



Frequently Asked Questions about the Spruce Grove Neighbourhood Park

Q1: Why is a park being built in the Spruce Grove subdivision?

Park development is a required consideration for all Subdivisions in Saskatchewan. As part of the Spruce Grove Subdivision and Concept Plan, approved by Council on April 25, 2024 the developer was required to dedicate 10% of the land area of the Subdivision for park and greenspace. A Service Agreement with the developer, Whitford Construction, mandated that they were responsible for the entire cost of developing the land they dedicated. This aligns with the Village's 20-Year Parks and Green Spaces Master Plan and Strategic Plan pillars of **Recreation & Culture** and **Infrastructure & Environment**.

Q2: Where will the park be developed?

The new park will be constructed along Birch Street will include the land dedicated by Whitford Construction plus adjacent municipal land owned by the Village that was dedicated by the developer of the Hayes subdivision in the neighborhood. At the time of dedication, the developer was not required to develop the park space. As a result, there never was no park developed for the Hayes subdivision. With a commitment to provide green spaces for recreation within neighborhoods in the community, Council committed to complete improvements to the municipal reserve and negotiated with Whitford Construction to do the work at the same time as they developed the park space for their subdivision.

Q3: Who is paying for the park?

The Service Agreement with Whitford Construction required each party to be responsible for their share of the cost based on land area. The total cost of the park \$170,000

- **Whitford Construction (Developer):** Contributed 40% of the land and are responsible for 40% of the cost. Their contribution of in-kind through labour and materials (trail construction and landscaping) will exceed the 40% of the total park development cost.
- **Village of Candle Lake:** Contributed 60% of the land and will cover 60% of the costs, primarily through external sources:
 - \$20,000 sponsorship/donation from a service club
 - \$65,000 third-party grant
 - \$15,000 from the Village's recreation reserve fund

No new taxes are being levied to fund this park.

Q4: Is this park being built to help the developer sell lots?

No. The Village has fulfilled the need for park space for the existing neighborhoods by including the development of the existing municipal reserve in the service agreement with Whitfords. The park includes land dedicated by Whitfords and municipal reserve lands already owned by the Village. Together they will serve all the existing nearby neighborhoods as well as the new subdivision. It has been designed so that it can serve the residents who live in and around Spruce Grove. Ensuring community amenities are developed in new neighbourhoods is standard best practice in community development—not a benefit solely to developers.

Q5: Who decided what would be included in the Park design?

The developer was required to prepare and present a comprehensive Concept Plan as part of the subdivision approval process. The plan was required to include a park space and a conceptual plan of the proposed improvements. The first draft concept plan included several amenities to align with the 20-year Parks and Green Spaces Master Plan which had identified the area for a potential Destination Park. However, based on feedback received from a public open house in May of 2024, the developer scaled back the design in their final approved Concept Plan to be reflective of a Neighborhood Park.

Q6: How was the public involved in this project?

- A **design committee** was formed led by Associated Engineers landscape architect and civil engineers along with representation from the developer, Council, and Administration.
- The proposed design was reviewed by Council before it was mailed to nearby residents and presented at a public open house.
- Feedback was received at the public meeting and consideration was given to maintaining the natural environment and preserving as much of the existing forest as possible and reducing Village costs by finding external funding sources

Q7: I heard this project was defeated. Why is it proceeding now?

After public consultation which included notification and a public hearing, a plan for the park was presented to Council for approval. In November 2024, a motion to approve the plan was presented to Council and an amendment to the motion was made and passed only approving the development of the trail system in the park. In February 2025 Council requested minor modifications to the plan to reduce the size of the off-street parking and enlarge the tree buffer along the front of the park and subsequently passed a resolution to add other elements of the park including a sledding hill, a natural playground structure, misc. park furniture and twelve off street parking spaces. Revisiting previous decisions based on new input, funding availability, and revised designs is part of Council's normal democratic process.

Q8: What about liability concerns?

Liability is a valid concern and is addressed through:

- Professional design and engineering input from AE engineer and landscape architect
- Risk mitigation strategies (e.g., natural playground structures)
- Proper Park operation and maintenance procedures evidenced in new RVCL Policy.
- Insurance coverage for cases where a municipality is found liable

While earlier projects may have been denied due to liability, evolving design standards and new approaches now allow us to develop safe, low-risk recreation spaces.

Q9: Why does this subdivision get a park when others have been told “no”?

In the past possibly some subdivisions were not provided with developed park spaces at the time they were developed or even denied subsequent applications for the neighborhood to develop municipal land in their neighbourhoods. These decisions may have been due to limited capacity to maintain the development within a park or other operational concerns. The village has since increased our capacity to maintain these public spaces. In addition, there have been many changes in development standards since some of the subdivisions were developed. Present day best practice is to provide a public space for residents to recreate, gather to socialize, or just enjoy the natural environment. With this current subdivision, Council has set this high standard for future subdivision development in the Village.

Q10: How can my neighbourhood get a developed park space?

Council recognize that some neighbourhoods are deficient in park space and as a result they created the Community Matching Grant Policy. This policy allows community groups, including residents to apply for matching funding from the Village for approved projects on municipal lands in their neighbourhoods. We're open to re-exploring proposals in other subdivisions with these updated tools in mind. We are committed to improving park equity across all areas of Candle Lake, and welcome community-led initiatives and feedback.

Q11: Why not build a destination park near the hall or existing amenities instead?

As previously stated, the Spruce Grove Park was redesigned to be a neighbourhood park and not a destination park. Neighbourhood parks provide a place right in residential neighbourhood for families to enjoy close to their homes. On the other hand, a destination park, such as the one near the RVCL Community Hall (with parking, washrooms, rink, etc.) typically require users to travel outside their neighbourhood to enjoy them. Both types of parks are important and serve different community needs.

Q12: What amenities will be included in the park?

Approved features include:

- Walking trails
- A natural playground structure
- A sledding hill
- 12-stall parking area
- Park furnishings (benches, waste bins, signage)
- Future amenities may be added during Phase 2 of the subdivision

Q 13: Will the new sledding hill increase the Village's liability-insurance premiums?

A: No. Our broker, **Aon**, has confirmed that adding the sledding hill and the associated play area does **not** generate any extra liability-insurance charge. Liability premiums for Candle Lake are calculated mainly on **population**, so expanding park amenities doesn't change that exposure.

The only potential adjustment is on the **property-insurance** side, where we ensure the physical value of the playground equipment that may add a couple of hundred dollars to our annual insurance premium. The incremental cost is modest and already accommodated within our operating budget.

Q 14: Could the new park — especially the sledding hill and playground — hurt the resale value of homes nearby the Spruce Grove Park?

A National Recreation & Park Association report found that homes fronting or abutting a park command on average 8-10% higher sale price. Other studies concluded that proximity to a maintained park typically boosts residential values by **10%-20%** and that the benefit can extend up to 600 m (2,000 ft), depending on park size and quality.

In practical terms, Spruce Grove's four-season hill and playground provide the kind of nearby recreational amenity that buyers typically pay a premium for: safe play space and scenic open views. Experience in comparable Canadian resort communities shows that such amenities:

1. **Broaden market appeal** (families, retirees, and seasonal owners alike).
2. **Stabilize values during market downturns** by adding lifestyle benefits that cannot be replicated by private developers.
3. **Enhance municipal tax equity** because higher market values near the park generate additional assessment growth that offsets Village-wide service costs.

These gains depend on ongoing maintenance and good park management. The Village has incorporated the hill and playground into its annual inspection and upkeep program to ensure the facility remains a positive, well-kept asset for nearby residents and the broader community.

Q 15: Why not build the sledding hill at the Community Grounds instead of Spruce Grove Park? Couldn't we shift the grant dollars and still go ahead?

A: Staff did explore the Community Grounds (behind the Rec Centre) during the review of the park design. While grant funding *could* be reassigned to an alternate site, Spruce Grove remains the lowest-cost option for three key reasons:

Cost Element	Spruce Grove Park (current plan)	Community Grounds (alternate site)
Fill material	\$0 – the developer (Whitford Construction) is already excavating on-site for subdivision servicing and will supply ±8,000 m ³ of clean fill at no charge.	≈ \$160,000 – all material would have to be imported (8,000 m ³ × \$20/m ³ average supply + trucking).
Earth-moving & shaping labour	Included – developer's crews shape and compact the hill under our engineer's direction.	≈ \$40,000 – Village would have to tender the work or rent equipment and hire operators.
Total Village cash cost	<\$10,000 (engineering inspection & signage only).	≈ \$200,000 before contingencies.
Grant eligibility	Covered under the existing Parks & Recreation Capital Grant.	Also eligible, but the grant would now need to absorb the full hill

**Cost
Element**

**Spruce Grove Park
(current plan)**

**Community Grounds
(alternate site)**

cost, leaving little for other park upgrades.

Additional considerations that favoured Spruce Grove:

- **Integrated neighbourhood amenity.** The hill completes the Village’s intention to create park space for the existing homes and the developer’s obligation to deliver usable greenspace for Phase 1 residents.
- **Construction timing.** Coordinating with the subdivision grading schedule means the hill is built this summer at no extra mobilization cost. An alternate site would push construction to 2026 and duplicate equipment mobilization.
- **Environmental footprint.** Using on-site excess soils avoids more than 500 tandem-truck loads on local roads and the associated carbon emissions.

In short, while the Village could legally redirect the grant to a hill at the Community Grounds, we would forfeit the developer’s in-kind contribution and incur six-figure costs that are *not* budgeted. Staying with the Spruce Grove location delivers the amenity sooner, at a fraction of the cost to the community.

Q 16: Wouldn’t it make more sense to hold off on building the park (and the sledding hill) until all Spruce Grove lots are sold so the future homeowners can decide what they want?

A: Current park-planning practice recommends **delivering core amenities early**—ideally before or alongside the first homes—because that timing yields multiple benefits for both residents and the municipality:

Benefit	Why it matters at the outset
Complete-neighbourhood principle	Planners aim for “15-minute” or “complete” neighbourhoods where everyday amenities are available as soon as people move in. Early parks reduce car trips, support active lifestyles, and help new communities gel. National Recreation and Park Association
Leverages the developer’s in-kind contributions	Under the service agreement, Whitford Construction supplies the fill and labour for the hill while their heavy equipment is still on-site. Waiting would shift those costs—about \$200 K—to taxpayers and would require trucking in 8 000 m ³ of material later.
Minimizes disruption	Constructing the hill now avoids hauling, grading, and safety fencing through an established street network full of finished yards, fences, and driveway traffic.
Supports lot sales and property value	Real-estate studies show that proximity to a quality neighbourhood park can add 8 %–15 % to adjacent home prices; having the amenity visible during marketing helps the Village capture that premium sooner. ULI Americas
Locks in grant eligibility	

Benefit

Why it matters at the outset

The current grants were awarded on the strength of the *integrated* park concept. Moving the project to a later phase—or another site—would trigger a formal scope change and could jeopardise the funding.

Meets the dedication-land timing window

National Recreation & Park Association guidance stresses securing and developing parkland *before* surrounding land values escalate; early construction keeps long-term costs down and ensures equitable access for first movers and later buyers alike. [National Recreation and Park Association](#)

That said, community input is still built into the process. Future considerations for development within the park could include public engagement and/or resident surveys concerning additional “tactical” upgrades (benches, plantings, programming) that can be added as the neighbourhood fills in of Phase 2 is developed. Establishing the foundational landscape now simply ensures every new household arrives to a safe, functional, and attractive public space—rather than a vacant lot waiting for consensus.

Q 17: I'm worried the 30-foot sledding hill will draw so many visitors that traffic and parking spill-over will spoil the quiet character of the Spruce Grove neighbourhood. Aren't we really creating a “destination” park that will pull drivers from all over the region?

A: Spruce Grove Park was initially proposed to be a destination park in the **RVCL Greenspace 20 Year Master Plan**. However, it was determined during the concept planning process that it should be planned as a neighbourhood park. This was considered by the park design team which resulted in limiting the number of amenities and reducing the size of the open space within the park lands. Evidence shows that neighbourhood parks generate only modest traffic that local streets can comfortably absorb.

What's the difference?

Park type	Typical service area & size	User travel pattern	Key reference
Neighbourhood park	¼- to ½-mile walkshed, ~5–10 acres; designed for informal play and short social visits	Users arrive primarily on foot/bike; limited parking is needed to avoid eliminate on street parking.	NRPA neighbourhood-park definition: “the basic unit of the park system ... serving informal active and passive recreation within walking distance”
Destination / special-use park	Amenities of regional appeal (aquatics, theme structures, event venues); size varies but often >20 acres	Visitors are prepared to drive from outside the community and stay for extended periods; substantial parking and supporting services	NRPA “Special Use Parks ... draw visitors from well beyond the community” Merriam-Webster: a destination is “a place worthy of travel or an extended visit”

Walk-first layout: All homes in Spruce Grove and Hayes are within a 5-minute walk of the park entrances, consistent with best-practice “15-minute neighbourhood” planning. Given the resort nature of the community, it is safe to assume that individuals may walk, bike or even from

greater distances within the community. There are no washrooms, concession buildings, large event spaces that typically signal a destination facility.

Traffic Generation: An estimated average of ≈ 5 vehicle trips per acre per day for neighbourhood parks – that is, one car entering or leaving counts as a single “trip-end.” Spruce Grove Park is *just under 5 acres*, so the ITE rate translates to ≈ 25 trips per day during peak season, far below the capacity of Birch Street and surrounding residential roads. Peak sledding use occurs on winter weekends when resident population and commuter traffic is lowest.

Local-street frontage: Birch Street is a residential collector designed for $\leq 1,500$ vehicles/day; the forecast 25 trips represent only about 1 % of that capacity. The off-street parking is intended to ensure that the residents of the neighborhood are not impacted by users of the park. Twelve off-street stalls were sized deliberately to serve neighbourhood users while discouraging large outside groups.

Q 18: Why does the Spruce Grove Park plan include a 12-stall parking lot? Wouldn't leaving it out keep the streets quieter?

A: A *small*, well-screened parking pad is being provided for three practical reasons that actually **reduce** neighbourhood impacts rather than amplify them:

Purpose	How the off-street parking helps
Keeps cars off residential curbs	A neighbourhood park of nearly 5 acres is expected to generate about 0.15 daily vehicle trips per acre (≈ 25 trips/day) under ITE Land-Use Code 411, far below street capacity but enough that some drivers would otherwise hunt for parking space on Birch Street during peak sledding days. Providing a dozen off-street stalls absorbs that demand and prevents driveway blockages and illegal shoulder stopping. New Jersey Department of Transportation
Balances “walk-to” design with inclusion size.	NRPA guidelines note that neighbourhood parks <i>usually</i> omit parking, “however parking may be necessary due to the scope of activities” The 30-ft sledding hill means visitors may be carrying toboggans, toddlers, or mobility aids; a few stalls—including one <i>CSA-compliant accessible space</i> —ensure elders, people with disabilities, and winter caregivers can reach the hill safely without commandeering curbside space. munster.orgCSA Group
Manages visual and traffic impact	The lot is limited to 12 angled stalls (one barrier-free), surfaced with permeable pavers, and tucked behind a landscape berm. Because supply is modest—well below “destination park” scale—it <i>discourages</i> regional drop-ins while still giving residents a safe pull-off. Signage directs overflow to the Community Grounds lot 300 m away, so neighbourhood streets remain the last, not first, choice for parking.

In short, the off-street parking is a traffic-calming measure: it captures the few cars the hill will attract, meets accessibility law, and removes the incentive for on-street clustering—all while being small enough that the park clearly remains a *neighbourhood* amenity, not a regional destination.

Q 19: Does building a 30-ft sledding hill in Spruce Grove Park fit the Resort Village's 20-Year Parks, Open Spaces & Trails Master Plan?

A: Yes — the hill directly advances several objectives and recommended actions in the Master Plan, and nothing in the Plan discourages a neighbourhood-scale toboggan/play hill.

Master-Plan Reference	What it says
4.4.5 Winter Activities & Sports lists adding “play hill ... toboggan hill or slide” in neighbourhood parks such as Glendale, plus play hills in Van Impe and other sites	The Plan explicitly endorses neighbourhood toboggan hills as a priority winter amenity. Spruce Grove's hill follows the same model.
4.3.3 Major Park and 4.3.4 Destination/Special-Purpose park guidelines include “Tobogganing” among desired amenities	Shows tobogganing is a supported use across multiple park types; a 30-ft height is well below the scale of true destination hills, keeping Spruce Grove firmly in the neighbourhood class.
Neighbourhood-park goals emphasise flexible, informal recreation close to homes (play elements, open turf, picnic nodes) Sources	A small sledding hill provides exactly the kind of spontaneous, family-oriented play the neighbourhood-park classification calls for.
The Plan calls for “ introducing new winter activities ... to increase four-season interest for residents and visitors. ”	The hill turns what would otherwise be an exclusively summer space into a year-round amenity, fulfilling this four-season mandate.
The Spruce Grove concept was scaled to a neighbourhood park after public feedback, replacing earlier destination-scale ideas	Confirms the current design, including the hill, aligns with the Plan's neighbourhood-park hierarchy rather than creating a destination facility.

Points for the hill, based on the Plan

- **Four-season activation:** The Plan highlights winter programming as a gap; a sledding hill directly fills it.
- **Local walk-to recreation:** A modest hill encourages active travel and keeps vehicle trips low, matching neighbourhood-park intent.
- **Equity & early delivery:** The Plan stresses providing core amenities during subdivision build-out; constructing the hill now (with the developer's in-kind earthworks) follows that best practice.
- **Low environmental footprint:** Re-using on-site excess soils avoids hundreds of haul-truck trips, consistent with the Plan's environmental considerations.

No identified Plan conflicts

The Master Plan warns against uses that produce high noise or motor-vehicle volumes in small parks; passive sledding and sliding are not flagged as concerns. It also stresses preserving vegetation, which the Spruce Grove design addresses by retaining treed buffers and re-seeding the hill. No clauses prohibit neighbourhood-scale hills or set maximum heights.

The 30-ft sledding hill is squarely in line with the Master Plan's recommendations for winter-activity expansion, neighbourhood-park programming, and cost-efficient early delivery of amenities.

Q 20: Shouldn't Council reverse its park decision if a large group of residents object?

A: Council must *listen* to every viewpoint, but—under Saskatchewan law—its duty is to weigh all the evidence and act in the overall public interest, not simply follow the loudest or largest faction.

1. What the legislation says

Authority	Key requirement	Implication for the sledding-hill decision
The Municipalities Act, s. 92 – General duties of councillors	Councillors must “represent the public and consider the well-being and interests of the municipality.” They must also help “develop and evaluate the policies, services and programs of the municipality.” rmofmartin.com	Council's job is to balance diverse opinions with master-plan goals, safety reports, costs, and long-term benefits for <i>all</i> residents.
s. 93.1 – Mandatory Code of Ethics	Every municipality must adopt a code requiring members to act with integrity and to place the public interest ahead of personal or special-interest pressures. SUMA	Councillors cannot ethically commit to any single group; they must make an informed, objective judgment.
Public-input mechanisms (Petition provisions)	Resort-village voters representing $\geq 8\%$ of the population may petition for a public meeting, and a properly structured petition can force council to put a matter to referendum. Government of Saskatchewan	Residents have formal tools to request further debate, but unless those statutory thresholds are met, council decisions stand.

2. Good-governance best practice

Professional guides such as the **Council Members' Handbook** (Gov. of Sask.) stress that councils must base decisions on **complete information**, including:

- Technical studies (safety engineering for the hill).
- Financial analysis (developer in-kind savings vs. village costs).
- Strategic documents (20-Year Master Plan alignment).
- Public feedback gathered through open houses and written submissions.

Re-deciding every issue whenever an informal poll shifts, would create uncertainty, delay capital projects, and expose the municipality to cost overruns.

3. How resident voices are still heard

- **Consultation rounds** already influenced the park's design scale and features (see FAQ Q 10 & 15).
- **Petition & referendum** rights remain available if residents believe council erred.
- **Annual budget hearings** provide another venue to question or amend park funding.

Council is *obliged* to consider public opinion, but The Municipalities Act and the Council Code of Ethics require members to make a reasoned decision for the whole municipality. Unless a statutory petition or referendum directs otherwise, councillors must rely on the full body of evidence—not just one group's preference—when deciding whether the sledding hill proceeds.

Q 21: Won't a hill that tall create an unacceptable safety risk for children using it year-round?

A: The play hill was design to be a *fun and safe, multi-seasonal park feature*. Here's how risk has been managed:

- **Designed by certified professionals with consideration of applicable standards and best practice.**

There are currently no national standards for the design and use of sledding or tobogganing hills within municipal parks. A licensed landscape architect with recreation-facility experience provided the parameters for the orientation, location, and size of the play hill and a registered engineer prepared the grading plan. The proposed design adheres to Section F 2.2 of the **CSA Z614-20, *Children's Playground Equipment & Surfacing*** (Canada's national playground-safety benchmark - CSA Group) with regards to the design of "play hills" as follows:

- if surfaced with grass, they should be designed to alleviate wear and the necessity of frequent replacement of sod (see Figure F.1).
- to permit safe mowing, the ratio of vertical to horizontal shapes should not exceed 3:1.
- if a hill is intended to be used for tobogganing, there should be no obstructions, such as trees, benches, or play equipment, present at the foot of, or on, the slope.

- **Slope and run-out area meet injury-prevention guidelines as recommended by Parachute (Canada's national charity dedicated to injury prevention - Parachute).**

The proposed play hill is currently designed with a height under 4.0m resulting in a maximum slope of 3.5:1 (or approximately 16 degrees) and an 24m long run-off area. This mirrors Parachute Canada's recommendation that children's sledding hills be "not too steep (less than 30°) and have a long, clear run-off area." We are not aware of any published standards for defining the run-off area length. If there is concern with the length of the run-off area, the height of the hill can be reduced to 2-3 m.

- **Hazard-free corridors.**

All trees, rocks, fencing, and parking areas are set well outside the sliding path. Grassed side berms help guide sleds away from obstructions and it is recommended that hay bales be used during the winter months to delineate the edges of the sloped face from the walking path back to the top of the hill. A post and rail fence is provided at the top of the hill to deter users from sliding or tumbling down the south west slope (back of hill).

- **Clear user rules and supervision aids.**

Signs at the top and bottom of the hill will echo Parachute Canada safety tips (helmet use, feet-first riding, daylight operation, one rider per sled). Parachute

- **Ongoing inspection and maintenance.**

Inspection and maintenance of the park site and play hill will be as per the Village's Park Inspection & Maintenance Policy which includes daily visual checks in peak season, weekly winter grooming.

- **Municipal liability coverage.** Because the facility is built and maintained to an accepted Canadian standard, it is fully covered by the Village's existing Saskatchewan Municipal Insurance policy. THERE IS CURRENTLY NO CANADIAN STANDARD FOR DESIGN OF THESE FACILITIES. IT IS RECOMMENDED THE VILLAGE CONSULT WITH THEIR INSURANCE PROVIDER AND/ OR SOLICITOR.

Through professional design, and proactive maintenance, the multi-season play hill provides a *low-risk, high-reward* play feature that supports healthy recreation for residents of all ages.

Q 22: Will construction of Spruce Grove Park push back or cancel the new walking trail planned for Simon Lehne Drive?

A: No. The Simon Lehne Trail remains on schedule for **2025** and is **funded independently** of park works.

Separate funding streams – Simon Lehne Trail is included in the Village’s 2025 Capital Budget. Council approval is contingent on funding from a Federal Active Transportation Fund application. Active Transportation grants cannot be reassigned to park amenities, so the park project cannot “use up” trail money.

1. **Developer obligations** – Whitford’s service agreement requires them to build a section of the trail along Simon Lehne concurrently with roadway construction, ensuring a significant portion of the corridor is in place even before grant confirmation.
2. **Master-Plan priority** – The 20-Year Parks, Open Spaces & Trails Master Plan flags Simon Lehne as a core hard-surface link in the east-side network, keeping it high on Council’s capital list regardless of other park projects.

Bottom line: Spruce Grove Park does **not** defer, down-scope, or raid funds from the Simon Lehne walking trail. Assuming federal approval, the trail from Main Street to Ford Road—and the Main/Andrews link—will be built in 2025 as planned, giving residents a continuous, safe active-transportation corridor alongside the new neighbourhood park.

Q 23: Does building the Spruce Grove sledding hill mean the Village will pay less attention to its trail program?

A: No. In fact, 2025 will see one-year expansion of Candle Lake’s active-transportation network of approximately 2.5 kms of new paths—while park construction proceeds on a completely separate schedule and budget.

2025 trail projects	Length	Funding / responsibility	Status
Simon Lehne Drive multi-use path – Main St. → Ford Rd. (Sections 1–3)	≈ 850 m	Section 1&3 Active Transportation Fund grant 80%, RVCL share 20% total \$200,000. Developer in-kind for Section 2	Tendering after grant approval
Main Steet Extension – Simon Lehne dr. → Andrews Ave..	≈ 350 m	Included in ATF grant	Tendering after grant approval
Internal Spruce Grove loop & spurs	≈ 600 m	100% Whitford Construction obligation under the subdivision servicing agreement	Constructed concurrently with subdivision roads
Hwy 265 connector & pedestrian crossing – links Fun Run Trail to West-Side Trail	≈ 600 m	100% SGI Safety Grant project. Design and construction to be in 2025;	Pre-design underway grant application is awaiting approval.

Total new trail in 2025: ≈ 2.5 km

Q 24: What happens if construction costs climb—could the Village end up paying for cost overruns on the sledding-hill project?

Although the initial service agreement anticipated that the works were one blended contract with each party responsible for their share of the park development cost, by assigning variable, site-dependent work to the developer (grading labour and materials) and limiting the Village's spend to fixed-price procurements (manufactured playground equipment and furnishings), Council has contained financial risk. Should construction costs increase beyond the budget the Village is *not* on the hook for any overruns, or even if grant funding is not approved, the and the approved budget lines remain secure.

Q 25: Isn't the sledding hill just a convenient way for the developer to bury the brush and stumps they scraped off the subdivision?

No. The hill is first and foremost a planned recreation feature—one that also lets us handle unusable organic debris safely, cheaply, and sustainably. The grading plan was prepared by a licensed landscape engineer. The organic material (treetops, stumps, top-soil fines) will be encapsulated below the depth that can ever be reached by park users and then sealed with compacted, competent soils before the final 30 ft hill is shaped and turfed. This is the same “borrow-pit backfill” technique the Ministry of Highways uses when building road embankments.

About 600 tandem-truck loads of organics now sit on the subdivision. They cannot be used in roadbeds or building pads. Hauling them to a disposal location would burn fuel and create traffic. Using them as inert fill under the hill avoids a six-figure bill to import 8 000 m³ of clean fill if we tried to build the hill, significantly reducing the cost of constructing a hill. Instead, the organics move a few hundred metres within the site, sparing local pavement and residents from haul noise. Close-proximity reuse eliminates diesel haulage, keeping an estimated 25 t of CO₂ out of the air and lowering dust and noise for neighbours.

After burial, the organics are covered by layers of compacted clay and structural fill; surface soils are seeded and regularly inspected under our park-maintenance program. The depth of cover and compaction specifications ensure long-term stability—no sink-holes, no odour, no fire risk. The sledding hill is not a dump; it is a fully engineered play feature that happens to offer the smartest, cleanest, and cheapest way to manage subdivision debris—delivering a win for the developer, the Village budget, the environment, and, most importantly, future park users.

Have more questions?

Please refer to our website for details concerning the Spruce Grove Park. If you have questions about this project or have ideas for developing park spaces in your neighbourhood, please reach out to the Village Office at (306) 929-2236.