1074-19 - City Centre Area Redevelopment Plan Bylaw Update -  
Levasseur

**Presenter:** Mark Puczko

**Department:** Planning & Infrastructure

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**Request for Decision Summary**

The City Centre Area Redevelopment Plan (ARP) Bylaw C-1074-19 was brought to a public hearing at City Council on May 27, 2019. Based on input received, City Council requested further consultation with local residents to better understand their concerns and how they may be considered in the ARP.

Upon analysis and consideration of the comments received at the public hearing and through additional consultation, Planning and Development recommends that the ARP's Urban Living Precinct's land transitioning method remain as proposed with some adjustments to clarify its intent and policy.

**Proposed Motion**

That the *What We Heard Report Urban Living Precinct Workshops* be received as information; and

That the input provided on Bylaw C-1074-19 City Centre Area Redevelopment Plan be brought forward for Council's consideration.

**Background/Analysis**

**Planning Framework** *Municipal Development Plan:* In Section 5.3 City Centre the MDP identifies the objective of creating a city centre that is a mixed use hub of activity with a distinct identity. Furthermore, the MDP identifies that an Area Redevelopment Plan should guide these efforts, focusing 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.

**City Centre Area Redevelopment Plan:**

The City Centre ARP responds to the MDP direction in a proposal that provides a guide

for redevelopment that considers land use, mobility, urban design, building design guidelines, and implementation. This plan represents the land use transition to a mid-sized urban centre that is pedestrian-friendly, supports active commercial spaces, and a prime location for cultural activities and events. Design guidelines and streetscape improvements are intended to enhance the City Centre's aesthetic quality in support of the area's overall vision.

#### *Urban Living Precinct:*

The ARP's Urban Living Precinct provides detail about the intent for this residential area including adding density supportive of the City Centre's mixed use future. The precinct is to be redeveloped to accommodate infill housing that offers higher density and diverse housing types. The density is to aspire towards achieving a target density of 100 dwelling units per net residential hectare (du/nrha) as required by the Edmonton Metropolitan Region Growth Plan for city centre areas. The Urban Living Area has approached achieving this density using two areas that reflect the existing R2 and R1 districted areas by using high-density residential and medium density residential housing types, respectively.

#### *Implementation Plan:*

To achieve the City Centre ARP vision the City of Spruce Grove's Land Use Bylaw is required to be amended to create new City Centre land use districts based on the ARP's four (4) land use precincts and recommended built form design guidelines. Additionally, detailed planning that extends the ARP's vision and policies is required to execute its direction that includes area wide utility and streetscape improvements, Columbus Park redevelopment, parking, and a review of possible mobility improvements.

#### *What Was Heard Summary*

*Public Hearing Comments:* At the May 27, 2019 public hearing there were four public hearing submissions and 24 in person speakers on the proposed City Centre ARP vision. The commenters were generally supportive of the ARP's objectives for the commercial lands, but they did question the plans for parking and Columbus Park. The ARP's Urban Living Precinct that provided the plan for the areas residential component drew many comments about lack of resident consultation, density, timing of its intended redistricting, not providing for single-detached dwellings, and inability to make changes to existing dwellings. Based on this input, Council closed the public hearing and requested that administration undertake additional consultation.

*New Consultation:* In response to Council's request City Administration and the Planning Consulting Team developed and held two community workshop events to hear and receive input from area residents as to their concerns. The comments received at these workshops were summarised in the attached What We Heard Report - Urban Living Precinct Workshops. Common themes that emerged from the attendees comments were:

#### ***Theme 1: Downtown Revitalization Impacts on Existing Residents***

General support exists for the overall City Centre redevelopment, but there is some concern about the ARP's Urban Living Precinct's impacts on existing residents. These comments are summarized as:

- Redevelopment efforts will push people out prematurely, and that people should not be forced to move if they don't want to or are not ready to go.
- Redevelopment should not impact people's ability to remain in their existing single-detached dwelling, and why can't these dwellings be a part of the future vision within the range of accepted housing forms.

### ***Theme 2: Increased Residential Density Location and Height***

The ARP intends residential density increases to support the city centre's unique mixed use form to provide housing diversity and to achieve an aspirational density target of 100 du/nrha. Comments on density are summarized as:

- Adding density in the greater City Centre was not opposed, but some are sensitive to how much density is added and where it is located as it may impact existing residents.
- Attendees most commonly indicated that higher density levels would be most appropriate along Calahoo Road, Church Road, and King Street, and that less density with more diverse forms be allowed in the interior of the "Urban Living" precinct bounded by Church Road, Mohr Avenue, Queen Street, and Main Street.
- Some attendees expressed that new density did not need to be only in the form of apartments, and a range from single detached dwellings up to and including apartments was desirable.

### ***Theme 3: Non-Conforming Use Status on Single Detached Dwellings***

Input was received that residents do not feel they should be restricted in making upgrading decisions, summarized as:

- Single family homeowners should be able to make investments in their home or property as they see fit and not be limited by non-conforming use conditions.
- Single detached dwellings along Jespersen Avenue, Mohr Avenue, and MacPherson Avenue are desired to remain in the ARP area, and if these become non-conforming uses after redistricting that would be undesirable to some.
- Many attendees indicated that by becoming non-conforming uses/developments they would lose the freedom and ability to make renovations or add accessory buildings.
- Some attendees expressed no confidence in "discretionary" type applications as they see this process meaning a "no" rather than a "yes" outcome respecting their intended developments.

### ***Theme 4: Timing***

Attendees understand that the area is part of a transition, but they do not wish to have this quickly forced upon them if it could occur more naturally over time.

- There is a belief that density will be increasing over the next 10 years, and they know their property may be adjacent or near future higher densities.
- It is expected that an area the size of Urban Living Precinct redevelopment is going to take a long time, so the urgency to make changes is unnecessary.
- Some residents wish to retain the choice and freedom to redevelop, maintain, expand or renovate their homes as they see fit given they have no intentions of moving in the next 10 years.

### ***Theme 5: Negative Impacts on Land Values***

It was heard that area landowners see their home as their major investment and/or retirement security, and they want to make sure it retains its value despite the ARP changes. Summarized comments are:

- Concern exists that the ARP makes their single detached house obsolete and non-conforming. This devalues their house as it limits the market to only investors whose motive is to assemble land for redevelopment.
- Changes would eliminate people who would choose to buy their single family dwelling with the intention of renovating and/or living in proximity of the City Centre where there is character in the homes.
- There is also concern that any insurance value of the house where it suffered a catastrophic fire would not enable them to rebuild their house.

### **Consultation Summary:**

The comments received at the public hearing and through the additional consultation identified the ARP's Urban Living Precinct planning as being the area of most concern. Comments received were primarily from a focused group that had concerns about the plan's vision and treatment of the existing neighbourhood's single detached dwellings. These expressed concerns point to more consideration of what options might exist for adjusting the ARP's intended land use and transitioning within the proposed Urban Living Precinct.

### **Options:**

Upon consideration of the received public comment, and the redevelopment intentions of the City Centre ARP, the Planning and Development department has identified three possible options for consideration:

**Option 1 - Continue with the ARP's existing Urban Living Precinct plan:** This option would remove all lower density residential development types, and upon redistricting in the area make existing single detached dwellings legally non-conforming uses per *Municipal Government Act Section 643*. This option would allow the most straight-forward interpretation of the ARP and its goals for area transition, improvement, and infrastructure expenditures. This option does not address the concerns of some residents not accepting of limits of legally non-conforming use regulations.

**Option 2 - All Single Detached Dwellings in the existing R1 District be made Discretionary Uses:** This option would "grandfather" existing single detached dwellings to allow that this use type would not be subject to the rules governing legally non-conforming uses. This option would allow those property owners who expressed this concern to make improvements to their dwellings, but it would also apply to those who didn't express this concern. This option has been previously used for some single detached dwellings in the existing R2 District. This option could confuse the intended messaging that this area is agreed for transition, and also complicate the implementation of road and infrastructure improvements intended to benefit the transition.

**Option 3 - Include Single Detached Dwellings a part of the ARP's long-term plan:** This option would confirm single detached dwellings as the preferred land use for the existing R1 districted areas. While possible, this approach would require the other residential lands in the city centre to be built at a higher density to 'make up' the reduced

density and still achieve the EMRB density target of 100 du/nrha.

**Recommended Option:** Of the identified options, Planning and Development recommends the Option 1 for the following primary reasons:

i. Non-conforming use rules exist to assist municipalities with transitioning land use, and these have been developed over time across many jurisdictions as a reasonable compromise in these situations. This compromise considers residents who support change, are against change, and those somewhere in between where a transition is indeed desirable.

ii. The transition of the existing R1 District area supports achieving the ARP density need of 100 du/nrha. The hesitance of removing single detached dwellings by some residents is understandable; however, to not utilize this area in achieving the needed density would require the remaining area to be built more dense and with bigger projects that could change the economic viability and the message about the area's transitioning goals.

iii. New infrastructure expenditures are proposed in the ARP's Implementation Plan for the residential areas. This expenditure by the City could happen within 5 to 10 years to help foster the physical and servicing preconditions for redevelopment. Extending out the transition period or changing the message about the redevelopment opportunity may affect the economics of making these investments.

iv. A choice was made in the ARP to have two slightly different areas of density in the City Centre. If infrastructure is provided as planned, the existing R1 District areas could allow for smaller scale projects that may come about sooner than larger apartment projects.

### **Options/Alternatives**

Council may accept the additional public consultation as complete, or may otherwise request administration to undertake additional actions.

### **Consultation/Engagement**

Additional consultation was requested by Council at the May 27, 2019 public hearing, and in response administration and the planning consultant developed and held two community workshop events to hear and receive input from area residents as to their concerns. In advance of the workshops, 448 mailed invitations were sent out to residents in the Urban Living Precinct area. Additional advertisements were placed in the Spruce Grove Examiner and on the City of Spruce Grove's website. Attendance at the workshops totalled 38 individual addresses, with 12 of these being from outside of the Urban Living Precinct boundary that included city centre commercial landowners and Edmonton. The recorded workshop attendance identified 26 separate addresses over the two evening sessions with good representation from owners in the central single family dwelling areas. The comments received at these workshops were summarised in the What We Heard Report - Urban Living Precinct Workshops.

### **Implementation/Communication**

The What You Heard Report will be shared with the general public on the City's website. Administration shall use Council's input on the What We Heard Report and Council's discussion of the identified options to determine what additional planning process and/or policy changes are needed to finalize the proposed City Centre Area Redevelopment Plan. When the additional actions to finalize Bylaw C-1074-19 City Centre ARP are complete administration would bring the Bylaw back to Council for a second public hearing.

**Impacts**

The reporting of what was heard through the additional consultation with residents and Council discussion will allow administration to make further choices as to any desirable revisions to the proposed City Centre Area Redevelopment Plan. This Plan once adopted will provide the vision and policy direction for guiding the redevelopment of the lands within the City Centre boundary.

**Strategic Vision Element:**

This topic relates to all three of the City's strategic vision elements contained in Council's Strategic Plan

**Related Goal:**

n/a

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**Attachments**

- Bylaw C-1074-19
  - What We Heard Report
  - Presentation
-

**THE CITY OF SPRUCE GROVE**

**BYLAW C-1074-19**

**CITY CENTRE AREA REDEVELOPMENT PLAN**

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

AND WHEREAS, the City of Spruce Grove wishes to adopt Bylaw C-1074-19, the City Centre Area Redevelopment Plan;

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

1. Bylaw C-1074-19 City Centre Area Redevelopment Plan be adopted as outlined in Schedule 1, which is attached to and forms part of this Bylaw.
2. This bylaw shall come into force and effect when it receives third reading and is duly signed.

First Reading Carried April 23, 2019

Public Hearing

Second Reading

Third Reading

Date Signed

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk



City of Spruce Grove

# *City Centre Area Redevelopment Plan*



**CUSHING  
TERRELL**  
ARCHITECTURE INC.

  
key planning strategies

  
The  
City of  
**SPRUCE  
GROVE**



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# 1.0 Introduction

## 1.1 Purpose and Intent of the ARP

The purpose of the City Centre Area Redevelopment Plan (CCARP) is to provide a tangible vision, direction and supportive principles to guide desired and expected new development and redevelopment in the City of Spruce Grove's City Centre area over the next fifteen plus years, with the likely realization that the CCARP is a plan for the next 25+ years.

This ARP provides a framework and supporting policies for the City Centre that will:

- provide a cohesive design plan that will allow for the desirable and orderly redevelopment of the City Centre area over time; and
- guide future public and private investment in the short (+/- 5 years), medium (5-10 years) and longer term (10-15+ years).

The CCARP will be an important guide that defines a renewed vision and plan for reinvigorating Spruce Grove's City Centre.

## 1.2 Plan Context

The City Centre, or Downtown as it has synonymously been referred to in the past in Spruce Grove has long been an essential part of the City's fabric. However, over the past twenty to thirty years, as the City began experiencing new growth and pressures for suburban models of commercial growth became in vogue, the City Centre felt the exodus of businesses and vitality.

Over the past decade in particular, Spruce Grove has consistently been one of the fastest growing communities in the province, which has led to the constant addition of new residential neighbourhoods as well as commercial growth on the periphery. Spruce Grove is now a well-established regional service centre for a wide trading region, yet its City Centre has not been the benefactor to-date of growth that would mirror the City's overall growth.

### 1.2.1 Plan Area

The CCARP Plan Area is illustrated in **Figure 1** and its boundary mirrors the boundaries of the City Centre as expressed in the Municipal Development Plan (MDP). The intent of the CCARP boundary is to encompass current and future commercial and mixed-use lands as a part of the wider defined City Centre area as laid out in the MDP.

The City Centre lies north of the well-traveled Highway 16A corridor and as a result has extremely high visibility and strong access points from all directions. Land uses are comprised of traditional local commercial office, retail, personal and professional services framed in the north by older single family residential as well as public and civic services. Recent redevelopments have taken place in the City Centre in the form of small mixed-use commercial as well as some more notable larger scale higher density multi-unit all of which have created a positive energy and vibe towards City Centre revitalization.

Figure 1 CCARP Area Boundary





### 1.2.2 Historic Context

In 1908 the Grand Trunk Pacific Railway came through Spruce Grove and a train station was built south of Highway 16A (historically referred to as Baseline Road) on the north side of the tracks, directly in line with what is now Main Street in the City Centre area. This resulted in moving all of the established businesses three quarters of a mile west to the present location of the City of Spruce Grove. With the establishment of the railroad, the community became a busy grain-trading center.



*Spruce Grove 1965*

*Spruce Grove was incorporated as a village in 1955, a town in 1971*

### 1.3 Public Participation

A highly collaborative partnership between the City Centre Business Association (CCBA) and the City of Spruce Grove has been fundamental to the evolution and formulation of the ARP. Over the past 30 years there have been numerous efforts to create a revitalization strategy; however, each of those efforts had limited support and engagement by the city centre business community. The success of the current ARP process has been the result of positive engagement by the business community and the establishment of an actively involved CCBA.



The CCARP over a period of 2+ years (and dating back on numerous occasions to the 2014 City Centre Revitalization Discussion Paper) has consulted the public to gather a range of ideas, as well as guidance to help to keep the CCARP grounded in reality, rather than simply a utopian dream. It is estimated that over the course of the last 2+ years over 500 individuals have participated in some form of engagement and input as it pertains to the City Centre and its future directions.

Although the CCARP was formally initiated in October 2017, the project team has been heavily involved since 2014 through multiple community engagement events with residents, business owners, property owners, high school students, Economic Development Advisory Committee (EDAC), City Centre Business Association (CCBA), and Spruce Grove and District Chamber of Commerce (SGDCC), in addition to City Staff, Administration and Council. This ongoing engagement collaboratively helped to define the needs and wants consistent with the desired ARP vision and intent.



In addition to the physical in-person engagement process, the project team in coordination with the City, utilized social media resources through the CCBA by way of Facebook and Twitter announcements and postings. The project team also facilitated the creation of a City Centre Revitalization/CCBA website which included project updates and on-line surveys. Engagement and consultation methods included:

- In-person open house questionnaires
- On-line surveys
- Talk bubbles

- 200-person consumer intercept survey
- Open house “dotmocracy” and “stick-it-to-me” imagery panels
- Visioning sessions
- One-on-one cafe chat sessions
- Council Issues & Opportunities Workshop
- Design charrette with styrofoam massing and aerial photo “ideation”
- Christmas “Wish List”
- Outdoor Winter Fest design charrette
- High school surveys

The initial stages of the CCARP entailed on-the-ground fieldwork with the entire project team to kickstart the essential background work required in the Infrastructure Assessment stage. Throughout the project duration, public engagement was undertaken comprising one-on-one cafe chats, two (2) design charrettes and (2) open houses. As well, weekly project touch points with the Client team that included project progress reports and presentations/workshops with City Planning & Engineering Staff, Council and the CCARP Steering Committee.

The following plans and initiatives have been referred to in the development of the CCARP:

- 1991 Central Area Redevelopment Plan
- 1997 Downtown Development Action Strategy
- 2014 City Centre Revitalization Discussion Paper
- 2016 Establishment of City Centre Business Association
- 2016/2017 City Centre Visioning Workshops

## 2.0 Planning Context

### 2.1 Enabling Acts & Plans

#### 2.1.1 Municipal Government Act (MGA)

The CCARP has been prepared in accordance with Sections 634 and 635 of the MGA, which indicates that a Council may designate an area of the municipality as a redevelopment area for the purpose of any or all of the following:

- i. reserving or improving land and buildings in the area;
- ii. rehabilitating buildings in the area;
- iii. removing buildings from the area;
- iv. constructing or replacing buildings in the area;
- v. establishing, improving or relocating roads, public utilities or other services in the area; and/or
- vi. facilitating any other development in the area.

The MGA further specifies that an ARP must describe:

- i. the objectives of the plan and how they are proposed to be achieved;
- ii. the proposed land uses for the redevelopment area;
- iii. if a redevelopment levy is to be imposed, the reasons for imposing it; and
- iv. any proposals for the acquisition of land for any municipal use, school facilities, parks and recreation facilities, or any other purposes the Council considers necessary.

The ARP is intended to guide development activity and reinvestment in the City Centre area, and to provide both short and long-term policy direction. This CCARP should be re-evaluated every five (5) years to ensure that it continues to reflect the City's objectives and vision for future development in the City Centre area.

#### 2.1.2 Edmonton Metropolitan Region Growth Plan (EMRGP)

This CCARP has also been prepared with an understanding of and in conformance with the EMRGP regional vision (October 2017) emphasizing responsible growth, integrating land use and infrastructure decisions, and building resilient, adaptable and complete communities. In particular, this ARP strives to create a framework of policies, guidelines and action items that will help the City meet the “Greenfield Density, Centres and Intensification Targets” of 100 dwelling units per net residential hectare. This directive is set out in Schedule 6 of the EMRGP for the City of Spruce Grove, in which the City is designated as a “metropolitan area”.

#### 2.1.3 Municipal Development Plan 2010 - 2020

The City's Municipal Development Plan (MDP) was revised and updated in 2010. The “*Your Bright Future*” plan offers a geographic definition of the City Centre and addressed revitalization in several sections. An objective of MDP Section 5; Form and Infrastructure is to “develop the City Centre as a mixed-use hub of activity with a distinct identity.” The initial concept for this area is to be one of the primary community 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.

Policies are guided toward developing an urban form with small-scale commercial uses, a pedestrian-oriented environment, consolidated lots, and the creation of an Area Redevelopment Plan. Performing a traffic analysis and parking study are some specific initiatives also mentioned in MDP Section 5. ***As part of the CCARP study, an independent Parking Study was conducted and is included in the separate Infrastructure Assessment Background Report.***

Under Economic Development, MDP Section 6 calls for the City Centre to be a mixed-use district that offers housing and services to complement the vehicle-oriented commerce and industry elsewhere in the City. Policies are geared to enhance business that serves local customers while also attracting regional users. The concept of mixed-use redevelopment is mentioned repeatedly as a vision for the City Centre. A specific task assigned under this section was to conduct a City Centre Revitalization Study focusing chiefly on economic development. *As part of the CCARP study, an Economic Benefits component was conducted and is included in a separate Economic Benefits & Costs Background Report.*

While the MDP currently lays the groundwork at a policy level for revitalization efforts, revisions to the MDP as a result of this City Centre ARP may be necessary as the community focuses more energy on City Centre-specific actions and investments.

## 2.2 Existing Conditions

The following provides a synopsis of the existing conditions in the City Centre ARP touching on Land Use, Parking, and Infrastructure & Utilities. Understanding and assessing existing land patterns, market conditions, infrastructure and future development potential allows for addressing challenges and opportunities necessary to make informed and desirable adjustments and maximize essential area investments.

### 2.2.1 Background Reports

The CCARP has been based on extensive background research and analysis including the review of past studies, the preparation of several new Background Reports (technical documents) and an Issues & Solutions exercise undertaken with the Steering Committee and City Council.

The CCARP is supported by the following specific Background Reports that have informed the policy directions and land use recommendations in this ARP:

1. Infrastructure Assessment Background Report (including Parking Study)
2. Land Use & Urban Form Background Report
3. Columbus Park Concept Plan Background Report
4. Economic Benefits & Costs Background Report.

### 2.2.2 Infrastructure & Utilities

Referring to the Infrastructure Assessment Background Report, the following summarizes the key findings pertaining to the existing conditions in the City Centre.

1. **Sanitary Sewer Assessment** - The sanitary sewer collection capacity is sufficient, however the infrastructure is primarily Vitrified Clay Tile (VCT) pipe that have reached its intended service life. It is recommended that all VCT pipe be replaced with the equivalent diameter PVC. These upgrades are not required immediately but should be done in conjunction with improvements to the streetscape and/or water distribution system.
2. **Water Distribution System Assessment** - The existing system does not meet the requirements for water distribution demand and fire flow. Critical upgrades to the water distribution system are required in order to meet the required capacities.
3. **Stormwater Collection/Drainage System Assessment** - The stormwater collection system for the City Centre is considered to have adequate capacity. Re-development should consider major system drainage and ponding at detailed design.
4. **Broadband Opportunity Assessment** – A separate, concurrent study by the City Centre has examined the future opportunity for increased broadband capacity. The City is looking at adding fibre optics conduits as part of the overall infrastructure improvements in the City Centre.



### 2.2.3 Parking

There is a total of 373 on-street parking spaces in the City Centre Study Area with 135 of the spaces located on McLeod Avenue (including 97 angled parking spaces between Queen Street and King Street), 139 spaces on First Avenue, 36 on Queen Street and 63 on Main Street. 198 of the stalls are angle and the remaining 175 are parallel parking.

At present, there are no parking restrictions on Main Street and Queen Street. McLeod Avenue and First Avenue are restricted to a two-hour time limit. For any parking restriction to be effective regular and consistent enforcement is required. Other salient findings include the following:

- Average duration during a typical weekday between 9 am - 6:30 pm was approximately 1.5 hours throughout the study area.
- Demand for parking spaces is highest during noon time and the afternoon.
- Average occupancy in City Centre Study Area is 51.6%.

### 2.2.4 Mobility

**McLeod Avenue** is the primary east-west vehicular corridor in Spruce Grove's City Centre and is actively used by traditional motorists, service vehicles, school buses, cyclists and transit service. Historically, McLeod Avenue has undergone a number of parking reconfigurations, though all have been done in the absence of any other public realm considerations. McLeod Avenue has the greatest retail potential, yet among the narrowest sidewalks. Changes to-date have been driven by maximizing the amount of on-street parking to support businesses and for the convenience for visitors, as opposed to maximizing the value and safety of the pedestrian experience.

The original vehicle artery of the City Centre, **First Avenue** is a street that today benefits from outstanding visibility from high volume Highway 16A traffic flow. First Avenue has transitioned over time to be a predominantly vehicle centric road with a combination of angled and parallel parking, but a lack of pedestrian orientation and connectivity.

**Queen Street** provides an important north-south function between First Avenue and Mohr Street. However, the potential for conflict at the intersection of Highway 16A/First Avenue and Queen Street with increased redevelopment is likely to become an issue for vehicular conflict and pedestrian safety.

As one of the primary and most traveled gateways to the City Centre, **King Street** represents an important access and egress route, but safety concerns do exist for vehicles turning in and out of First Avenue where pedestrian crossing conflicts can also arise.

As the City Centre has historically been focused on vehicular movement, pedestrian mobility has been overlooked in terms of sidewalk conditions, widths and even an absence of sidewalks where sidewalks should exist (e.g. Queen Street between McLeod Avenue to the Queen Street Professional Centre). Moreover, the length of certain blocks, namely McLeod Avenue between Calahoo Road and Queen Street present limited opportunities for mid-block, safe pedestrian crossings. Also, cycling has also been neglected in the past whereby no defined cycling network has been prepared or presented that is capable of connecting with the surrounding city trail network.

### 2.2.5 Land Use

The current area comprises the historic ‘downtown’, though lost over the years are those elements that typically would be associated with historic retention and cultural value. The current mix of buildings is commercial and services and a varied distribution of low, medium and emerging higher density residential uses. The City Centre is a dispersed node comprised of street-oriented retail, office and residential uses. One and two storey street fronted buildings contribute to a traditional retail environment, though external development continues to put pressure on the area as a retail node.

**Figure 2** illustrates the existing land use zoning in the ARP Study Area. The City Centre study area is currently comprised of six (6) land use districts; C1: City Centre Commercial, C2: Vehicle Oriented Commercial, R1: Mixed Low to Medium Density Residential, R2: Medium to High Density Residential, PS: Public Services and DC: Direct Control.

Recent redevelopments have helped to break the mold and present a future comprised of modern urban mixed-use and higher density residential formats. In particular, recent multi-unit residential projects such as Windsor Estates, King Street on The Park and The Nest have achieved a level of density at or above EMRB ‘aspirational’ targets. Windsor Estates (511 Queen Street) has 188 units at a density of approximately 94 du/nrha, while King Street on the Park (33 Fifth Avenue) has 174 units at a density of 228 du/nrha and The Nest (610 Calahoo Road) has 68 units at a density of 170 du/nrha.

Notable land use components of the City Centre are the provision of public services, institutional and indoor recreation and cultural uses, all of which are strong attributes and necessary building blocks for promoting a complete community. There is a mix of City services, churches, day cares, seniors’ centres, ice rinks, fitness centres, trails and a park amenity - Central Park which has historically been a focal point for significant City events.

One of the most notable land uses in the study area, outside of the commercial core is the older single-family residences which scatter the landscape. They present challenges for assembly and/or design guidelines as it relates to redevelopment and rezoning. Redevelopment of these single-family dwellings may or may not take the form of larger assemblies, but as is often the case in redeveloping city centres or downtowns, time can be the biggest obstacle for those who do not wish to move or simply wish to retain their home. With the proper ARP in place, the framework can be established to find the optimal redevelopment formats for these properties, but patience is required.

The Main Street and McLeod Avenue area is characterized by commercial, retail, and office development, contained within mostly older buildings, though there have been some recent modern building additions, such as the Triton Centre and McQueen Centre. First Avenue between Queen Street and Calahoo Road is an auto-oriented stretch and should continue to provide professional, medical services and complementary retail with distinct Highway 16A exposure and presence.

There are limitations to existing redevelopment between King Street and Main Street because of potential contamination issues along First Avenue (refer to Bylaw C-671-07 and Environmental Site Assessments conducted as part of properties at 315 and 309 First Avenue). These environmentally contaminated sites, while isolated limit and restrict redevelopment requiring creative and compatible adaptive re-use or extensive remediation efforts.



### 2.2.6 Columbus Park

Columbus Park is located at the southeast corner of Main Street and McLeod Avenue and though it is highly visible, it is under-utilized and largely unknown to the community, as voiced and confirmed by residents at multiple engagement events. Centred around a decorative fountain with dated teal green metal benches and entry portal, the park is currently a network of raised planters and overgrown vegetation with hard spaces that do not allow for active or effective programming on a year-round basis.

### 2.2.7 Economic Conditions

Spruce Grove's regional-serving location and surrounding highway infrastructure ensure that the City has excellent and quick access to smaller towns located to the west and thus serves as a major commercial service and employment node for the region, reaching beyond its resident population to over 138,000 residents. Over the years 2011 to 2018 (using the City's Municipal Census), the City of Spruce Grove grew from 26,171 to 35,766; an average annual growth rate of 4.6%.

Although new commercial development and opportunities are taking place at the edges of the City, the City Centre represents an important future location for retail opportunities for local independent retailers as well as chain store operations. Restaurants, personal services and conveniences top the list of potential tenants that should be targeted and attracted in conjunction with ongoing redevelopment of the City Centre as part of this CCARP. Recent developments such as the Queen Street Professional Centre, the King Street Plaza, McQueen Centre, relocation of Main Street Law (on First Avenue) and other strategic recent strategic property acquisitions represent new developments that frame the City Centre with a mix of uses. Additionally, large scale multi-unit residential developments such as Windsor Estates and King Street on the Park are evidence of the feasibility and lure of higher density housing formats framing the City Centre. Further infill and redevelopment opportunities will become more opportunistic at older, underutilized properties/buildings along

McLeod Avenue and Main Street over the next decade. This will help to stimulate the revitalization of the City Centre area by making it more appealing for attracting and retaining new and exciting businesses in the City Centre.

The City Centre currently exhibits the following economic metrics for its commercial uses (*Source: City of Spruce Grove Retail & Office Market Study, 2017*):

Retail Inventory: 175,000 sf  
Retail Vacancy: 14,700 sf (8.4%)  
Number of Retail Businesses: 110

Office Inventory: 157,000 sf  
Office Vacancy: 13,905 sf (8.9%)  
Number of Office Businesses: 102

## 2.3 Challenges & Opportunities

The City Centre has fallen out of relevance in the community as the primary location of important community services, community life, office commercial and retail commercial shopping. This area is the historical ‘downtown’, and it is identified as such in the MDP and EMRGP. Assessment of the City Centre’s existing conditions and an understanding through community engagement has identified a number of challenges that may inform a different direction and opportunity.

### *Challenges*

The following are the notable challenges affecting the City Centre in its current form:

- Vacant, underutilized and deteriorating commercial lands and buildings;
- Inconsistent and suburban strip centre development patterns in what ideally should be pedestrian-oriented commercial areas;
- Lack of accessible, flexible and usable public realm spaces that would support the City Centre being relevant as the primary location of important community events, office and commercial services, and retail shopping;
- Limited diversity in housing types and density that supports the City Centre’s functioning within the City as a mixed-use urban centre;
- Aging and inadequate capacity of required infrastructure utilities;
- Inadequate zoning to enable mixed-use, innovative residential and enhanced building designs that embrace modern place-making principles;
- Local roads that include long blocks, multiple curb cuts, fragmented sidewalks, disjointed connections and overall barriers to connectivity and safety;

- Poorly maintained and serviced alleys that do not promote safe pedestrian mobility and connectivity through the City Centre; and
- Environmentally contaminated sites that limit and restrict redevelopment.

### *Opportunities*

The following have been identified as the more poignant opportunities to address the multitude of challenges in the City Centre:

- Create a vision and implementation plan to guide investment and redevelopment;
- Improve the area’s streetscape and building quality and resulting streetfront experience;
- Enhance pedestrian focused connectivity, mobility, infrastructure and amenities to address area shortcomings;
- Provide a variety of housing format options to achieve increased residential density consistent with the aspirational targets of the Edmonton Metropolitan Regional Growth Plan and City Centre ARP vision;
- Define how required infrastructure improvements are to be paid for and implemented to enable the fulfillment of the area vision;
- Identify necessary land use, development regulations and urban and public realm design guidelines needed to support the attainment of the City Centre vision;
- Identify potential properties and partnerships that the City could use for future civic, cultural or off-street parking needs; and
- Plan, finance and build necessary infrastructure per the implementation plan requirements.

## 3.0 Vision, Objectives & Concept

### 3.1 Vision

The Vision, Principles and Objectives collectively describe a complete, long-term outcome for the City Centre at increasing levels of detail and specificity. Planning policy in the following sections supports the achievement of specific objectives, general principles, and the overarching vision described in the following. The vision statement for the City Centre is as follows:

*Spruce Grove's City Centre will be a welcoming, family-friendly City Centre brimming with year-round activity, festivals, events, shopping, dining and inviting green, open and public spaces with revitalized buildings and enhanced storefronts in a walkable environment. The City Centre will be a place where people of all ages come to shop, dine, work, live, socialize, interact and participate in a variety of community, arts and cultural experiences.*

The Spruce Grove City Centre is envisioned to become a modern contemporary urban city centre in its design and feel that exudes elements of a pedestrian friendly place with active community spaces. This will make it different, yet attractive and marketable to residents, investors, developers and businesses.

### 3.2 Objectives

The vision for the City Centre is based on the following guiding objectives:

1. Strengthen the City Centre's infrastructure, streetscape and built environment to elevate its operation as a cohesive, unique and desirable area for investment and living.

2. Ensure the City Centre remains relevant in the ever-changing commercial marketplace by focusing its commercial function to provide the most advantageous variety of goods, offices, services and access in a package attractive to all City residents.
3. Attract mixed-use commercial and higher density residential above development investment to the City Centre to increase housing supply, and provide for diversity in housing mix and price.
4. Emphasize the City Centre as a focal point for community celebrations by making it a vibrant year-round destination for shopping, obtaining services and arts & culture activity that will attract a variety of visitors, businesses and residents.
5. Promote mobility and street activity within the City Centre by facilitating convenient and efficient mobility and parking that emphasizes a comfortable, efficient and safe pedestrian environment.

### 3.3 Redevelopment Concept Plan

The CCARP vision is premised on creating an urban metropolitan environment that is progressive, modern and contemporary from its building form through to a streetscape that respects vehicles and parking, but prioritizes the movement and mobility of pedestrians. To support the overall vision and objectives, this section contains a redevelopment concept that will enable the evolution of a cohesive, modern redevelopment pattern over time.

The Land Use and Urban Form Concept presented in **Figure 3** identifies major initiatives proposed for redevelopment of the City Centre. The concept responds to the desire of residents for a modern urban and contemporary City Centre that doesn't necessarily emulate historic or small-town main streets, but rather looks to an economically sustainable urban future.



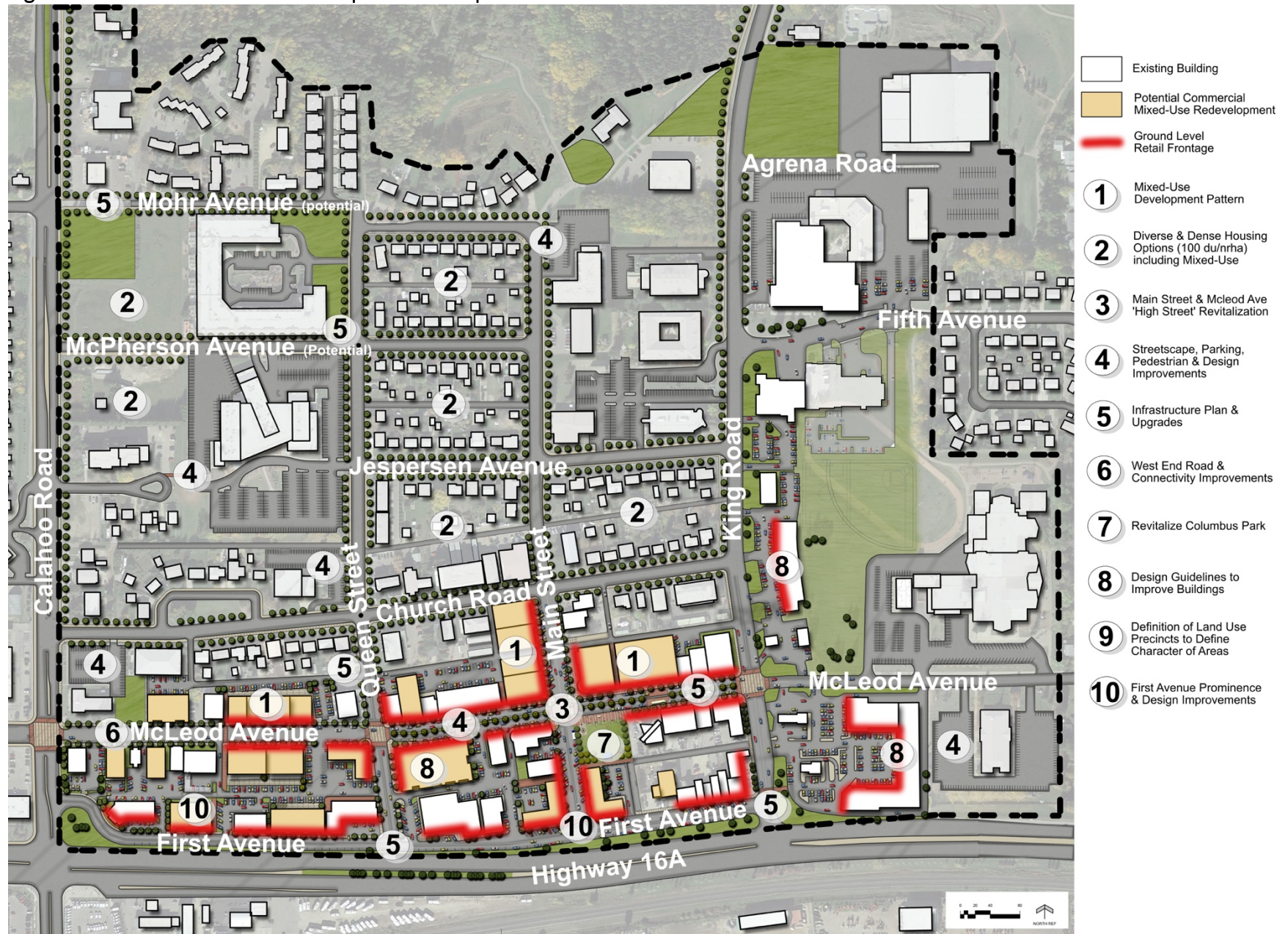
### 3.3.1 Major Redevelopment Initiatives

The CCARP Redevelopment Concept includes strategic initiatives supportive of the City Centre vision that have the potential unlock the future potential for the City Centre in terms of social and economic value. Each of the CCARP major planning initiatives are presented in the context of the City Centre and have actionable policies as well as Design and Public Realm guidelines. Within each initiative, multiple smaller actions could be undertaken to collectively make the overall implementation more meaningful and impactful.

The major redevelopment initiatives proposed for refocusing the City Centre, as shown in **Figure 3**, include the following:

1. **Mixed-Use Development Pattern** - through amended zoning promote best development practices by creating a framework for Mixed-Use that includes a diversity of housing formats.
2. **Diverse & Dense Housing Options** - provide a diversity of multi-unit housing formats, typologies and densities consistent with the EMRB's aspirational density targets, and appropriate for all ages to bring new vitality to City Centre.
3. **Main Street & McLeod Avenue 'High Street' Revitalization** - identifies a conversion of current parking along McLeod Avenue from King Street to Queen Street to parallel. This would create a framework for narrowing the street by widening sidewalks, introducing curb extensions or traffic calming circles, mid-block pedestrian crossings, eliminating the number of curb cuts, slowing traffic and accommodating future multi-modal transport including transit and bicycles.
4. **Streetscape, Parking & Pedestrian Design Improvements** - Incorporate branded wayfinding and directories to key buildings, areas, public spaces, parking and civic amenities. Connectivity is also inadequate in the City Centre as it relates to areas in the periphery such as Queen Street Place or City Hall. Connectivity can be achieved through the thoughtful placement and articulation of sidewalk patios and parklets. The City Centre can be more walkable by prioritizing pedestrian mobility throughout, but particularly at the intersections along McLeod Avenue and First Avenue.
5. **Infrastructure Rehabilitation** - make upgrades to area's aging infrastructure to fully realize the future potential of the City Centre in terms of redevelopment, reinvestment and reinvigoration. This can include additional sidewalks, as well as road and utilities upgrades.
6. **West End Road and Connectivity Improvements** - refers to the area along McLeod Avenue and First Avenue between Queen Street and Calahoo Road allowing for better north south pedestrian mobility including a potential network of connections north to McPherson Avenue and Mohr Avenue.
7. **Revitalize Columbus Park** - places are shaped by the people who use them and remembered by the statements and amenities that greet them; the City Centre can and should have more cultural content in place anchored near or around a redesigned Columbus Park.
8. **Urban Design Guidelines to Improve Buildings** - represents one of the most important opportunities to create urban form and design that is consistent with the vision for a modern urban city centre, not just within the commercial core, but equally important in the residential periphery within a 10-minute walk.
9. **Definition of Land Use Precincts** - Specifically designated Precincts that collectively shape the vision of the City Centre, yet allowing for a unique identity within each so that the overall area can be diverse and full of character and vibrancy for all ages.
10. **First Avenue Prominence** - distinctly different from McLeod Avenue and charting a new path that captures highway commercial visibility with guidelines that provide a transition into the City Centre. This will provide connectivity to McLeod Avenue and pedestrian safety by closing off the vehicle access from Highway 16A at Queen Street and restricting access from Highway 16A at King Street to First Avenue.

Figure 3 CCARP Land Use Redevelopment Concept Plan





## 4.0 Redevelopment Policies

### 4.1 Introduction

The Land Use and corresponding Redevelopment Plan represents a potential built-form outcome for the Spruce Grove City Centre. It was developed with careful consideration of the plan context; the strengths, weaknesses, opportunities, and challenges identified for the study area; the vision articulated by city residents, business, CCBA, Staff and Council; and the interface with the public realm concept.

The general objectives of the Redevelopment Policies are as follows:

- a. Support intensification and densification through mixed and multi-purpose developments in the City Centre that ensure new utility and overall rehabilitated infrastructure is efficiently utilized.
- b. Integrate a diversity of land uses in the City Centre including residential uses that allow for human scale activation of public spaces like Columbus Plaza.
- c. Create an environment that establishes economic viability and vitality for City Centre businesses that can be sustained year-round and beyond regular business hours.
- d. Achieve a high standard of architectural and urban design quality for all new infill development and redevelopment projects.
- e. Promote a safe, convenient, walkable pedestrian-scale City Centre for residents, visitors and employees.

The redevelopment intent and policies are provided in the themes of **Land Use, Streets & Mobility, Urban Design & Public Realm, and Built Form**. In support of the redevelopment concept presented in Section 3.0, the combination of the Redevelopment Concept and Policies will work together to guide the evolution of the City Centre towards a future with vertical mixed-use development, increased density and housing diversity, and an uplifted, modern streetscape and built form.

### 4.2 Land Use

The envisioned Land Use patterns support opportunities provided by the area's regional location, its long-standing retail and commercial presence, its desire for an expanded cultural sector, its goal to have stronger public transit, its proximity to Highway 16A, potential of Columbus Plaza, and its central location in the community adjacent to established residential neighbourhoods and a large industrial employment base.

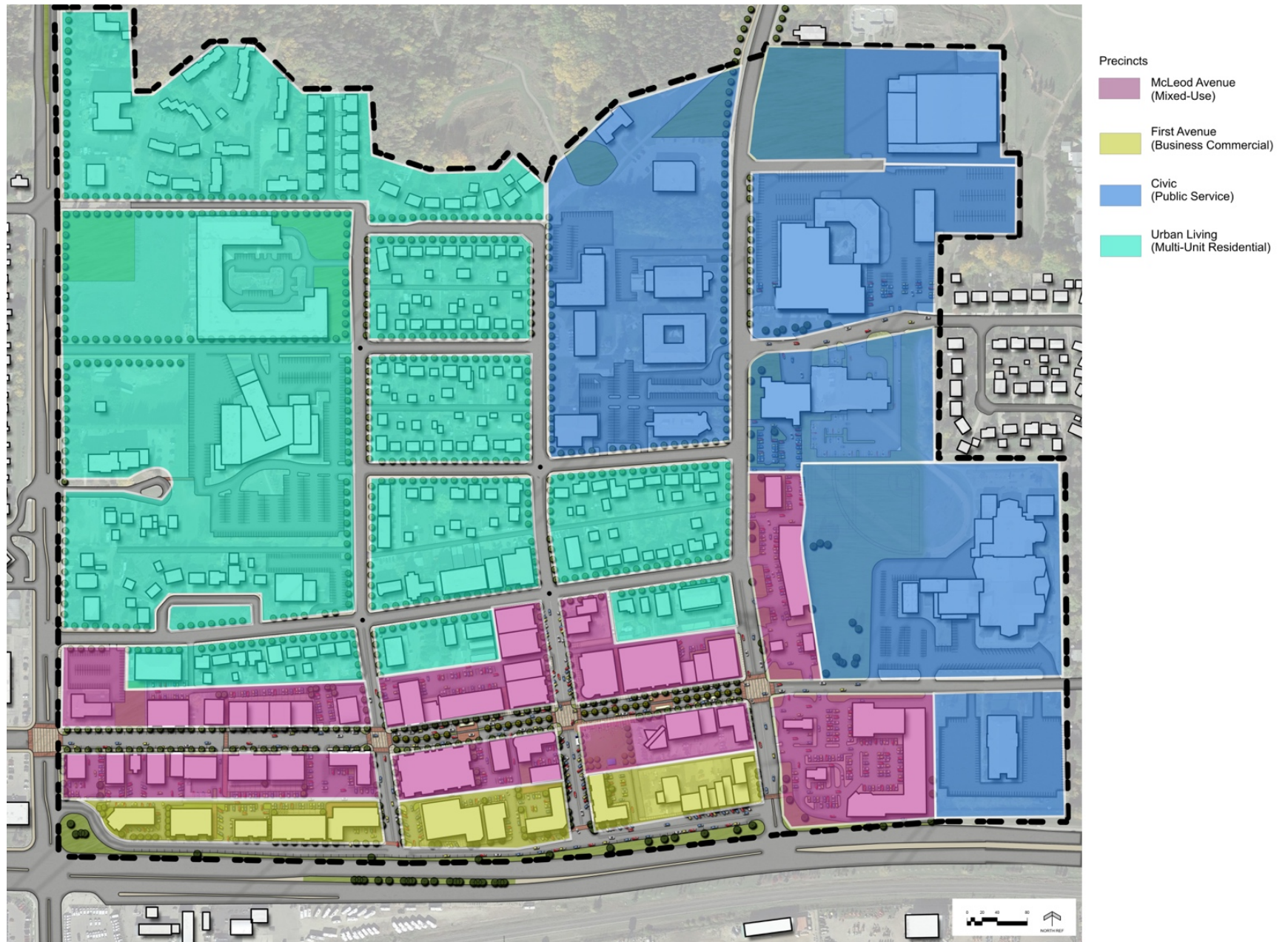
The contextual relationship of the older existing single-family residential north of Church Road is examined towards fulfilling redevelopment and densification to provide a noticeable increase in local population within a 5 to 10-minute walk of the City Centre core. This is important because of the role that a growing resident base in short walkable proximity can have on business support on a year-round basis.

The redevelopment concept demonstrates how implementation of the CCARP land use and urban form policies enables success beyond that which the city has been able to realize despite past attempts.

#### 4.2.1 Planning Precincts

The City Centre's land use has been divided into four (4) planning precincts as shown in **Figure 4**. These precincts provide objectives, policies, and development guidelines to encourage and guide desired changes to the City Centre's form and mix of compatible residential, commercial, and institutional uses.

Figure 4 CCARP Planning Precincts & Land Use





#### 4.2.1.1 McLeod Avenue Precinct

##### *A 'high street' with a vertical mixed-use opportunity*

The City Centre intersection at 'Main & McLeod' is intended to be the area's 'place to be', and the McLeod Avenue Precinct encompasses these areas that are characterized by compact, street-oriented development.

This precinct is the short-term priority area for streetscape revitalization and infrastructure upgrades that are intended to 'kick-start' the area's redevelopment and enhance this area as the City's commercial 'high street'. Beyond the 'Main & McLeod' starting point, the extension of redevelopment along McLeod Avenue in both directions will contribute as important gateways to this energized central core and a focal point for cultural activities.



At the Precinct's east King Street gateway, redevelopment will pursue supportive streetscape and built form enhancements, and over the longer-term transition to a vertical mixed-use node where culture and entertainment can take place. The land uses within a block of the 'Main & McLeod' intersection shall be characterized by high energy retail shops. (e.g. convenience, specialty, personal and professional services), food & beverage, and opportunity for mixed-use residential and/or office uses above. Land uses moving east and west from 'Main & McLeod' shall accept an expanded range of commercial uses, and these may include vertical mixed-use residential over office developments.

McLeod Avenue west of Queen Street shall continue the 'high street' vision by extending mixed-use street-oriented development; however, its form expands to allow for offices, larger commercial developments, and the possibility of live/work units at ground



level. The continuation of McLeod Avenue's streetscape improvement efforts is critical for presenting a good 'first' impression of the area, and all new development must contribute to the pursuit of a high-quality and walkable built environment. The McLeod Avenue Precinct supports businesses that can serve the wider community while still maintaining and enhancing opportunities for a majority of smaller scale locally-owned shops. Additionally, the west areas shall allow for the possibility of live/work businesses (i.e. artisans, craftsmen, personal services) as mixed-use development. An expression of the potential urban form looking east at 'Main & McLeod' from Main Street is conceptually shown in Figure 5.

Figure 5 Street Concept McLeod Avenue Eastward



## *Policies*

- a. Land Use Bylaw shall be amended to provide opportunities for mixed-use commercial and/or commercial/residential development, while ensuring retail and commercial uses are maintained and prominent at street level.
- b. Development shall contribute to a high-quality, urban form and pedestrian environment.
- c. Auto-oriented uses shall be prohibited.
- d. At-grade surface parking lots fronting McLeod Avenue are prohibited.
- e. Diverse retail and commercial uses with narrow storefronts shall be the predominant form at the street level of buildings between Queen Street and King Street on McLeod Avenue and along Main Street.
- f. Outdoor dining spaces and seating shall be encouraged for restaurants.
- g. Ground floor retail uses between Queen Street and King Street may permit development with larger wrap around tenant spaces to provide larger anchor opportunities.

### **4.2.1.2 First Avenue Precinct**

#### *An attractive local business services street*

The First Avenue Precinct is envisioned as an attractive street for local business that shall continue its traditional street level commercial and retail development form while providing new opportunity for above ground mixed-use office/retail commercial development. This area's visual exposure to Highway 16A presents an opportunity to attract and promote the City Centre to the traveling public, and development with interesting vertical storefront expressions and a layered streetscape will help support this outcome.

Land uses in the First Avenue Precinct shall emphasize ground level office, professional, or medical services that take advantage of the high visibility to Highway 16A. Street-level retail and food and beverage uses remain acceptable; however, it is recognized that this single-sided roadway is less conducive to pedestrian shopping and may be better suited for businesses less reliant on clustering.



## *Policies*

- a. Update Land Use Bylaw to establish a mix of retail and office type uses. Retail or commercial uses should be provided on the ground floor of any new development.
- b. Vertical storefront expressions and attractive signage shall be required facing Highway 16A.
- c. Development shall contribute to a high-quality urban form and pedestrian environment.
- d. Auto-oriented uses shall be prohibited.
- e. At-grade surface parking lots associated with a development and fronting First Avenue are prohibited.
- f. Mixed-use development with office above commercial shall be prioritized.
- g. New developments adjacent to Columbus Park shall provide an open, safe, well-lit pedestrian friendly interface to the public space.
- h. Small and medium-scale retail/commercial bays shall be the predominant form at ground level.



### 4.2.1.3 Urban Living Precinct

#### *Urban living experience through densification*

The Urban Living Precinct provides Spruce Grove with a unique residential living experience consisting of a range of multi-unit housing forms situated within a truly mixed-use area. This Precinct shall be redeveloped with infill housing that offers higher density and diversity in form.

Redevelopment in this Precinct supports the overall City Centre aspiring toward achieving a residential density of 100 dwelling units per residential hectare (du/nrha) as targeted for ‘urban centres’ located in metropolitan areas as defined within the Edmonton Metropolitan Region Growth Plan (EMRGP). This CCARP strives to be consistent with these targets in its forecasting and is allocating for densities above 100 du/nrha, but comprised of a mix of housing density and formats to promote individuality rather than sameness and a sterile urban form. This Precinct plans for a future without low-density residential uses to support the City Centre’s transition toward higher density residential uses.

A forecast of expected density, based on available infill and redevelopments lands and density assumptions, as identified in **Figure 6**, indicates approximately 114 du/nrha in the Urban Living Precinct comprising medium density at 77 du/nrha and high density at 149 du/nrha. This density forecast when combined with the existing developed multi-unit developments at a density of 90 du/nrha, equates to an estimated total Urban Living Precinct residential density of 102du/nrha. This forecast, as shown in **Table 1**, illustrates that City Centre ARP is projected to meet the EMRGP’s aspirational Urban Centres Density Target. Moreover, the density forecasts result in an estimated total population of 3,900 representing an increase of between just over 2,000 new residents in the Urban Living Precinct. This population is a necessary component to supporting local businesses in the City Centre.

**Table 1 Future Aspirational Residential Density**

Current Land Use	Future Multi-Family Residential "URBAN LIVING" Precinct	Net Land Area (hectares)	high density population scenario	"Aspirational" density scenario (du/nrha)
Single Family	High Density Residential	5.1	1,505	149
Single Family	Medium Density Residential	3.1	546	77
		<b>8.2</b>	<b>2,051</b>	<b>114</b>

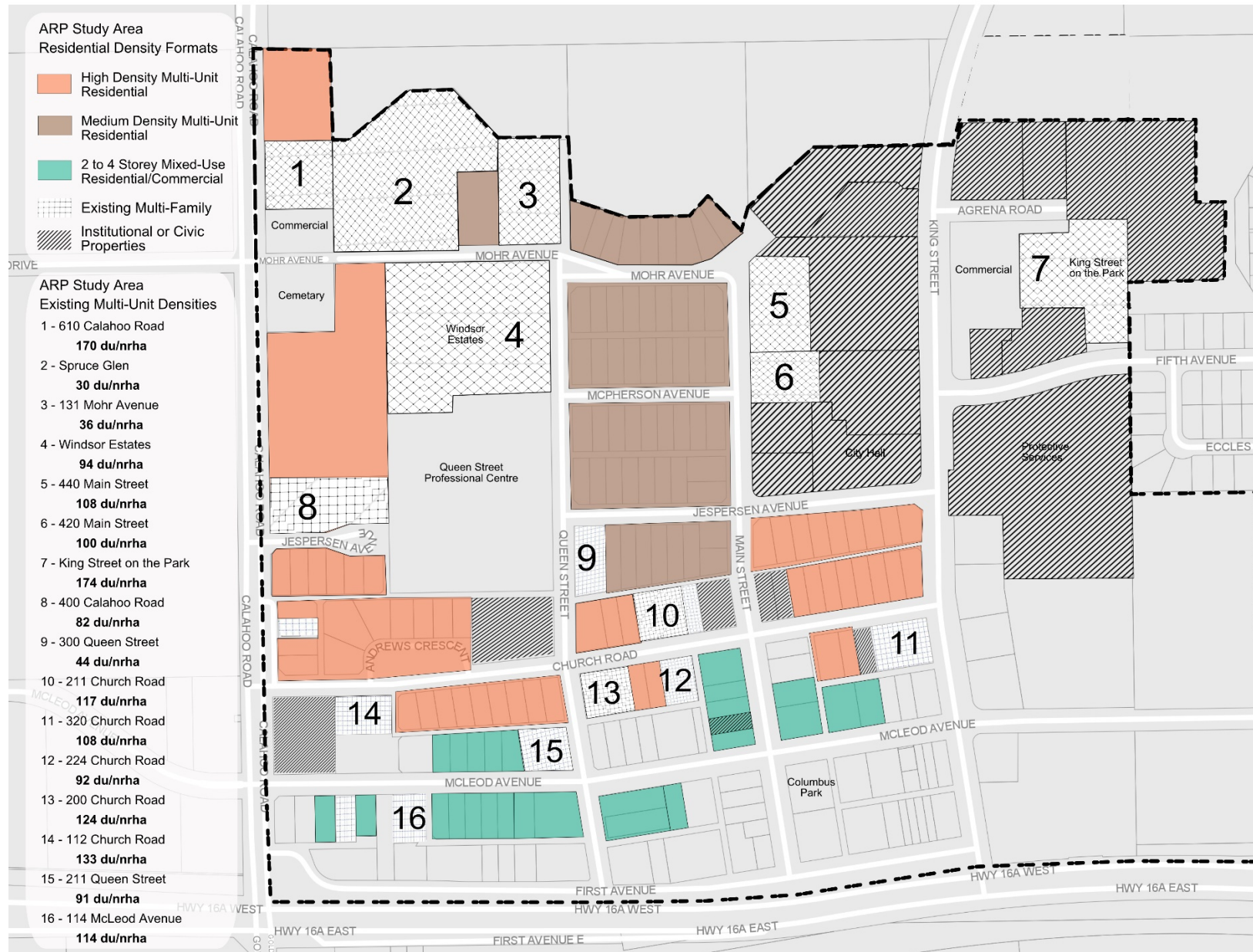
Current Land Use	Future Multi-Family Residential "URBAN LIVING" Precinct	Net Land Area hectare	Current City Centre population	Current City Centre multi-family density (du/nrha)
Multi-Family	Mix of Medium and High Density Residential	8.5	1,835	90
<b>TOTAL (future infill redevelopment + existing multi-family)</b>		<b>16.7</b>	<b>3,886</b>	<b>102</b>

To further support the City Centre, the McLeod Avenue Precinct also encourages vertical mixed-use residential use. It is likely that additional residential density will occur in the McLeod Avenue Precinct that would result in additional City Centre density further supportive of the EMRGP ‘aspirational’ target.

#### *Policies*

- Residential uses shall work toward achieving a density target of 100 du/nrha as set out by the EMRB.
- Amend Land Use Bylaw to establish High Density Residential adjacent to Calahoo Road and along Church Road and Jespersen (between Main Street and King Street) having a density between 120 to 150 du/nrha.
- Amend Land Use Bylaw to establish Medium Density Residential along Jespersen Avenue, McPherson Avenue and Mohr Avenue between Main Street and Queen Street, between 50 to 75 du/nrha.

Figure 6 ARP Future Aspirational Residential Density



- d. Maximum building height in the Medium Density Residential shall be 4-storeys
- e. A range of housing forms shall be encouraged to accommodate different income levels, age groups, households and lifestyles.
- f. Development shall contribute to a high-quality urban form and pedestrian environment.
- g. Parking requirements for multi-unit residential in the City Centre shall be 1 space per dwelling unit or as determined through a Parking Management Plan.



#### 4.2.1.4 Civic Precinct

##### *Convergence of government & community institutional*

The Civic Precinct shall focus on government and other institutional uses that provide community services available to all residents within the City Centre. A Strategic Plan and Needs Assessment study by the City was recently prepared to examine the Library and Cultural needs. Public Facilities in the ARP area are well utilized and near capacity. Many city departments are located in other satellite buildings and not in the City Hall building. This may permeate into opportunities or requirements for additional space for City departments.

The Civic Precinct is largely developed, but it still provides some opportunity for infill and intensification to bolster its contribution to the diverse mix of City Centre land uses as an interesting and important place. Redevelopment in this Precinct shall contribute to achieving a ‘sense of place’ associated with its unique civic service identity that will be recognized community wide. Urban design and streetscape enhancements shall occur overtime to add interest, and these upgrades should be accelerated in conjunction with any municipal upgrading activities.

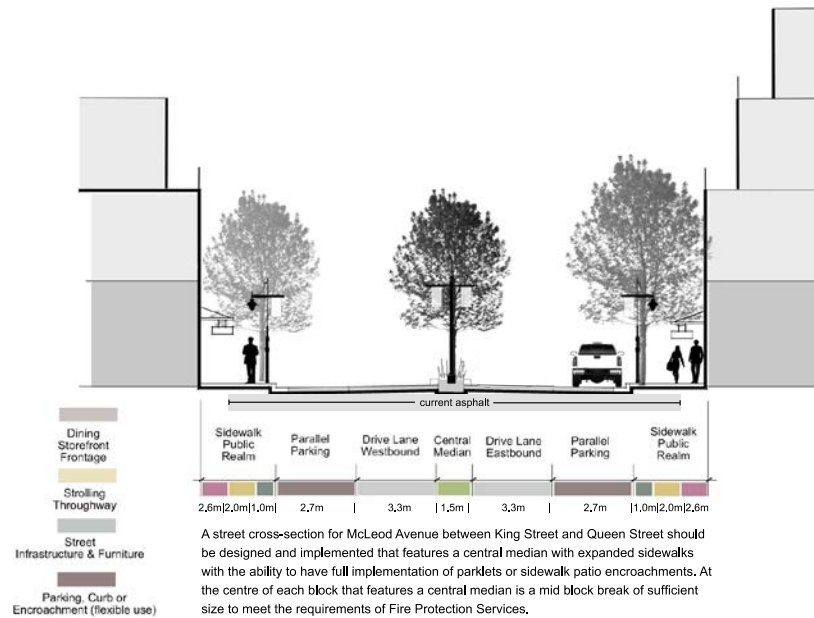
##### *Policies*

- a. New stand-alone, single-use commercial buildings are prohibited.
- b. Civic, institutional and recreational uses should be continued, and given opportunities for expansion on currently zoned PS lands.
- c. City shall look for opportunities to locate more public and cultural service spaces in the City Centre.

### 4.3 Streets and Mobility

The illustrative Concept Plan is further supplemented by **Figure 7** which visually shows the future mobility network. The illustrative concept plan reflects a long-term implementation of the policies included in this section of the CCARP, supported by the Land Use & Urban Form Background Report. It must be noted that certain components of this concept such as the closure of Queen Street at Highway 16A or parklets may be pilot projects to test the results and require further study and refinement to implement more permanently.

**Figure 7** McLeod Avenue Street Typology & Cross-Section



#### 4.3.1 Streets

The existing street network, particularly along McLeod Avenue should be the focus of a reconfiguration to accommodate greater levels of mobility for pedestrians and cyclists, while also being able to support future urban growth, transit and traffic flow that is and will

be expected to continue moving through the City Centre. This will ensure that a satisfactory level of service is maintained for vehicles, while providing straightforward and efficient access to the City Centre for residents who choose to cycle or walk.

#### *First Avenue*

The original vehicle artery of the City Centre, First Avenue is a street that today benefits from outstanding visibility from high volume Highway 16A traffic flow. First Avenue has transitioned over time to be a predominantly vehicle centric road with angled and parallel parking, but a lack of pedestrian orientation.

#### *Queen Street*

Queen Street provides an important north-south function between First Avenue and Mohr Street. However, the potential for conflict at the intersection of Highway 16A / First Avenue and Queen Street with increased growth from redevelopment is likely to become an issue for vehicular and pedestrian safety. The intersection of McLeod Avenue & Queen Street serves as an important internal transition point for the City Centre.

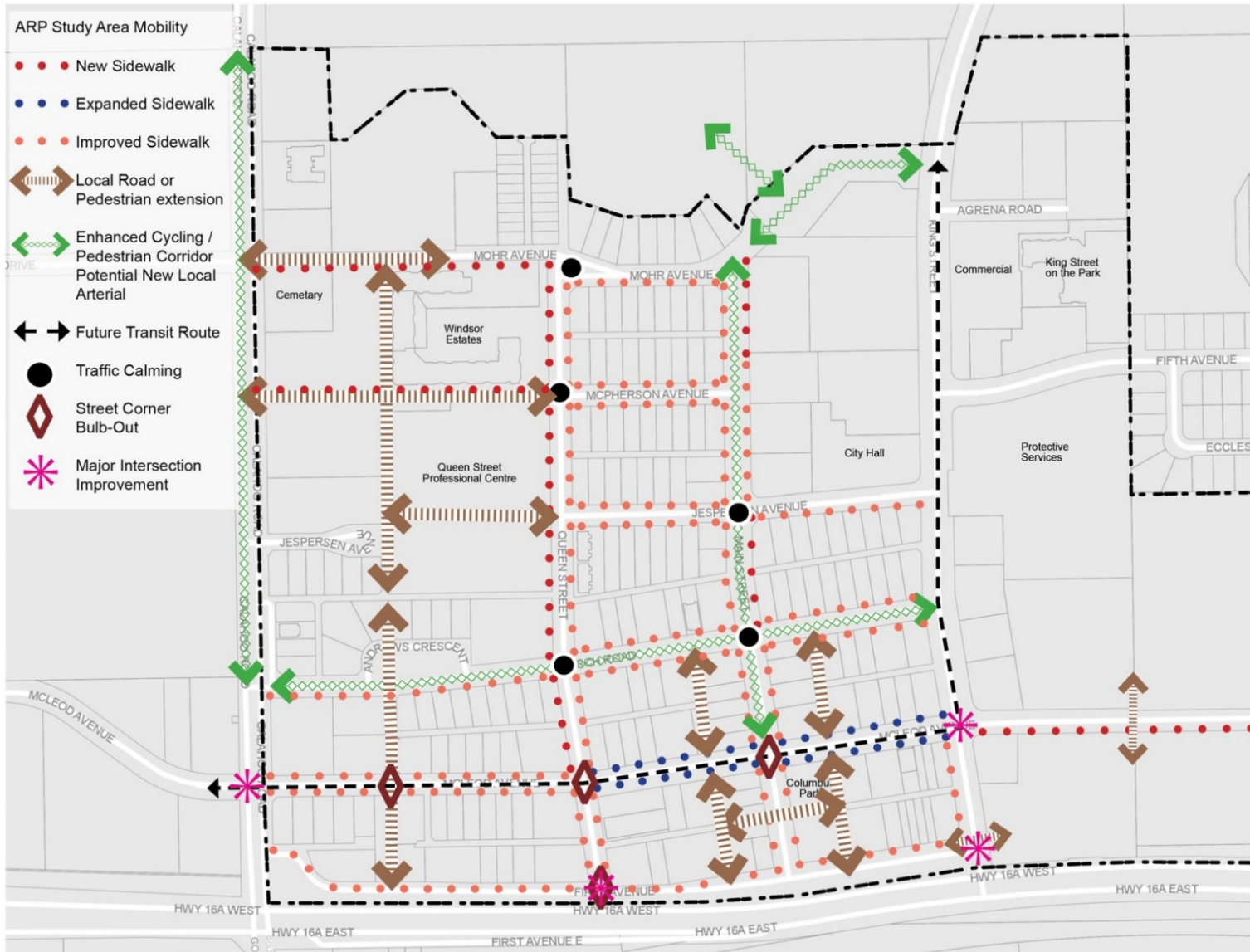
#### *McLeod Avenue*

McLeod Avenue is the primary east-west vehicular corridor in Spruce Grove’s City Centre and is actively used by traditional motorists, service vehicles, school buses, cyclists and transit service. Historically, McLeod Avenue has undergone a number of parking reconfigurations, though all have been done in the absence of any other public realm considerations, namely increasing the sidewalk widths. Changes to-date have been driven by maximizing the amount of on-street parking to support businesses and for the convenience of visitors, as opposed to maximizing the value of the pedestrian experience.

**Figure 8** depicts the transformed street configuration of McLeod Avenue in support of the vision for the City Centre.



Figure 8 Mobility Concept



### King Street

As one of the primary and most traveled gateways to the City Centre, King Street represents an important access and egress route, but safety concerns do exist for vehicles turning into and out of First Avenue and pedestrian crossing conflicts.

#### **Policies:**

- a. To facilitate a transit corridor, angle parking shall be eliminated and replaced with parallel parking along McLeod Avenue between King and Queen Streets.
- b. A central landscaped median shall be placed down the middle of McLeod Avenue between King Street and Queen Street while accommodating necessary Fire Service requirements.
- c. The number of driveways shall be avoided on McLeod Avenue and First Avenue and require all new developments or redevelopments to access parking from laneways, where possible.
- d. A mid-block pedestrian/road connection shall be reviewed along McLeod Avenue between Queen Street and Calahoo Road.
- e. McLeod Avenue, Queen Street and Main Street shall have bulb outs for traffic calming.
- f. McLeod Avenue/King Street and McLeod Avenue/Calahoo Road shall have intersection improvements.
- g. Review closing right-in and right-out vehicular traffic flow at Highway 16A/First Avenue and Queen Street and if feasible implement a one-year pilot project to evaluate impacts on traffic flow and business.
- h. Review a central median at King Street and First Avenue to eliminate “chicane-style” access from Highway 16A westbound and if feasible implement a one-year pilot project to evaluate impacts on traffic flow and business.
- i. A study shall be conducted to determine the feasibility of extending McPherson Avenue from Queen Street to Calahoo Road to ensure future mobility flow for vehicles, pedestrians and cyclists.

- j. Review local road connections in the area bounded by Mohr Avenue, Queen Street, First Avenue and Calahoo Road for future multi-modal improvements.
- k. Traffic calming consisting of smaller traffic calming with non-locking knockdown bollards shall be reviewed and if feasible, implemented along Church Road, Mohr Avenue and Jespersen Avenue.
- l. On-Street cycling shall be encouraged within the City Centre that links to the Heritage Trail network.

### 4.3.2 Laneways

In the conventional sense, laneways within a City Centre serve businesses and residences by providing access to service entrances of buildings, private parking, and other back of house activities, such as waste and recycling collection.



In many cities now, laneways themselves are becoming activated as recreational and cultural spaces. Within Spruce Grove’s City Centre these functions prevail, however there are laneways that serve as access to public areas, most notably Columbus Park.

#### **Policies:**

- a. Principles supporting Crime Prevention Through Environmental Design (CPTED) to provide elements of safety and multi-modal forms of transport shall be implemented.
- b. Review use of laneways for burying of overhead utilities.
- c. Commercial developments shall access parking by laneways.

- d. Mid-way between Queen Street and Calahoo Road on McLeod Avenue, provide through access to shorten block length.
- e. The City shall secure a right-of-way extension of the laneway between Queen Street and Calahoo Road (between McLeod Avenue and First Avenue) to extend the full length.
- f. Private waste and recycling storage facilities located within laneway rights-of-ways shall be prohibited.
- g. Private parking within laneway right-of-ways shall be prohibited.

### 4.3.3 Pedestrian Mobility

Public sidewalks refer to paved areas on public lands intended for pedestrian travel alongside streets or roadways. In certain areas where pedestrian mobility is of high importance, like McLeod Avenue, public sidewalks may be enhanced through widening, special surface treatments, unique lighting, and the installation of site furnishings. It is recommended that sidewalks are designed primarily for pedestrian circulation, but must accommodate disabled persons using motorized scooters or wheelchairs.

Main Street will play a pivotal role in the establishment of the “four corners” at McLeod Avenue and Main Street. As such, the sidewalks are important in terms of how they connect with and flow to the envisioned sidewalks along McLeod Avenue. Similarly, Queen Street provides a necessary and central pedestrian link between First Avenue and McLeod Avenue and is the critical anchor to the future public and pedestrian realm along McLeod Avenue. Other streets in the ARP are also critical for pedestrian mobility and should be closely examined as part of redevelopments where sidewalks do not exist.

#### *McLeod Avenue (King Street to Queen Street)*

McLeod Avenue is the main thoroughfare in the City Centre with the greatest retail street level frontage today and in the future, yet among the narrowest sidewalks. McLeod Avenue between King Street and Queen Street should become the active pedestrian spine

in the City Centre and will require major improvements to the pedestrian sidewalk realm.

#### *McLeod Avenue (Queen Street to Calahoo Road)*

McLeod Avenue extending from Queen Street to Calahoo Road is envisioned to become a live-work residential/commercial street, along which sidewalks will be important to have a more defined street infrastructure & furniture zone 3 edge. The length of the road between Queen Street and Calahoo Road will necessitate the introduction of a mid-block crossing to enable safer north-south pedestrian transitions.

#### *First Avenue*

As a predominantly vehicle centric road with a sidewalk only on the north side, storefront visibility is critical for businesses along this street. The future of First Avenue is tied to commercial and office uses, where pedestrian movement and safety will still be important for workers and visitors. It is less imperative however for First Avenue to have an external dining and storefront frontage, but the overall sidewalk widths should be widened, where possible to optimal standards of 2 metres.



### *Queen Street and Main Street*

Main Street will play a pivotal role in the establishment of the “four corners” at McLeod Avenue and Main Street. As such, sidewalks are important in terms of how they connect with and flow to the envisioned sidewalks along McLeod Avenue. Similarly, Queen Street provides a necessary and central pedestrian link between First Avenue and McLeod Avenue and is the critical anchor to the future public and pedestrian realm along McLeod Avenue. Sidewalks along Main Street and Queen Street do not presently have significant retail frontage exposure, but future redevelopment and infill, particularly along Main Street, north and south of McLeod Avenue will see the need for strong storefront visibility and presence to grow and along with it the role of the sidewalk in a manner similar to that recommended for McLeod Avenue between King Street and Queen Street.

### ***Policies***

- a. Pedestrian safety shall be prioritized in all aspects of public realm design and implementation.
- b. To facilitate pedestrian movement, sidewalks shall be widened along First Avenue, Main Street, Queen Street, King Street and McLeod Avenue at the same time as required infrastructure improvements.
- c. Sidewalks should be provided on both sides of the streets throughout the Urban Living Precinct with a 2 metre separation between the curb and the sidewalk to allow for landscaping (trees or grass boulevard) and snow removal.
- d. Install a new sidewalk on the west side of Queen Street, north of McLeod Avenue and extending north to the Queen Street Professional Building and extending to Mohr Avenue.
- e. Install a new sidewalk on the east side of Main Street, north of Church Street and extending north to Jespersen Avenue.
- f. Sidewalks shall be adequately illuminated to ensure a high level of pedestrian safety and comfort.
- g. Obstructions to sidewalks, including driveway aisles and above ground utilities shall be minimized for pedestrian safety and visibility.

- h. Private utilization of public sidewalks shall be allowed for temporary patio, retail, display, or other non-permanent uses. All private uses must submit for approval with the City through an established protocol.

### **4.3.4 Parking and Access**

Parking in the City Centre is sufficient for future development, however improvements to address transit, employee and customer utilization and signage are needed. However, the impending arrival of transit for which angled parking is not compatible, will result in a loss of approximately 40 parking spaces along McLeod Avenue between King Street and Queen Street. Therefore, shared parking would be a creative solution to parking management with limited cost implications, while ensuring on-street parking is utilized by those who need it most. Moreover, a Parking Management Plan will be critical to ensure that all available on and off-street parking options are identified. Businesses should also play a role by engaging with and encouraging staff to use available off-site parking areas.

### ***Policies***

- a. Review current cash-in-lieu policy for new development to determine alternatives for future land acquisition or shared parking.
- b. Review time limit restrictions for City Centre on-street commercial parking areas as appropriate.
- c. Following a reasonable period of time for businesses and customers to get accustomed to any new parking changes, City shall monitor and address any issues that arise through a Parking Management Plan.
- d. City shall pursue partnerships or opportunities to utilize vacant lots or other underutilized spaces during business hours to provide off-street parking spaces.
- e. Parking Patios shall be permitted for on-street parking spaces on McLeod Avenue if not removing more than 2 parking spaces per block, and no more than 4 in total between King Street and Calahoo Road.



## 4.4 Urban Design

Urban Design components comprising civic, open and public spaces and facilities represents a valuable asset to the overall redevelopment. They support a diversity of activities for all users on a daily and year-round basis.

### 4.4.1 Open Spaces and Parks

Open spaces, parks and plazas are intended for public uses such as social gatherings, public events, as well as passive and active recreation. The City Centre has a collection of valuable, yet in some respects underutilized open spaces. These include most notably Central Park, Columbus Park, trail connections and an urban community garden. The current open green space beside Broxton School is to be used by the school for playing fields.

#### *Policies:*

- a. Integrate public open spaces in City Centre with citywide systems
- b. Open spaces and parks should have clear legible public access, be flexible in terms of use, and consider sun transition/angles and year-round cultural activities in their design.
- c. Public and private open space and parks shall follow to Crime Prevention Through Environmental Design (CPTED) principles.
- d. Public open spaces shall encourage installation of public art and other cultural elements consistent with the City's Cultural Master Plan.
- e. Property owners shall be encouraged to prepare vacant lot strategies in the commercial areas to animate, screen or active private open space.

### 4.4.2 Columbus Park

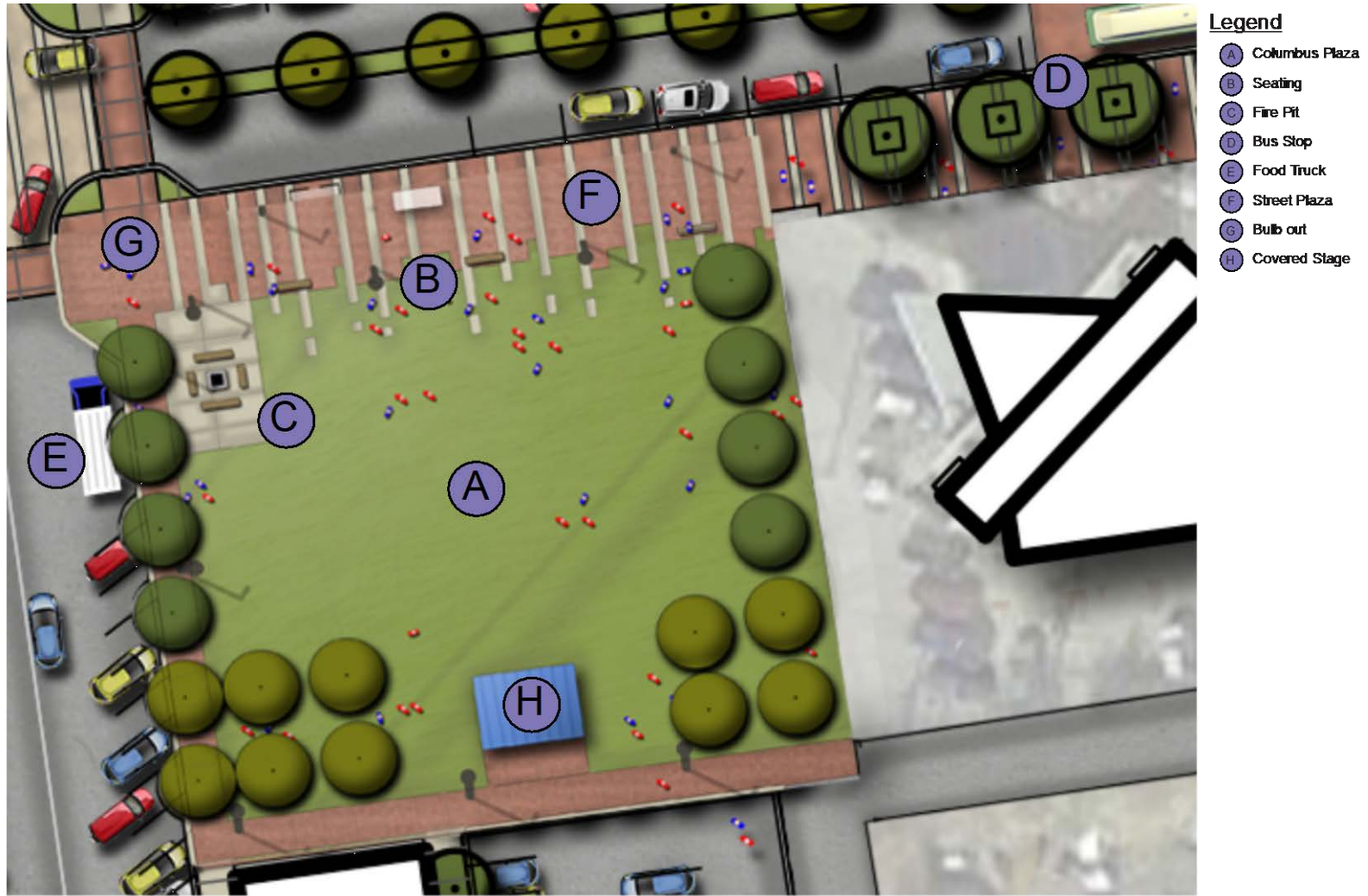
In the context of Spruce Grove, Columbus Park is a valuable open space asset in the City Centre and its location is highly visible at the intersection at Main Street and McLeod Avenue. A Conceptual Plan for Columbus Park as a new year-round, flexible plaza space that will fulfill the role of becoming a focal gathering, socializing and interacting public space, capable of hosting events and festivities on-site is shown in **Figure 9**. The Conceptual Plan provides a flat, open and flexible green space that is available for use in four seasons for a variety of events or for passive daily use.

#### *Policies:*

- a. Redevelop Columbus Park as a key, flexible year-round public open space.
- b. Columbus Park shall adhere to Crime Prevention Through Environmental Design (CPTED) principles.
- c. Fixtures and elements should be designed and/or located to receive as much sunlight as the surrounding environment will permit and provide shaded areas where appropriate.
- d. Site lines should be designed and/or located to reduce glare and minimized wind conditions from adjacent properties.



Figure 9 Columbus Park Redevelopment Concept



**Columbus Plaza**  
 City Centre Area Redevelopment Plan



### 4.4.3 Parklets

Parklets are rapidly becoming a place-making ‘must-have’ where parking spaces or open spaces are temporarily converted into a public space where people gather, making a safer and more enjoyable public realm.

The temporary nature of these spaces could allow for mobility of the space itself and for city maintenance in winter months to be effective and unencumbered.



#### *Policies:*

- a. Temporary/movable parklets shall be permitted in the McLeod Avenue Precinct.
- b. A pilot project shall be implemented for a period of no less than one year (Spring to Fall) that identifies a location for the testing of a parklet project that would be maintained and overseen by the CCBA.
- c. Design criteria shall be determined through Land Use Bylaw amendments.

## 4.5 Public Realm

The public realm creates a vibrant commercial core by attracting pedestrians, motorists, transit users and cyclists to spend time in Spruce Grove’s City Centre. In order for the infill, redevelopment and overall revitalization to be a successful catalyst, the public realm must be attractive for all types of users and facilitate a wide variety of community and cultural events and activities year-round.

The public realm consists of any publicly owned exterior spaces such as streets, sidewalks, laneways, green and open spaces. Infrastructure renovations are identified in the supporting Infrastructure Assessment Background Report as a necessary condition for redevelopment in the City Centre.

### 4.5.1 Streetscape

The Redevelopment Concept (refer to **Figure 3.1**) illustrates a cohesive urban design vision for the streets, sidewalks and laneways.

Streetscapes are defined as the spaces between the buildings on either side of a street. Streetscapes define the street character as a link between public and private spaces. It is important that streetscapes be designed to reflect the character of the neighbourhood and offer a safe, comfortable environment for pedestrians.



#### *Policies*

- a. Plan for and make streetscape improvements to the McLeod Avenue Precinct as the initial ARP catalyst project.
- b. Plan for and make streetscape improvements in a phased manner to upgrade respective precincts over time.
- c. Add more street trees to beautify the City Centre.
- d. Identify and undertake installation of consistent pedestrian-scale street lighting and weather-appropriate furniture fixtures in commercial areas.
- e. In non-commercial precincts, ensure a consistent identify in street lighting and furniture fixtures.



#### 4.5.2 Infrastructure

The network of utilities and services comprising water, sewer, gas, broadband etc. are integral to making sure that any redevelopment can take place.

Infrastructure capacity in the City Centre has been exceeded and therefore must be upgraded to have redevelopment take place. Along with necessary improvements to the infrastructure it is imperative that phasing and timing of construction be managed to limit the disruptions on local businesses. The most cost and time efficient process for the City Centre ARP will ultimately be to undertake streetscape improvements at the same time as infrastructure improvements.

##### *Policies*

- a. Undertake a Capital Improvement Plan (CIP) to refine cost and phasing for infrastructure improvements throughout the ARP.
- b. Plan and install necessary infrastructure upgrading requirements for McLeod Avenue streetscape revitalization as part of the overall catalyst project.
- c. Utilize the CIP to make future upgrade decisions supportive of the ARP Concept and in a way that maximizes construction efficiencies and minimizes business disruptions.

#### 4.5.3 Wayfinding

Wayfinding signage is one of the most visible and cost-effective programs to provide consumers and visitors with ease of mobility, awareness of parking and businesses, and overall enjoyment.

##### *Policies*

- a. A wayfinding strategy shall be developed in cooperation between the CCBA and the City.
- b. A consistent and creative City Centre Wayfinding Program shall be introduced with directional signage placed at strategic points in the commercial precincts with the primary anchoring point for a City Centre directory at Columbus Park.
- c. A unique modern style for street signage, which reflects the envisioned contemporary modern image of the City Centre shall be established.
- d. Wayfinding shall feature prominently the locations and distances to off-street parking areas in and around the City Centre area.





## 4.6 Built Form

The built form provides the requisite descriptive narrative to direct a look and feel in the architectural expression that is consistent with the vision as a modern, urban City Centre. These built form policies comprise categories ranging from height and step backs, to frontage and articulation, to transparency and massing, to site design and parking. The policy directions are descriptive to allow for enough flexibility so as to allow for freedom of expression and differentiation within pragmatic and allowable regulations.

Each of the identified precincts, except for the Urban Living Precinct and Civic Precinct, is envisioned to comprise a mix of commercial and mixed-use buildings. Recognizing that these precincts have been developed specifically for the geography of the CCARP plan area, they are not intended as generic districts for application in areas outside of the ARP plan area. Therefore, it is recommended that these precincts be placed in a new division within the bylaw to emphasize their uniqueness as part of the City Centre.

### 4.6.1 Commercial Guidelines

These policies apply to all commercial precincts except where specifically noted otherwise.

#### Height, Setbacks and Step Backs

- a. McLeod Avenue between King Street and Calahoo Road, building height shall be limited to a maximum of four (4) storeys, excluding roof top gardens, with a stepping back 3 metres from the storey beneath commencing at a height of 3 storeys.
- b. On the east side of King Street between First Avenue and Jespersen Avenue, building height shall be limited to a maximum of six (6) storeys, excluding roof top gardens.
- c. Height of a new building should be compatible with neighbouring buildings. A corner building may be taller than adjacent buildings to define a primary entrance point to the block.

- d. Buildings shall be built to the front and side property line, in order to maintain an active interface for pedestrians. Front setbacks up to two (2) metres may be considered to provide outdoor amenity space (e.g. patios, plazas) where sidewalks are two (2) metres or less to accommodate accessibility features (e.g. ramps) in the absence of wider sidewalks.

#### Frontage and Articulation

- a. Individual commercial tenancies shall be defined clearly with articulated entrances and consistent sign treatment.
- b. Entrances to buildings shall be provided facing the adjacent street, universally-accessible, and clearly visible to create an identity and sense of arrival.
- c. At least 100% of the ground fronting McLeod Avenue between King Street and Queen Street of any building (excluding lobby, mechanical room or access to floors above) shall be occupied by one or more of the following - Retail, Personal Service, Food Store or Eating & Drinking Establishment.
- d. Buildings with frontage exceeding 15 metres in length shall be avoided, where possible, to maintain a pedestrian scale of building rhythm.
- e. Larger buildings shall be divided into 'modules' or sections that reflect a more traditional scale along the streetscape by breaking up the roof-line or facades.
- f. Where a building of more than 15 metres in width is unavoidable, the building shall be divided into increments of no more than 8.3 metres to 10 metres through articulation of the facade. This should be achieved through combinations or breaks in materials.
- g. Variation in roof lines shall be encouraged.
- h. Buildings shall accentuate the corners of significant street intersections through the use of both prominent building massing, addressing the intersection as well as the streetfronts and building features to provide visual icons within the City Centre area. This should be strongly

emphasized at the intersections of McLeod Avenue & Main Street and McLeod Avenue & Queen Street.

- i. New development adjacent to Columbus Plaza shall provide an active pedestrian entrance and frontage onto the plaza.
- j. Lobbies for residential or office components of mixed-use buildings may be accommodated at the ground floor, provided their street frontage does not exceed 10 metres.
- k. The character of the precinct shall be defined as a high-quality environment that is distinguished by its organized, but varied façades with superior detailing and signage.
- l. Building façades along streets that are mainly commercial and/or retail in nature shall be highly transparent and articulated at street level to actively engage pedestrians and create amenity and visual interest.
- m. Architectural components shall be used to differentiate one face of a building from another. The design of structures should be architecturally compatible with other structures through the use of similar and complementary forms, materials and scale.
- n. The façades of multi-tenant buildings shall be organized to provide a strong and consistent rhythm and unified exterior to the streetscape. Flat, undifferentiated building faces should be avoided.
- o. Facade height maximum shall be 8 metres.
- p. Streetfront level storefront shall be a minimum floor to ceiling height of 3.6 metres to a maximum of 4.5 metres.
- q. Building design shall include modern forms of architectural detailing or features that support the envisioned modern character of the precinct including elements such as cornices, parapets, pilasters, window fenestration, window features, and entrances.
- r. Architectural details such as recesses, overhangs, signage, lighting, planters, banners, and canopies shall be utilized to create articulation and visual interest on building façades.
- s. The rear facade of a building facing First Avenue or Columbus Plaza shall use materials of a standard similar to the front facade of the building.

- t. Lobbies for residential or office components of mixed-use buildings shall be accommodated at the ground floor, provided their street frontage does not exceed 15 metres along First Avenue.
- u. Building façades along First Avenue shall have some transparency and be articulated at street level to actively engage pedestrians as well as passing Highway 16A motorists, and create amenity and visual interest.
- v. Architectural components shall be used to differentiate one face of a building from another. The design of structures should be architecturally compatible with other structures through the use of similar and complementary forms, materials and scale.



#### Transparency and Massing

- a. For new buildings, or where a storefront is being remodeled, a minimum of 60% of the ground level facade and sides of buildings adjacent to public rights-of-ways shall be transparent (windows and doors) to allow visibility to the inside of the building and add to the safety of the public realm.

- b. Highly reflective glass is not appropriate at street level and shall be prohibited.
- c. A minimum of 40% glazing for business frontage at grade shall be used to facilitate interaction with pedestrians along McLeod Avenue between Queen Street & Calahoo Road and along McLeod Avenue and the east side of King Street between First Avenue and Jespersen Avenue.
- d. Window covering materials (paper, paint, tint, films, coating, wood or metal panels) is not acceptable that blocks more than 20% of the storefront window.
- e. Ground floor storefronts shall be required to have a canopy or awning as part of the building facade. Overhead elements should be provided on building façades over portions of the adjacent sidewalk for weather protection for pedestrians. These should be individualized for specific developments.
- f. Awnings and canopies shall be designed to match the main structural elements of the lower facade and overall design of the storefront.
- g. Awnings shall not extend across multiple storefronts and/or multiple buildings and should fit the width and shape of any storefront or window openings that it covers.
- h. Dome canopies/awnings or retractable awnings are not considered appropriate and shall be prohibited in the McLeod Avenue precinct.
- i. All blank walls are to be treated, either with cladding that is complementary to the cladding of the building and adds interest to the look and texture of the wall and building, or with artwork, where appropriate.
- j. Where rear building flanking walls are visible, through rear lane access and/or rear parking, guidelines shall be designed to improve and beautify the rear building facade.
- k. A minimum of 50% glazing at grade along First Avenue shall be used to facilitate interaction with pedestrians and promote safety.

### Site Design and Parking

- a. Current cash-in-lieu policy shall be reviewed as part of a Parking Management Plan to ensure appropriate parking requirements and alternatives are considered.
- b. Parking (either surface, structured or internalized) shall be permitted at the rear of buildings.
- c. Vehicular access to individual sites shall be taken from the rear in order to maintain a continuous pedestrian environment along storefronts. If a site does not have access to the rear, access points to structured vehicle parking should be focused on streets or side that have less pedestrian activity, in order to reduce potential conflicts.
- d. Vehicle access points to underground or above ground/podium parking structures shall be taken from the rear of sites wherever possible.
- e. Where possible, vehicular access points may be consolidated to serve multiple buildings within a block, in order to reduce interruptions to the pedestrian environment along adjacent street.
- f. Surface parking areas shall be screened from view of adjacent pedestrian areas with landscaped edges.
- g. Loading and waste storage areas shall be located at the rear of all buildings, and shall be screened from view from adjacent properties and pedestrian areas.

## 4.6.2 Institutional Guidelines

### Height and Step Backs

- a. Larger setbacks shall be permitted in order to provide added space for pedestrian access or an outdoor public space such as a small courtyard or patio space. This should be reviewed and permitted on a case-by-case basis.

### Frontage & Articulation

- a. Entrances to buildings shall be provided facing the adjacent street, and should be clearly visible to create an identity and sense of arrival.

- b. Entrances shall be universally-accessible, and utilize elements such as detailing, paving materials, lighting, signage and canopies to be welcoming and provide weather protection.
- c. Variation in roof lines shall be encouraged.
- d. Buildings shall accentuate the corners of significant street intersections through the use of both prominent building massing, addressing the intersection as well as the streetfronts and building features to provide visual icons within the City Centre area.
- e. Architectural components shall be used to differentiate one face of a building from another. The design of structures should be architecturally compatible with other structures through the use of similar and complementary forms, materials and scale.
- f. Building design shall include modern forms of architectural detailing or features that support the envisioned modern character of the precinct.

#### **Transparency & Massing**

- a. All blank walls are to be treated, either with cladding that is complementary to the cladding of the building and adds interest to the look and texture of the wall and building, or with artwork, where appropriate.
- b. Where rear building flanking walls are visible, through rear lane access and/or rear parking, guidelines shall be designed to improve and beautify the rear building facade.

#### **Site Design & Parking**

- a. Parking (either surface or structured) shall be permitted at either the rear or side of buildings, and/or may be internalized.
- b. Vehicular access to individual sites shall be taken from the side or rear. If a site does not have access to the rear, access points to structured vehicle parking should be focused on streets or side that have less pedestrian activity, in order to reduce potential conflicts.

- c. Vehicle access points to underground or above ground/podium parking structures shall be taken from the rear of sites wherever possible.
- d. Loading and waste storage areas shall be located at the rear of all buildings, and shall be screened from view from adjacent properties and pedestrian areas.

### **4.6.3 Residential Guidelines**

#### **Height and Step Backs**

- a. Larger setbacks shall be permitted in order to provide added space for pedestrian access or an outdoor public space such as a small courtyard or patio space. This should be reviewed and permitted on a case-by-case basis.
- b. Ground-oriented multi-unit residential, including live-work along McLeod Avenue shall be built with a front building setback of 3 m and a rear lot setback of 6 metres).
- c. Ground-oriented multi-unit residential, including live-work along McLeod Avenue shall establish the main floor at a minimum of 1.0 m above the adjacent street level to promote privacy for the units yet still maintain “eyes on the street” from the unit. These entrances are to be spaced frequently and combined with steps, terraces, or stoops.
- d. Building height shall be limited to a minimum of two storeys and a maximum of six (6) storeys (not to exceed 20 metres), and excluding roof top gardens, throughout the precinct.
- e. Height of a new building shall be compatible with neighbouring buildings. A corner building may be taller than adjacent buildings to define a primary entrance point to the block.
- f. Multi-unit condominium or apartment buildings shall not exceed 40 metres of continuous frontage.
- g. Variations in the setback of individual units up to 2 metres shall be employed to emphasize individual unit identity.
- h. Breaks in frontage shall accommodate sidewalk connections to ensure block permeability and accessibility between the street and laneways/alleys.



- i. All new buildings and additions shall be built to R-2 Zoning setback and site coverage standards.
- j. Step-backs are not required although step-backs shall be used for private amenity space or as green roof areas where desired.

### **Frontage & Articulation**

- a. Variation in roof lines shall be encouraged.
- b. Buildings shall accentuate the corners of significant street intersections through the use of both prominent building massing, addressing the intersection as well as the streetfronts and building features to provide visual icons within the City Centre area.
- c. Lobbies for residential or office components of mixed-use buildings may be accommodated at the ground floor, provided their street frontage does not exceed 10 metres.
- d. The character of the precinct shall be defined as a high-quality environment that is distinguished by its organized, but varied façades with superior detailing and signage.
- e. Architectural components shall be used to differentiate one face of a building from another. The design of structures should be architecturally compatible with other structures through the use of similar and complementary forms, materials and scale.
- f. Building design shall include modern forms of architectural detailing or features that support the envisioned modern character of the precinct including elements such as cornices, parapets, pilasters, window fenestration, window features, and entrances.

### **Transparency & Massing**

- a. All at-grade residential units are encouraged and shall be able to provide visual privacy from any public or internal sidewalks without the need for high or non-transparent privacy fences or walls that detract from the active street edge. Alternatively, entrances may be raised to 2 metres above grade.

- b. Balconies shall be integral to the overall form and design of the development, and should not project beyond front property line.
- c. Variations in architectural detailing (e.g., materials, colours) shall be used to create individual unit identity while maintaining a design consistency in the overall development.
- d. New buildings shall have as their fundamental cladding brick, wood, or glass and materials should be compatible with and complement adjacent buildings.
- e. Vinyl siding is not an acceptable cladding material.

### **Site Design & Parking**

- a. Residential parking requirements shall be reduced to a minimum of 1 space per unit.
- b. Parking (either surface or structured) shall be permitted at either the rear or side of buildings, and/or may be internalized.
- c. Vehicular access to individual sites shall be taken from the rear in order to maintain a continuous pedestrian environment along storefronts. If a site does not have access to the rear, access points to structured vehicle parking should be focused on streets or side that have less pedestrian activity, in order to reduce potential conflicts.
- d. Vehicle access points to underground or above ground/podium parking structures shall be taken from the rear of sites wherever possible.
- e. Visitor parking may be accommodated with surface stalls accessed from a rear lane
- f. Loading and waste storage areas shall be located at the rear of all buildings, and shall be screened from view from adjacent properties and pedestrian areas.

## 4.7 Signage

As with the building and site design guidelines, the individuality of each precinct is also manifest in the type of signage that shall or shall not be permitted in each respective precinct. Signage for buildings is only applicable to the commercial components of the McLeod Avenue and First Avenue Precincts.



### McLeod Avenue Precinct

- a. Signage shall be pedestrian-oriented, using framing/structural materials consistent with the associated building and/or with the adjacent public realm streetscape elements (e.g. light standards or street furnishings).
- b. Consideration shall be made to signage that is consistent with the modern character intent of the area, (e.g. façade-mounted signs, projection/blade signs, overhang signs, or awning signs).
- c. Projecting or blade signs shall be hung from high-quality brackets, which are black or silver in colour and mounted so they hang perpendicular to the building.
- d. Projection/blade signage at a minimum height of 2.7 metres to a maximum height of 3.3 metres shall be required for all

- e. streetfront retail businesses fronting McLeod Avenue. For live work buildings with walk up addresses, the height shall be measured from the horizontal plane of the business.
- e. The surface area of the signage band (fascia or entablature sign) shall not exceed 20% of the storey's wall area.
- f. Window signs along the east side of King Street between First Avenue and Jespersen Avenue shall be limited to not more than 40% of the window display to accommodate passing motorists.
- g. Buildings on corner lots shall have signs that address both of the adjacent streets.
- h. Sandwich boards shall be permitted as long as a minimum clear sidewalk space of 1 metre can be maintained between the sign, the pedestrian realm and the building facade. The maximum size should not exceed 1 sq. m., with a maximum height of 1.3 metres.
- i. Large A-frame portable signs are to be prohibited.
- j. Building walls shall not be treated as billboards.
- k. Building and tenant identification signs shall be organized as distinct architectural elements, reinforcing rhythm and character of the building façades.
- l. Building signage shall be limited in scale and integrated with the design of the building façades. For single tenant buildings, one corporate I.D. sign will be permitted per building or view plane.
- m. Building signage shall reflect the character of the building function to assist in orientation and character.
- n. Overhead stand-alone pylon or highway-type signage is not permitted.
- o. Roof-mounted signs are not permitted.
- p. The use of internally illuminated fluorescent box signage is not permitted.
- q. Corporate awnings advertising particular products are not considered acceptable as signage for awnings.
- r. Ground level storefront signage shall allow for larger fonts and fascia signage along the east side of King Street between First Avenue and Jespersen Avenue.

- s. For freestanding, single use retail along the east side of King Street between First Avenue and Jespersen Avenue the use of internally illuminated fluorescent box signage shall be permitted.
- t. For mixed-use multi-tenant developments, the use of illuminated fluorescent box signage is not permitted.

#### **First Avenue Precinct**

- a. Signage shall be pedestrian vehicle oriented, using framing/structural materials consistent with the associated building and/or with the adjacent public realm streetscape elements (e.g. light standards or street furnishings).
- b. Consideration shall be made to signage that is consistent with the heritage character of the precinct, and historical sign installation methods (e.g. façade-mounted signs or awning signs).
- c. Buildings on corner lots shall have signs that address both of the adjacent streets.
- d. Building and tenant identification signs shall be organized as distinct architectural elements, reinforcing rhythm and character of the building façades.
- e. Building signage shall be limited in scale and integrated with the design of the building façades. For single tenant buildings, one corporate I.D. sign will be permitted per building or view plane.
- f. Building signage shall reflect the character of the building function to assist in orientation and character.

- g. Ground level storefront signage shall allow for larger fonts and fascia signage.
- h. Maximum freestanding sign height in this precinct shall be 7.5 metres, to allow for Highway 16A visibility and exposure.
- i. The surface area of the signage band (fascia or entablature sign) shall not exceed 20% of the storey's wall area.
- j. Window signs shall be limited to not more than 40% of the window display to accommodate passing Highway 16A motorists.
- k. The use of internally illuminated fluorescent box signage shall be permitted.
- l. Building walls perpendicular to First Avenue, but not fronting First Avenue shall be used for billboard businesses within the premises.
- m. Neon signs are often associated with early to mid-twentieth century commercial businesses/buildings and may still have a place in Spruce Grove. Special consideration shall be given to allow buildings located along First Avenue to incorporate neon signage, where appropriate on a case-by-case basis.
- n. Sandwich boards shall be permitted as long as a minimum clear sidewalk space of 1 metre can be maintained between the sign, the pedestrian realm and the building facade.

## 5.0 Implementation

The implementation of the City Centre ARP's redevelopment concept (Section 3) and policies (Section 4) will be achieved using the following implementation plan to realize the dreams, vision and potential for the City Centre.

Implementation priorities and responsibilities are outlined in the following subsections, and the elements of the implementation strategy include: leadership, detailed planning; regulatory framework; implementation team; phasing; and, monitoring.

### 5.1 Redevelopment Leadership

The achievement of the City Centre ARP's vision, goals, and objectives will require leadership focused on moving the plan forward over time. A leadership group should be established and tasked with ensuring City departments, landowners, businesses, and other stakeholders adhere to the City Centre ARP's priorities and regulations.

### 5.2 City Centre Improvements Plan

The City Centre ARP envisions a mixed-use, pedestrian friendly, and aesthetically pleasing urban environment across the entire plan area. Achieving what is intended will take many years accomplish, and it will be through actions initiated by the City of Spruce Grove and through private sector projects undertaken with the Plan Area.

To understand and facilitate what improvements are intended within the public realm a comprehensive utility and streetscape design plan will be provided as the City Centre Improvements Plan. This plan will outline what road and municipal infrastructure will be required across the City Centre to achieve the City Centre ARP's vision, and it will be relied on to inform decisions on both City and private development initiatives. Furthermore, the City Centre Improvements Plan will support future detailed planning and construction priorities.

### 5.3 Detailed Planning and Construction

Detailed planning that builds upon the ARP's vision and policies is required to execute, build upon, and update the Plan's direction. The detailed planning will consider ARP identified initiatives to help achieve the ARP's vision and objectives that include infrastructure and roads, streetscaping, parking, wayfinding, and beautification that include:

- Phase 1: Main and McLeod Streetscape Improvements
  - i. Design Utility and Streetscape Improvements
  - ii. Construct Utility and Streetscape Improvements
- Columbus Park Redevelopment
  - i. Landscape and Engineering Design
  - ii. Park Construction
- Mobility Improvement Plan and Monitoring
  - i. Queen Street/Highway 16A access closure and First Avenue east-west stop removal (Pilot Project).
  - ii. Close left turns northbound from King Street to First Avenue (Pilot Project).



- iii. Pedestrian mobility enhancements and upgrade planning
  - iv. West ARP road and pedestrian connections review and plan.
- Parking Management Plan
  - i. Create plan to inform and optimize commercial parking supply.
  - ii. Identify future parking needs and supply solutions.
- Wayfinding and Street Banner Program
- City Centre Branding Study

## 5.4 Regulatory Framework

To achieve the City Centre ARP vision an appropriate regulatory mechanism is required to implement the land use, built form upgrading, and mobility changes proposed. The City of Spruce Grove Land Use Bylaw is the regulatory tool for implementing the ARP's redevelopment plan, and a new City Centre land use district will be established based on the ARP's four (4) land use precincts and recommended built form design guidelines.

## 5.5 Phasing

The City Centre ARP is intended to facilitate a redevelopment over a significant period of time (i.e. 30 or more years), and its transformation will be dependent on the progress of necessary infrastructure upgrades.

The phasing of urban realm improvements and infrastructure will be essential to the progression of development, and in the initial stage this will be informed by the initiatives identified in **Table 2 - Implementation Actions Timeline**, refinements required upon further review, municipal budgeting, and private sector investment.

## 5.6 Monitoring and Amendment

The policies within the City Centre ARP shall be monitored regularly to ensure they remain current and relevant. Where determined necessary the ARP may be altered through the bylaw amendment process, and all proposed amendments shall be presented to City Council for their consideration.

**Table 2 Implementation Actions Timeline**

Implementation Action	Type of Action	Lead Responsibility (does not negate cooperation of other internal departments)	Funding Source	
<b>SHORT TERM (0 - 5 Years)</b>				
<b>1.0 INFRASTRUCTURE &amp; TRANSPORTATION</b>				
1.1	Undertake a Capital Improvement Plan to refine cost and phasing for infrastructure improvements throughout ARP Study Area	Study (Internal)	Engineering	Capital Budget
1.2	Undertake Water, Utility improvements along McLeod Ave between King St & Queen St	Capital Project	Engineering	Utilities Fund
1.3	Undertake Water, Utility improvements along Main St between First Ave & Church Rd	Capital Project	Engineering	Utilities Fund
1.4	Convert on-street parking along McLeod Ave from angle to parallel between King St & Queen St	Capital Project	Engineering	Capital Budget
1.5	Streetscape reconfiguration along McLeod Ave between King St & Queen St	Capital Project	Engineering	Capital Budget
1.6	Undertake improvements to 4-way stop intersection at McLeod Ave & Main St and McLeod Ave & Queen St including curb extensions (bulb outs)	Capital Project	Engineering & Public Works	Capital Budget
1.7	Create a City Centre Parking Management Plan to optimize parking supply	Study (Internal)	Economic Development	City Operating Budget
1.8	Introduce new pedestrian-scale lighting along McLeod Ave between King St & Queen St and along Main St between First Ave & Church Rd	Capital Project	Engineering	Capital Budget
1.9	Pilot project to close of Queen St at Hwy 16A and remove east-west stop along First Ave	Capital Project	Engineering	Capital Budget
1.10	Pursue partnerships with property owners and other underutilized spaces (e.g. Churches) to provide off-street parking areas	Study (Internal)	Economic Development	n/a
<b>2.0 PUBLIC REALM</b>				
2.1	Sidewalk improvements including width increase along McLeod Ave between King St & Queen St	Capital Project	Engineering	Capital Budget
2.2	Sidewalk improvements along Main St between First Ave & Church Rd	Capital Project	Engineering	Capital Budget
2.3	Columbus Plaza Detailed Design and Construction	Capital Project	Engineering (in cooperation with Economic Development & Cultural Services)	Capital Budget and/or Development Levies
2.4	Introduce a CPTED policy for laneways/alleys in the City Centre	Study (Internal)	Planning & Development	City Operating Budget
2.5	Assess feasibility for a sidewalk patio incentive program	Study (Internal)	Economic Development	City Operating Budget
2.6	Undertake a Street Banner program with schools and local artists for public art throughout City Centre	Capital Project	Cultural Services	Federal/Provincial Arts Grants and Local Businesses
2.7	Streetscape improvements along McLeod Ave between King St & Queen St	Capital Project	Engineering	Capital Budget
2.8	Streetscape improvements along Main St between First Ave & Church Rd	Capital Project	Engineering	Capital Budget
2.9	Update Bylaw for sidewalk patios, parking encroachment and/or parklets at strategic locations	Regulatory	Planning & Development	City Operating Budget
2.10	Undertake design study for City Centre Branding & Wayfinding Program	Study (internal)	Planning & Development	City Operating Budget
2.11	Selection and installation of consistent street furniture elements in City Centre	Capital Project	Engineering	Capital Budget
<b>3.0 LAND USE &amp; URBAN FORM</b>				
3.1	Amendments to full Land Use Bylaw and Zoning	Regulatory	Planning & Development	City Operating Budget
3.2	Detailed Design Guidelines	Regulatory	Planning & Development	City Operating Budget
3.3	Identify potential property acquisitions for future off-street parking needs	Study (internal)	Economic Development	Cash-in-Lieu
3.4	Identify other potential property acquisitions needed to implement ARP	Study (internal)	Economic Development	Capital Budget
3.5	Review and amend value for existing Cash-in-Lieu policy for parking	Study (internal)	Planning & Development	Cash-in-Lieu
3.6	Establish a vacant lot strategy for interim uses	Study (internal)	Economic Development	City Operating Budget
3.7	Update Bylaw for minimum parking requirements for residential and retail	Regulatory	Planning & Development	City Operating Budget
<i>Continued...</i>				

**Table 2 Implementation Actions Timeline**

Implementation Action		Type of Action	Lead Responsibility <small>(does not negate cooperation of other internal departments)</small>	Funding Source
<b>MEDIUM TERM (6 - 10 Years)</b>				
<b>4.0</b>	<b>INFRASTRUCTURE &amp; TRANSPORTATION</b>			
4.1	Water, Utility improvements along First Ave between King St & Calahoo St	Capital Project	Engineering	Utilities Fund
4.2	Water, Utility improvements along Church Rd between King St & Calahoo Rd	Capital Project	Engineering	Utilities Fund
4.3	Water, Utility improvements along McLeod Ave between Queen St & Calahoo Rd	Capital Project	Engineering	Capital Budget
4.4	Introduce a median along King St & Hwy 16A at First Ave with improved pedestrian crossing	Capital Project	Engineering	Capital Budget
4.5	Undertake improvements to intersection at McLeod Ave & King St	Capital Project	Engineering	Capital Budget
4.6	Sidewalk improvements along McLeod Ave between Queen St & Calahoo Rd including addition of new sidewalks on Queen St and Main St from Church St from McLeod to Jespersen	Capital Project	Engineering	Capital Budget
4.7	Streetscape improvements along Queen St between First Ave & Church Rd and King St between First Ave & Church Rd	Capital Project	Engineering	Capital Budget
4.8	Introduce a mid-block crossing on McLeod Ave mid-way between Queen St & Calahoo Rd	Capital Project	Engineering	Capital Budget
4.9	Introduce new pedestrian-scale lighting along First Ave and remainder of McLeod Ave to Calahoo Rd	Capital Project	Engineering	Capital Budget
4.10	Undertake improvements to intersections at First Ave & King St and First Ave & Queen St	Capital Project	Engineering	Capital Budget
4.11	Undertake study to examine feasibility of introducing a bike lane or shared road network along Church Rd	Study (internal)	Engineering	City Operating Budget
4.12	Introduce designated Transit Stops along McLeod Ave	Capital Project	Environment & Transit	City Operating Budget
<b>5.0</b>	<b>PUBLIC REALM</b>			
5.1	Streetscape improvements along First Ave between King St & Calahoo Rd	Capital Project	Engineering	Capital Budget
5.2	Streetscape improvements along King St and Queen St between First Ave & Church Rd	Capital Project	Engineering	Capital Budget
5.3	Introduce wayfinding and signage throughout City Centre and on Hwy 16A on approaches to City Centre	Capital Project	Planning & Development	City Operating Budget
5.4	Assess feasibility of a CPTED (Crime Prevention Through Environmental Design) incentive	Regulatory	Protective Services	City Operating Budget
<b>6.0</b>	<b>LAND USE &amp; URBAN FORM</b>			
6.1	Identify potential property acquisitions for future off-street parking needs (ongoing)	Study (internal)	Economic Development	Cash-in-Lieu
6.2	Assess feasibility for an incentives program for façade improvements	Study (internal)	Economic Development	City Operating Budget
6.3	Assess feasibility for an incentives program specific to Urban Residential Mixed-Use Development/Redevelopment or Live/Work Residential Development/Redevelopment	Study (internal)	Economic Development	City Operating Budget
6.4	Engage in discussions with key land/property owners for potential building acquisitions for City Services	Study (internal)	Economic Development	n/a
6.5	Ongoing monitoring and review of Land Use Bylaw and Design Guidelines and Update ARP if required	Study (internal)	Planning & Development	City Operating Budget
6.6	Develop a concept plan for the Church Rd corridor between King St and Calahoo Rd	Study (internal)	Engineering	City Operating Budget

*Continued...*

**Table 2 Implementation Actions Timeline**

Implementation Action		Type of Action	Lead Responsibility <small>(does not negate cooperation of other internal departments)</small>	Funding Source
LONG TERM (11 - 15+ Years)				
<b>7.0</b>	<b>INFRASTRUCTURE &amp; TRANSPORTATION</b>			
7.1	Water, Utility improvements elsewhere in ARP Shadow Area (Urban Living Precinct) - Queen St, Jespersen Ave,	Capital Project	Engineering	Utilities Fund
7.2	Undertake improvements to intersection at McLeod Ave & Calahoo Rd	Capital Project	Engineering	Capital Budget
7.3	Undertake feasibility study for extension of McPherson Ave to Calahoo Rd from Queen St or extension of Mohr Ave to Calahoo Rd from Queen St	Capital Project	Engineering	Capital Budget
<b>8.0</b>	<b>PUBLIC REALM</b>			
8.1	Extend streetscape improvements along Church Rd between King St and Calahoo Rd and along Queen St to the Queen Street Professional Building	Capital Project	Engineering	Capital Budget
<b>9.0</b>	<b>LAND USE &amp; URBAN FORM</b>			
9.1	Ongoing monitoring and review of Land Use Bylaw and Design Guidelines and Update ARP if required	Study (Internal)	Planning & Development	City Operating Budget
9.2	Assess City Services capacity needs (e.g. Library, City Hall and Community Services)	Study (Internal)	Facilities & Fleet	City Operating Budget
				<i>Table End.</i>



## 6.0 Planning Terminology

**Access:** The accessibility to and within the site for vehicles, cycles, and pedestrians in terms of the positioning and treatment of access and circulation routes, and how these fit into the surrounding access network.

**Articulation:** The articulation and design of a building façade creates identity for individual units within a larger building and can provide the adjacent public realm with a pedestrian scale.

**Bollard:** A short vertical post or similar structure that can define areas in the streetscape and provide an attractive design element. Bollards are often used to separate pedestrians or streetscape elements from vehicles.

**Building Height:** The vertical distance of the highest point of the roof or any rooftop deck, fence, railing, widow's walk, or other rooftop structure or feature above the mean finished grade of the ground adjoining the building.

**Building Lot Coverage:** An area within the property boundaries of a lot or tract within which an allowed building or structure may be placed (does not include paved surfaces).

**Bulb-out:** A bulb-out (also known as curb extension) is used to extend the sidewalk, thereby reducing the crossing distance for pedestrians, and allowing pedestrians and approaching vehicles to see one another when vehicles parked in a parking lane would otherwise block visibility. Bulb-outs are also used as a traffic calming measure.

**Catalytic Project:** Redevelopment projects and programs aimed at increasing economic and community value within areas, districts, or neighborhoods of a municipality. These projects leverage a significant and visible investment in the area, increase the value of surrounding properties, and support comprehensive planning goals.

**Character:** Special physical characteristics of a structure or area (e.g. architecture, landscaping, natural features, open space, types and

styles of housing, number and size of roads and sidewalks) that set it apart from its surroundings and contribute to its individuality.

**Charette:** An intensive focused workshop in which designers, property owners, developers, public officials, citizens, and other stakeholders work together to brainstorm and envision potential projects of benefit to the community.

**Connection:** The linkages within the community that bring together and move pedestrians, bicycles, vehicles, etc. from one area to another.

**Crime Prevention Through Environmental Design (CPTED):** a multi-disciplinary approach to deterring criminal behaviour through environmental design, which relies upon the ability to influence offender decisions that precede criminal acts, mostly within the built environment.

**Curb Cut:** A curb break, or a place or way provided for vehicular ingress (entrance) or egress (exit) between property and an abutting public street.

**Density:** The number of dwelling units on a site expressed in dwelling units per net residential hectare (du/nrha).

**Dining/Storefront Zone:** Building façades, entrances, and windows to create an interface between buildings and the public realm. The design of these elements as they relate to the adjacent sidewalks and streets affects street activity and perceptions of scale, variety, and rhythm. Allowed uses within the frontage zone include sidewalk cafes, non-permanent signage, retail displays, and landscaping.

**Facade:** The face of a building. All wall planes of a building which are visible from one side or perspective. The front facade faces and is most closely parallel to the front lot line.

**Facade (Street Level):** The portions of a Facade which face and are most closely parallel to a street lot line, that engage pedestrians and help to create street activity through features such as storefront windows, welcoming storefront signs, etc.

**Gateway:** An urban design feature or area that provides visual access, direction and/or celebration of the community for those entering. Within the CCARP, there are three areas that have been defined as being appropriate for such features, which could include (but is not limited to) architectural detailing, signage, streetscape elements, and public art.

**Green Space:** An open urban space with plant life or the natural environment; also, any natural area, landscaped area, yard, garden or park accessible to the public.

**Guidelines:** Statements of planning intent that are more detailed than policies, but not as strict as rules and regulations.

**High Density Land Use:** Compact or clustered development, resulting in a higher overall number of units built in the same area and possibly reducing the demand for development in other areas. Higher density development does not necessarily mean multifamily development or high-rise buildings. Higher densities can be achieved by building homes on smaller lots, by building attached homes (rowhouses or townhomes) or by building multi-unit structures (apartment buildings or condominiums).

**Infill Development:** The construction of a building on a vacant parcel located in a predominately built up area. The local zoning regulations determine whether the new building fits harmoniously into the neighborhood.

**Infrastructure:** The services and facilities for which the municipality has capital investment and maintenance responsibilities, including roadways, sidewalks, bridges, street lights and traffic signals, transit buses, solid waste management systems, potable water distribution systems, storm sewers, sanitary sewers, sports fields, playgrounds, arenas, pools, police and emergency response stations, vehicles and equipment, civic buildings, parks, boulevard trees, and computer and telecommunications equipment.

**Land Use Bylaw:** A bylaw of a municipality passed by Council as a Land Use Bylaw pursuant to the provisions of the Municipal

Government Act and intended to control and regulate the use and development of land and buildings within the municipality.

**Laneway:** A narrow roadway between buildings, hedges, or fences. Also referred to as an Alleyway.

**Live Work Dwelling:** A dwelling unit used for both dwelling purposes and any nonresidential use permitted in the zoning district in which the unit is located, provided that not more than two persons who do not reside in the unit are employed on the premises.

**Materiality:** The quality of colours, materials, and finishes convey the character and durability of a building.

**Mixed-Use Development:** The development of a tract of land or building or structure with two or more differing uses such as residential, office, retail, service, public, or entertainment, in a compact urban form.

**Multi-modal:** Allowing for a range of different modes of travel such as walking, cycling, driving, and public transit.

**Municipal Development Plan (MDP):** The principal statutory land use plan for the entire municipality, adopted by Council, in accordance with the provisions of the Municipal Government Act.

**Node:** A central or connecting point at which pathways intersect or branch.

**Pedestrian Friendly:** The density, layout, and infrastructure that encourages walking and biking within a subdivision or development, including short setbacks, front porches, sidewalks, and bike paths.

**Precincts:** Distinct areas of town that are characterized by a specific land use pattern and character.

**Policy:** An official plan of action adopted by an individual or group, which for land use plans adopted by municipalities in Alberta can be distinguished as either statutory plans (Municipal Development Plans, Area Structure Plans, or Inter-municipal Development Plans) or non-statutory plans.

**Public Art:** Public art refers to art placed in public settings for the purpose of enriching the community by evoking meaning in the public realm. Public art can take a variety of forms: (1) Architectural design elements (carvings, embedded relief sculptures); (2) Landscape features; (3) Streetscape design (benches, artist gardens); (4) Sculptures (site-specific monumental works); (5) Civic enhancement projects (placed symbols, wayfinding signs and markers); (6) Exhibits, extemporaneous performances, indigenous artwork “found objects” located in public spaces; (7) Community Art (engravings, murals, vernacular pieces); (8) Ephemeral Art (sidewalk poetry, ice sculpture).

**Public Realm:** The region, sphere, or domain within which anything occurs, prevails, or dominates available to anyone. From a land use standpoint, public realm is all public open space and rights-of-way (streets, sidewalks, alleys, hike and bike trails, etc.); also, public space that is formed by architecture or landscape features to create commons, courtyards, quadrangles, urban parks, etc.

**Redevelopment Incentive:** Measure that can be taken, usually by a governing agency, to encourage certain types of developments.

**Revitalization:** Re-establishing the economic and social vitality of urban areas through infill, legislation, tax incentives, commercial development, etc., within existing urban areas to take advantage of existing investments in infrastructure and reduce the negative impacts of urban sprawl.

**Setback:** The minimum distance by which any building or structure must be separated from a street right-of-way or lot line.

**Shared Parking:** A public or private parking area used jointly by two or more businesses, retail shops, etc.

**Street Edge:** The vertical face formed by building facades, street trees, and screening walls that is aligned along a street and forms a comfortable people-scaled space.

**Street Infrastructure & Furniture Zone:** The area between the roadway curb face and border of the Strolling Throughway Zone.

Allowed uses within this zone can include public site furnishings, transit stops, landscaping, sidewalk cafes, and patio.

**Streetscape:** The treatment of space between buildings and street that defines the public realm. Streetscape elements may include building frontage/Facade, public art, outdoor cafes, transit stops or shelters, landscaping (trees, planters, fountains, etc.), sidewalk pavers, special embedded street paving, street furniture (benches, kiosks, etc.), signs, awnings, and street lighting.

**Strolling Throughway Zone:** An area that has been reserved for pedestrian travel only.

**Traffic Calming:** Measures taken to reduce the adverse impact of motor vehicles on built-up areas. Traffic calming usually involves reducing vehicle speeds, providing more space for pedestrians and cyclists, and improving the local environment and safety by installing speed bumps, bulb-outs, traffic circles, alternate paving materials at crosswalks, etc., to slow traffic.

**Utilities:** Either (1) municipal and regional utilities such as water and sanitary sewer, or (2) “shallow” utilities such as gas, telephone, and electric.

**Walkability:** The measure of the overall walking conditions in an area, also the extent to which the built environment is friendly to pedestrians. Increased walkability has been proven to have individual and community health benefits, as well as economic benefits.

**Wayfinding:** The ways in which people orient themselves in physical space and navigate from place to place. Wayfinding can include signage or other graphic communication, tactile elements, and provisions for special-needs users to help users choose a path within the built environment.

# What We Heard Report

## Urban Living Precinct Workshops

City Centre Area Redevelopment Plan Urban Living Precinct Workshops  
June 26th & 27th, 2019.



August 2019

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## 1.0 Introduction

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The City Centre Area Redevelopment Plan (ARP) Bylaw C-1074-19, was brought to public hearing at City Council on May 27, 2019. On the basis of input received at that hearing, City Council directed that more consultation with local residents should occur to better understand their concerns and how they may be considered in the proposed Plan.

In response to Council's request, City Administration and the Planning Consulting Team developed a Community Workshop event to hear and receive input from area residents as to their concerns regarding the proposed ARP's Urban Living Precinct.

There were two identical workshops advertised and held on June 26<sup>th</sup> and 27<sup>th</sup> 2019, from 7:00 pm to 8:30 pm, at the Pioneer Centre, located at 301 Jespersen Avenue, Spruce Grove.

A summary of Workshop Attendance is supplied in **Appendix A**.

## 2.0 Workshop Methodology

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The two workshops had a primary focus to obtain a local understanding from residents of the "Urban Living" precinct as defined in the proposed City Centre ARP. Of particular interest was the ARP's implications on residents regarding proposed changes to single family dwelling use and adding new density in to the City Centre area.

The workshop were structured around three stations, with visual displays and facilitators, which provided attendees an opportunity to voice their opinions, perspectives, and ideas. The themes of the three stations were focused on policy, density, and idea sharing discussions.

- 1) **Policy** – This station provided the background policy used for informing the Area Redevelopment Plan's development from the Spruce Grove Municipal Development Plan, Edmonton Metropolitan Region Growth Plan, and the Land Use Bylaw. The goal was to "inform" the local residents of the role of these approved documents in the ARP process.
- 2) **Density** – This station provided detailed tables outlining scales of density by housing type and use. A series of panels provided representative photos of housing types and densities to "inform" the local residents about what was being envisioned for the ARP's Urban Living Precinct.
- 3) **Idea Sharing** – This station provided an open, interactive forum for local residents to express their primary concerns as well as to highlight and discuss some of their ideas or solutions for area redevelopment.

At the various stations, staff from the City and the Planning Consulting Team were made available to help facilitate conversations and gather feedback. Workshop materials including comment forms and presentation boards are included in **Appendix B**.

## 3.0 What We Heard

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### 3.1 Overview

The following is a summary of the input received from residents at the workshops on the proposed City Centre ARP's Urban Living Precinct that took place in June of 2019.

This report is intended to give voice to city and area residents to ensure that the ARP development process is made aware of their concerns. The description of what we heard is not meant to be a verbatim listing of all minute issues raised, and as such the input has been grouped into themes.

The comment themes below highlight some of the considerations that the planning team will be considering when development the ARP's policy for redeveloping the City Centre. The verbal comments of attendees were recorded by the facilitators in notes and on flip charts, on sticky notes placed on aerial photos, and on a forms that asked density questions as well as for their general comments.

A summary of recorded comments are provided in **Appendix C**.

### 3.2 Common Themes

At the workshops, despite each station having a specific topic area, the nature of the workshop lent itself to people providing comments where they felt most comfortable interacting or in the area specific to their particular interest. Despite the location of input locations there were common themes that emerged and were discussed at the various stations:

#### ***Theme 1: City Centre Revitalization Impacts on Existing Residents***

General support exists for the overall City Centre redevelopment, but there is some concern about the change's impacts on existing residents.

There is a sense that this redevelopment effort will 'push' people out of this area prematurely, and that people should not be 'forced' to move if they don't want to or are not ready to go. There are some area residents, primarily located in the existing R1 Districted lands, who do not want redevelopment to have any impact on their ability to remain in their existing single-detached dwelling. To these residents the question of why single family dwellings cannot be part of future permitted uses in the City Centre that co-exists within a range of multi-unit housing formats was paramount.

#### ***Theme 2: Increased Residential Density Location and Height***

The City Centre ARP is proposing to increase residential density to provide a transition between mixed use types, provide for housing diversity, and to achieve the Edmonton Metropolitan Region Growth Plan's aspirational density target or 100 dwelling units per net residential hectare.

Many attendees were not opposed to adding density in the greater City Centre, but are sensitive to how much density is added and where it is located as it may impact existing residents. Attendees most commonly indicated that higher density levels would be most appropriate along Calahoo Road, Church Road and King Street, and that less density – and a more diverse mix of residential formats - be allowed in the interior of the "Urban Living" precinct, which is bounded by Church Road, Mohr Avenue, Queen Street, and Main Street. These concerned residents do not oppose density located adjacent to this interior area, but were most sensitive to adjacent density that would exceeds five storeys in height.

Workshop attendees also expressed that they did not feel the new density must be in the form of apartments, and that it should range from single detached dwellings up to and including apartments. Furthermore, the workshop attendees indicated a preference for buildings that would not exceed seven storeys throughout the extended City Centre area.

### ***Theme 3: Impacts of Non-Conforming Use Status on Single Detached Dwellings***

It was heard in the workshops that the present day single detached dwellings along Jespersen Avenue, Mohr Avenue, and Macpherson Avenue are desired to remain in the ARP area. Furthermore, if these dwellings would become non-conforming developments, for meeting the ARP's density targets immediately after redistricting, that would be undesirable to some.

Many attendees indicated that by becoming non-conforming uses/developments they would lose the freedom and ability to make renovations or add accessory buildings beyond that allowed under provincial regulations as non-conforming. Some attendees expressed that they do not have confidence in "discretionary" type decisions as they see this process leaning more to a "no" than a "yes" outcome respecting their intended developments.

### ***Theme 4: Timing***

Attendees expressed that they understand that the area is part of a transition, but they do not wish to have this quickly forced upon them if it could occur more naturally over time. There is a belief that density will be increasing over the next 10 years, and they know their property may be adjacent or near higher densities over time. It is seen that in an area the size of "Urban Living" precinct, redevelopment is going to take a long time. Why is there an urgency to force changes when a slow transition to higher density is most likely and could it not be prioritized in better areas along Calahoo Road, Church Road, or King Street.

Residents also noted that there are homes that have been improved over the past few years and not all the homes are in disrepair contrary to the prevailing view. Residents of the ARP wish to retain the choice and freedom to redevelop, maintain, expand or renovate their homes without becoming non-conforming. Those residents that attended the workshops often indicated that they have no intentions of moving in the next 10 years, and they may wish to consider improvements that go beyond basic maintenance. They feel that they should not be restricted in making upgrading decisions. The issue is the ability of the current single family homeowners to make investments in their home or property as they see fit and not being limited by non-conforming conditions.

### ***Theme 5: Negative Impacts on Land Values***

It was heard that area landowners see their home as their major investment and/or retirement security, and they want to make sure it retains its value despite the ARP changes.

Concern exists that the ARP makes their single detached house obsolete and non-conforming. This devalues it as it limits their market to only an investor whose predominant motive is to assemble land to make redevelopment more feasible. This would eliminate those other people who would choose to buy their single family dwelling with the intention of renovating and/or living in proximity of the City Centre where there is character in the homes.

There is also concern that any insurance value of the house where it suffered a catastrophic fire would not enable them to rebuild their house.



## 4.0 Conclusion

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The City of Spruce Grove and the City Centre Area Redevelopment Planning Team thanks all attendees for their comments from the Urban Living Precinct workshops. This report and the detailed comment submissions will be shared with Council, and these will continue to be considered by the Planning Team for recommendations that may be made to the Area Redevelopment Plan.

It is the intention of the Planning Team to discuss this report and potential recommendations for changes to the currently proposed City Centre ARP for discussion prior to proceeding to a new public hearing on Bylaw C-1074-19 as early as the fall of 2019.

## Appendices

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**Appendix A: Attendance at the Workshops**

**Appendix B: Workshop Materials and Presentation Panels**

**Appendix C: Summary of Received Comments**

**Appendix D - External Material Circulated at Workshop**

## Appendix A: Workshop Attendance

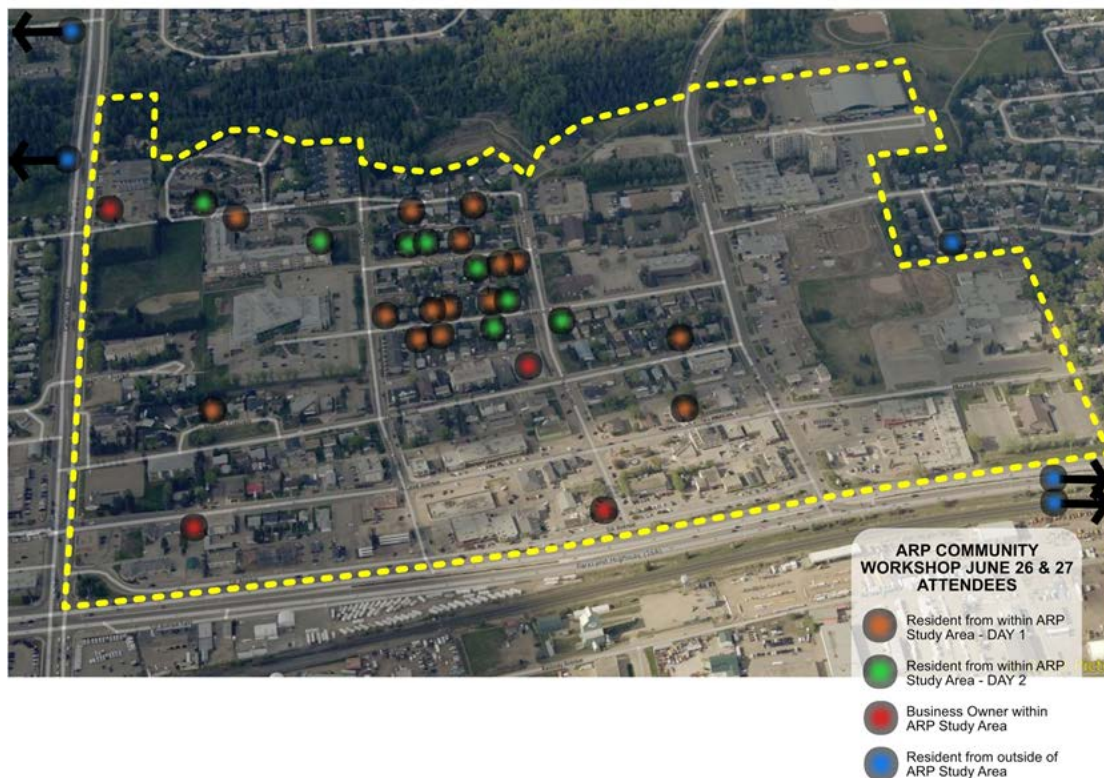
In advance of the workshops a total of 448 letter invitations were sent out all residents in the Urban Living Precinct area advising them of the event’s date, time and location. In addition, a community side advertisement was placed in the Spruce Grove Examiner and on the City of Spruce Grove’s website.

At the first evening workshop there were attendees from 22 separate addresses, and on the second workshop attendees from 16 separate addresses were recorded for a total count of 38 separate addresses. Of this total there were 10 addresses from outside of the City Centre ARP’s Urban Living Precinct boundary area (both Spruce Grove and Edmonton residents) and one was a commercial business owner that attended both evenings. So when this is taken into account the actual Urban Living Precinct addresses with attendees totals 26 separate addresses over the span of two evening sessions.

At each workshop, attendees were asked to sign in, and each attendee or attendees living at same address were asked to place a colour coded dot to place over their home or business in the City Centre ARP area. To further separate the two days of attendees a different colour dot was provided for residents of the ARP area for Day 1 and Day 2. Since the event was open to any resident, a separate colour dot was also provided for those residents who attended, but my not live in the ARP area.

The workshops clearly revealed strong attendance from residents in the central and older single family area within the Urban Living precinct of the ARP, particularly in the area bounded by Mohr Ave to the north, Church Rd to the south, Queen St to the west and Main St to the east. The visual depiction of the attendees is shown in **Figure 1: Workshop Attendees**.

**FIGURE 1: Workshop Attendees – Origin by Workshop Day and Type (Resident or Business)**





## Appendix B: Workshop Materials and Presentation Panels



### Density Questions

**Do you agree with how new density evolving/occurring in the City Centre?**

- Yes
- No
- Comments

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**Do you think the ARP's proposed density solutions are an appropriate solution?**

- Yes
- No
- Comments

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**What types of housing formats do you think 'fit' a redeveloped City Centre area?**

- Single Family Dwelling
- Semi Detached Dwelling
- Townhouse
- Stacked Townhouse
- Low-Rise Apartment (e.g. 4-5 storeys)
- Mid-Rise Apartment (i.e. King Street Apartment)

**Do you have suggestions about the types of housing forms the City should be thinking of in the City Centre?**

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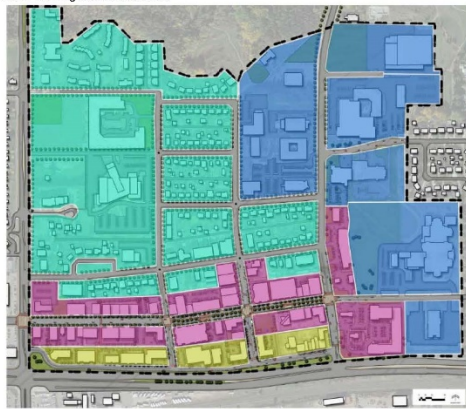
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# City Centre Area Redevelopment Plan

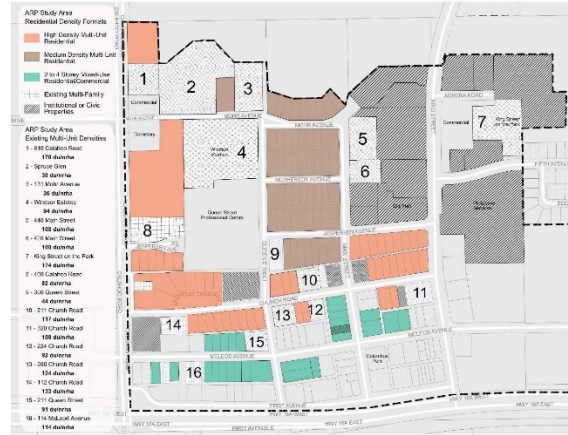


Figure 4 CCARP Planning Districts & Land Use



City Centre Area Redevelopment Plan

Figure 4 CCARP Planning Districts & Land Use



### 4.2.1.3 Urban Living Precinct

#### Urban living experience through densification

The Urban Living Precinct provides Spruce Grove with a unique residential living experience consisting of a range of multi-unit housing forms situated within a truly mixed-use area. This Precinct shall be redeveloped with infill housing that offers higher density and diversity in form.

Redevelopment in this Precinct supports the overall City Centre aspirin toward achieving a residential density of 100 dwelling units per residential hectare (du/nrha) as targeted for 'urban centres' located in metropolitan areas as defined within the Edmonton Metropolitan Region Growth Plan (EMRGP). This CCARP strives to be consistent with these targets in its forecasting and is allocating for densities above 100 du/nrha, but comprised of a mix of housing density and formats to promote individuality rather than sameness and a stark urban form. This Precinct plans for a future without low-density residential uses to support the City Centre's transition toward higher density residential uses.

A forecast of expected density, based on available infill and redevelopments lands and density assumptions, as identified in Figure 6, indicates approximately 124 du/nrha in the Urban Living Precinct comprising medium density at 77 du/nrha and high density at 149 du/nrha. This density forecast when combined with the existing developed multi-unit developments at a density of 90 du/nrha, equates to an estimated total Urban Living Precinct residential density of 102 du/nrha. This forecast, as shown in Table 3, illustrates that City Centre ARP is projected to meet the EMRGP aspirational Urban Centres Density Target. Moreover, the density forecasts result in an estimated total population of 3,500 representing an increase of between just over 2,000 new residents in the Urban Living Precinct. This population is a necessary component to supporting local businesses in the City Centre.

City Centre Area Redevelopment Plan

Current Land Use	Future Multi-Family Residential (Medium Density Precinct)	Net Land Area (hectares)	Current City Centre Multi-Family Density (du/nrha)	High Density Residential (du/nrha)	Aspirational Density (du/nrha)
Single-Family	High Density Residential	0.1	1,000	149	149
Single-Family	Medium-Density Residential	0.1	540	77	77
		0.3	1,540	114	114
Current Land Use	Future Multi-Family Residential (Urban Living Precinct)	Net Land Area (hectares)	Current City Centre Multi-Family Density (du/nrha)	Medium Density Residential (du/nrha)	High Density Residential (du/nrha)
Multi-Family	Mix of Medium and High Density Residential	0.3	1,000	77	149
		0.7	1,540	114	114
<b>TOTAL (Excludes Infill Redevelopment 1 existing multi-family)</b>					

To further support the City Centre, the McLeod Avenue Precinct also encourages vertical mixed-use residential use. It is likely that additional residential density will occur in the McLeod Avenue Precinct that would result in additional City Centre density further supportive of the EMRGP 'aspirational' targets.

#### Policies

- Residential uses shall work toward achieving a density target of 100 du/nrha as set out by the EMRGP.
- Amend Land Use Bylaw to establish High Density Residential adjacent to Calahoo Road and along Church Road and Jaspersen (between Main Street and King Street) having a density between 120 to 150 du/nrha.
- Amend Land Use Bylaw to establish Medium Density Residential along Jaspersen Avenue, McPherson Avenue and Main Avenue between Main Street and Queen Street, between 50 to 75 du/nrha.

- Maximum building height in the Medium Density Residential shall be 4 storeys.
- A range of housing forms shall be encouraged to accommodate different income levels, age groups, households and lifestyles.
- Development shall contribute to a high-quality urban form and pedestrian environment.
- Parking requirements for multi-unit residential in the City Centre shall be 1 space per dwelling unit or as determined through a Parking Management Plan.





# Spruce Grove Municipal Development Plan

## 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 Encourage lot consolidation, where feasible, to promote more integrated and innovative development.

5.3.1.6 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.

5.3.1.7 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.

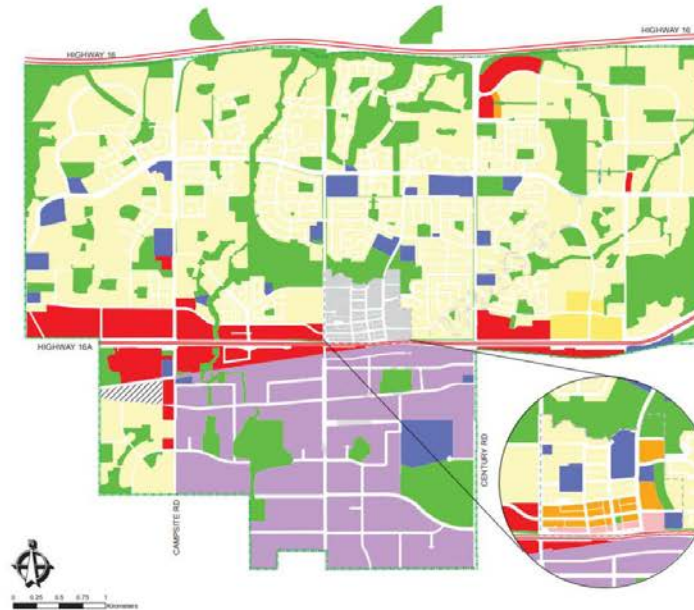


Figure 8  
Future Land Use

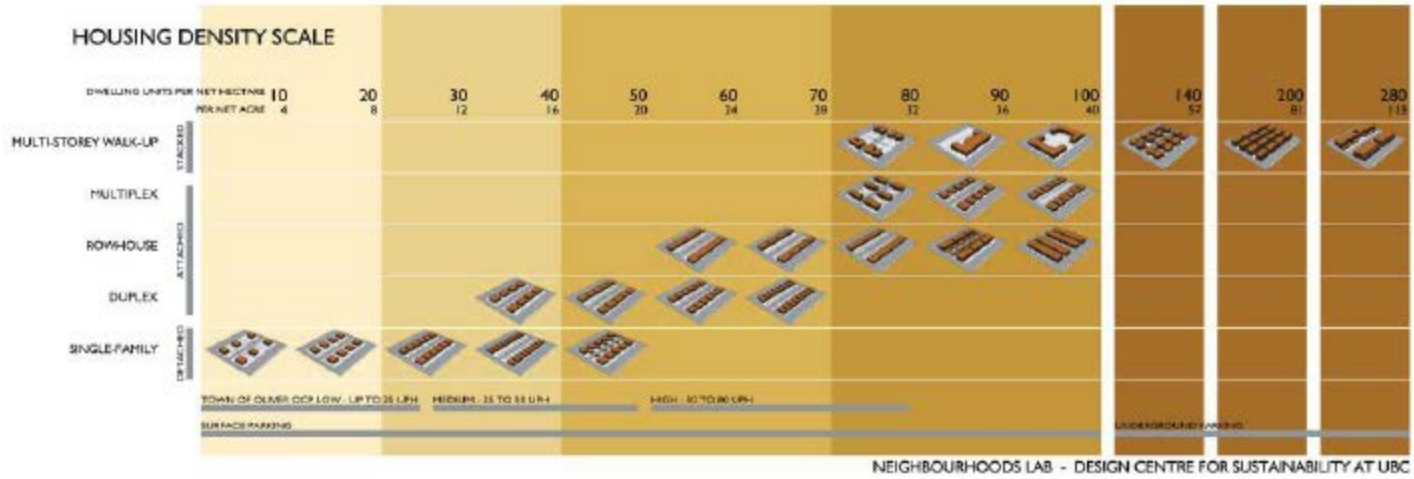
Residential  
 Urban Village  
 Mixed Use  
 First Ave Commercial  
 Vehicle Oriented Commercial  
 Industrial / Business Park  
 Institutional  
 Open Space  
 Special Study Area  
 City Centre Boundary  
 City Boundary

The City of  
SPRUCE GROVE  
Municipal Development Plan  
2010-2020

February 2016



# Types of Density Scale & Form

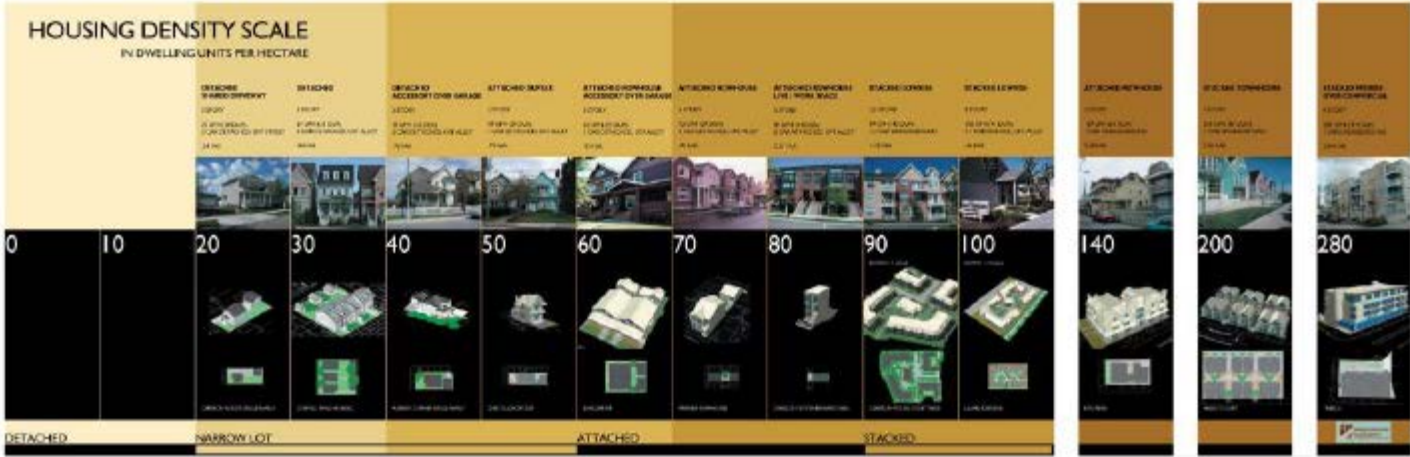


# Types of Density Scale & Form





# Types of Density Scale & Form





# Multi-Unit Housing Density Imagery

ROWHOUSING / TERRACED / TOWNHOMES

3 STOREY



# Multi-Unit Housing Density Imagery



4 STOREY

5 STOREY

6 STOREY  
(wood-frame & concrete)

7+ STOREYS



## Appendix C: Summary of Received Comments

## Recorded Summary of Comments Heard

The full range of responses were noted, but rather than sort these comments by station, we have provided these by a range of topics comprising the following:

### ***Redevelopment, Renovations & Non-Conformity***

- Want opportunity to add or renovate accessory buildings and house.
- Non-conforming is our issue.
- Want ability to do more than basic maintenance on “our property”.
- Non-conforming is too restrictive and limits future ability to sell if someone wants to make changes to the house.
- Non-conforming would scare people away and make it only sellable to investors, who will pay less.
- It’s not all old houses and people have invested in their improvement.
- Not planning on moving.
- Don’t want to live in Edmonton (City).
- Like the peaceful environment.
- Mohr Ave, Jespersen Ave and McPherson Ave is the heritage area.
- Why can’t Mohr Ave, McPherson Ave and Jespersen Ave be designated a heritage area with its own style?
- Younger families ARE moving in the City Centre area.
- Existing residents should not be pushed out of their homes.
- Why can’t single family dwellings (low density uses) be part of future permitted uses in the residential areas?
- Existing single family residents should be given the flexibility to make improvements to their lots as the redevelopment may take a long time to get to their area and they may want to do some additions or garages.
- Our house was rebuilt in 2004
- Feel like we are losing control of our home.
- Instead of rezoning all single family homes, making them non-conforming, you should have it as a transition (single to medium density and medium to higher density).
- I believe you can achieve more density without hurting those that live in the area.
- I believe residents in the area are greatly impacted in a negative manner. I understand the push for a revitalized downtown...I don’t agree with residents getting screwed just to populate with more people.
- Why don’t we make it all work instead of ruining homeowners investments?

### ***Density & Infill***

- Multi-storey density north of Mohr Ave along Calahoo Rd.
- 4 to 7-storey density along Calahoo between Mohr Ave and Jespersen Ave.
- Need density between Church Rd and Jespersen Ave along Calahoo.
- 4-plex housing ideal between Church Rd and Jespersen Ave along Calahoo.
- 4 to 6 storey density along McLeod Ave between Queen St and Calahoo Rd.
- Support mixed-use along McLeod Ave between Queen Street and King Street.
- 4-storey density along Church Rd.
- Maximum 5-storey density on parcel behind Windsor Estates along Calahoo Rd.



- 4-storey density on parcel behind Queen Street Professional Centre along Calahoo Rd.
- 3-storey density on south side of Jespersen Ave along Calahoo Rd.
- Maximum 3-storey density on either side of McLeod Ave between Calahoo Rd and Queen Street.
- Townhomes should be prioritized along the south side of Church Rd west of Queen Street.
- Dislike 7plus storey – not higher than 5-storey – don't want to like Downtown Edmonton.
- Best location for density is west of Windsor Estates.
- Why not higher density in Broxton Area?
- Infill only between north of Church Rd between Queen Street and Main Street, but smaller setbacks and allowing duplexes, semi-detached and 2-storey density.
- Senior – extended care in Windsor Estates.
- Don't force density on us.
- No zero lot lines.
- No infill.
- Densify along Calahoo in available lands.
- What is the ARP saying about uses along Church Rd that are multi-family but may not be achieving the new density required...are these to become non-conforming buildings?
- Density in new developments outside of the City Centre should be bumped up.
- Let density come organically, not forced by zoning bylaw.
- Don't take away our existing choice.
- 10 years from now density should be 30 upnha.
- Provide a mix of single family and townhome/rowhousing.
- Not against density, but not at the expense of our single family freedom to redevelop as we see fit.
- Should have a cap on height.
- All types of housing are a fit in the area, including single family as exists.
- Should have seniors residences within walking distance to the core.

### **Timing**

- Timing for existing residents.
- We recognize that this a natural transition.
- A gap in timing between ability to sell as a home versus investors ability to wait 5 to 10 years.
- Slowly transition to higher density

### **Economics & Zoning**

- What is the market value effect?
- Put new arena downtown.
- Architectural Guidelines.
- In R2 – height should be consistent.
- Both sides of Church Rd from Calahoo to King should be zoned R-2.
- Values won't go up in the near term.
- Can there be a sunset clause for current single family homes.
- We are open to density, but not at the expense of our home and ability to sell.
- Concern is reselling.
- Can Jespersen Ave, Mohr Ave, McPherson Ave be put on as future consideration or delayed?
- Fire Insurance = no rebuild.



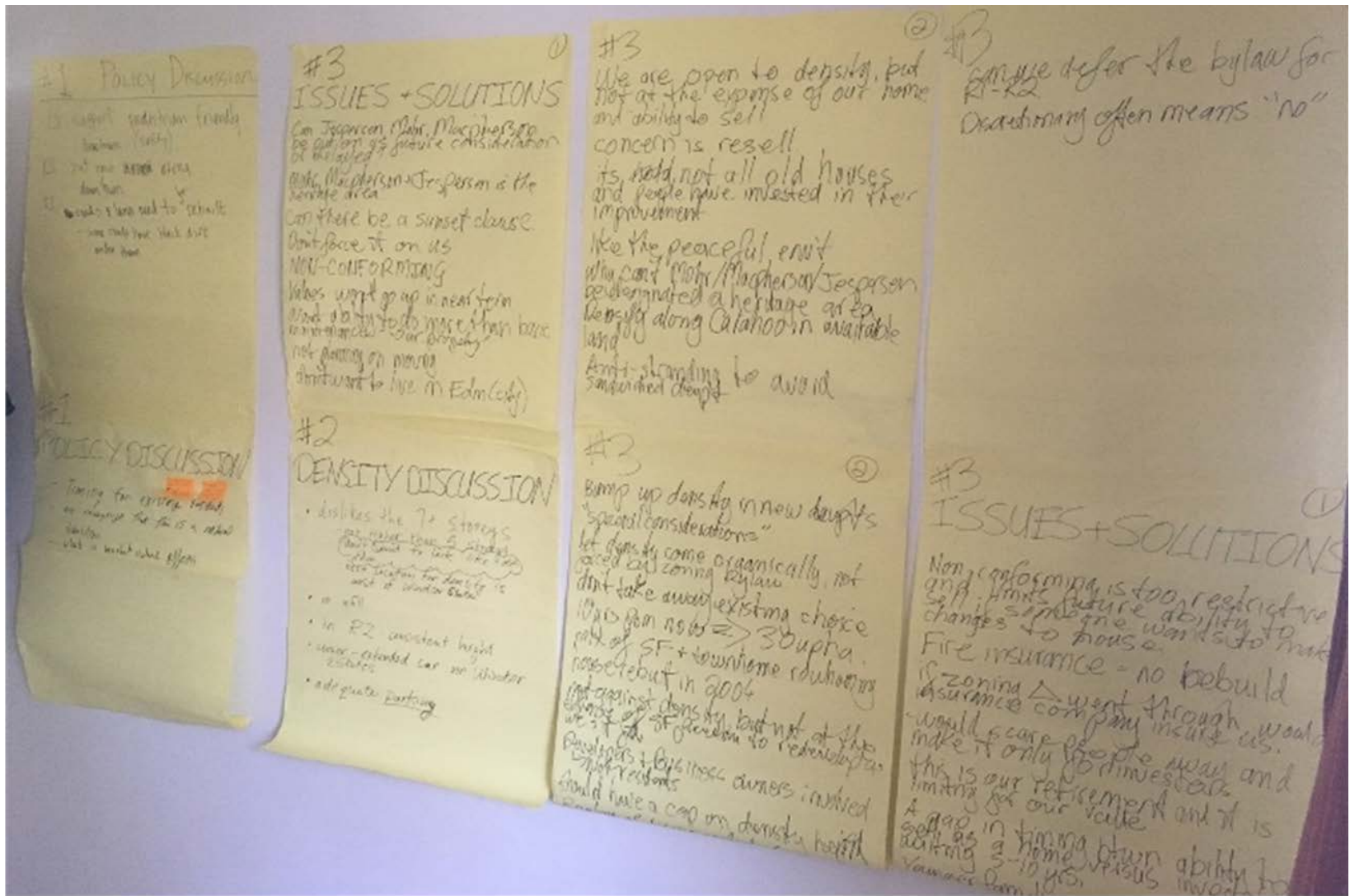
- If zoning changes went through, would insurance company insure us?
- Can we defer the Bylaw for changing of R1 to R2.
- Discretionary means “NO”!
- This is our retirement and it is limiting for our value.
- Anti-stranding to avoid sandwiched development.
- Can “special considerations” be applied to non-conforming homes.
- Developers and business owners have been involved, but not residents

### ***Mobility, Parking & Safety***

- Support Pedestrian friendly downtown (safety).
- Increased socialization, sidewalk cafes, event, adult, senior and child friendly areas.
- Consideration for pedestrian safety if increasing density – increase sidewalks to make pedestrian friendly.
- Roads and lanes need to be rebuilt – some roads have black dirt under them.
- Increase number of traffic lights with crosswalk control.
- Stop Light at Calahoo Rd and Church Rd.
- Don’t support closure of Queen Street at Highway 16A, but should be reconfigured.
- Mail boxes at McPherson Ave and Queen St need to be relocated.
- Vision blocked at Main Street and First Ave.
- Sign blocks vision at King St at City Hall.
- Parking concerns for Jespersen Ave, McPherson Ave.
- Parking – 2 stalls per dwelling should be provided.
- Provide adequate parking.

### ***Commercial***

- There are some existing commercial businesses in the Urban Living area. What is the ARP’s direction going forward?
- Are small businesses going to be pushed out due to higher taxes/rent?



Record of Facilitator Noting of Comments Received at Workshop Stations

### Density Questions

**Do you agree with how new density evolving/occurring in the City Centre?**

- Yes
- No
- Comments

I ~~do~~ believe the residents in the area are greatly impacted in a negative manner. I understand the push for a revitalized downtown but how this affects the people is awful. I don't agree with residents getting screwed just to populate with more people.

**Do you think the ARP's proposed density solutions are an appropriate solution?**

- Yes
- No
- Comments

I ~~do~~ believe you can achieve more density without hurting those that live in the area.

**What types of housing formats do you think 'fit' a redeveloped City Centre area?**

- Single Family Dwelling
- Semi Detached Dwelling
- Townhouse
- Stacked Townhouse
- Low-Rise Apartment (e.g. 4-5 storeys)
- Mid-Rise Apartment (i.e. King Street Apartment)

Why don't we make it all work instead of ruining homeowners investments?

**Do you have suggestions about the types of housing forms the City should be thinking of in the City Centre?**

Instead of ~~re-zoning~~ <sup>re-zoning</sup> all the single family homes, making them all non-conforming, you should have it as a transition (single - medium density / high density)

### Density Questions

**Do you agree with how new density evolving/occurring in the City Centre?**

- Yes
- No
- Comments

*TO FAST NOT enough notice  
 Very little feedback answers  
 seems very open to interpretation*

**Do you think the ARP's proposed density solutions are an appropriate solution?**

- Yes
- No
- Comments

*Pick different Area*

**What types of housing formats do you think 'fit' a redeveloped City Centre area?**

- Single Family Dwelling
- Semi Detached Dwelling
- Townhouse
- Stacked Townhouse
- Low-Rise Apartment (e.g. 4-5 storeys)
- Mid-Rise Apartment (i.e. King Street Apartment)

**Do you have suggestions about the types of housing forms the City should be thinking of in the City Centre?**

*Slowly Very Slowly Transitioning to  
 higher density*



### Density Questions

**Do you agree with how new density evolving/occurring in the City Centre?**

- Yes
- No
- Comments

*not at expense of existing homeowners*

**Do you think the ARP's proposed density solutions are an appropriate solution?**

- Yes
- No
- Comments

*as above*

**What types of housing formats do you think 'fit' a redeveloped City Centre area?**

- Single Family Dwelling
- Semi Detached Dwelling
- Townhouse
- Stacked Townhouse
- Low-Rise Apartment (e.g. 4-5 storeys)
- Mid-Rise Apartment (i.e. King Street Apartment)

**Do you have suggestions about the types of housing forms the City should be thinking of in the City Centre?**

*all kinds including single family as exists*

### Density Questions

**Do you agree with how new density evolving/occurring in the City Centre?**

- o Yes
- o No
- o Comments

*Nothing that allows on street parking - as need  
to maintain single residences with adequate  
green space around it.*

**Do you think the ARP's proposed density solutions are an appropriate solution?**

- o Yes
- o No
- o Comments

*unsure*

**What types of housing formats do you think 'fit' a redeveloped City Centre area?**

- Single Family Dwelling
- Semi Detached Dwelling
- o Townhouse - *Terraced, not row townhouse*
- o Stacked Townhouse
- Low-Rise Apartment (e.g. 4-5 storeys)
- o Mid-Rise Apartment (i.e. King Street Apartment)

**Do you have suggestions about the types of housing forms the City should be thinking of in the City Centre?**

*senior residences within walking  
distance to CORE*

## Appendix D - External Material Circulated at Workshop



**FACTSnet Spruce Grove is a group committed to creating connections and promoting communication within the Spruce Grove Community.**



## Our Sponsors

### FACTSnet.org

Connecting you with each other and the FACTS you need. Visit us online to learn more.



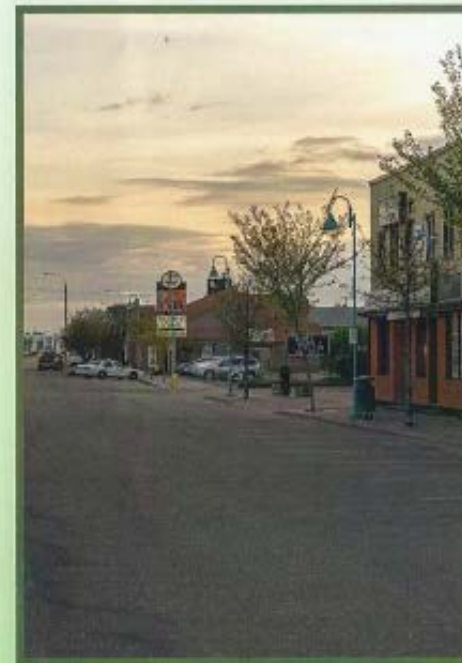
Through our "Maximize Your Potential" courses we increase employee productivity as we help to develop personal and networking potential. Benefit from our years of experience using Google Apps and other technologies to save on online costs and to network with others.

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We are proud to be a part of the FACTSnet group of talented, eager, young adults looking to make their way while helping our local community become more connected. Call us at 780-962-1744 or [www.creativecolor.ca](http://www.creativecolor.ca).



**City Centre  
 Online Photo Tour**





### Alternative Densities

We can keep existing density if we increase density on Callhoo Rd

In association with Tri-Smart Network, and FACTSnet.

**FACTSnet.org**

Visit [Factsnet.org](http://Factsnet.org) for more info

Click on City Centre Network

Printing sponsored by Creative Color

## SPRUCE GROVE

# CITY CENTRE NETWORK

## Residential Alternatives









# Purpose and Introduction

- » At the May 27, 2019, public hearing Council received significant input on the City Centre ARP plan;
- » The ARP's Urban Living Precinct received many comments that expressed concerns about its intended direction.
- » Based on this input, Council closed the Public Hearing and requested that administration undertake additional consultation.







# Overview – City Centre ARP

## » City Centre Area Redevelopment Plan

- » The City Centre is an essential part of Spruce Grove's community identity, and there is a strong desire to see this area thrive.
- » Over the past twenty plus years the City has been experiencing substantial new growth, while the City Centre has experienced a loss of businesses and vitality.
- » The City Centre ARP is intended as the City's plan for moving the City Centre to a new revamped





# City Centre Boundary



» The City Centre boundary is defined in the MDP.





# Planning Overview

- » Spruce Grove's [Municipal Development Plan](#) in Section 5.3 City Centre identifies the City Centre as a mixed use hub of activity with a distinct identity.
- » The MDP identified an Area Redevelopment Plan should guide these efforts, focusing 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.
- » **Edmonton Metropolitan Region Growth Plan** Schedule 6: Greenfield Density, Centres and Intensification Targets identifies an “Aspirational Urban and Sub-Regional Centres Density Target” of 100 dwelling units per net residential hectare (du/nrha) be achieved for metropolitan area, urban centres.



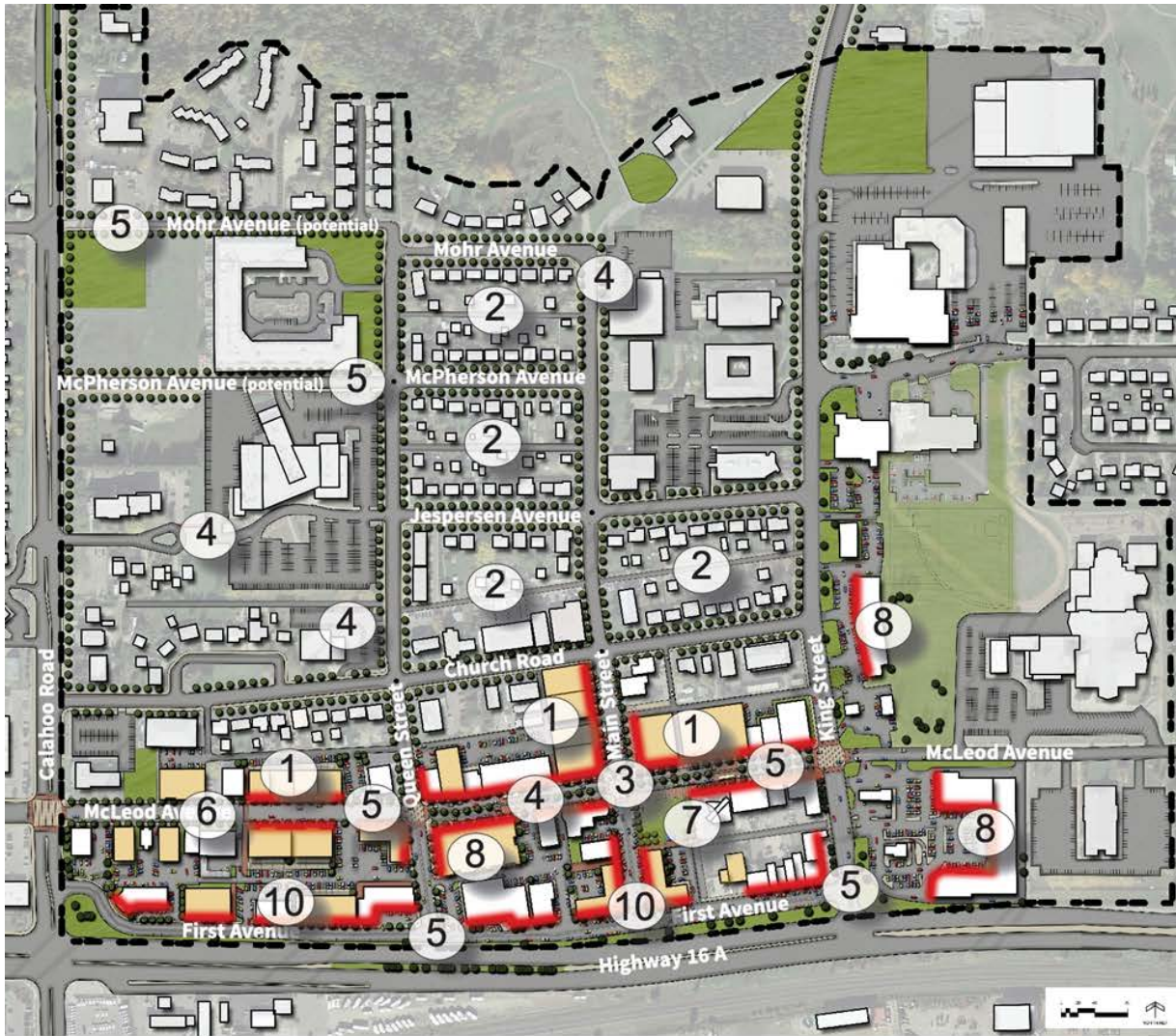
# City Centre ARP & Vision

- » This ARP provides a guide for redevelopment that considers land use, mobility, urban design, building design guidelines, and implementation.
- » This plan represents the transition to a mid-sized urban centre.
- » A modern urban centre in design and feel, with a comfort level that exudes elements of pedestrian-friendly place-making with active community spaces.
- » City Centre revitalization is one of 5 Strategic Goals of approved Economic Development Strategy and Action Plan 2017-2022.
- » Consistent with Cultural Master Plan, City Centre will be a beacon for cultural activities and events.
- » Design guidelines and streetscape improvements will enhance the City Centre's aesthetic quality in support of the overall Vision.





# Concept Plan



- Existing Building
- Potential Commercial Mixed-Use Redevelopment
- Ground Level Retail Frontage

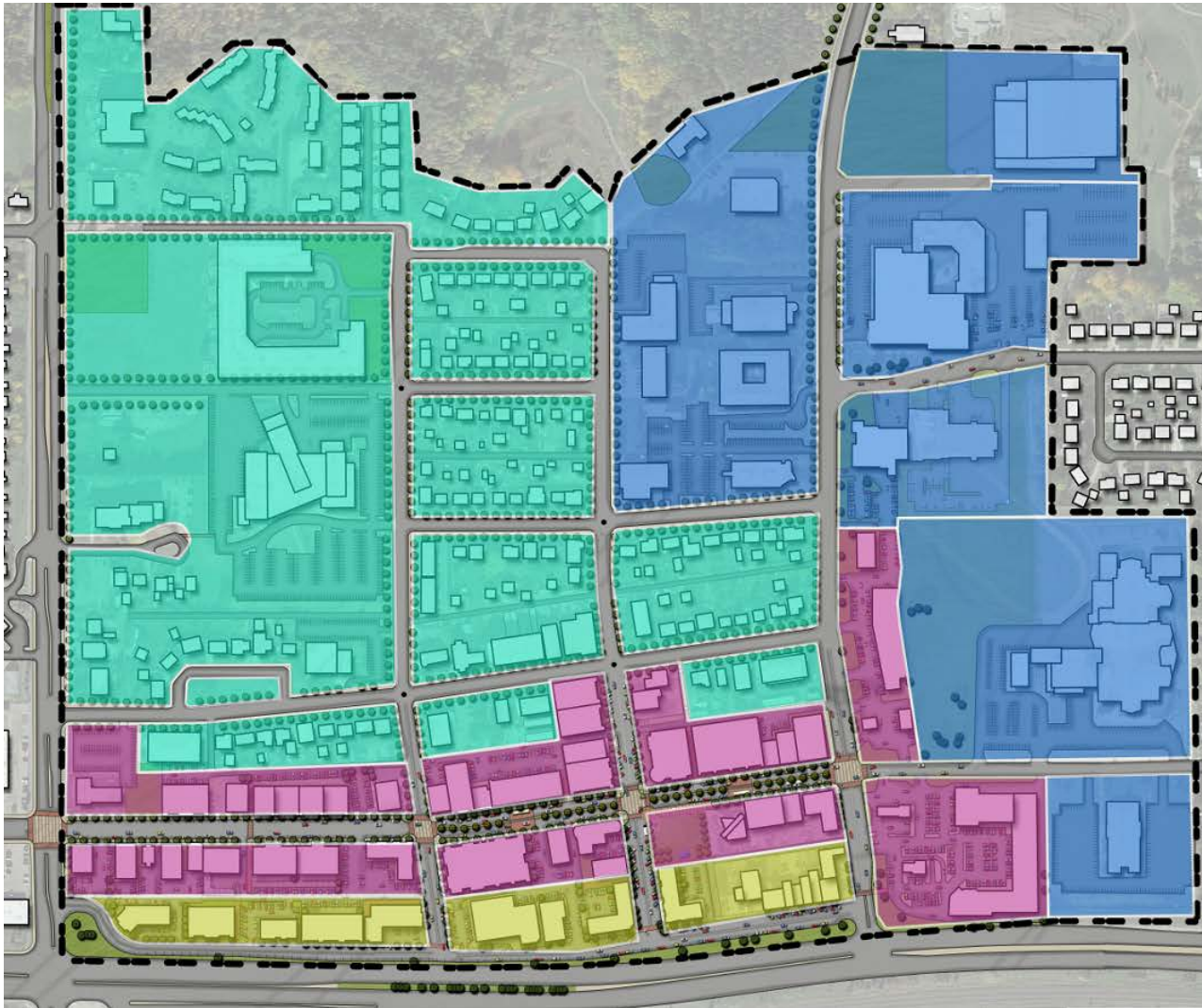
- 1 Mixed-Use Development Pattern
- 2 Diverse & Dense Housing Options (100 u/nrha) including Mixed-Use Residential in Commercial Areas
- 3 Main Street & McLeod Avenue 'High Street' Revitalization
- 4 Streetscape, Parking & Pedestrian Design Improvements
- 5 Infrastructure Plan & Upgrades
- 6 West End Road & Connectivity Improvements
- 7 Revitalize Columbus Park
- 8 Design Guidelines to Improve Buildings
- 9 Definition of Land Use Precincts to Shape Character of Sub-Areas
- 10 First Avenue Prominence and Design Improvements









# Precincts



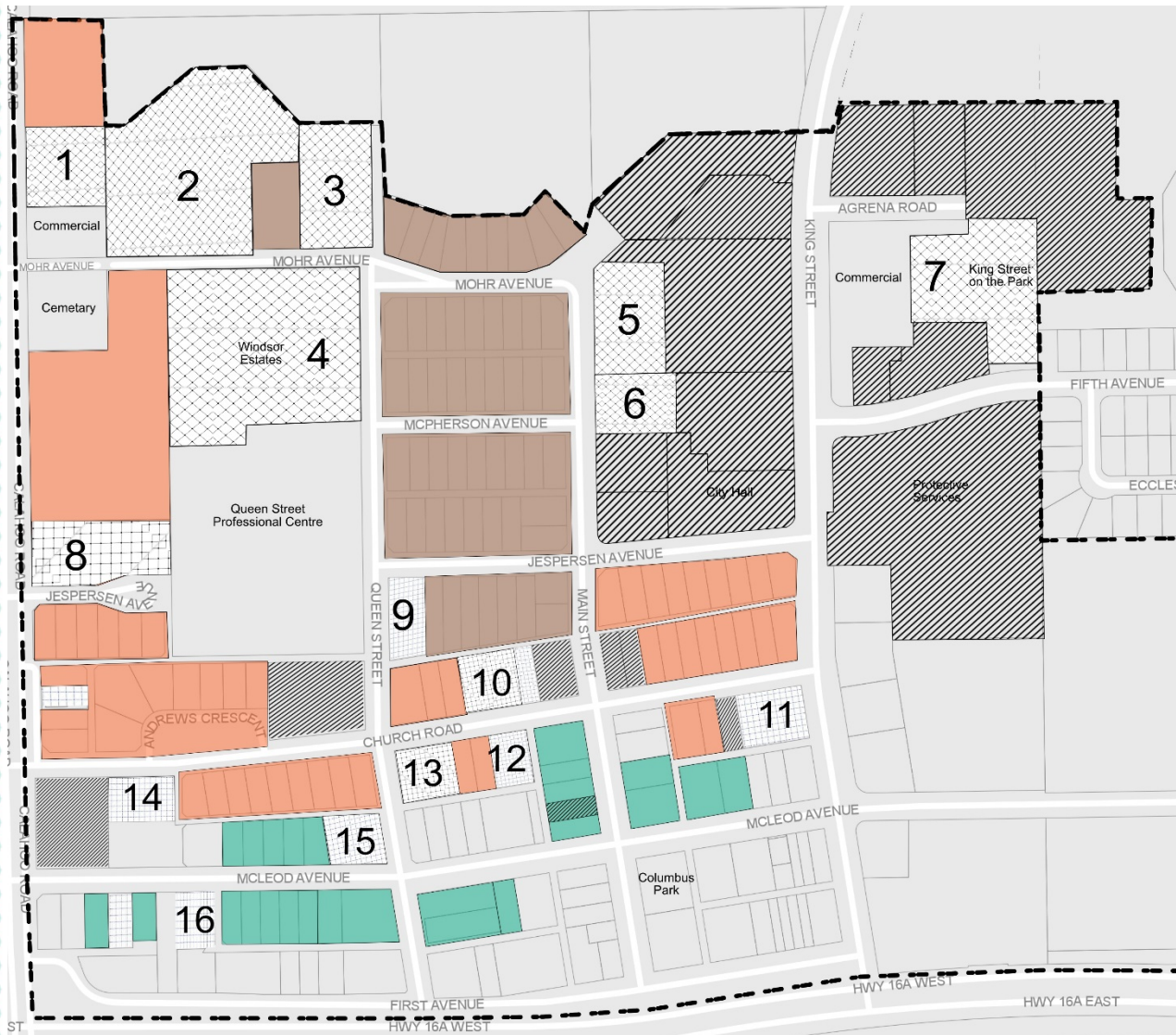
## ARP Precincts

-  McLeod Avenue  
(Mixed-Use)
-  First Avenue  
(Business Commercial)
-  Civic  
(Public Service)
-  Urban Living  
(Multi-Unit Residential)





# Residential Density



**Future Residential Density Targets - upnrha** (units per net residential hectare)

**High Density - 149 upnrha**

**Medium Density - 77 upnrha**

**Mixed-Use Density - 102 upnrha**

**Total New Density - 114 upnrha**

**Existing Multi-Family Density - 90 upnrha**

**TOTAL Future Multi-Unit Density - 102 upnrha**

- ARP Study Area  
Residential Density Formats
- High Density Multi-Unit Residential
  - Medium Density Multi-Unit Residential
  - 2 to 4 Storey Mixed-Use Residential/Commercial
  - Existing Multi-Family
  - Institutional or Civic Properties







# Modest density takes many forms







# Existing Districting





# Existing R1 & R2 Districts



## SECTION 115 R1 – MIXED LOW TO MEDIUM DENSITY RESIDENTIAL DISTRICT

### (1) GENERAL PURPOSE

The purpose of this District is to accommodate a range of low to medium density Dwelling types along each block face in order to provide flexibility in the design and Development of the neighbourhood. The District is intended to emphasize complementary relationships of Development with the Street and with each other.

Permitted Uses	Discretionary Uses
<ul style="list-style-type: none"> <li>• Accessory Buildings</li> <li>• Duplexes</li> <li>• Semi-Detached Dwellings</li> <li>• Single Detached Dwellings</li> </ul>	<ul style="list-style-type: none"> <li>• Bed and Breakfast Establishments</li> <li>• Boarding and Lodging Houses</li> <li>• Family Day Homes</li> <li>• Garage Suites</li> <li>• Garden Suites</li> <li>• Group Home, Limited</li> <li>• Home Occupations</li> <li>• Manufactured Homes</li> <li>• Public Utility Buildings</li> <li>• Row Housing, Street Oriented, up to four units</li> <li>• Sales Centres</li> <li>• Secondary Suites</li> <li>• Show Homes</li> </ul>

## SECTION 116 R2 – MIXED MEDIUM TO HIGH DENSITY RESIDENTIAL DISTRICT

### (1) GENERAL PURPOSE

The purpose of this District is to accommodate a mix of medium to high density Dwelling types within the block face, in order to provide flexibility in the design and Development of neighbourhoods. The District is intended to emphasize complementary interface of Development with the Street and with each other.

Permitted Uses	Discretionary Uses
<ul style="list-style-type: none"> <li>• Accessory Buildings</li> <li>• Multi-Unit Dwellings</li> <li>• Row Housing Developments</li> <li>• Row Housing, Stacked</li> </ul>	<ul style="list-style-type: none"> <li>• Bed and Breakfast Establishments</li> <li>• Boarding and Lodging Houses</li> <li>• Child Care Facilities</li> <li>• Duplexes</li> <li>• Family Day Homes</li> <li>• Group Homes, Limited</li> <li>• Home Occupations</li> <li>• Public Utility Buildings</li> <li>• Religious Assembly</li> <li>• Row Housing, Street Oriented</li> <li>• Sales Centres</li> <li>• Semi-Detached Dwellings</li> <li>• Show Homes</li> <li>• Special Care Facilities</li> </ul>

(Bylaw C-942-15, Jan. 29, 2016)  
(Bylaw C-1057-18, March 18, 2019)

(b) Notwithstanding Section 116(1) a Single Detached Dwelling shall be a Discretionary Use on the following Sites, until such time that a Use listed as Permitted or Discretionary in Section 116(1) is Developed on the subject Site(s):

- Plan 2387 AR, Block 7, Lots 19-20
- Plan 2387 AR, Block 8, Lots 13-17
- Plan 171 HW, Block 1, Lot 7
- Plan 5193 KS, Block 4, Lots 1-9
- Plan 6442 KS, Block 13, Lots 3-10
- Plan 3055 MC, Block 15, Lot 11





- » When the LUB changes to support this ARP the following will happen:
  - » Non-conforming use of lands or building, if discontinued for 6 consecutive months, must conform with the land use bylaw in effect.
  - » Non-conforming use may be extended throughout a building, but a building with a non-conforming use may not be enlarged, added to, or be structurally altered.
  - » Non-conforming use of part of a lot may not be extended or transferred to in whole or part to any other part of the lot, and no additional buildings may be constructed on the lot while the non-conforming use continues.
  - » A non-conforming building may continue to be used, but may not be enlarged, added to, or structurally altered except:
    - » To make it conforming;
    - » For routine maintenance;
    - » As may be allowed by minor variance powers for the purposes of this section.
  - » If a non-conforming building is damaged or destroyed to more than 75% of the value above its foundation it may not be repaired or rebuilt.
  - » Use of land or buildings is not affected by change of ownership or tenancy.



# New Consultation

- » **Workshops held on June 26<sup>th</sup> and 27<sup>th</sup>, 2019**
- » Planning Consulting Team developed and held two Community Workshop events to hear and receive input from area residents as to their concerns.
- » 448 mailed invitations were sent out to residents in the Urban Living Precinct area, and adverts were placed in the Spruce Grove Examiner and on the City of Spruce Grove's website.
- » Attendance at the workshops totalled 38 individual addresses, with 12 of these being from outside of the Urban Living Precinct boundary (incl. commercial lands, & Edmonton).
- » Final attendance recorded 26 separate addresses over the two evening sessions with good representation from owners in the central single family dwelling areas.







# What Was Heard Summary

At the workshops common themes emerged from the attendees:

» **Theme 1: City Centre Revitalization Impacts on Existing Residents**

General support exists for the overall City Centre redevelopment, but there is some concern about the ARP's Urban Living Precinct's impacts on existing residents.

- » Redevelopment efforts will push people out prematurely, and that people should not be forced to move if they don't want to or are not ready to go.
- » Redevelopment should not impact people's ability to remain in their existing single-detached dwelling, and why can't these dwellings be part of the future range of housing forms.

» **Theme 2: Increased Residential Density Location and Height**

The ARP intends residential density increases to support the City Centre's unique mixed use form, provide housing diversity, and to achieve an aspirational density target of 100 du/nrha.

- » Adding density in the greater City Centre was not opposed, but some are sensitive to how much density is added and where it is located as it may impact existing residents.
- » Attendees most commonly indicated that higher density levels would be most appropriate along Calahoo Road, Church Road and King Street, and that less density with more diverse forms be allowed in the interior of the "Urban Living" precinct bounded by Church Road, Mohr Avenue, Queen Street, and Main Street.
- » Some attendees expressed that new density did not need to be only in the form of apartments, and a range from single detached dwellings up to and including apartments was desirable.





# What Was Heard Summary

## » **Theme 3: Non-Conforming Use Status on Single Detached Dwellings**

Attending residents commented that they shouldn't be restricted in making upgrading decisions.

- » Single family homeowners should be able to make investments in their home or property as they see fit and not be limited by non-conforming use conditions.
- » Single detached dwellings along Jespersen Avenue, Mohr Avenue, and MacPherson Avenue are desired to remain in the ARP area, and if these become non-conforming uses after redistricting that would be undesirable to some.
- » Many attendees indicated that by becoming non-conforming uses/developments they would lose the freedom and ability to make renovations or add accessory buildings.
- » Some attendees expressed no confidence in "discretionary" type applications as they see this process meaning a "no" rather than a "yes" outcome respecting their intended developments.

## » **Theme 4: Timing**

Attendees understand that the area is part of a transition, but they do not wish to have this quickly forced upon them if it could occur more naturally over time.

- » There is a belief that density will be increasing over the next 10 years, and they know their property may be adjacent or near future higher densities.
- » It is expected that an area the size of Urban Living Precinct redevelopment is going to take a long time, so why the urgency to force changes.
- » Some residents wish to retain the choice and freedom to redevelop, maintain, expand or renovate their homes as they see fit given they have no intentions of moving in the next 10 years.



# What Was Heard Summary

## » **Theme 5: Negative Impacts on Land Values**

It was heard that area landowners see their home as their major investment and/or retirement security, and they want to make sure it retains its value despite the ARP changes. Summarized comments are:

- » Concern exists that the ARP makes their single detached house obsolete and non-conforming. This devalues their house as it limits the market to only investors whose motive is to assemble land for redevelopment.
- » Changes could eliminate people who would choose to buy their single family dwelling with the intention of renovating and/or living in proximity of the City Centre where there is character in the homes.
- » There is also concern that any insurance value of the house where it suffered a catastrophic fire would not enable them to rebuild their house.



# Review of the Consultation

- » The comments received at the Public Hearing and through the additional consultation has identified:
  - » The ARP's Urban Living Precinct planning as the area of most concern.
  - » A group of residents has concerns about the plan's impacts on their existing neighbourhood and their long-term use of single detached dwellings.
- » These expressed concerns point to a consideration of what options might exist for adjusting the ARP's intended land uses and transitioning within the proposed Urban Living Precinct.
- » Upon consideration of the received public comment and the City Centre ARP's redevelopment intentions, the Planning and Development department **identified three possible options for consideration.**





# Three Identified Options

## Option 1

- » **Continue with the ARP's existing Urban Living Precinct plan**
- » Removal all lower density residential development types over time
  - » Allows the most straight-forward interpretation of the ARP and its goals for area transition, improvement, and infrastructure expenditures.
  - » Does not address the concerns of some residents regarding the limitation on existing single detached dwellings through the legally non-conforming use regulations.



# Option 2

## » Single Detached Dwellings, in the existing R1 District, will be 'grandfathered' (i.e. discretionary uses):

- » Allows residents with existing single detached dwellings to avoid the 'legally non-conforming use' rules.
- » This option has been previously used for some single detached dwellings in the existing R2 District.
- » Not all property owners expressed this concern, and unless all individual wanting this potential solution are identified it would also apply to some who did not express this concern.
- » Lacks clear messaging that this area is approved for transition and redevelopment.
- » Does not support the plan for road and infrastructure improvements needed to benefit a transition to higher residential density.
- » May create a patchwork of land use densities that inhibit redevelopment (e.g. current Church Road).





# Option 3

## » Allow Single Detached Dwellings in the Long-Term Plan.

- » This option would confirm single detached dwellings as the preferred land use for the existing R1 districted areas.
- » This approach would require other City Centre residential areas to be built at a higher density to 'make up' the density required to achieve the EMRB target of 100 du/nrha.



# Recommend Option 1



- » Planning and Development recommends the Option 1 for the following reasons:
  - » Non-conforming use rules exist to assist municipalities with transitioning land use, and have been developed over time across many jurisdictions as a reasonable compromise in these situations. This compromise offers support those for, against, and somewhere in between where a transition is desirable.
  - » The transition of the existing R1 District area supports achieving the ARP density need of 100 du/nrha area. We understand the hesitance of some residents with removing low density housing; however, to not use this area in achieving the required City Centre density would force the remaining areas to build more dense and bigger projects that would change the economic viability.
  - » New infrastructure expenditures are proposed in the Implementation Plan for the residential areas, and this investment by the City is planned over the next 5 years to help foster the physical and servicing preconditions for redevelopment. Extending out the transition period or changing the message about the redevelopment opportunity may affect the economics these expenditures.
  - » A choice was made in the ARP to have two slightly different areas of density in the City Centre. If infrastructure is provided as planned, the existing R1 Districted areas could allow for smaller scale projects that may come about sooner than larger apartment projects.





Project Update

Bylaw C-1074-19





**Business Items Item #: 4. a.**

**Committee of the Whole Meeting Agenda**

**Meeting Date:** 09/16/2019

**Title:** Protective Services Presentation - Wolanski

**Department:** Community & Protective Services

---

**Request for Decision Summary**

The Inspector for the Parkland RCMP Detachment is scheduled to come before Council three times per year to provide an update on RCMP services within the area.

The Fire Chief will also be providing an update on the operations of Protective Services.

---

**Proposed Motion**

That the reports from the RCMP and Protective Services be received as information.

**Background/Analysis**

Inspector Mike Lokken, Officer in Charge of the Parkland RCMP Detachment, and Chief Robert Kosterman, have been asked to come before Committee of the Whole to give a report and update of the activities within the Spruce Grove area.

The RCMP Inspector is scheduled to come before Council three times per year in January, May and September to provide a report on the activities and information related to the detachment.

Similarly, Chief Kosterman provides an annual report in September on the activities of the rest of protective services areas in the City.

**Options/Alternatives**

n/a

**Consultation/Engagement**

n/a

**Implementation/Communication**

n/a

**Impacts**

n/a

**Strategic Vision Element:**

Where People Choose to Live - A dynamic city with an exceptional quality of life

**Related Goal:**

Citizens feel safe within their communities.

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**Attachments**

[RCMP Report](#)

[2018 Protective Services Annual Report](#)

[2018 Protective Services Annual Report - Presentation](#)

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**Spruce Grove Municipal Detachment  
Crime Statistics (Actual)  
January to August: 2014 - 2019**

All categories contain "Attempted" and/or "Completed"

September-04-19

CATEGORY	Trend	2014	2015	2016	2017	2018	2019	% Change 2014 - 2019	% Change 2018 - 2019	Avg File +/- per Year
Homicides & Offences Related to Death		2	0	3	0	2	0	-100%	-100%	-0.2
Robbery		9	9	7	16	13	5	-44%	-62%	0.0
Sexual Assaults		6	11	19	34	15	25	317%	67%	3.5
Other Sexual Offences		3	7	15	20	12	14	367%	17%	2.1
Assault		134	150	195	251	216	167	25%	-23%	12.0
Kidnapping/Hostage/Abduction		1	1	6	2	4	5	400%	25%	0.7
Extortion		0	1	2	2	5	0	N/A	-100%	0.3
Criminal Harassment		31	56	55	55	68	61	97%	-10%	5.3
Uttering Threats		38	57	85	84	84	77	103%	-8%	7.9
<b>TOTAL PERSONS</b>		<b>224</b>	<b>292</b>	<b>387</b>	<b>464</b>	<b>419</b>	<b>354</b>	<b>58%</b>	<b>-16%</b>	<b>31.7</b>
Break & Enter		68	97	127	129	164	93	37%	-43%	9.4
Theft of Motor Vehicle		69	81	192	134	136	74	7%	-46%	3.8
Theft Over \$5,000		17	23	31	23	44	24	41%	-45%	2.6
Theft Under \$5,000		450	504	730	712	736	574	28%	-22%	37.1
Possn Stn Goods		42	40	86	73	89	54	29%	-39%	5.5
Fraud		78	105	183	166	227	205	163%	-10%	28.1
Arson		23	23	13	9	3	7	-70%	133%	-4.1
Mischief To Property		324	431	557	425	527	336	4%	-36%	6.2
<b>TOTAL PROPERTY</b>		<b>1,071</b>	<b>1,304</b>	<b>1,919</b>	<b>1,671</b>	<b>1,926</b>	<b>1,367</b>	<b>28%</b>	<b>-29%</b>	<b>88.5</b>
Offensive Weapons		18	21	29	35	48	31	72%	-35%	4.3
Disturbing the peace		174	186	321	217	223	175	1%	-22%	0.3
Fail to Comply & Breaches		125	127	98	124	139	105	-16%	-24%	-1.1
<b>OTHER CRIMINAL CODE</b>		<b>40</b>	<b>55</b>	<b>75</b>	<b>110</b>	<b>103</b>	<b>101</b>	<b>153%</b>	<b>-2%</b>	<b>13.8</b>
<b>TOTAL OTHER CRIMINAL CODE</b>		<b>357</b>	<b>389</b>	<b>523</b>	<b>486</b>	<b>513</b>	<b>412</b>	<b>15%</b>	<b>-20%</b>	<b>17.4</b>
<b>TOTAL CRIMINAL CODE</b>		<b>1,652</b>	<b>1,985</b>	<b>2,829</b>	<b>2,621</b>	<b>2,858</b>	<b>2,133</b>	<b>29%</b>	<b>-25%</b>	<b>137.6</b>



**Spruce Grove Municipal Detachment  
Crime Statistics (Actual)  
January to August: 2014 - 2019**

All categories contain "Attempted" and/or "Completed"

September-04-19

CATEGORY	Trend	2014	2015	2016	2017	2018	2019	% Change 2014 - 2019	% Change 2018 - 2019	Avg File +/- per Year
Drug Enforcement - Production		1	3	1	0	1	0	-100%	-100%	-0.3
Drug Enforcement - Possession		72	74	72	70	73	21	-71%	-71%	-7.4
Drug Enforcement - Trafficking		30	14	53	49	57	33	10%	-42%	4.0
Drug Enforcement - Other		2	2	0	2	2	1	-50%	-50%	-0.1
<b>Total Drugs</b>		<b>105</b>	<b>93</b>	<b>126</b>	<b>121</b>	<b>133</b>	<b>55</b>	<b>-48%</b>	<b>-59%</b>	<b>-3.9</b>
Cannabis Enforcement		0	0	0	0	0	2	N/A	N/A	0.3
Federal - General		11	36	18	18	10	9	-18%	-10%	-2.5
<b>TOTAL FEDERAL</b>		<b>116</b>	<b>129</b>	<b>144</b>	<b>139</b>	<b>143</b>	<b>66</b>	<b>-43%</b>	<b>-54%</b>	<b>-6.1</b>
Liquor Act		46	51	59	28	90	46	0%	-49%	2.5
Cannabis Act		0	0	0	0	0	20	N/A	N/A	2.9
Mental Health Act		123	176	223	249	280	240	95%	-14%	26.4
Other Provincial Stats		323	321	451	550	761	468	45%	-39%	61.3
<b>Total Provincial Stats</b>		<b>492</b>	<b>548</b>	<b>733</b>	<b>827</b>	<b>1,131</b>	<b>774</b>	<b>57%</b>	<b>-32%</b>	<b>92.9</b>
Municipal By-laws Traffic		54	43	59	51	54	55	2%	2%	0.9
Municipal By-laws		233	247	334	301	288	244	5%	-15%	4.1
<b>Total Municipal</b>		<b>287</b>	<b>290</b>	<b>393</b>	<b>352</b>	<b>342</b>	<b>299</b>	<b>4%</b>	<b>-13%</b>	<b>5.0</b>
Fatals		2	0	0	0	1	0	-100%	-100%	-0.2
Injury MVC		68	67	81	82	103	82	21%	-20%	5.1
Property Damage MVC (Reportable)		526	513	467	537	560	530	1%	-5%	6.6
Property Damage MVC (Non Reportable)		54	104	63	61	57	50	-7%	-12%	-4.7
<b>TOTAL MVC</b>		<b>650</b>	<b>684</b>	<b>611</b>	<b>680</b>	<b>721</b>	<b>662</b>	<b>2%</b>	<b>-8%</b>	<b>6.9</b>
<b>Provincial Traffic</b>		<b>2,178</b>	<b>3,078</b>	<b>3,130</b>	<b>3,425</b>	<b>2,063</b>	<b>2,063</b>	<b>-5%</b>	<b>0%</b>	<b>-95.0</b>
<b>Other Traffic</b>		<b>21</b>	<b>40</b>	<b>15</b>	<b>23</b>	<b>34</b>	<b>51</b>	<b>143%</b>	<b>50%</b>	<b>4.0</b>
<b>Criminal Code Traffic</b>		<b>146</b>	<b>172</b>	<b>197</b>	<b>203</b>	<b>173</b>	<b>171</b>	<b>17%</b>	<b>-1%</b>	<b>3.8</b>
<b>Common Police Activities</b>										
False Alarms		531	522	521	610	527	184	-65%	-65%	-46.6
False/Abandoned 911 Call and 911 Act		150	215	397	471	928	825	450%	-11%	159.7
Suspicious Person/Vehicle/Property		398	397	561	410	405	400	1%	-1%	-3.3
Persons Reported Missing		36	39	54	63	60	79	119%	32%	8.2
Spousal Abuse - Survey Code (Reported)		265	229	328	372	395	370	40%	-6%	30.5



# PROTECTIVE SERVICES 2018 ANNUAL REPORT

Your City, Your Family, Our duty



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## Message from Chief Kosterman



2018 was a significant year for Fire Services and for Protective Services as a whole. It was the 15<sup>th</sup> complete year that the City of Spruce Grove operated an integrated Fire/EMS service. It was late in 2002 when an email titled “Random Thoughts” was sent by myself to then City Manager, Simon Farbrother. In the following days Mr. Farbrother would ask many questions and request a full written proposal. Ultimately fire services was tasked with hiring staff, purchasing equipment, writing policies and procedures, amending bylaws, partnering with the medical community, and having a new service ready to operate for January 1, 2004. The decision to move EMS within fire services was not without controversy, however after 15 years of integrated service the City of Spruce Grove can be very proud of this decision. Those early partnerships, like the one with the University of Alberta continue today with the U of A providing SGFS with a Fire Surgeon (medical director) and medical residents providing regularly scheduled training to SGFS members.

Also in 2018 construction started on the new Protective Services headquarters. This project will provide fire services and enforcement services with adequate facilities to provide the highest level of services to the residents and visitors of Spruce Grove. By combining Enforcement Services and Fire Services under one roof it solidifies the strong working relationship between these two departments while encouraging further partnerships between them that will result in a higher level of overall service while remaining cost effective.



Once again this year I am proud of all of the Protective Services members who place customer service first.





## Executive Summary

2018 was once again a busy year for Spruce Grove Protective Services with both SGFS and SGES experiencing increases in total call volume. SGFS saw an increase in calls of 12.5% while SGES had a 12.3% increase in complaints. Although call volumes increased, and therefore so did the demand on services, Spruce Grove has remained a significantly safe community with no fire or collision fatalities in 2018.

Response standards set by council for SGFS are related to turnout time and travel time, with an additional total response time for three response areas. These are fire emergencies, medical emergencies, and motor vehicle collisions. The response standards are reported with compliance or improvement in all areas except medical emergency travel time and motor vehicle collisions. Most significantly the HIRF response requirements contained within the Alberta Building Code were complied with and fires with dollar loss had a combined turnout and response time of less than 328 seconds 90% of the time.

Fire was present in property with a combined dollar value of almost 26 million dollars with actual fire loss being held to slightly more than 2 million dollars. A community comparison contained with the report for years 2007 to 2016 indicates that in the area of fire fatalities Spruce Grove is a very fire safe community and dollar loss to fire is also on the low side.

Enforcement Services records indicate that parking and animal issues continues to generate the largest amount of complaints. The three neighbourhoods that generated the largest number of complaints in 2017, continued to generate the largest number of complaints in 2018, however the percentage of increase in these areas was approximately half of the increase in the remainder of the city.

Telephone reporting continues to be the main method of which complaints are received. Although online reporting has been available for years, online reporting represents only 2.36% of complaints received. There was a 5.2% increase in violations notices issued in 2018 with the vast majority of violations being traffic or parking related. Animal control is an important area and there were 808 complaints related to animals with 96 being within the Animal Protection Act.

The main Safe City functions are Automated Traffic Control (ATE) and Fire Prevention. ATE will be reported outside of this report. Fire Prevention conducted 1,633 fire inspections focused on life safety. Mechanical/Electrical failure was the leading cause of fire in 2018, with ignorance of hazard being second.



## Introduction

The City of Spruce Grove Protective Services is made up of four distinct yet linked departments. Fire Services, Enforcement Services, Safe City, and Police. Police services are performed under contract with the Royal Canadian Mounted Police and are not part of this report. Automated Traffic Enforcement, which is part of Safe City, will be reported in a separate report.

### Fire Services

Spruce Grove Fire Services (SGFS) provides the traditional services of a fire service but also includes ambulances services which are contracted to Alberta Health Services (AHS). SGFS is an Accredited Organization by Accreditation Canada. Service Standards for SGFS are set by the City of Spruce Grove council and are based on the National Fire Protection Association (NFPA) Standards.

### Enforcement Services

Spruce Grove Enforcement Services (SGES) provides policing services in relation to municipal bylaws and certain provincial statutes. The service is made up of Community Peace Officers who are appointed and given authorities by Alberta Justice and Solicitor General. SGES enforces most city bylaws and primarily the Alberta Traffic Safety Act along with some lesser known legislation such as the Inn Keepers Act. In total they enforce 11 provincial statutes.

### Safe City

Safe City is a concept more than a department. It relies on the cooperation of several other departments within and outside the city to promote and conduct education via direct delivery, advertisement campaigns, and enforcement activities designed to change behaviors. Two example of Safe City coordinated activities would include fire prevention and automated traffic enforcement.

Your City, Your Family, Our Duty

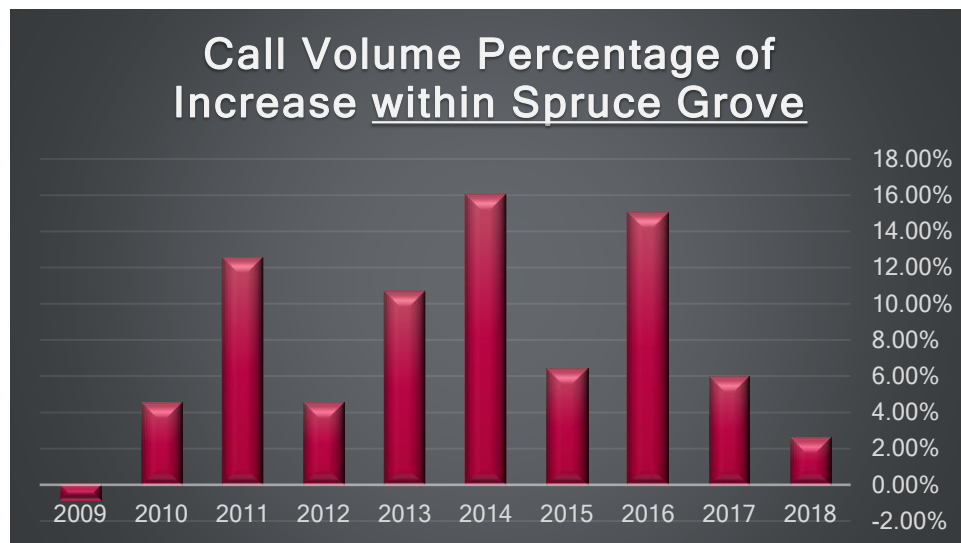


# Fire Services

## Call Volume

There were 5,128 incidents in 2018 which is a 12.5% increase over 2017. Call volumes have increased every year over the last ten years except in 2015 when volume decreased. The decrease was largely due to provincial efforts to keep ambulances in their home communities. The 12.5% increase in 2018 is due to a large increase in ambulance call volume outside of Spruce Grove.

Within Spruce Grove there were 2,727 incidents, which is an increase of 2.7%. Call volumes within Spruce Grove have increased every year in the last 10 years with the exception of 2009. Since 2008 call volume within Spruce Grove has increased by slightly over 200%.



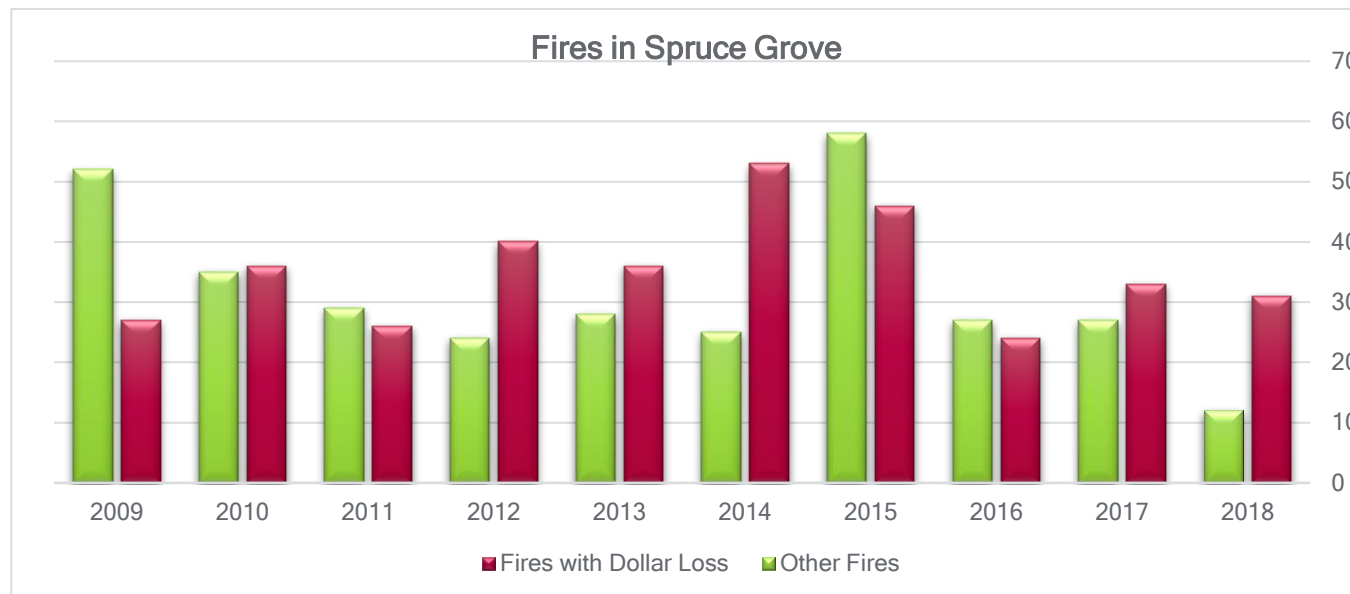
## Types of Incidents

For reporting purposes 34 different response types are grouped into eight categories. Medical calls make up the majority of these incidents with a total of 4,650 incidents (2,303 were in Spruce Grove). Of the remaining 478 incidents, 424 were within Spruce Grove and can be divided into the following eight categories:

- Alarm No Fire 160
- Rescue 1
- False Alarm 40
- Fire with Dollar Loss 31
- Fire Other 12
- Motor Vehicle Collisions 109
- Public Hazard 35
- Public Service 36



“Fires with Dollar Loss” were held at 31 incidents which is two less than 2017. The number of fires in Spruce Grove that cause dollar loss remains low even though the community continues to grow. The following graph shows fires since 2009.



## Fire Fatalities

There were no fire fatalities in Spruce Grove in 2018.

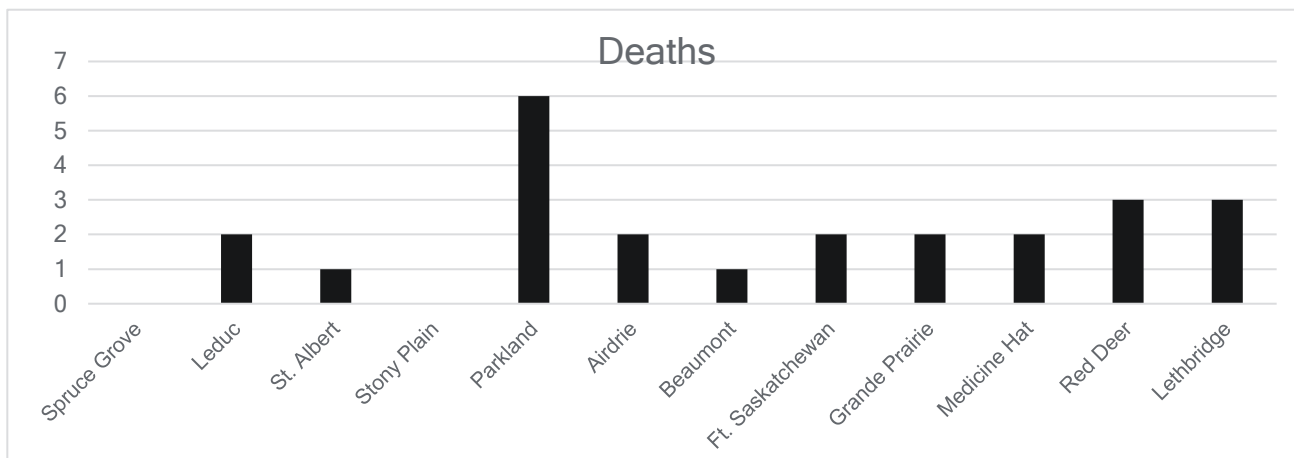
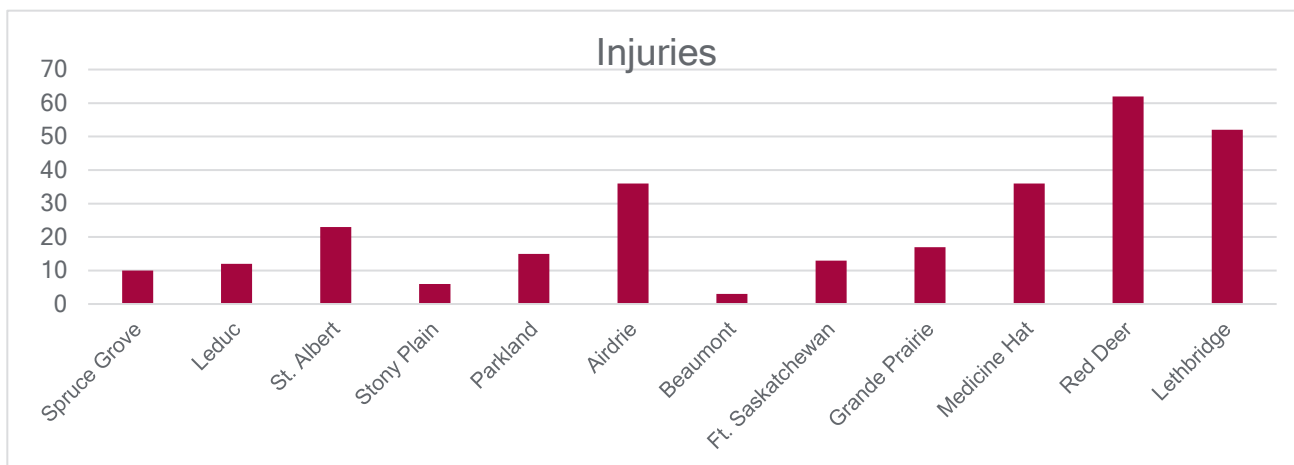
## Fire Dollar Loss

Fire losses each year are completed as an estimate of total value of property including contents. In 2018 the total value of property in which a fire occurred was \$25,994,366. The estimate fire loss is \$2,082,450. This may be translated to figure of \$23,911,916 of property value saved from fire in 2018.

## Community Comparisons

The following 2007 to 2016 Alberta Fire Commissioner data is shown in charts that provide a quick overview of other cities and Spruce Grove neighbours. The province wide statistics for the same 10 year period of time are 284 fire deaths, 1,959 injuries, and \$6,773,166,590 in fire loss.







## Response Standards Compliance

Corporate Policy CP-1005-17 requires the reporting on compliance with various response standards. This section of the report is designed to fulfill this reporting requirement.

### Emergency Fire Responses

Response reporting is broken down into various components of the response.

- Total Response Time
- Dispatch Time
- Turnout Time
- Travel Time – first unit
- Travel Time – second unit

Total Response Time is the most important of all the response time factors. It is the cumulative reporting of all other times that determines if an apparatus arrives in time. In 2018 the required time of 399 seconds or less, 90% of the time, was met 54.4% of the time. In 2017 this standard was met 41.4% of the time so although still well below targets it does represent a significant improvement over 2017. The 90<sup>th</sup> percentile time for total response time was 559 seconds.

Total Response Time  
improved by 31.4%

The breakdown of other times helps identify areas in need of improvement.

Dispatch Time is not set by council however the policy does require reporting on dispatch time. The standard for dispatch time is 79 seconds or less 90% of the time. This is measured from time of 911 call until dispatch provides the responders with an address to respond to. For emergency fire related calls the 79 second standard was met 7.7% off the time. The 90<sup>th</sup> percentile time for dispatch was 248 seconds.

Dispatch Time  
Improved by 57%

Turnout Time is measured from the time of dispatch (responders are provided with an address to respond to) and the time that they declare themselves on route. For calls requiring the donning of bunker gear this time is set at 80 seconds 90% of the time. In 2018 this target was achieved with 80 seconds or less being met 93% of the time. The 90<sup>th</sup> percentile for turnout time was 62 seconds.

Turnout Time Standard  
Achieved



Travel Time – first apparatus is the actual drive time of the first responding apparatus. Council has established a travel time standard of 240 seconds 80% of the time. In 2018 this target was met 65.5% of the time.

Travel Time – 1<sup>st</sup> Apparatus Improved by 3%

Travel Time – second apparatus is the actual drive time for the second apparatus. The standard of 480 seconds or less 90% of the time was achieved 95.5% of the time. However this does not reflect turnout time for this apparatus and only drive time.

Travel Time – 2<sup>nd</sup> Apparatus Achieved

Turnout and Travel Time combined is an important time to monitor as this is the portions of the Total Response Time that SGFS is directly accountable for. In this area fire responses have a combined standard of 320 seconds. This time frame was met 78.9% of the time with a 90<sup>th</sup> percentile of 383 seconds. However in the “fire with dollar loss” classification of calls the 320 second time frame was met 84.6% of the time with a 90<sup>th</sup> percentile of 328 seconds.

90% of fires with a dollar loss were responded to (turnout + travel) in 328 seconds.

### Alberta Building Code (HIRF)

The Alberta Building Code requires enhanced building standards when the fire response from

HIRF Requirements Achieved



time of call received by dispatch to on scene exceeds ten minutes or 600 seconds 9 out of 10 times (same building). In 2018 fire services met this requirement 96.2% of the time for fires with dollar loss and 92.5% of the time for all non-medical responses.

### Emergency Medical Responses

Medical responses are difficult to properly benchmark. This is as AHS is responsible for dispatching and SGFS has no access to the raw data. In the fall of 2019 changes will be made to the way medical response data is collected in Spruce Grove to ensure better accuracy.

Medical response reporting does not include motor vehicle collisions and certain elements such as dispatch are not reportable. Medical response reporting is broken down into the following components.



- Total Response Time
- Turnout Time
- Travel Time

Total Response Time is the time measurement that adds both the turnout time and the travel time for a combined time. Unlike fire and MVC responses, medical responses do not take into account dispatch time in their calculation. The combined total response time for medical incidents is 300 seconds or less 90% of the time. In 2018 this standard was met in Spruce Grove 76.3% of the time.

Turnout Time is measured from the time of dispatch (responders are provided with an address to respond to) and the time that they declare themselves on route. For medical emergencies there is no requirement to don bunker gear and the turnout time is 60 seconds or less 90% of the time. In 2018 this target was achieved with 60 seconds or less being met 91% of the time.

Turnout Time Standard Achieved

Travel Time is the actual drive time of the first responding unit. Council has established a travel time standard of 240 seconds 80% of the time. In 2018 this target was met 56.3% of the time. This is well below the level of performance in 2017 when this standard was met 65% of the time. Fire apparatus responding without a SGFS ambulance achieved a travel time of 240 seconds or less 75% of the time.

Alberta Health Services is responsible for ambulance service within spruce Grove and contracts Spruce Grove to provide two Advanced Life Support units in to the provincial system. Although based in Spruce Grove these units can be sent anywhere by AHS dispatch. The standard which AHS has established for an ambulance response within Spruce Grove is 15 minutes or 900 seconds. In critical calls such as heart attacks, strokes, or trauma this time is considered by SGFS to be unacceptable.

Area Coverage: In 2018 SGFS ambulance were sent to provide “area coverage” a total of 590 times. Area coverage is when an ambulance is sent out of Spruce Grove to sit in another community and provide coverage for that area, while there is no active emergency call. During these times SGFS will send a pump crew with Advanced Life Support firefighters and equipment to any medical call in Spruce Grove thus ensuring the residents and visitors of Spruce Grove continue to receive optimum care.

Pump Response is defined as anytime a fire pump responds to a medical call in Spruce Grove. There are only two scenarios in which a pump responds. The first is to any serious incident. Incidents are categorized as Alpha, Bravo, Charlie, Delta, Echo, and Omega. A



pump is dispatched to assist an ambulance for any call categorized as Delta or Echo. They are also dispatched to any medical incident when an SGFS ambulance is not available to respond. There were 467 of these responses in 2018, and 75% of the incidents identified as emergency were responded to in less than 300 seconds, from time of dispatch.

## Motor Vehicle Collisions

Response reporting is broken down into various components of the response.

- Total Response Time
- Dispatch Time
- Turnout Time
- Travel Time



Total Response Time is the most important of all the response time factors. It is the cumulative reporting of all other times that determines if an apparatus arrives in time. In 2018 the required time of 399 seconds or less, 90% of the time, was met 58% of the time. In 2017 this standard was met 82% of the time. This is a significant decrease in ability to meet the response time standards.

The breakdown of other times helps identify areas in need of improvement.

Dispatch Time is not set by council however the policy does require reporting on dispatch time. The standard for dispatch time is 79 seconds or less 90% of the time. This is measured from time of 911 call until dispatch provides the responders with an address to respond to. For motor vehicle collisions the 79 second standard was met 17.6% off the time.

Dispatch Time compliance decreased from 49.25% to 17.6%

Turnout Time is measured from the time of dispatch (responders are provided with an address to respond to) and the time that they declare themselves on route. For motor vehicle collisions that time is set at 80 seconds or less 90% of the time. In 2018 this target was achieved 96% of the time.

Turnout Time Standard Achieved

Travel Time is the actual drive time of the first responding apparatus. Council has established a travel time standard of 240 seconds 90% of the time. In 2018 this target was met 77% of the time. In 2017 this standard was met 80.6% of the time.

## Response Standards Conclusions

In 2018 the compliance with response standards is less than hoped for, however it is important to note that critical areas such as building code requirements were achieved, turnout time in all categories was achieved, and fire response had a combined turnout and travel compliance of 78.9% while medical calls had a combined turnout and travel compliance of 76.3%.

The main areas of concern are dispatch times and second calls. Second calls are being addressed with the approved hiring in 2019 and proposed hiring in 2020, to allow for a second fire apparatus to be staffed. SGFS continues to work with dispatch to improve dispatch delays. In 2019 the new Protective Services building incorporated a new station alerting system to speed up dispatching. The challenge in 2020 will be to establish better reporting protocols to ensure times are recorded accurately and performance is managed.



*Figure 1 Time is a critical component of a fire or medical response*

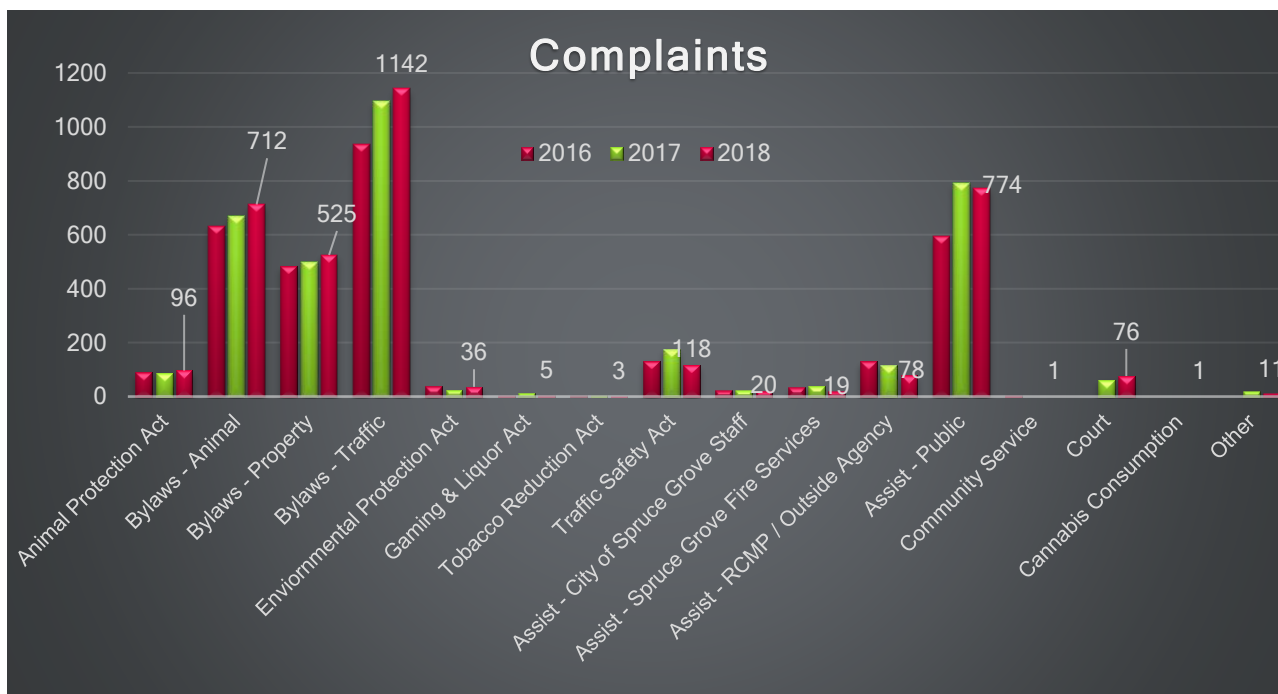


# Enforcement Services

## Complaints Received

In 2018 enforcement services had a 12.3% increase in the number of complaints received for a total of 3,617. For reporting purposes these are broken down into 16 categories. The busiest area remains bylaw – traffic which is largely parking related matters. Although cannabis was legalized in 2018 there was only one complaint received by enforcement services related to cannabis.

The following chart shows each category in a three year comparison. Over the three year period parking and animal control continue to dominate the types of complaints received.



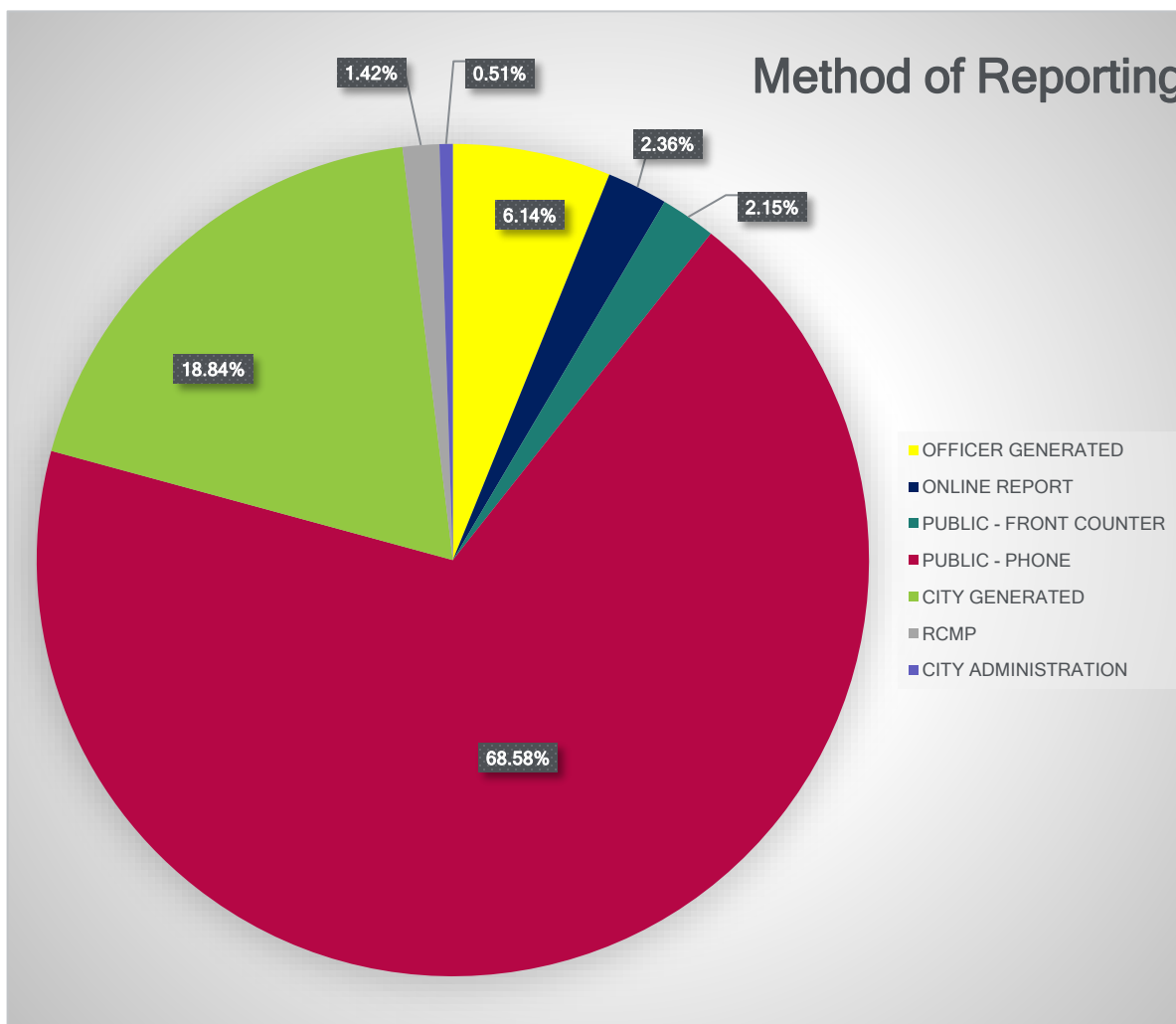
## Complaints by Neighbourhood

For the purpose of identifying priority patrol areas complaints are tracked by neighbourhood. The top three areas with complaints in 2018 were same top three as 2017. These are Harvest Ridge, Spruce Ridge, and Spruce Village. The complaint volume in these areas collectively increased 6.6% in 2018 over 2017. Although a decrease in complaints would have been preferred one must note that a 6.6% increase is 46.3% less of an increase than the city as a whole. These neighbourhoods will continue to receive extra attention in 2019.



## Complaint Method of Reporting

Within society there has been an increased trend to use online services. For years Spruce Grove has provided an option for residents to use an online portal for submitting complaints directly to enforcement services. In 2018 only 2.36% of tracked complaints were submitted via the online portal. Over 68.5% of complaints were submitted via telephone indicating that the preferred for making a complaint remains the telephone. This statistic reinforces the importance of maintaining a strong ability to receive complaints via telephone. The next largest method of reporting to enforcement services (18.8%) was from city internal sources. This is either a city generated complaint or where the complaint had first spoken with another city department, and the complaint is forwarded to enforcement services.

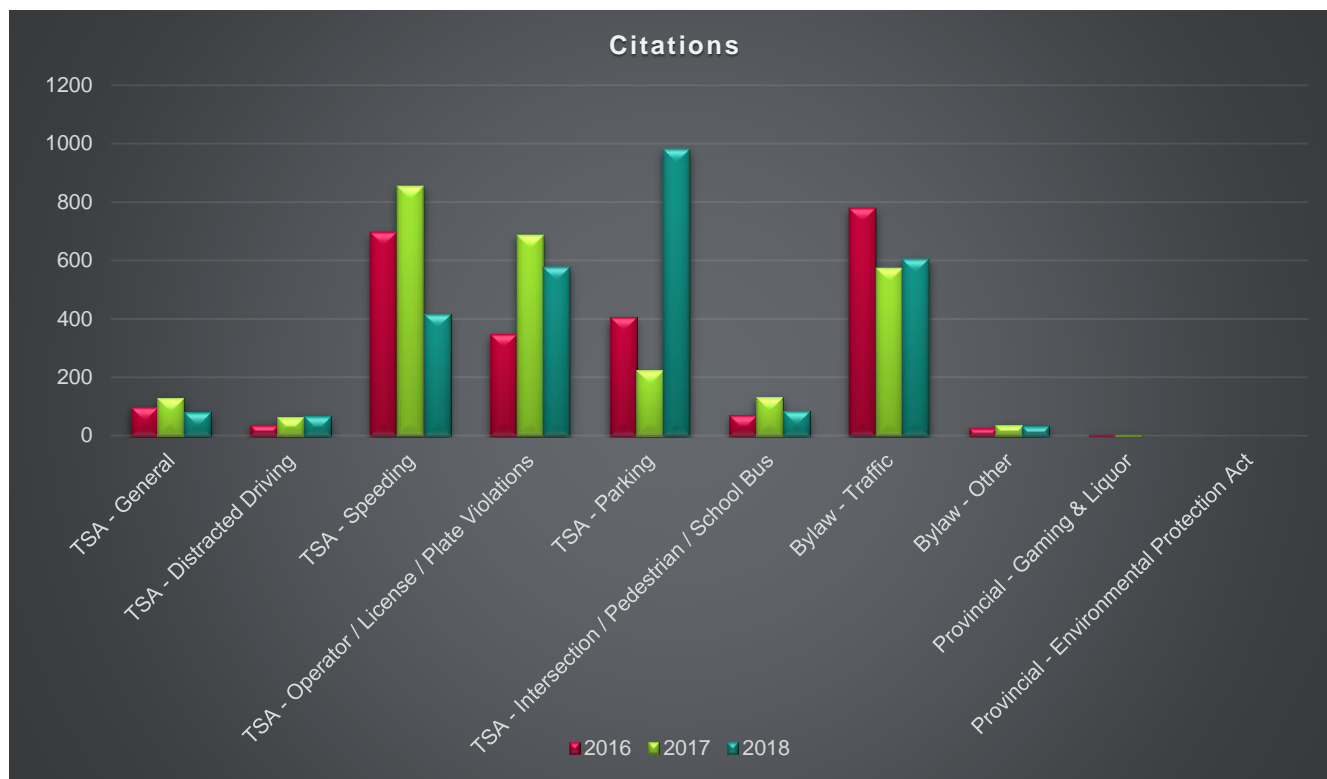






## Citations

Citations or charges laid may be the result of a complaint received or in many cases as a “self-generated file”, the result of a routine patrol. In 2018 SGES issued 2,841 violation notices which is a 5.2% increase over 2017. The vast majority of these are TSA (Traffic Safety Act) related.



## Animal Control

Animal control complaints continue to increase with the growth of the city. In 2018 there were 712 complaints in relation to Spruce Grove bylaws and 96 in relation to the Animal Protection Act for a total of 808 complaints. This represents a 6.7% increase over 2017. Within animal control the two areas with the highest number of complaints are dogs at large and dogs barking.

In 2018 there were 211 animals impounded into the animal shelter; 128 dogs and 83 cats. Peace officers delivered 108 of the animals, while 103 were delivered to the shelter by members of the general public. Of those impounded 145 were claimed, 27 were adopted, 37 were transferred to animal rescue agencies, and two had to be euthanized due to being severely injured.

## Special Events

One of the services provided by enforcement services is assisting with traffic control or site security at special events held within the city and attending organizations recognition events. Some of these events in 2018 included:

- Parkland School Division Triathlon
- Canada Day Celebrations
- Christmas in Central Park
- Memorial Service – Humboldt Broncos / Saints players.
- 40<sup>th</sup> Anniversary of the Heritage Trail
- Missing and Murdered Aboriginal Women’s Awareness March
- Mental Health Awareness March
- Remembrance Day events
- Coffee with a Cop
- Girls Group at the Log Cabin
- Stuff a Cruiser
- RCMP Youth Academy
- High Visibility Patrols during the festive season
- Option 4 – Seat Belt Restraint program with Alberta Health Services
- Bike Rodeo



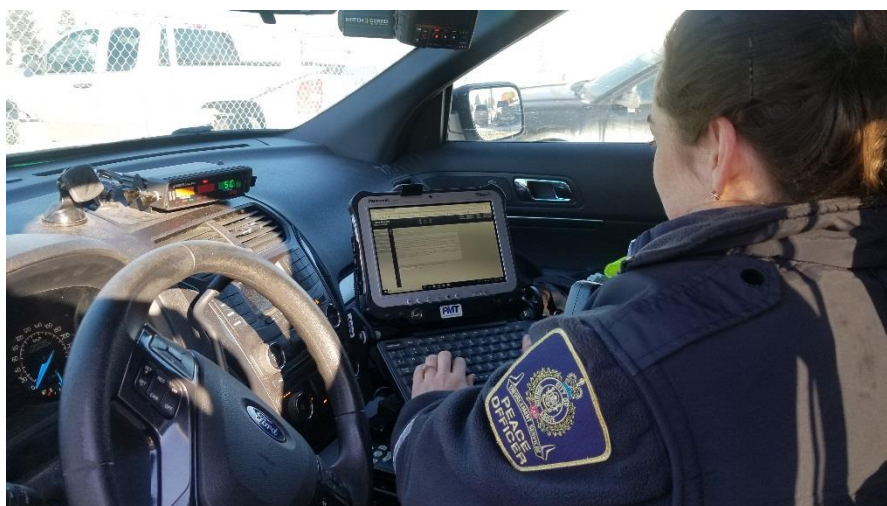
## SAFE CITY

The two main areas of Safe City are Traffic Safety and Fire Prevention. Traffic safety is a collaborative effort of Enforcement Services, RCMP, Engineering, Public Works, and Automated Traffic Enforcement. Fire Prevention is a collaborative effort of Fire Services, Planning, and the province. Safe City also assists in crime prevention initiatives.

### Traffic Enforcement

#### Joint Operations

In an effort to maximize visibility, and enhance resource deployment the Spruce Grove RCMP, RCMP Integrated Traffic Unit, and Spruce Grove Enforcement Services conducted high visibility joint force operations to augment other applied traffic safety measures. In 2018, twenty-six (26) joint forces traffic safety operations were conducted.



#### Fatalities

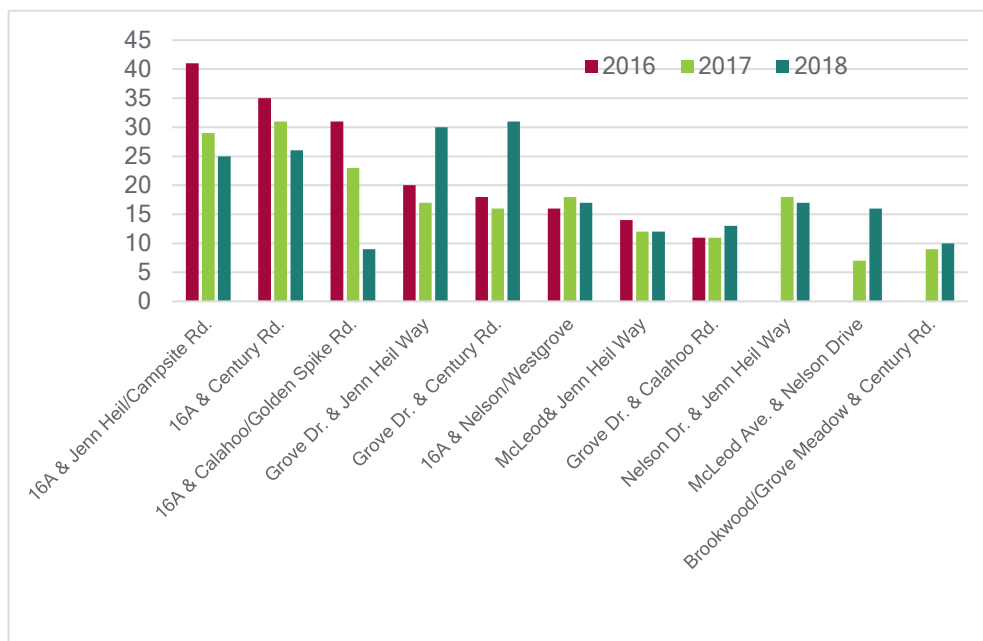
Once again 2018 was a year without a single traffic related fatality in Spruce Grove.

#### Collisions

Collisions remain a difficult statistic to monitor. This is as there are several reporting agencies and the methodologies of reporting may change within a given year making year to year comparisons difficult. There is also a high level of error when collisions are reported as the municipal boundaries are often misinterpreted. Safe City works hard to filter this data and create comparisons. 2018 saw a significant increase in collisions at Century Road and Grove Drive, moving this intersection to the highest rank collision site in the city.



To help identify areas that may need additional enforcement, engineering, or other measures, the top ten collision sites are identified. Of the top 10 collision intersections four are on Hwy 16A and four are on Jennifer Heil Way. 2016 data was not available for three of the intersections.



Note: 1 2016 data for Nelson & Jenn Heil, McLeod & Nelson, Brookwood & Century is no longer available.

### Automated Traffic Enforcement

A detailed Automated Traffic Enforcement report is prepared and presented on separately from the annual Protective Services report.

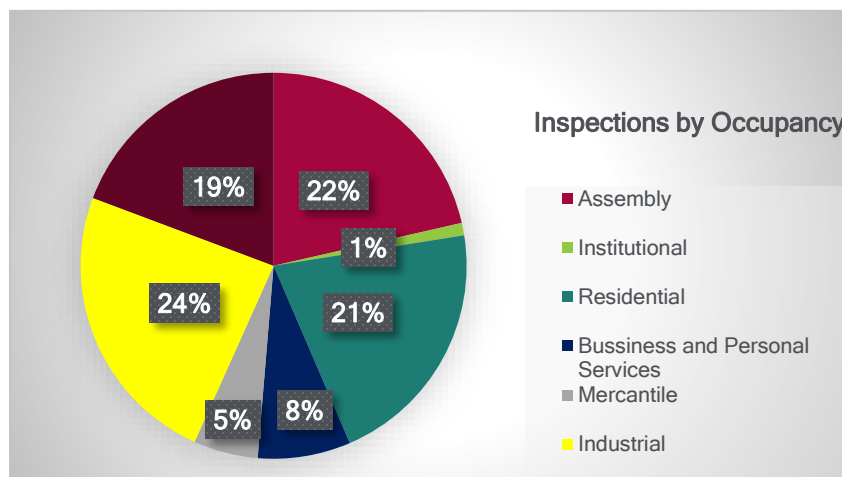


## Fire Prevention

Fire Prevention Officers work to reduce hazards and increase safety practices. They provide fire safety sessions, perform fire inspections and, along with chief officers, conduct fire investigations. All of these activities are done in accordance with the Alberta Safety Codes Act and its regulations.

### Inspections

In 2018 a total of 1,633 inspections were conducted. A primary concern of these inspections is life safety, therefore the majority of inspections are in locations where people sleep or congregate.



### Investigations

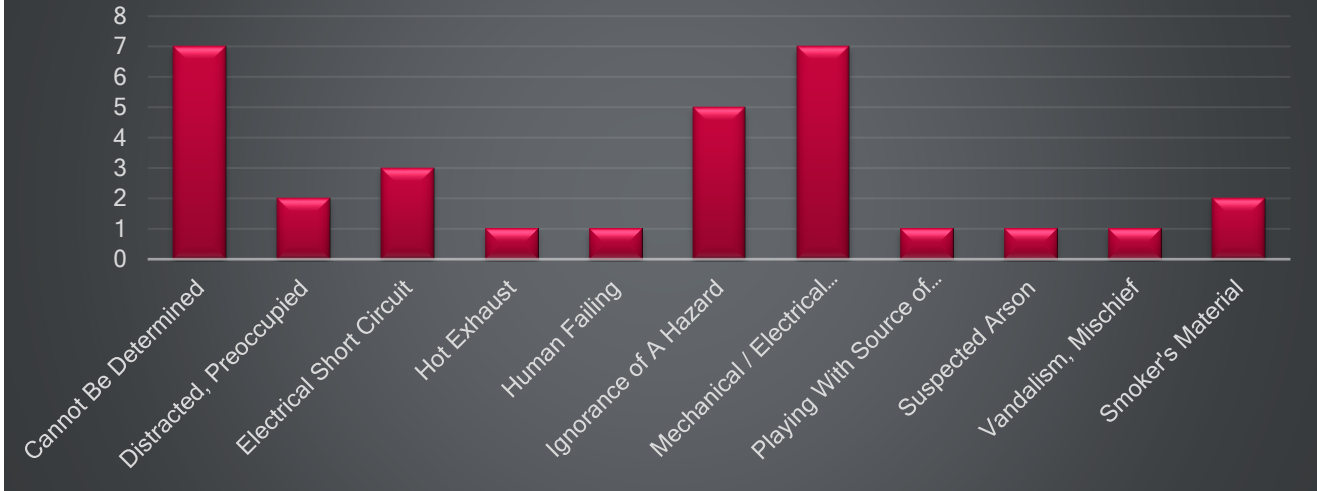
All fires within Spruce Grove that cause a minimum of \$1.00 in damage must be investigated and reported to the Office of the Fire Commissioner. The purpose of these investigations is public safety and not to assign blame, however when the investigation becomes suspicious the investigator then brings in the RCMP and the scope of the investigation becomes criminal.

In 2018 all fires with a dollar loss were investigated with the leading cause of fire being Mechanical/Electrical Failure.





### Causes of Fire 2018





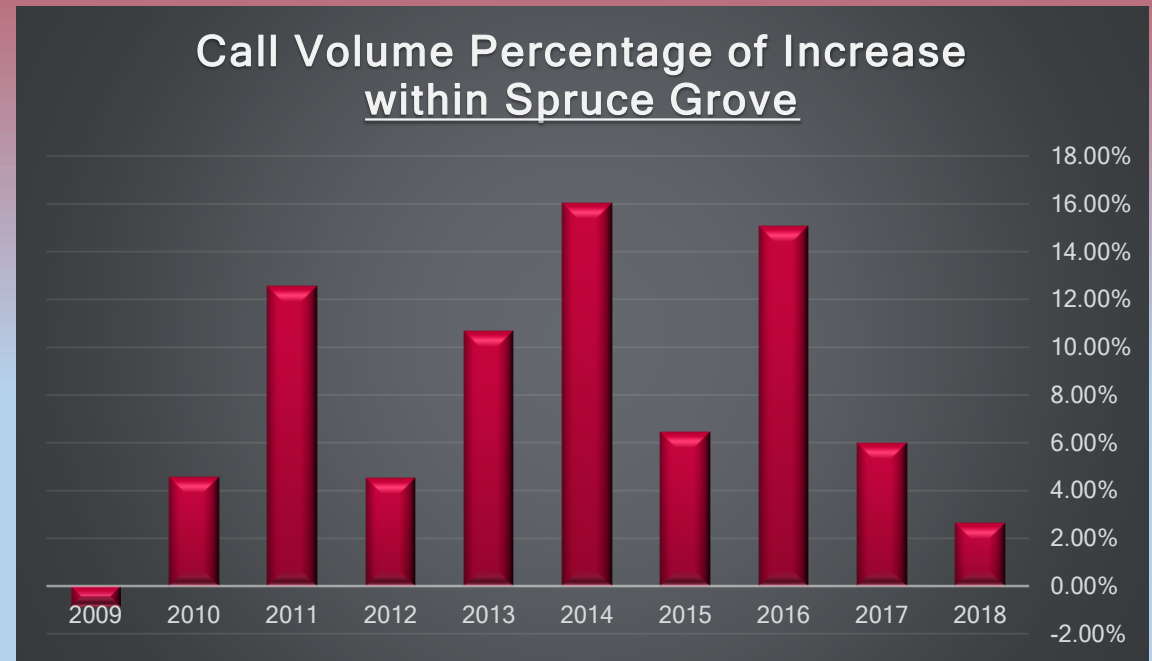
# 2018 Protective Services Report



# Fire Services



- Total Call Volume increased by 12.5%
- Call Volume Increase in Spruce Grove 2.7%
- Since 2008 Call Volume has increased by 200%



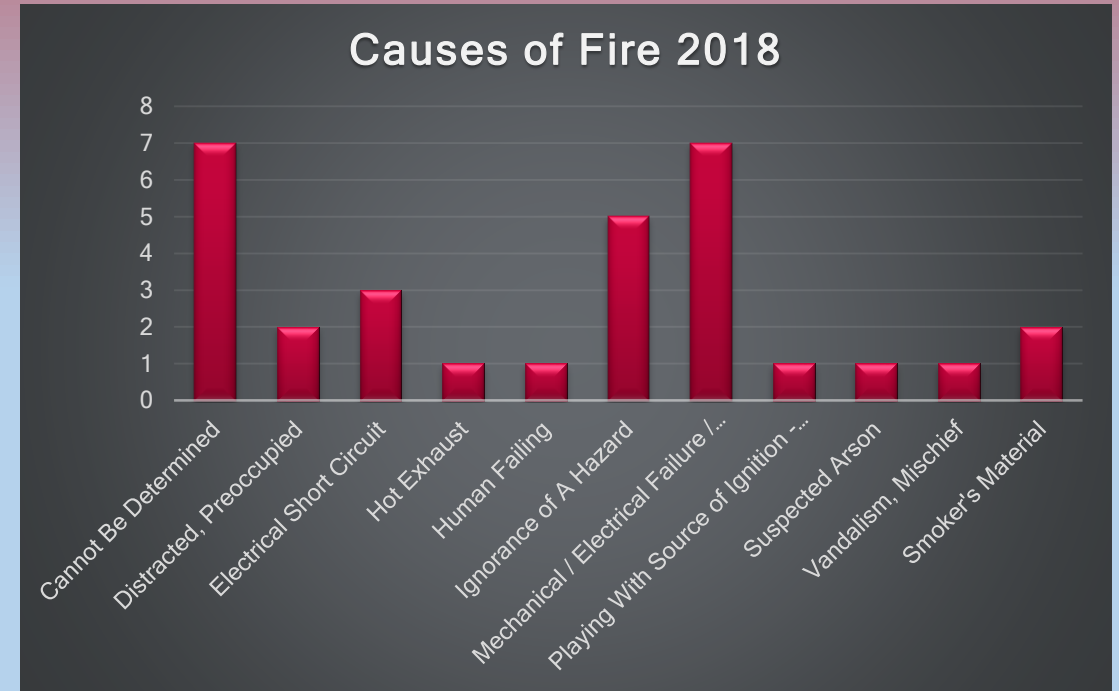




# Dollar Loss Fires

- Loss of \$2,082,450
- Saved \$23,911,916
- No fire related deaths in 2018

- Leading Cause of fire is Mechanical/Electrical Failure





# Fire Response Standards Compliance



<b>Total Response Time – 399 seconds</b>	<b>54.4%</b>	<b>Improved 31.4%</b>
<b>Dispatch Time - 79 seconds</b>	<b>7.7%</b>	<b>Improved 57%</b>
<b>Turnout Time – 80 seconds</b>	<b>93%</b>	<b>Standard Achieved</b>
<b>Travel 1<sup>st</sup> Apparatus – 240 seconds</b>	<b>65.5%</b>	<b>Improved by 3%</b>
<b>Travel Time 2<sup>nd</sup> Apparatus – 480 seconds</b>	<b>95.5%</b>	<b>Standard Achieved</b>
<b>HIRF – Total time 600 seconds</b>	<b>96.2%</b>	<b>Standard Achieved</b>



# Emergency Medical Response Standards Compliance



<b>Total Response Time – 300 seconds</b>	<b>76.3%</b>	<b>Decrease of 13%</b>
<b>Turnout Time – 60 seconds</b>	<b>91%</b>	<b>Standard Achieved</b>
<b>Travel Time – 240 seconds</b>	<b>56.3%</b>	<b>Decrease of 13.4%</b>



# MVC response Standard Compliance



<b>Total Response Time – 399 seconds</b>	<b>58%</b>	<b>Decrease of 29.2%</b>
<b>Dispatch Time - 79 seconds</b>	<b>17.6%</b>	<b>Decrease of 64.3%</b>
<b>Turnout Time – 80 seconds</b>	<b>96%</b>	<b>Standard Achieved</b>
<b>Travel Time – 240 seconds</b>	<b>77%</b>	<b>Decrease of 4.5%</b>

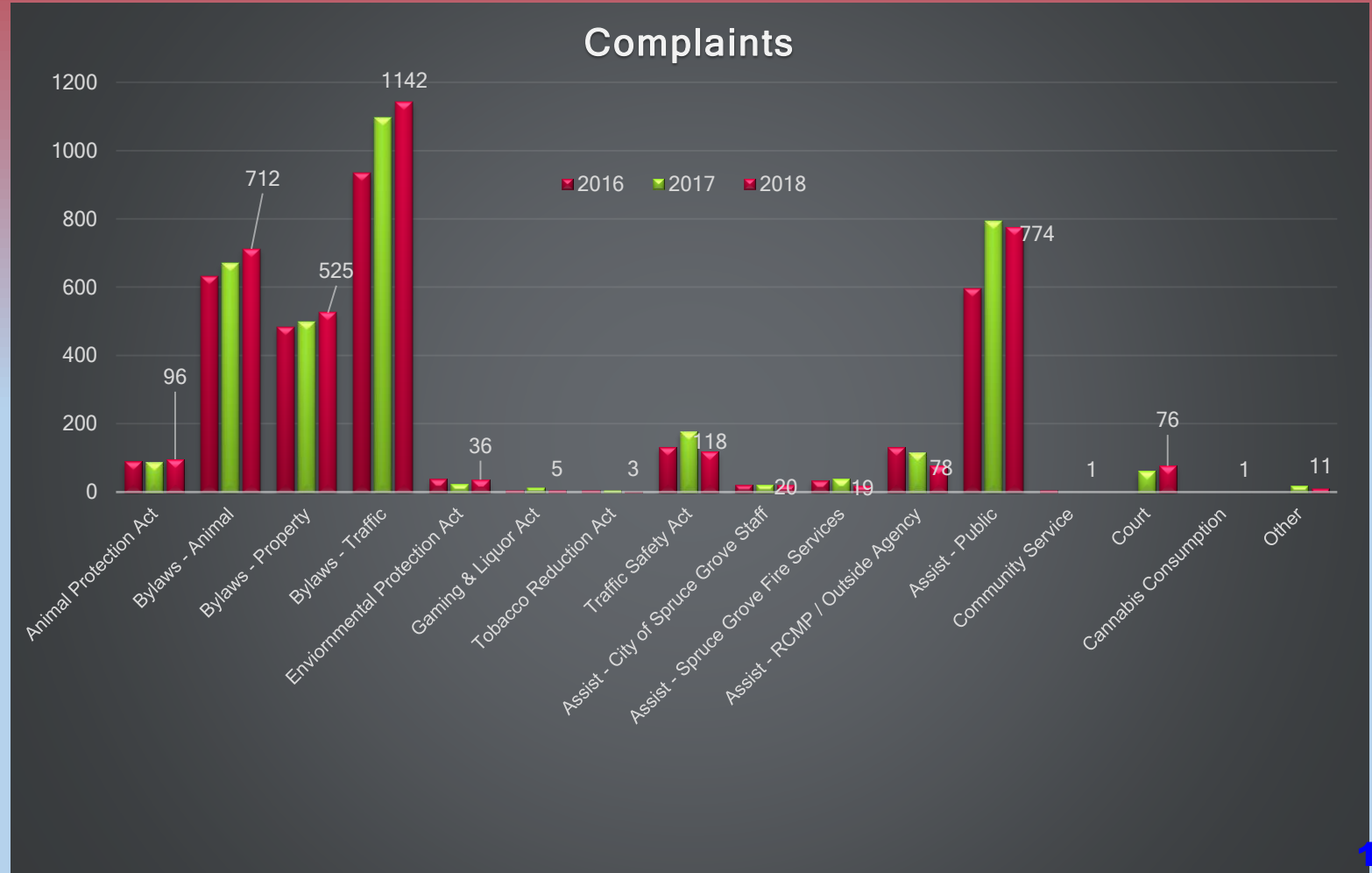




# Enforcement Services



- 12.3% Increase in Complaints received.
- Parking remains main complaint
- Animal Complaints second highest.

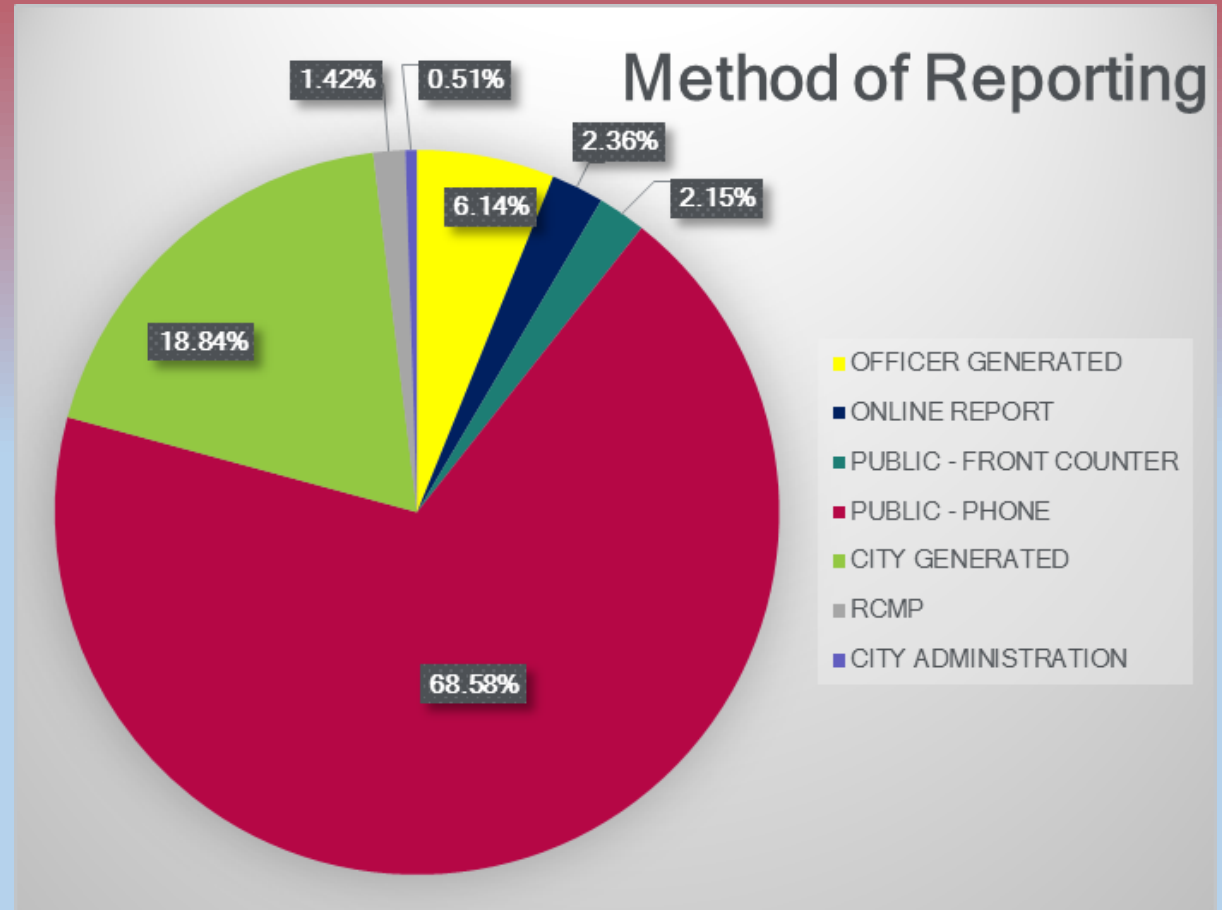




# Complaint Reporting Method



- Telephone remains main source of public filing complaints
- City Generated
- Public Walk-in and online equal.

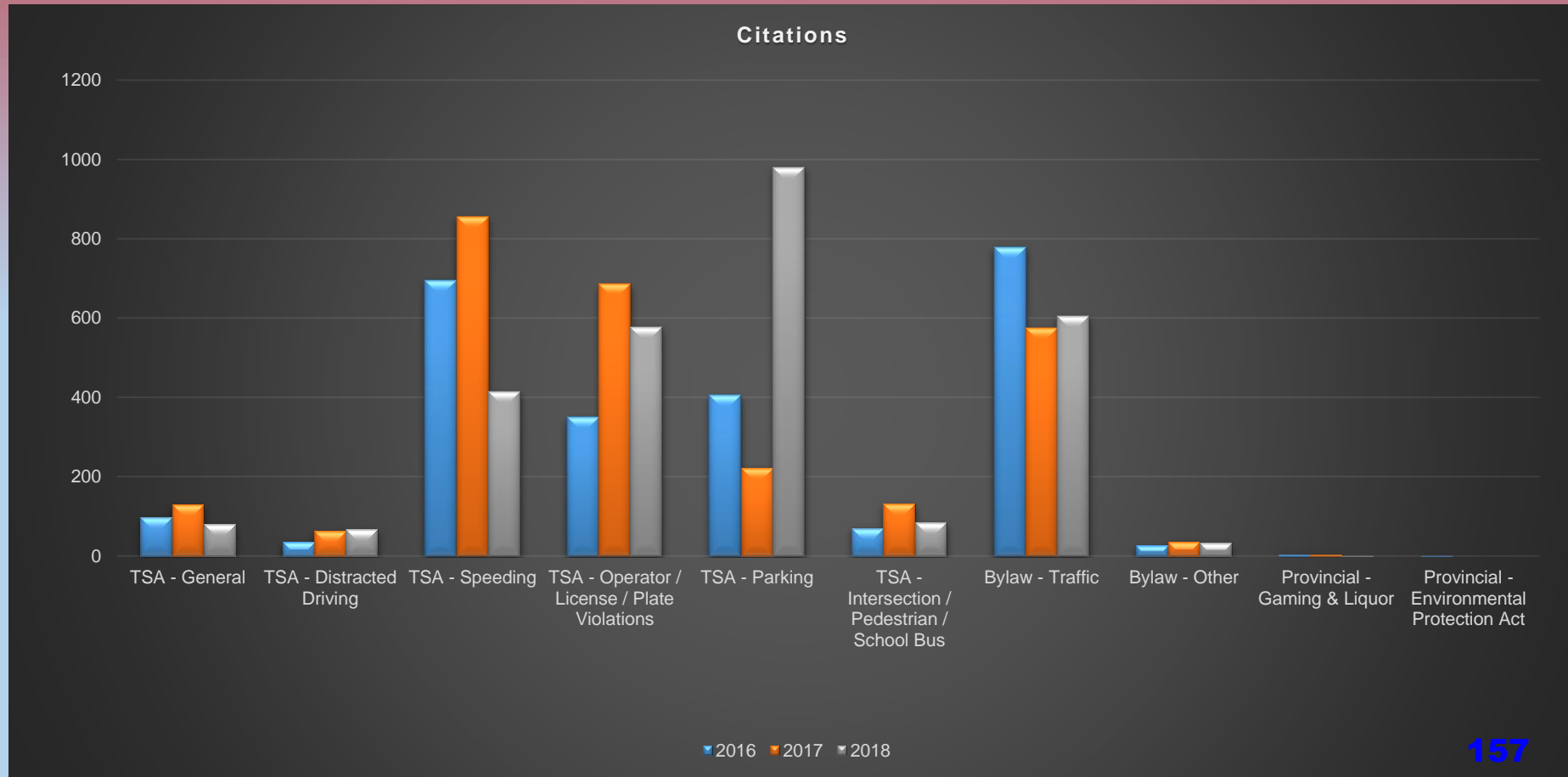




# Citations



- 5.2% increase in citations
- Majority are vehicle related





# Animal Control



- 6.7% Increase in complaints.
- Very few Citations issued
- 211 animals impounded
  - 145 claimed
  - 27 adopted
  - 37 sent to rescue
  - 2 euthanized



# Questions





**Business Items Item #: 4. b.**

**Committee of the Whole Meeting Agenda**

**Meeting Date:** 09/16/2019

**Title:** Implementation of Electronic Meeting Management Software - Frostad

**Presenter:** Freddie Martinez

**Department:** Corporate Services

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**Request for Decision Summary**

Further input is required in order to proceed with the Implementation of Electronic Meeting Management Software project. Administration has prepared three options for discussion that would address upgrades to the audiovisual system in Council Chambers, electronic meeting management software, and provide for either video recording or live streaming.

**Proposed Motion**

That input received regarding the Implementation of Electronic Meeting Management Software be brought forward for Council's consideration during the 2020-2022 budget deliberations.

**Background/Analysis**

Initiative DP662.4 – Implementation of Electronic Meeting Management Software was approved as an amendment in the 2019-2021 Corporate Plan. The intent of this amendment was to accelerate from 2021 to 2019 the implementation of electronic voting, video recording of proceedings and enhancement of how Council meeting information is managed, including the agenda preparation and minutes. This project was allocated a budget of \$53,000 and projected completion was October 2019.

Two issues were identified as the project progressed, the first being that “video recording” and “web streaming” were not defined at the time of approval. Video recording is different than live web streaming, with the latter being significantly more expensive. The second issue identified was that our existing audiovisual technology in Council Chambers has reached the end of its lifecycle and upgrades are required.

Several issues with respect to the audiovisual (AV) system have been highlighted by both Council, Administration, and those in attendance, including:

- AV system generally does not provide listeners with the ability to clearly

communicate within the Chamber. Both the Mayor and Council areas as well as the Public Gallery have poor system performance which makes it difficult for others to hear.

- Microphone system currently in place is not providing the desired pick-up quality.
- Audio feedback is common.
- AV system current does not allow for electronic meeting attendance as the microphone system cannot be integrated with web based meeting apps (Skype, Zoom, GoToMeeting, etc.). This means that the participant remoting in will not be able to hear all that is said in Council Chambers.
- Various hardware components within the AV System have reached their end of life and replacement parts are no longer available. Included in this is the electronic voting system that has become increasingly unstable.

While our current electronic meeting management software, AgendaQuick, works well, the agenda preparation and meeting processes are largely manual and do not allow for recording or indexing of recordings.

It is critical to complete audiovisual upgrades to Council Chambers in order to ensure that meeting processes are not interrupted. An amendment is therefore required to the Corporate Plan to revise the scope and budget for the Implementation of Electronic Meeting Management Software. Administration is seeking input from Committee regarding the nature and scope of the changes to Council Chambers and the Electronic Meeting Management Software.

### **Options/Alternatives**

#### Option 1: Audio/visual Upgrades, Simple Video Recording and Conferencing Capabilities

This option would:

- Upgrade existing Council Chambers audio/visual system (including microphones, AV rack, projector screens, and monitors).
- Upgrade to allow for electronic video attendance at council meetings through the addition of a conferencing hardware.
- Video record Council and Committee Meetings with a single camera showing the Mayor, Council and Administration. The indexed recording will be uploaded the next day to the City's website.

#### Option 2: Audio/visual Upgrades, Single Camera Web Streaming and Conferencing Capabilities

This option would:

- Upgrade existing Council Chambers audio/visual system (including microphones, AV rack, projector screens, and monitors).
- Upgrade to allow for electronic video attendance at council meetings through the addition of a conferencing hardware.
- Record and webcast (live stream) Council and Committee Meetings with a single camera showing the Mayor, Council and Administration. The recording will be indexed during the meeting.

Option 3: Full Audio Video and Control System Upgrade, Web Streaming and Conferencing Capabilities

This option would:

- Fully upgrade existing Council Chambers audio/visual system (including microphones, AV rack, projector screens, monitors, and multi-camera system).
- Upgrade to allow for electronic video attendance at council meetings through the addition of a conferencing hardware.
- Record and webcast (live stream) Council and Committee Meetings with a multi-camera switching system showing the Mayor, Council and Administration.

**Consultation/Engagement**

Based on lessons learned from other municipalities in the region who have conducted upgrades to their agenda management software and AV systems, Administration has engaged an external party that specializes in the integration of audiovisual equipment and software systems, and will handle much of the project management of this project.

**Implementation/Communication**

Administration will take into consideration the input provided by Committee and prepare a corporate plan amendment. This amendment will be brought forward during the 2020-2022 corporate plan deliberations. Administration hopes to go out to RFP before the end of this year, and plans to complete the upgrades between the August and September 2020 council meetings.

**Impacts**

Conducting upgrades to the audiovisual and to the software will promote further transparency in government while enhancing operational efficiencies.

Given the state of our current audiovisual equipment in Council Chambers, it is likely that we will continue to experience technical difficulties during council and committee meetings unless upgrades are done.

**Strategic Vision Element:**

n/a

**Related Goal:**

n/a

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**Financial Implications:**

Based on our initial evaluations and consultations with vendors, the estimated costs will be as follows:

Option 1	Audio/visual upgrades, simple video recording and conferencing capabilities	\$275,000 - \$295,000
Option 2	Audio/visual upgrades, single camera web streaming and conferencing capabilities	\$285,000 - \$305,000

Option 3	Full Audio Video and Control System Upgrade, Web Streaming and Conferencing Capabilities	\$385,000 – \$405,000
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The estimated costs do not include any millwork or physical changes to the room. If upgrades are required to the HVAC system to reduce noise, it is estimated that up to \$100,000 additional funds may be required.

There will be ongoing costs associated with the software and AV system support, and this is an expense that will continue to be included in our operational budget.

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### **Attachments**

*No file(s) attached.*

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The City of  
**Spruce Grove**

**Request for Decision**

**Closed Session Item #: 5. a.**

**Committee of the Whole Meeting Agenda**

**Meeting Date:** 09/16/2019

**Title:** Arena Complex Project - Farbrother

**Department:** Corporate Services

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**Request for Decision Summary**

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**Proposed Motion**

That Council go into Closed Session under Section 24(1) of the Freedom of Information and Protection of Privacy Act, RSA 2000, c. F-25 respecting advice from officials.

**Background/Analysis**

**Options/Alternatives**

**Consultation/Engagement**

**Implementation/Communication**

**Impacts**

**Strategic Vision Element:**

This topic relates to all three of the City's strategic vision elements contained in Council's Strategic Plan

**Related Goal:**

High quality leisure, recreational, commercial and social infrastructure and amenities that meet the interests and needs of the greater community are in place and conveniently accessible.

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**Attachments**

*No file(s) attached.*

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