Schedule A

~~Range Road 260~~

Cherot

Area Structure Plan

Bylaw 23/2014

(Avenir & ~~Elysian Fields~~Cherot West)

As amended February 2, 2015 - Bylaw 8/2015

Schedule A

Leave Blank to insert Bylaw

Schedule A

Cherot Area Structure Plan Amendments

Amendment Number	**Bylaw Number**	**1st Reading**	**2nd Reading**	**3rd Reading**
Original	23/2014	October 6, 2014	October 6, 2014	October 6, 2014
1	8/2015	February 2, 2015	February 2, 2015	February 2, 2015
2	3/2021	March 1, 2021	April 6, 2021	April 6, 2021 (fill in after dates occurs)

TABLE OF CONTENTS Page

LIST OF FIGURES **Page**

1.0 INTRODUCTION

1.1 Purpose

(1) This plan establishes the conceptual land use, transportation, and servicing patterns for ~~Avenir and Elysian Fields~~Cherot to implement the *Municipal Development Plan (MDP)*, which designates this sector of the city for commercial, residential, ~~industrial uses,~~ and park/open space.

(2) Range Road 260 Area Structure Plan is made up of three neighbourhoods that include Avenir, Cherot East, and a future development area north of Villeneuve Road.

(3) Servicing standards, population analysis and other details supporting this Range Road 260 Area Structure Plan (ASP) are referenced in the draft *Avenir Area Structure Plan Technical Report* (Technical Reports) dated October 2013 with revisions dated August 2014. Elysian Fields is referenced in the draft *Elysian Fields Area Structure Plan Technical Report* (Technical Reports) dated April 2013 with revisions dated September 2014. The preparation for Avenir and Elysian Fields Technical Report was prepared separately for each developer by Lovatt Planning Consultants ~~Inc.~~Inc. Studies that covered both development areas were prepared by Al-Terra Engineering Ltd. and Select Engineering Consultants Ltd., which included the Preliminary Servicing Concept Design Brief, Hydraulic Network Analysis, and the Traffic Impact Assessment. In June 2020, for the Elysian Fields lands, now called Cherot East, studies were provided by Select Engineering Consultants Ltd, to update the development concept. The documents were used to prepare this Bylaw.

1.2 Authority of the Plan

The Range Road 260 Area Structure Plan was renamed to Cherot Area Structure Plan through Bylaw 2/2021. The ~~*Range Road 260*~~*Cherot Area Structure Plan (ASP)* has been adopted through a bylaw passed by Council in accordance with the *Municipal Government Act (MGA)*.

~~This plan is in keeping with the Proposed Future Land Use Concept (2012), Map 4 of the *Intermunicipal Development Plan* Bylaw 7/2001, as amended by~~

~~Bylaws 1/2005, 2/2005, 19/2011 and 18/2012 and shows the area as mixed use (residential/commercial business), commercial, business park, urban residential, and a buffer along Carrot Creek.~~

The MGA identifies an ASP for the purpose of providing a framework for subsequent subdivision and development of the area. The ASP is to describe the sequence of development, land use purposes, population density, and general location of transportation, public utilities, and other matters Council considers necessary. The approval of the ~~Range Road 260~~Cherot Area Structure Plan does not guarantee development rights. At the time of subdivision, detailed engineering drawings and plans of subdivision will be reviewed and the City will then determine if development can proceed. In order to encourage development within the City of St. Albert, Council, by approving this Area Structure Plan, acknowledges the following limitations:

- That final approval of any servicing agreements remain subject to a review of plans of subdivision and detailed engineering drawings as per the City Engineering Standards, Utility Master Plan (UMP), Transportation Master Plan (TMP), Transportation System Bylaw (TSB), Municipal Development Plan (MDP), Land Use Bylaw (LUB), and any other documents, Municipal or otherwise, the City determines relevant to the development. The approval of this ASP does not mean approval of any servicing agreement, future districting, subdivision, development agreement, development permit, or building permit.
- That the City reserves the right to apply any additional infrastructure servicing specification to the lands covered by this ASP in order to provide quality services to the citizens.
- That all development expenses and other costs, of every nature and kind, are expended at the developer's sole risk, and that any additional expenses incurred by the development as a result of any modification resulting from the aforesaid Engineering Standards are at the developer's expense.
- The City is not responsible financially or otherwise, to provide infrastructure to support development of this ASP.

~~The Range Road 260 ASP was renamed to the Cherot ASP by Bylaw 2/2012 through a motion in council.~~

1.3 Timeframe of the Plan

The Area Structure Plan is future-oriented and depicts how ~~Avenir and Elysian Fields~~Cherot ~~are~~ is expected to be developed over a ~~period of~~ time and through a series of public and private sector initiatives. The completion of Avenir is expected to take 10 to 15 years (~~2030~~2036) and the completion of Cherot East is expected to take over ~~20~~ 15 years (~~2035~~2036) for full build-out and both are ~~dependant~~dependent on servicing capacities and the market demand. The portions of land north of Villeneuve Road have no expected timelines for development. While the plan envisions a desired future, changes to the plan may be required to respond to new circumstances. Thus, to ensure that it remains current and relevant, the plan may be reviewed, updated, and amended either generally or in regard to a specific issue as determined necessary by Council or when the *Municipal Development Plan* (MDP) is updated.

1.4 Interpretation of the Plan

1.4.1 Map Interpretation

Due to the small scale of the ASP maps, the boundaries or locations of any symbols or areas shown on a map within the ASP are approximate ~~and not absolute~~, and are to be verified at the time of subdivision. With the exception of surveyed delineations, boundaries and symbols on the maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as existing road or utility rights-of-way. Minor deviations on the boundaries between land uses may be allowed, at the discretion of Planning and Development Department Administration, as long as the general location of land uses does not change or create potential impacts to surrounding land uses (existing or proposed) and the overall statistics for the neighbourhood are still achieved. While proposed roads and walkways are shown in order to illustrate possible alignments, the local road alignments and walkway locations are subject to verification and possible realignment at the time of subdivision.

1.4.2 Application of the Plan

The overall *ASP* shall apply to the area shown on Figure 1. The area is located in the northwest quadrant of St. Albert and is bounded by:

- Giroux Road (Old McKenney Avenue) to the south;
- North City limits is the north boundary;
- Carrot Creek to the west; and
- Ray Gibbon Drive to the east.

Range Road 260 is the roadway that is located ~~divides~~ between Avenir and Cherot East. Lands north of the Villeneuve Road have been included within this ASP; however, no land use ~~concepts~~concepts, or development statistics have been considered. The reason for adding in these lands is so that all parcels of land west of the future north-south highway and north of Villeneuve Road are within the boundary of an ASP.

The Avenir portion of the ASP encompasses an area of 84.88 hectares; Cherot East portion of the ASP encompasses an area of 100.5 hectares; and the lands north of Villeneuve Road encompass an area of 44.0 hectares. All areas combined total 233.5 gross hectares.

1.5 Objectives

The objectives for each area within this ASP are specific to that portion:

Avenir

- build a range of housing options to meet a wide spectrum of homeowners;
- develop mixed-use opportunities with ground level commercial and dwelling units above;
- provide active living with access to Carrot Creek and the linear recreational feature; and
- enhance stormwater pond as a wetland feature.

~~Elysian Fields~~Cherot East

- ~~create an active live-work-play Sports City community;~~
- ~~Create a~~develop Enable land uses ~~plan~~ that promotes access to neighbourhood amenities, such as, public open space, school sites, recreation ~~center~~, and commercial uses;~~.~~

Formatted: Not Highlight

- ~~offer a mix of housing typesunits including mixed-use with residential and commercial;and complement the community with school and commercial uses.~~
- create aesthetically pleasing residential areas that offers ~~with~~ a range of housing ~~optionschoices~~;
- ~~C~~create pedestrian friendly linkages of walkways and trails; ~~and~~and,
- provide a City-wide community amenity site, which will accommodate civic needs and recreational activities.
- ~~provide a site for a future school.~~
- ~~build year-round recreational opportunities with connections to the trails and parks;~~
- ~~generate employment opportunities through the development of industrial sites; and~~
- ~~offer a wide range of sporting and entertainment facilities~~

Formatted: Not Highlight

Formatted: Not Highlight

Formatted: Font: (Default) Garamond

Formatted: Not Highlight

Formatted: Font: (Default) Arial

1.6 Property Ownership Patterns

There are eight landowners within the Plan Area. For the Avenir portion, the landowners include 1261588 Alberta Ltd. (Rampart Communities Ltd.) as the major landowner, Melcor Developments Ltd., McCollum, and Unterschultz (et all). For the ~~Elysian Fields~~ Cherot-portion, all land is owned by Rohit Land St. Albert West Ltd.~~M. Bokenfohr~~. For the parcels north of Villeneuve Road, there are several landowners that include: Tappauf, 1281590 Alberta Ltd., and Holden. Figure 7 provides the legal descriptions of the parcels of land within the Plan Area.

1.7 Planning Context

The ASP has been prepared within the context of the statutory planning system in St. Albert, as well as other non-statutory planning and servicing initiatives, which provides guidance for the future land use and development options of ~~Range Road 260~~Cherot Area Structure Plan.

~~1.7.1 *Intermunicipal Development Plan (IDP)*~~

~~The *Intermunicipal Development Plan for Sturgeon County and the City of St. Albert* applies to these lands. The *IDP* designates lands with four proposed future land uses: mixed-use (residential/commercial business), commercial, business park, and urban residential. Carrot Creek is to be a multipurpose greenway with conservation of the natural riparian area. With Bylaw 1220/10, Sturgeon County repealed their portion of the IDP, while the City of St. Albert continues to maintain the IDP as of the writing of this ASP.~~

1.7.1 *Edmonton Metropolitan Region Growth Plan*

St. Albert is one of 13-member municipalities that must conform to the Growth Plan of the Edmonton Metropolitan Regional Board (EMRB). St. Albert is part of the Metropolitan area, encompassing the highest concentration of existing and future urban development. St. Albert statutory plans must align with policies within the Growth Plan, including but not limited to, greenfield densities of a minimum of 40 dwelling units per net residential hectare (du/nrha).

The ~~Range Road 260~~Cherot ASP proposes a~~n unchanged~~ net residential density of ~~32~~41 dwelling units per net hectare. ~~Since the Riverside ASP predates 2017, the density requirement of 40 dwelling units per net hectare does not apply. The Riverside ASP, however, does meet the minimum density of 30 dwelling units per net hectare, which was the required density by the Capital Region Board, at the time the existing ASP was approved.~~ This application was not required to be referred to the EMRB, since it met all the requirements of the EMRB Growth Plan.

Formatted: Not Highlight

1.7.2 *Municipal Development Plan (MDP)*

The City of St. Albert *MDP*, Bylaw 15/2007, as amended, *Future Land Use Policy, Map 2,* designates the Plan Area as commercial, ~~industrial~~, residential, park/ open space/school/ public service~~and open space~~. The N*atural Areas Inventory, Map 4, MDP*, delineates Carrot Creek as a natural area.

1.7.3 Existing Area Structure Plan

The original version of Range Road 260 Area Structure Plan was adopted on October 6, 2014, with amendments in February 2015. Through the amendment of Bylaw 2/2021 the plan name changed.

~~Two former landfills are located at the northern portion of the Elysian Fields neighbourhood. A landfill setback variance is required to achieve these proposed land uses. Currently sensitive land uses such as residential, schools, daycare is subject to the minimum required landfill setback of 300 metres.~~

1.7.4 *Land Use Bylaw (LUB)*

The City's *Land Use Bylaw,* Bylaw 9/2005, as amended, controls development of the lands within the neighbourhood. The Urban Reserve District is a holding district for orderly transformation to future urban expansion or intensification development. Changes to the land use district will be required through an amendment to the Land Use Bylaw (redistricting), ahead of subdivision and development.

The ASP Future Land Use map demonstrates the base land uses, and descriptions within this document describe the expected uses and

densities. Land uses that are anticipated for Avenir are: commercial, mixed-use commercial/medium density residential, low density residential, medium density residential, public park, and stormwater management facilities (as public utility lots). Cherot East anticipated land uses are: ~~mixed-use commercial/medium density residential,~~ low density residential, medium density residential, high density residential, public park, school site, ~~public and private service (public recreation~~Community Amenities ~~facility~~Campus~~)mix of commercial/business park, industrial, sports facilities~~, and two~~a~~ stormwater management facility (as public utility lots).

~~Two former landfills are located at the northern portion of the Elysian Fields neighbourhood. A landfill setback variance is required to achieve these proposed land uses. Currently sensitive land uses such as residential, schools, daycare is subject to the minimum required landfill setback of 300 metres. A reduction in this setback is required to allow sensitive uses prior to redristicting and subdivision.~~

1.7.5 *Transportation Master Plan (TMP)*

The City's *Transportation Master Plan* (2015~~08~~) prepared by Associated Engineering for the City of St. Albert, guides how the City addresses current and future transportation needs. This document sets the vision and actions for the transportation network until 2042. The term transportation includes roads, trails, sidewalks, and other infrastructure needed to move people and goods ~~from one place to another~~within and through the city. ~~applies to these lands as the *TMP* was developed with consideration for the annexed lands.~~ The *TMP* shows road patterns at various population horizons. ~~In the 75,000 population horizon (Exhibit 4.18 of the *TMP*)~~In the ~~Range Road 260~~Cherot ASP, the proposed roadway network shows Range Road 260 as a ~~straight~~ direct north-south future collector roadway connecting to ~~Villenueve~~Villeneuve Road to the north and Giroux Road to the south. Future collector roadways are also shown looping through both sides of Cherot to service the interior of each neighbourhood and connect to Cherot at multiple points for entry and exit into Avenir and Cherot East neighbourhoods ~~respectively~~. ~~In the~~

~~105,000 population horizon (Exhibit 4.25 of the *TMP*), the proposed roadway network shows Range Road 260 as a curved arterial roadway.~~ In the growth horizon (2042) Ray Gibbon Drive as the eastern boundary of the ASP is shown ~~as a future road widening~~ in the TMP as a 4-~~xx~~ lane arterial roadway.

One of the strategies identified in the TMP is "Complete Streets". The City of St. Albert approved the Complete Streets Guidelines and Implementation Strategy in August 2018. The Complete Streets Guidelines provides vision, principles, and objectives to support St. Albert's priority of creating a community designed to promote safety and connectivity through a transportation network that accommodates all types of development. Any proposed subdivision applications within this ASP, should be in conformance with the TMP, and the Complete Streets Guidelines and Implementation Strategy. Ray Gibbon Drive is expected to be constructed as a future B~~b~~oulevard roadway in accordance with Complete Streets.

1.7.6 *Utility Master Plan (UMP)*

The *Utility Master Plan (UMP) 2014* for the City of St. Albert is a general framework for providing utility services to future developments (water, wastewater, and stormwater management). The timeframe for extending services is based on the pace of development and the ability of front ending parties to design and construct necessary infrastructure components.

At the time this ASP was written, the current stormwater management release rate is 2.5 litres, per second, per hectare (L/s/ha) for Sturgeon River and 1.8 L/s/ha for Carrot Creek. Should release rates be altered, additional studies showing the impact on downstream stormwater facilities must be completed.

In order for development to proceed within Avenir or Cherot East, necessary off-site sanitary work must be completed to provide servicing capacity and extend necessary services. Interim Real Time Controlled Storm ponds have been shown within the ASP in order to provide stormwater treatment and conveyance until the outlined stormwater trunk line is installed that would convey stormwater from the development into

Big Lake. Necessary off-site work is outlined within the Utility Master Plan and delineated in the Off-Site Levy Bylaw, as amended.

2.0 SITE ANALYSIS

2.1 Natural and Cultural Features

2.1.1 Topography and Drainage

Based on aerial photographs, the area has been cleared and farmed dating back to 1949. Avenir slopes east to west to Carrot Creek and has higher elevations in the north with lower elevations in the south portion nearing Giroux Road. The ground elevations for Avenir range between 675 metres to 662.5 metres. Cherot East has ground elevations ranging between 681 metres to 672 metres, with a downward slope from east to west towards Range Road 260.

On Cherot East, the two shallow drainage channels in the north portion feed a drainage channel in the north portion of the Avenir site. Mid-way on Cherot East is a shallow drainage channel that flows into Avenir. On the south portion of Avenir, there is a shallow drainage channel. All the channels identified drain to Carrot Creek.

2.1.2 Sturgeon River & Carrot Creek Designated Flood Line

The lands are above the Designated Flood Line for the Sturgeon River. Avenir is adjacent to Carrot Creek and some of the lands are within the Designated Flood Line for Carrot Creek. Development below the designated flood line is greatly limited as outlined in the Land Use Bylaw.

2.1.3 Geotechnical Conditions

Geotechnical investigations, covered both Avenir and Cherot East (Elysian Fields), are documented in the report *Geotechnical Investigation-Proposed Avenir Elysian Neighbourhood Between Giroux Road & Villeneuve Road Between Carrot Creek and Ray Gibbon Drive St. Albert, Alberta (2012)*. The report provides a summary of the general subsurface soil profile and preliminary geotechnical recommendation for neighbourhood planning, road and foundation design. Sixteen (16) ~~testholes~~test holes for both Avenir and Cherot East (Elysian Fields) were drilled and no test holes were near the ~~gravel pit and~~ landfill on Cherot East (Elysian Fields). The subsurface soil is medium to high plastic

lacustrine clay found near the surface and clay till or sand was below the clay. The water table depths and elevations were highest near Carrot Creek with depths between 0.3 metres to 2.4 metres from ground surface. In the centre of ~~the~~ pit 1 and pit 2~~site~~, water table depths were 10 metres below ground surface as indicated in 2012 geotechnical study. Test holes conducted near pockets of wetlands/slough had high water tables and may require sump pumps, cast-in-place pile installation, or slab-on-grade construction. Some soils in the area may not support heavy structure. Water tables can fluctuate depending on the season or amount of rainfall.

Areas of high ground water levels may require further investigation at the time of subdivision or Development Permit and building construction stage to identify mitigation measures addressing hydro-geological concerns. If an acceptable strategy cannot be obtained, then the land may be deemed unsuitable for development.

2.1.4 Vegetation Resources

In the *St. Albert Natural Areas Review and Inventory,* which served as an addendum to the *St. Albert Natural Areas Review and Inventory (2008),* Carrot Creek is shown as a regional ecosystem, which is a Regional Environmental Sensitive Area that provides flood attenuation, groundwater recharge, organic matter recharge, and is a critical habitat linkage. Along Carrot Creek are riparian zones that vary in width and the vegetation type that interface with the creek and existing farmland. Riparian zones are important to bank stability, erosion control, and wildlife and marine habitat biodiversity.

~~The proposed stormwater management facilities provide opportunities for the creation of additional wetlands and wildlife habitat to enhance the natural resources of the Plan Area.~~

2.1.5 Natural Site Assessment

A Natural Area Assessment was completed for the portion of NE-1-54-26-W4M, Plan 952 1983, Blocks 1 and 2; and Plan 972 2087, Block 2, Lot 1, with site inspections on February 28 and March 1, 2012.

Avenir

Carrot Creek

The portion of Carrot Creek adjacent to Avenir is divided into four Reaches (stretches of land) each having variable vegetation growth and creek pattern.

- Reach 1 is nearest CN rail line. In this location, the Creek is straight and narrow with the area being cultivated. The north portion of Reach 1 has some shrubs along the creek bank.
- In Reach 2, the Creek is winding, and the channel is natural with some willow shrubs, trembling aspen, and grassland.
- At Reach 3, the Creek is narrow, and the vegetation is dense with willows. Within Reach 3, a farm access has been installed over the creek, with a culvert to manage the water. Near this access is a wetland (Wetland 1) with marsh like vegetation of cattail, water parsnip, and willow. A second wetland (Wetland 2) is also within Reach 3.
- Reach 4, nearest Villeneuve Road, the Creek is vegetated with riparian plants, trees, and shrubs. Within this Reach, a rare vascular plant, Carex retrorsa (turned sedge) was recorded. It is anticipated that all of Reach 4 will be within the designated flood line; therefore, the rare vascular plant should not be impacted. However, if there is development of any kind, then a program to mitigate the loss of this species is required, which may include protection or transplant in a suitable location.

Carrot Creek is a critical habitat linkage between Big Lake, Lois Hole Provincial Park, and to the upper portion of Carrot Creek. The Creek supports fish, birds, ground animals, deer, moose, coyote, reptiles, and amphibians. The protection and restoration of riparian corridors is a conservation goal because historical land uses have impaired the creek corridor's function. If any work in the vicinity or in the waterway occurs, authorization may be required by the Department of Fisheries and Oceans (DFO) pursuant to the ~~Canadian~~ Fisheries Act and Alberta ~~Public Lands Division~~Environment and Parks.

~~Elysian~~Cherot East

A Natural Area Assessment was completed on March 1, 2012 for the NW and SW quarters of 7-54-25-W4M, and NW-6-54-25-4. No natural areas

were ~~identified~~identified, and the land is dominated by agriculture. There is one wetland straddling NW-6-54-25-4 and SW-7-54-25-4, which is about 0.5 hectares in size and may be a class IV or V wetland. In addition, aerial photos show drainage swales, which should be verified prior to stripping and grading or at the time of subdivision.

Both Avenir & Cherot East

Wetland and Shelterbelt

Two wetland areas were identified along Carrot Creek and will be retained. A drainage swale feeds Wetland 2 that is adjacent to Carrot Creek; the removal of the drainage swale may impact the wetland. Within NE-1-54-26-4 are three small wetland areas that have been degraded and cultivated. These three small wetland areas are planned for development, but need to be further investigated to determine the Water Act approval. In addition, there are several ephemeral drainages crossing the lands and extending east across Range Road 260. There are four shelterbelts that support movement of wildlife, but are not intricate to the Creek and will be removed and developed.

Wetland Verification and Compensation

Alberta Environment and ~~Parks~~ ~~Sustainable Resources Development (AESRD~~) must verify if the bed and shore of a wetland will be claimed by the Provincial Government under the *Public Lands Act*. Alberta Environment, who administers the *Water Act*, would require compensation under the Water Act for any wetland area that is removed.

The Municipal Development Plan indicates the City of St. Albert shall protect not only provincially and regionally significant areas, but also locally significant, sustainable areas, except where the protection compromises other necessary parks, trails and open space requirements in a neighbourhood. Carrot Creek is within the Plan Area and shall be protected.

2.1.6 Environmental Site Assessment

Avenir

A Phase 1 Environmental Site Assessment (ESA) was completed in January 2007 for NE-1-54-26-4. No issues were identified at that time.

A Phase 1 ESA was completed in May 2008 for Plan 952 1983, Blocks 1 and 2; and Plan 972 2087, Block 2: A Phase 2 ESA was completed in July 2008 to assess potential impacts from the former landfill site located on the east side of Range Road 260, called Pit 2, as this pit is closest to the Avenir lands.

~~Elysian Fields~~Cherot East

A Risk Assessment of former landfills located on the east side of Range Road 260 for the west half of 7-54-25-4 was completed in August 2010. ~~In addition, a~~A Pit 1 Characterization in February 2011 was completed. A Phase 1 Environmental Site Assessment (ESA) was completed in May 2019 for SW-7-54-26-4, NW-6-54-25-4, and Plan 932 1471, Lot A.

Formatted: Not Highlight

ESA to be Conducted

An ESA in Avenir is needed for parcels NE-12-54-28-4 (47 City Annex West) and SE-12-54-26-4 (53 City Annex West).

~~An ESA in Elysian Fields is needed for parcels SW-7-54-26-4, NW-6-54-25-4, and Plan 932 1471, Lot A.~~

There is a former landfill located north of Villenueve Road. An ESA is needed for all lands north of Villeneuve Road.

Former Landfills Pit 1 and Pit 2 (Figure 9)

On the east side of Range Road 260 are two former landfill sites that have not operated since 1996 and these have been called Pit 1, located more north, and Pit 2, located closer to Range Road 260. A risk assessment was undertaken to satisfy the requirements of the Policy for the Variance of Setback from Landfills and Waste Storage Sites for Alberta Environment's consideration. The required setback from a landfill is 300 metres with restrictions on use; however, an application can be made to the Province to reduce the setback requirement, which would allow for development closer to the former landfill. Any development within the required landfill setback is subject to City of St Albert's Subdivision and Development Regulations.

The Phase 1 ESA conducted by Tetra Tech in May 2019 recommends closure of the two pits proceed and post-closure monitoring in established in consultation with Alberta Environment and Parks. The City hired a third-party consultant to review documents. At the time of adoption of this plan, the third-party review is not complete. Upon completion, this review will inform future development setbacks.

The City will require a copy of the provincially approved post-closure monitoring plans for Pit 1 and Pit 2 prior to considering any development within the landfill setbacks. ~~Landfill Remediation, Monitoring Plans, and Closure Report prior to considering development within the 300-metre setback of Pit 1 and Pit 2.~~

Formatted: Not Highlight

Pit 1 (~~limited development opportunities~~located in the north of the Plan area)

Pit 1 collected a range of waste from organic material, metals, household waste, plastics, industrial liners, cardboard, garbage bags, and empty industrial buckets. The site did accept prohibited waste that should have been deposited at a hazardous waste landfill. The future use of the area is passive recreation. ~~The proposed future use is a golf academy/driving range and to minimize the potential for water infiltration,~~Pit 1 will have a low-permeability cap ~~should be~~ installed and a passive landfill gas venting layer with vent stacks. ~~At a minimum, a 50-metre buffer zone should be maintained around the perimeter of Pit~~ Future development must be designed~~1~~ to protect the covers system and perimeter soil gas probes to monitor for evidence of subsurface lateral landfill gas migration. ~~The report prepared by MMM Group recommends that commercial or industrial building structures could be constructed up to 30 metres from the Pit 1 landfill perimeter, because the pit will not be disturbed.~~ Residential buildings, schools, hospital, or food establishments could not be constructed within 300 metres of Pit 1. The City could apply for a setback variance (if deemed in its best interest), subject to approval from the Province of Alberta.

Formatted: Not Highlight

~~The City hired a third party consultant to review the document prepared for Elysian Fields and recommend further investigations may be required to adequately address the risks at the landfill location. At the time of writing the ASP, the developer for Elysian Fields has elected not to request a landfill setback variance for Pit 1.~~

~~There is a sand lens between Pit 1 and Pit 2. To insure no contamination movement from Pit 1 towards Pit 2, groundwater monitoring wells properly placed around Pit 1 is required.~~

~~The City will require a copy of the Landfill Remediation, Monitoring Plans, and Closure Report prior to considering development within the 300-metre setback of Pit 1 and Pit 2.~~
The City will require a copy of the provincially approved post-closure monitoring plans for Pit 2 prior to considering any development within the landfill setback

Formatted: Not Highlight

Pit 2 (future SWMF)

Pit 2 collected vehicles, metals, concrete debris, and some household refuse. In 2012, remediation of Pit 2 was undertaken with waste material removed. A remediation certificate (No. 326481-00-00) was issued by Alberta Environment now AEP in January 2015 for remediation of nickel within a portion of Pit 2. ~~The intent is to remove all waste material, raise the base of the pit, install a liner in Pit 2, and use the area as a stormwater management facility. MMM Group does not anticipate a~~A 300-metre setback restriction on residential buildings, schools, hospitals, or food establishments is not anticipated. ~~The 300-metre setback on Pit 2 impacts land on the west side of Range Road 260.~~

~~Once a remediation certification from Alberta Environment is received, the~~The City could apply for a setback variance (if deemed in its best interest) subject to approval from the Province of Alberta, prior to consideration as a stormwater management facility or before any development can occur within the 300-metre setback of Pit 2.

The City will require a copy of the provincially approved post-closure monitoring plans for Pit 2 prior to considering any development within the landfill setback.

Wellheads

There are 13 abandoned wellheads within the ASP boundary. Four (4) wellheads within Avenir area have been issued reclamation certificates or are reclamation exempt. The technical report identified an active gas well located in the northwest portion and three abandoned wells on Cherot East. There is one (1) wellhead north of Villeneuve Road. There are four (4) wellheads along Range Road 260. Figure 9 provides the location of wells and licence numbers.

Reclamation certificates are required for wellheads and provide a determination if a 5-metre setback is sufficient. Setback requirements are determined and regulated by Alberta Energy Regulator (AER). Any wellhead that is not currently in the road right-of-way of Range Road 260 must be located on privately held lands and have adequate physical accessibility according to all pertinent standards and legislation. The City does not assume ownership or liability for a wellhead. Any development restriction/requirements to comply with Alberta Energy Regulator.

2.1.7 Heritage Resources

Historic Resources Management Branch, Alberta Culture and Community Spirit have indicated the site has been extensively disturbed by cultivation for up to 12 decades and no further archaeological assessment is required. *Historical Resources Act* clearance has been given to proceed with development within Section 12, Township 54, Range 26, W4M; Section 1, Township 54, Range 26, W4M; Section 6, Township 54, Range 25, W4M; and Section 7, Township 54, Range 25, W4M.

2.2 Current Development Patterns

The west boundary of the Plan Area is bordered by Carrot Creek, a Regionally Environmental Sensitive Area, with agricultural land uses in Sturgeon County on the west side of the Creek. To the south of Giroux Road (Old McKenney Avenue) are the future employment~~/industrial~~ lands. To the north of the Cherot East ~~portion~~ is a stormwater management facility to support water from the adjacent highways.

The Plan Area was predominantly cultivated fields for agricultural use with two former landfills on the east side of Range Road 260. There is one single family house and eight out-buildings on Plan 972 2087, Block 2, Lot 1. The house is serviced by a domestic water well and a septic tank and field.

AltaLink have overhead powerlines along Range Road 260 and Giroux Road (Old McKenney Avenue). ~~The City will require the powerlines to be buried or relocated as part of development. This will have to be done in consultation with the power company.~~

Alberta Transportation advised that no direct access from the Plan Area will be permitted onto Villeneuve Road except from Range Road 260.

3.0 LAND USE CONCEPT

3.1 Future Land Use Map

The Future Land Use Map for ~~Avenir and Elysian Fields~~Cherot is shown on Figure 2. This map defines expected future land use and roadway patterns for the subject lands.

3.2 Major Development Patterns

Avenir

The ~~main~~ primary land uses in the future Avenir neighbourhood are mixed-use consisting of residential and commercial, residential, and open space. The residential component may include single-detached, semi-detached, and townhousing. The mixed-use commercial and medium density could have commercial on the ground level with residential above and opportunity for live/work units. The commercial site at the north end could service the neighbourhood. The greenway adjacent to Carrot Creek will be enhanced with trails and, in the future, have linkages to the Red Willow Park.

Avenir's net residential density is 41.4 dwelling units per net residential hectare. The total number of dwelling units proposed is 1,730 units of which 1,192 are medium to medium/high density units, which equates to 69% of the proposed units. The proposed developable residential area is 41.7 hectares, which is 53% of the net developable area for this portion of the Plan Area.

~~Elysian Fields~~Cherot East

The main land uses in the future Cherot East neighbourhood are ~~mixed-use consisting of business park and commercial; mixed-use consisting of residential and commercial; residential, and sports facilities~~, residential, commercial, ~~public reacreation~~community amenities ~~facility~~campus, ~~passive~~ recreation, parks, and ~~parks/~~school. Cherot East's net residential density is 40.5~~30.7~~ dwelling units per net residential hectare. The total number of dwelling units proposed is 1,553~~722~~ units of which 961~~46~~ are low density units, 304~~413~~ are medium density units, and 228 are ~~to medium/~~high density units. The medium and high density units equal~~, which equates to~~ 38~~57~~% of the proposed units. The proposed developable residential area is 40.21~~323.5~~ hectares±, which is 52~~24~~%± of the net developable area for this portion of the Plan Area. The

Formatted: Not Highlight
Formatted: Not Highlight
Formatted: Not Highlight
Formatted: Not Highlight
Formatted: Not Highlight
Formatted: Not Highlight
Formatted: Not Highlight
Formatted: Not Highlight
Formatted: Not Highlight
Formatted: Not Highlight
Formatted: Not Highlight

school/park site in this neighbourhood will serve the whole Plan Area and is approximately 4.0~~55.27~~ hectares±.

Combining the two areas, there are 3,283~~2,452~~ dwelling units, which is 41~~37.6~~ dwelling units per net residential hectare and 55~~65~~% of the units are multiple family.

Formatted: Not Highlight
Formatted: Not Highlight
Formatted: Not Highlight
Formatted: Not Highlight
Formatted: Not Highlight

3.3 Residential Land Use

Residential will include low density residential with a mix of single and two family dwelling units, medium density residential, high density residential, and mixed-use of residential and commercial.

3.3.1 Low Density Residential

Low density residential land use ~~will comprise~~is ~~of~~ 60.01 hectares± of land within the Plan Area. Low density residential land use may include single-detached house, single-detached house with a secondary suite, semi-detached, duplex housing, and townhousing forms, or any combination thereof, provided the low density built forms conform to the Land Use Bylaw requirements. Avenir low density residential land use will comprise 26.8 hectares of land. The number of low density residential units anticipated is 538. Cherot East low density residential land use will comprise 33.13~~515.4~~ hectares of land. The number of low density residential units anticipated is 961~~309~~. The combination of Avenir and Cherot East will have a total number of 1,499~~847~~ low density residential units, which is approximately 45.6~~35~~% of all residential units.
~~Low density may include single-family detached, single-family detached with basement suite, semi-detached, and duplex housing forms.~~
~~This area could be built under the Land Use Bylaw as Low Density Residential (R1) and (R2) Districts.~~

3.3.2 Medium Density Residential

Medium density residential sites are located on, or within walking distance of, transit routes and adjacent to a collector roadway. In addition, the sites are located near parks and other amenities in accordance with locational policies identified in the MDP. Medium density land uses include the development of three or more attached

units that may include housing types such as townhouses and apartment buildings with density range of 40 to 94 dwelling units per net residential hectare. The anticipated~~number of total~~ number of medium density units between Avenir and Cherot East ~~units anticipated is~~ 765 units, which is approximately 23.3% of all residential dwelling units.

Townhouse: Townhouse development is generally designated along ~~collector~~connector roadways and /or in transition to ~~medium~~ high density residential land uses. Townhouses may be developed as fee simple or private site ~~specific~~. S~~s~~treet-oriented townhouses require~~swith~~ rear access. The projected densities applied to townhouses is approximately 40 dwelling units per net hectare.

Townhouse / Apartment: ~~There~~Proposed are three medium density residential sites ~~located within the Neighbourhood Activity Centre~~, which may be developed with a mix of townhouse and/or apartment style buildings. ~~The site location will provide residents with convenient access to commercial businesses and the Red Willow Park.~~ The projected densities applied to townhouse/apartment buildings is approximately ~~65~~94 dwelling units per net hectare.

Townhouses and apartment buildings should be designed to have presence on the streetscape. This may be achieved by locating the building closer to the street and using a variety of architectural design features and building articulation to enhance the streetscape. Vehicular access for ~~ground o~~street-oriented ~~medium density built form such as~~ townhouses is ~~only allowed~~ from a rear lane.~~Medium density residential development may consist of townhouses and low rise apartment buildings as regulated by the Land Use Bylaw 9/2005 as amended. The land use districts that meet this description are Medium Density Residential (R3) and (R3A).~~

~~The number of Medium Density Residential dwelling units proposed in the Avenir portion is 461, which is approximately 27%± of the number of residential dwelling units in the Avenir neighbourhood.~~

Formatted: Font: 12 pt

~~The number of Medium Density Residential dwelling units proposed in the Elysian Fields portion is 324204, which is approximately 2028% of the number of residential dwelling units in the Elysian Fields neighbourhood.~~

~~The combination of Avenir and Elysian Fields will have a total number of 665 medium density residential units, which is approximately 27% of all residential units.~~

Formatted: Not Highlight

Formatted: Font: 12 pt

Formatted: Not Highlight

Formatted: Font: 12 pt

3.3.3 High Density Residential

Two ~~H~~high d~~D~~ensity residential development sites are proposed and may include housing types ~~such as~~of stacked townhouses and ~~typically include~~ apartments ~~style development~~ with densities above 94 dwelling units per net residential hectare. The total number of high density dwelling units proposed ~~is~~in Cherot East ~~1069~~is 288 units, which would comprise ~~of~~ approximately ~~32~~10% of the total number of residential units in the Plan Area ~~for Avenir and Elysian Fields neighbourhood~~. ~~Avenir includes 731 units and Elysian Fields includes 338 units respectively.~~

Site layout and building placement for high density built forms should ~~also~~ consider maximum frontage and visibility from public streets. High density developments, where possible, should front onto and be located close to the higher order neighbourhood roadways. High density developments should also use architectural design features to address the streetscape. Building design should incorporate articulation and transition to reduce impact onto adjacent buildings.

3.3.~~4~~3 Mixed-Use Residential & Commercial

The mixed-use provides the opportunity to create unique housing forms for medium and/or medium/high density dwelling units, and live/work type environments. Approximately 730 residential dwelling units are proposed in the mixed-use portion of Avenir, which is ~~42~~22% of the overall residential units, with a density of 94 dwelling units per hectare. The commercial floor area projected in the mixed-use is 15,560 m² (167,490 ft²), based on 20% of the proposed 7.78 hectares.

~~In Avenir, these are proposed to~~The mixed-use development should encompass a human-scale environment with a walkable commercial component (~~of~~like coffee shops, restaurants, medical clinics) or other services for the neighbourhood. Architectural controls could be implemented to give the area character and to manage the mix of residential and commercial uses.

3.3.5~~3~~ Commercial~~The mixed-use (residential and commercial) in Elysian Fields is proposed adjacent to the Sports Centre. The commercial component will~~

~~serve both the surrounding residents and patrons of the sports facilities. Some commercial activity could include retail stores, boutiques, restaurants, pubs, entertainment facilities, and medical services. There is potential for mixed-use with commercial on the ground, with residential above or a mix of buildings where the uses are separate, but are designed to work together as a single site. The number of residential units proposed on the mixed-use is 209 units.~~

~~A potential land use district for mixed-use commercial and residential is Medium/High Density Residential (R4), which allows the commercial component on the ground floor with residential above could be used here. A market analysis should be undertaken to determine market demand, viability, and other possible land use districts.~~

~~3.4 Land Use~~Commercial uses may include retail, office uses, and commercial combined with residential.

~~Two~~One commercial site~~s have been~~is located at the north entrance ~~to Elysian Fields~~within Avenir. The commercial area is 0.83 hectares± in size. The potential developable commercial floor area is 1,660 m² (17,868 ft²) based on 20% of the proposed site. Access to the commercial will not be permitted from Villeneuve Road. Two commercial sites are proposed ~~-~~next to the C~~c~~ommunity A~~a~~menities~~y campus~~facility. The anticipated commercial space is 4,970 m² (53,500 ft²). These sites have frontage onto the neighbourhood residential roads providing access to Range Roa~~g~~d 260~~ as the crosstown street~~. These sites could provide for commercial retail and service opportunities that serve users of the ~~c~~Community ~~recreation a~~Amenities facility and neighbourhood residents.~~Commercial uses will include retail and office uses, commercial combined with residential, and commercial combined with business.~~ The overall commercial use is approximately ~~3.1~~1.8% of the developable lands, which is ~~2.45~~3.3 hectares±. ~~These sites may provide sale of goods and services for the whole community.~~

Commercial and mixed-use~~s~~ (residential & commercial) ~~located within the neighbourhood shall~~should be complementary to the surrounding

residential uses in terms of scale and compatibility. Mitigation measures may be required to address noise, light, and odour issues created by the commercial uses, to ~~ensure~~ limit impacts on ~~that the~~nearby ~~multiple family~~residential dwelling units ~~across the street are not negatively impacted.~~.

Connectivity for active transportation such as walking, and cycling should be considered through the provision of walkways surrounding commercial sites. Where commercial uses are in proximity to residential uses, walkways should be incorporated into the site layout and proposed building design to enable walkability between commercial and residential uses and reduce dependency on vehicular trips.

~~3.4.1 General Commercial~~

~~The commercial site is located on the west side of Range Road 260 and south of Villeneuve Road. The commercial area is 0.83 hectares± in size and could be developed as Neighbourhood Commercial (C1) under the Land Use Bylaw. The potential developable commercial floor area is 1,660 m² (17,868 ft²) based on 20% of the proposed 0.83 hectare site. Access to the commercial site will not be permitted from Villeneuve Road.~~

~~The commercial area borders a medium density residential site that has no physical separation such as a road from the proposed commercial uses. Mitigation measures may be required to address noise, light, and odour issues created by the commercial uses, to ensure that the adjacent multiple family dwelling units are not impacted.~~

~~3.4.2 Commercial Business Park~~

~~Elysian Fields will have a business park providing a range of services and amenities. The business park will be located between the golf academy and the sports centre. Some opportunities could include sports merchants, movie theatre, high technology businesses, and professional office space. These lands are within the 300-metre radius setback of the former landfills of Pit 1 and Pit 2; therefore, some restrictions on uses may apply.~~

~~3.5 Industrial~~

~~Elysian Fields proposes industrial land uses in the north portion with the potential for 10 to 12 one-hectare± lots. These lots will be adjacent to the golf academy and are within the 300-metre radius setback of the former landfills of Pit 1 and Pit 2.~~

~~3.6 Sports Facilities – Elysian Fields~~

~~The sports facilities may include a multi-purpose facility geared to young athletes competing at a high level in sports such as hockey, baseball, softball, soccer, golf, football, gymnastics, track and field, figure skating, tennis, and rugby. The facilities may accommodate elite training, competition, and community based sports leagues.~~

~~3.6.1 Golf Academy~~

~~The golf academy proposes a driving range to be located on the capped Pit 1 that is adjacent to Ray Gibbon Drive. There will be pedestrian linkages to connect this sporting activity with the rest of the Plan Area. There are several Land Use Districts that could support this concept including Institutional Facilities (IF), Commercial and Industrial Services (CIS), and Public and Private Service (PS).~~

~~3.6.2 Sports Centre~~

~~The sports centre may house ice surfaces, a field house complex, commercial and retail businesses, and a 2,500 to 3,000 seat baseball stadium. To support athlete training, dormitories could be developed within the Plan Area. The Indoor Recreation components are permitted and discretionary land uses in many districts within the Land Use Bylaw. The stadium is a discretionary use within the Public Park (P) District and will require further review at time of districting the site.~~

3.7 Parks and Open Space

The parks and open space system in the Plan Area will include trails, wetland areas adjacent to Carrot Creek, a joint community park/~~-~~school site, parks, and stormwater management facilities. The *Municipal Government Act* and the *Municipal Development Plan* specify that 10% of the developable lands be dedicated as Municipal Reserve, which can be used for development of a school, parks, public recreation areas and those trails accepted by the City, and are not associated with public utility lots. Each neighbourhood of the Plan Area

(Avenir, ~~Elysian Fields~~Cherot East, and land north of Villeneuve Road) will provide 10% of developable lands as Municipal Reserve.
The proposed Municipal Reserve dedication configuration is shown in Figure 8, while the parks and open space system is depicted on the Future Land Use Map (Figure 2).

~~There is also approximately 10 hectares of land identified as passive recreational open space adjacent to the community amenities campus that was the site of a former landfill. This land is also being donated to the City and is exempt from MR dedication. The passive recreation area will be available for recreational use, providing an abundance of open space for the neighbourhood well above the typical 10% municipal reserve dedication.~~

Parks shall be designed to maximize frontage onto public streets for better access and visibility. Increased visibility will create safer public spaces with natural surveillance from adjacent pedestrian and vehicular traffic. ~~All h~~Homes ~~within the ASP~~ will be~~are~~ within a 400 metres or 5-minute unobstructed walking distance to an open space~~, a trail~~, or ~~a~~ park. ~~Neighbourhood parks will range in size from approximately 0.4 hectares to 2.0 hectares and the school site measures approximately 4.0ha. There is a 0.8ha park space proposed at the end of the south entrance road which would be available for residents early in development staging from the south. This park has high visibility and accessibility from the adjacent neighbourhood roadway. Access to adjacent Ray Gibbon Drive would be restricted through erection of a fence and potentially a noise berm if required at subdivision. A connection to a future shared-use path on the west side of Ray Gibbon Drive could be provided.~~

3.7.1 Carrot Creek

Carrot Creek is a natural drainage channel for lands in St. Albert and land extending north to Morinville and is a linear natural area for wildlife and vegetation. A minimum 50-metre setback from the top of bank of Carrot Creek is required to protect the riparian area and provide space of potential trail development. The Land Use Bylaw will define the designated flood line for Carrot Creek. There will be a portion of land that is within the 50-metre setback from the top of bank that is below the designated flood line that will be environmental reserve. The portion of

land above the designated flood line that is within the 50-metre setback from the top of bank will be municipal reserve.

Trail development adjacent to Carrot Creek will provide connection to the neighbourhood and Red Willow Park system. As part of trail development, adverse impacts to the Creek will be mitigated or minimized. In addition, there should be consideration for enhancing wildlife corridor connections, and restoring riparian areas. Any trail development should consider both sides of the Creek and coordination with Sturgeon County.

~~The proposed Municipal Reserve dedication configuration is shown in Figure 8, while the parks and open space system is depicted on the Future Land Use map (Figure 2).~~

3.7.2 Trails

The vision for Carrot Creek is to create an intermunicipal greenway that has a regional trail network connecting to the Red Willow Park system in St. Albert and connecting to the Edmonton Regional Trails Initiative. Coordination and partnerships need to be initiated to enable connectivity between jurisdictions.

Trails within Avenir will primarily be along Carrot Creek, adjacent to the three stormwater management facilities with linkages to sidewalks within the neighbourhood, and connections towards Big Lake and ~~-~~Red Willow Park. ~~Elysian Fields~~Cherot East trails and a minimum 20 metre wide ~~linear~~connector park will provide internal connections in the residential area, trails along the stormwater management facilities, and pedestrian movement between the two Plan Areas. Additional off street trails and on street pathways will connect the neighourhood fully to the future community amenity site.

Some trails may have Public Utility Lot (PUL) designations where trails are within utility rights-of-way; therefore, no municipal reserve dedication would be granted in these circumstances. The trails must be installed by the developer at the time of subdivision.

A future trail within the road right-of-way of Ray Gibbon Drive is proposed, with access connections ~~for~~to the Cherot ASP.

3.7.3 School/Park Site

A school/community park site with an area of 4.1 hectares± is proposed within the Plan Area. The site is located on two road frontages and ~~central to the residential portion of the neighbourhood~~ surrounded by ~~resdential~~residential. The proposed trails and connector park will provide pedestrian access to the site. ~~to the north and west side and neighbourhood residential roads to the east and local residential road south~~adjacent to Ray Gibbon Drive with an area of ~~4.05~~5.3 hectares±~~.~~

A second school site may be accommodated within the community amenity site.

~~Parks shall be designed to maximize frontage onto public streets for better access and visibility. Increased visibility will create safer public spaces natural surveillance from adjacent pedestrian and vehicular traffic.~~

Design of school sites should consider more than one access point into the school site. Bus layby pick up/drop off area, on and off-loading area and parking areas should be accommodated within the school property. Placement and design of school buildings, sports fields, playgrounds, and parking areas should consider impact onto adjacent residential developments with regards to privacy, noise, and traffic. Emphasis shall be placed on connectivity of the school sites with integrating walkways to allow pedestrian connectivity within the school site, as well as, between the school and the park site. Consideration should be given to site design, with proactive placement of pedestrian crossings aligning with desired paths of school access points. Traffic calming and reduction of conflict between road users (~~i.e.~~i.e., no pedestrian crossings accommodated within drop off bays) should also be considered in site design. Pedestrian connectivity should be included to connect the school/park site to the rest of the adjacent neighbourhood. Design

elements should consider the use of crosswalks, signage, depressed curb, and tactile surfaces to facilitate accessible pedestrian connectivity.

Table 3-1: Student Population Projection

Age	Grades	% of 2018 City of St. Albert Census Age Composition Population of 62,842	Student Generation Combined Population 7,~~545~~847
5-9	K-4	6.5%	~~490~~510
10-14	5-9	6.9%	52~~0~~51
15-19	10-12	6.6%	4~~98~~71
Total			**1,~~50~~822**

The anticipated number of students for Cherot at full build-out is approximately 1,508 students between the ages of 5 to 19 years. This is based on the City of St. Albert 2018 Census Age Composition population of 62,842, the anticipated population of 7,545 for Cherot, and the percentage of each age/grade category. At time of development, the most current Census for St. Albert and consultation with school boards will inform student population.

3.7.4 Neighbourhood Parks

Three neighbourhood parks are proposed within the Plan area. One park is located in the lower south-west portion of Avenir with an area of 0.6 hecatares±. A second neighbourhood park is proposed on the northern portion of Cherot East with an area of 2.0 hectares±. The third park with an area of 0.8 hectares± is located at the south east portion of Cherot East and is anticipated to be the first park built. The 0.8 hectares± park is adjacent to Ray Gibbon Drive, and to reduce noise and provide safety to users, the access~~Access~~ to ~~adjacent~~ Ray Gibbon Drive ~~would~~ may be restricted through the installation ~~erection~~ of a fence and ~~potentially a noise~~ berm, to be determined at ~~if required at~~ subdivision.

Formatted: Font: 12 pt

3.7.5 Community Amenities ~~Campus~~Site

The Community Amenities ~~Campus~~Site includes the Community Amenities facility with an area between 10.3 hectares and may include additional lands for passive recreation with a possible area of 12 hectares. These lands will be donated by Rohit Group to the City and is exempt from Municipal Reserve dedication credit.

The Community Amenities facility is to accommodate the passive and active recreational needs of the community and may include, but not limited to, indoor arena(s), indoor field house space, swimming pool(s) library(ies), and school site.

~~There is also approximately 10 hectares of land identified as~~The passive recreational open space, with possible trail connections, is the former landfill area Pit 1. These lands are on the east side of the developable Community Amenities ~~facility~~ area and~~-~~ adjacent to ~~the community amenities~~ Ray Gibbon Drive right of way. ~~campus~~.

~~Table 3-1a: Student Population Projection - Avenir~~

~~Age~~	~~Grades~~	~~% of 20182 City of St. Albert Census Age Composition Population of 62,84257,078~~	~~Student Generation Avenir Population 3,6843684~~
~~5-9~~	~~K-4~~	~~6.50%~~	~~240221~~
~~10-14~~	~~5-9~~	~~6.97%~~	~~254247~~
~~15-19~~	~~10-12~~	~~6.67.3%~~	~~243269~~
~~Total~~			~~737~~

Formatted: Normal, Indent: Left: 2.54 cm

Formatted: Normal, Left, Indent: Left: 2.54 cm

Formatted: Normal, Indent: Left: 2.54 cm

~~The anticipated number of students in the Avenir neighbourhood at full build-out is approximately 740 students between the ages of 5 to 19 years.~~

~~Table 3-1b: Student Population Projection - Elysian Fields~~

~~Age~~	~~Grades~~	~~% of 20182 City of St. Albert Census Age Composition Population of 62,84257,078~~	~~Student Generation E~~ ~~Population 39561,653~~
~~5-9~~	~~K-4~~	~~6.50%~~	~~2~~
~~10-~~	~~5-9~~	~~6.97%~~	~~2~~

Formatted: Normal, Left, Indent: Left: 2.54 cm

Formatted: Normal, Indent: Left: 2.54 cm

Formatted: Normal, Indent: Left: 2.54 cm

~~14~~			
~~15-19~~	~~10-12~~	~~6.6~~7.3~~%~~	~~261~~121
~~**Total**~~			~~791~~331

~~The anticipated number of students in Elysian Fields at full build-out is approximately 330 students between the ages of 5 to 19 years.~~

~~Table 3-1c: Student Population Projection - Combined~~

~~Age~~	~~Grades~~	~~% of 2018~~2 City of St. Albert Census Age Composition Population of ~~62,842~~57,078	~~Student Generation Combined Population 5,337~~7545
~~5-9~~	~~K-4~~	~~6.5~~0%	~~490~~320
~~10-14~~	~~5-9~~	~~6.9~~7%	~~520~~358
~~15-19~~	~~10-12~~	~~6.6~~7.3%	~~498~~390
~~**Total**~~			~~**1,068**~~1508

~~The anticipated number of students for both Avenir and Elysian Fields at full build-out is approximately 1,070~~1508 students between the ages of 5 to 19 years. At time of development, the most current Census for St. Albert and consultation with school boards will inform student population.~~

3.7.~~4~~6 Stormwater Management Facilities (SWMFs)

Five stormwater management facilities (SWMF) are proposed within the Plan Area. Three SWMF are proposed within Avenir and two SWMF with in Cherot East. While these facilities provide a utility function, they also are integral parts of the open space system. The location and size of each facility is conceptual ~~at this time,~~ and subject to further analysis and design prior to redistricting and subdivision. The size of each will meet the required release rates in the *Municipal Engineering Standards*.

~~There will be four stormwater management facilities (SWMF) within the Range Road 260 ASP. Three (SWMF) are proposed within Avenir, of which the southern SWMF 1 will also service lands in Elysian Fields. Elysian Fields will have two~~a SWMF that is proposed to be built adjacent ~~to Range Road 260 one in the north portion of the ASP and the other to the south both surrounding residential land uses.~~over Pit 2. ~~-~~These facilities will be connected through a combination of overland flows and

buried pipes. The stormwater management facilities will be dedicated as Public Utility Lots (PULs); therefore, no Municipal Reserve credit will be given for PUL uses. Municipal Reserve credit may be provided to trail areas, based upon City policies, to be determined at the time of subdivision.

The design of the SWMFs will maximize the opportunity to complement or enhance Carrot Creek, through plantings that are native to the area, supportive of wildlife and bird life that access Carrot Creek. The SWMFs will also be designed to provide visual amenities for passive recreational uses.

~~The proposed stormwater management facilities provide opportunities for the creation of additional wetlands and wildlife habitat to enhance the natural resources of the Plan Area.~~

3.8 Development Statistics

The development statistics for Avenir and ~~Elysian Fields~~Cherot East are shown in
Table 3-2.

The total number of residential dwelling units proposed is 3,283 with an anticipated population of 7,847. Based on 81.5 hectares of residential land, there is 41 dwelling units per net residential hectare.

The development statistics do not include lands north of Villeneuve Road as no development concept has yet been proposed.

Avenir

The titled area for Avenir is 84.88 hectares and the anticipated developable area is 78.53 hectares. This may change as Environmental Reserve is dedicated and Giroux Road (Old McKenney Avenue) and Villeneuve Road are widened. The residential area is 41.75 hectares±, which is 53%± of the developable area. Of the residential area, about 10% is for mixed-use residential and commercial. The remaining developable lands are shown in Table 3-2 Development Statistics.

The population per household differs depending on the type of dwelling unit as indicated in the *City of St. Albert Census ~~2012~~2018*. In the low density units, of which 538 units are projected, 2.90~~3~~ persons per household are anticipated. In

Formatted: Not Highlight

the mixed-use (medium/high density residential at 94 units per hectare/commercial ground floor), 731 units are projected at 1.~~61~~ 76 persons per household. In the medium density residential area, 461 units are projected and the number of persons per household is 2.~~02~~23. The population for Avenir is estimated at ~~3,684~~3,873 residents and there is 41.4 dwelling units per net residential hectare.

~~Elysian Fields~~Cherot East

The titled area for ~~Elysian Fields~~Cherot East is 100.~~51~~ 56 hectares. The residential area is ~~23.5~~39.7 hectares±, which is ~~24~~50%± of the developable area. ~~Of the residential area about 2.2% is for mixed-use residential and commercial.~~ The remaining developable lands are shown in Table 3-2 Development Statistics.

In the low density units, of which ~~309~~ 946 units are projected, 2.~~93~~ 90 persons per household are anticipated. In the medium density residential, likely for townhouses, ~~204~~105 units are projected at 2.~~02~~ 23 persons per household. In the medium density residential, likely for townhouses and apartments, 219 units are projects at 1.76 persons per household. In the ~~medium/~~high density residential~~/commercial area~~, ~~209~~ 338 units are projected and the number of persons per household is 1.~~61~~76. The population for ~~Elysian Fields~~Cherot East is estimated at ~~1,653~~3,956 residents and there is 40.4 dwelling units per net residential hectare.

Table 3-2: Development Statistics

Marketing Names	Avenir				~~Elysian Fields~~Cherot East				OVERALL			
	Area (ha)	% of GDA	Units	Pop.	Area (ha)	% of GDA	Units	Pop.	Area (ha)	% of GDA	Units	Pop.
Gross Area	**84.88**				**1002.1~~5156~~**				**185.39**			
Villeneuve Road & Giroux Road Arterial Widening	2.07				1.2~~16~~				3.23			
Environmental Reserve	4.28				0				4.28			
Community Amenities Campus					**10.32**							
Passive Recreation (50 m setback)					**12.21**							
Gross Developable Area~~Subtotal~~	**~~78.5~~6.~~35~~**				**~~1.16~~76.77**				**~~7.51~~155.27**			
~~Net Developable Area (GDA)~~Land Uses	**~~78.53~~**	**~~100%~~**			**~~99.35~~**	**~~100%~~**			**~~177.88~~155.27**	**100%**		
Walkways (PUL)	0.36	0.4%			~~7~~5.45~~.79~~	7.00~~.05~~%			0.4~~1~~5.81	3.7~~0.2~~%		
Municipal Reserve (includes trails not over utilities, park/school)	7.87	10.0%			7.89~~9.94~~	10.3~~0~~%			15.76~~17.81~~	10%		
Stormwater Management (PUL)	11.46	14.6%			5.34~~4.00~~	6.9~~4.0~~%			16.8~~15.46~~	10.8~~8.7~~%		
Internal Circulation – Collector Roads (non-arterial)	16.26	20.7%			4.99~~12.13~~	6.5~~12.2~~%			31.74~~28.39~~	~~16.0~~20.4%		
Internal Circulation - Local Road and Lanes					10.48							
~~Landfill and Un-developable~~	0				~~8.90~~	~~9%~~			~~8.9~~	~~5.0%~~		
Subtotal Other Uses	**35.95**	**45.7%**			**3~~6~~5.~~6~~1**	**3~~0~~5.~~7~~2%**			**70.97**	**39.9%**		
~~Sports Centre~~	0				~~12.98~~	~~13.1%~~			~~12.98~~	~~7.3%~~		
~~Golf Academy~~	0				~~5.63~~	~~5.7%~~			~~5.63~~	~~3.2%~~		
~~Industrial~~	0				~~10.58~~	~~10.6%~~			~~10.58~~	~~5.9%~~		
~~Commercial Business Park~~	0				~~11.65~~	~~11.7%~~			~~11.65~~	~~6.5%~~		
Commercial	0.83	1.1%			2.45~~0~~	3.1%			3.28~~0.83~~	2.1~~0.5%~~		
Subtotal Commercial~~/Industrial~~	**0.83**	**1.1%**			**~~2.45~~40.84**	**3.1%~~41.1%~~**			**~~41.67~~3.28**	**2.1~~23.4%~~**		

Formatted: Not Highlight

Marketing Names	Avenir				~~Elysian Fields~~Cherot East				OVERALL			
	Area (ha)	% of GDA	Units	Pop.	Area (ha)	% of GDA	Units	Pop.	Area (ha)	% of GDA	Units	Pop.
Residential												
Low Density Residential	26.88	34.2%	538	~~1,576~~1,560	33.13~~15.43~~	43.1~~15.5%~~	961~~309~~	~~905~~2,787	42.31	23.8%	1499~~847~~	4,347~~2,481~~
Medium Density Residential ~~(R3) (R3A)~~(townhouse, low-rise apartment)	7.09	9.0%	461	~~931~~1,028	4.68~~5.84~~	6.0~~5.9%~~	204304	~~412~~678	12.93	7.3%	765~~665~~	1,706~~1,344~~
Mixed-use (Medium/High Density Residential/Commercial) ~~(R4)~~	7.78	9.9%	731	~~1,177~~1,287	~~2.22~~	~~2.2%~~	~~209~~0	~~336~~0	10	5.6%	731~~940~~	1287~~1,513~~
High Density Residential (apartment)					2.4	3.1	288	5079	2.4	3.1%	288	507
Subtotal Residential	**41.75**	**53.2%**	**1,730**	**~~3,684~~3,875**	**40.21~~23.49~~**	**52.4~~23.6~~%**	**~~722~~1553~~1,608~~**	**~~1,653~~3,972**	**65.24**	**36.7%**	**3283~~2,452~~**	**~~5,337~~7,847**

- ~~May not add up to 100% due to rounding.~~
- ~~Overall, there will be 37.6 dwelling units per net residential hectare and 65% of the units are medium and/or high density residential. MDP Policy 4.11 requires 30 dwelling units per net residential hectare with a minimum of 30% medium and/or high density residential.~~
- ~~Residential breakdown consists of: 20 du/ha for low density residential; 35 du/ha for medium density residential; and 94-141 du/ha for medium/high density.~~
- ~~Of the net residential hectare, 22.9 ha± are for medium density residential.~~
- ~~Expected population per residential unit is: 2.93 persons per low density dwelling unit; 2.02 persons per medium density dwelling unit; and 1.61 persons per medium/high dwelling unit.~~
- ~~Of the land for commercial and residential in Avenir Neighbourhood (42.5 ha); 8.6 ha is mixed-use commercial and commercial, or 20% of buildable land for commercial opportunity.~~

~~Table 3-2 excludes lands to the north of Villeneuve Road.~~

Table 3-2 Notes:

- May not add up to 100% due to rounding.
- Table 3-2 excludes lands to the north of Villeneuve Road.
- Overall, ~~32~~41 dwelling units per net residential hectare. This meets the requirement of 40 dwelling units per net residential hectare of the Edmonton Metropolitan Growth Plan 2016. ~~„~~MDP Policy 4.11 ~~Policy 4.11~~ requires ~~30 dwelling units per net residential hectare with~~ a minimum of 30% of the dwelling units as

Formatted: Font: 12 pt

medium and/or high density residential~~.~~ units, which is met with 55.5% of the units a medium and high density units.

- Residential breakdown on lands developed prior to the February 2018 Land Use Bylaw 2/2018 update consisted of:
  - 20 du/ha for low density residential;
  - 35 du/ha for medium density residential ~~(R3)~~; and
  - ~~65 du/ha for institution/medium density residential (R3A); and~~
  - 94-141 du/ha for medium/high density.

- The new Residential breakdowns consist of:
  - 23-33 du/ha for low density residential;
  - 37-39 du/ha for low density residential mix;
  - 35-42 du/ha for medium density residential, could go to 54 du/ha if meet design criteria in the Land Use Bylaw;
  - 40-94 du/ha for medium density residential, could go to 125 du/ha if meet design criteria in Land Use Bylaw; and
  - 94-141 du/ha for high density residential, could go higher if meet design criteria in Land Use Bylaw.

- The following density figures were used to forecast population growth shown in Table 3-2:
  - 24~~9~~, du/ha for low density residential;
  - ~~5~~townnhousing~~65~~94, du/ha for medium density residential (~~R3A~~townhousing and apartments);
  - 94 du/ha for mixed use (residential/commercial); and
  - ~~120~~141, du/ha for high density residential.

- Expected population per residential unit based on St. Albert's 2018 Census is:
  - 2.90 persons per low density dwelling unit;

Formatted: List Paragraph, Bulleted + Level: 1 + Aligned at: 1.27 cm + Indent at: 1.9 cm

Formatted: List Paragraph, Bulleted + Level: 2 + Aligned at: 2.54 cm + Indent at: 3.17 cm

Formatted: Font: 12 pt

Formatted: List Paragraph, Indent: Left: 3.17 cm

Formatted: List Paragraph, Bulleted + Level: 1 + Aligned at: 1.27 cm + Indent at: 1.9 cm

Formatted: List Paragraph, Bulleted + Level: 2 + Aligned at: 2.54 cm + Indent at: 3.17 cm

Formatted: Font: 12 pt

Commented [LM1]: proposal shows 45 units ha as R3, not possible, as R3 is 35 to 42 unit ha. so their assumptions are wrong. Andso what number should be used. R3 is an older district, and Blaydon should be using R3A, not R3. I did not put a district, I put a housing form.

Formatted: Font: 12 pt

Formatted: Font: 12 pt

Formatted: Font: 12 pt

Formatted: List Paragraph, Bulleted + Level: 2 + Aligned at: 2.54 cm + Indent at: 3.17 cm

Formatted: Font: 12 pt

Formatted: Font: 12 pt

Formatted: Font: 12 pt

Formatted: List Paragraph, Indent: Left: 3.17 cm

Formatted: List Paragraph, Bulleted + Level: 1 + Aligned at: 1.27 cm + Indent at: 1.9 cm

Formatted: List Paragraph, Bulleted + Level: 2 + Aligned at: 2.54 cm + Indent at: 3.17 cm

- 2.45 persons per medium density dwelling unit (R3);
- 2.23 persons per semi-detached, duplex, and townhouse; and
- 1.76 persons per medium/high dwelling unit (R3A) (R4).

Formatted: Font: 12 pt

Formatted: Indent: Left: 2.37 cm, Bulleted + Level: 2 + Aligned at: 2.54 cm + Indent at: 3.17 cm

Formatted: Font: (Default) Arial

4.0 TRANSPORTATION

4.1 ~~Arterial Road Network~~Boulevard Crosstown and Collector Road Network

The Transportation network for ~~Range Road 260~~Cherot ASP is shown on Figure 3, Transportation. This map consists of a series of coloured roadways and trails that define roadway classifications to accommodate expected future transportation patterns for the subject lands. Ray Gibbon Drive is a Boulevard Roadway ~~in the immediately~~ adjacent to the east of ~~Elysian Fields~~Cherot ASP ~~neighbourhood.The Transportation network is shown on Figure 3~~. Villeneuve Road (also known as Highway 633), bounding the Cherot ASP to its north is classified as a Cross Town (arterial), as is Giroux Road (Old McKenney Avenue) which bounds the Cherot ASP to its south. ~~is the north arterial boundary and, Giroux Road (Old McKenney Avenue) is the south arterial boundary, and Ray Gibbon Drive as the east arterial boundary for Range Road 260 ASP~~. Access to the Plan Area is at Range Road 260, a ~~collector~~Connector (arterial) that runs north-south ~~and~~ that ~~bisects~~ services both Avenir and ~~Elysian Fields~~Cherot East providing access points at Villeneuve Road and Giroux Road.

Formatted: Not Highlight

Ray Gibbon Drive is the only route in proximity to the Cherot ASP that acts as both a truck and dangerous goods route; however, Villeneuve Road and Giroux Road will be designated as truck routes to enable connectivity and movement of goods within and through the city. ~~and McKenney Avenue, asis designated boulevard/crosstown, will be part of the truck route/dangerous goods route network.~~

4.2 Neighbourhood and Local Road Network~~Collector and Local Road Network~~

Range Road 260 and Giroux Road (Old McKenney Avenue) are rural dirt-gravel roads with ditches on both sides. Adjacent to both roadways are AltaLink powerlines. ~~that must be relocated or buried as part of the development.~~ AltaLink's 712 line requires a PUL as discussed under Shallow Utilities of this document. Giroux Road (Old McKenney Avenue) crosses railway tracks on the west portion of the Plan Area that connects to Sturgeon County.

Range Road 260 is ~~aproposed asa a major collector neighbourhood~~ Connector roadway with ~~ten~~ nine intersections of which ~~four three~~four are proposed as

Formatted: Not Highlight

~~single-lane~~ roundabouts to provide full access between the two neighbourhoods ~~and could be developed with single roundabouts~~. ~~A functional study by the Developer needs to be undertaken to assess intersection treatments (signalization vs. roundabout).~~ The final design and lane designations of the roundabouts will be subject to confirmation of functional analysis at the time of development; however, it is anticipated that typical single lane roundabouts will service the internal connector intersections whereas consideration of two-lane roundabout treatments may be required at the northern and southern accesses (inclusive of the access to the mixed use site). It is also anticipated that two-lane roundabouts will service as the intersection treatments for the connector to crosstown intersections at the north end of RR 260 to Villeneuve Road and at the south end of RR 260 to Giroux Road. ~~A single-lane roundabout is proposed as access to the mixed-use site. Two two-lane roundabouts are proposed in the north part of the Plan area near Villeneuve Road and one two-lane roundabout is proposed at Giroux Road and Range Road 260.~~ At time of development, a functional study is required to assess intersection treatments (signalization vs roundabout). ~~The intersections of Giroux Road and Villeneuve Road will be signalized.~~ As the industrial employment lands are developed to the south of Giroux Road, coordination will be required for roadway and pedestrian connectivity.

Within Avenir is a Neighbourhood (collector) ~~minor collector~~ roadway running north south that separates the mixed-use from the low density residential, which can support transit.

Within ~~Elysian Fields~~Cherot East is a Neighbourhood (collector) ~~minor collector~~ roadway that is curved and ~~passes by~~services the ~~mixed-use~~residential, parks, school/park site, commercial, Community Amenities Campus. ~~commercial/business, the school site, multiple family structures, and through the low density housing.~~ The ~~minor collector~~ Neighbourhood roadway could support transit service.

~~The baseball stadium in Elysian Fields will create pre-game and post-game traffic with the expectation of slower traffic movement during games. With a 3,000 seat venue, parking could potentially be accommodated at the sports centre and the business park if the businesses are in agreement, or a parking structure could be built by the developer to support the anticipated 1,100~~

vehicles for game attendees, additional parking needs for employees, teams, their support staff, and the ongoing activities at the sports centre.

Range Road 260 is proposed as a major neighbourhood residential roadway with nine intersections of which four are proposed to provide full access between the two neighbourhoods and could be developed with single roundabouts. A functional study will be required to assess intersection treatments (signalization vs. roundabout). The intersections of Giroux Road and Villeneuve Road will use roundabouts for traffic control. Additional roundabouts may be used at intersections along Range Road 260.

A neighbourhood residential road loops through the Elysian Fields neighbourhood connecting all the local residential streets, directing traffic onto Range Road 260 at the two points – one at the north of the neigbourhood and one at the south.

Local roads are designed to support on-street parking for the residents and sidewalks on both sides of the street for pedestrians. The local streets should not be used to support parking for the sports centre, stadium, or businesses. These conflicts need to be addressed at time of developing the stadium, sports centre, and businesses.

4.3 Transit

It is anticipated that the transit system will follow the crosstown road network (Villeneuve Road / Giroux Road) to the Connector (RR 260) and subject to confirmed service level accommodation (maximum travel distance to stops) service to the communities may be provided from the Connector, Transit may be required, and is enabled under the Cherot's ASP road plan, to service the communities via with loopsing through the neighbourhood following the Neighbourhoodcollector roadway system. Transit stops are typically proposed along connector and neighbourhood roadways, and done in consultation with the City's Transit Department. Transit route planning and development mustshould occur at the earliest stages of the neighbourhood development with the expectation that services will be introduced as per Transit Services Policy C-TS-01, as amended.As the area is developed, transit routes and stops will be established. The minor collector roadways are designed to support transit with

~~the intent to service the majority of housing units within 400 metres of walking distance.~~

4.4 Rail

The CN Railway, Sangudo Principal Branch Line runs through the southwest corner of the Avenir neighbourhood. Adjacent development needs to provide appropriate protection and mitigate trespassing, noise and vibration from the Railway, and hazards from derailment and spillage. CN Rail has recommendations on noise attenuation, setback, and vibration mitigation measures for new development along rail lines and at the time of subdivision it is the responsibility of the developer to be proactive and implement these measures, through consultation with the railway company.

Rail crossing improvements to updated standards to support rail operator endorsement of Whistle Cessation at the Giroux Rd (Old McKenney Avenue) crossing would be recommended to support mitigation of noise influence adjacent to residential lane use.

4.5 Pedestrian/Bicycle Links

Active mode accommodation is considered and standardized within the Complete Streets roadway cross sections. The primary pedestrian crossings of Range Road 260 will be at designated and treated ~~signalized~~ intersections. A trail is proposed adjacent to Carrot Creek connecting to the sidewalks along the roadways. Trails are proposed adjacent to the stormwater management facilities as well as to provide linkages within the neighbourhood. Cycling and walking are sustainable means of transportation and efforts should be made to encourage these modes of mobility.

Pedestrian connectivity in low density areas should be promoted through the provision of mid-block connections, and to connect cul-de-sacs to connector and neighbourhood roadways. Links to the east of the Cherot ASP shall be provided to the Ray Gibbon Drive corridor, connecting to the trail on the west side of the road corridor's right of way.

Medium and high-density developments should be placed closer to the public street to promote accessibility using walkways to connect to the public street.

Planning, design and integration of active modes ~~shall also~~will incorporate considerations of Universal Accessibility.

Planning and delivery of development ~~shall ensure~~will enable that first stage development accounts and connects residents to the broader network via trail or sidewalk links.

4.6 Noise Attenuation

Noise attenuation along ~~arterial~~ Boulevard and Crosstown routes (Villeneuve Road, Giroux Road, Fowler Way, and Ray Gibbon Drive) and rail line (CN railway) will be provided by the developer as per City standards at the time of development. In addition, noise mitigation as per CN Rail standards for development near their rail operations will be provided by the developer. Provision of noise attenuation amenities would be required as part of the D~~d~~evelopment A~~a~~greement process and will be reviewed at the time of subdivision, Development Agreement, or Development Permit. Additional requirements may be needed for residential developments adjacent to, or within, a commercial or mixed-use development so that noise, odours, and light impacts from the commercial area to the residential area are addressed prior to, or at the time of, Development Permit.

4.7 Off-Site Levies

The Avenir and ~~and Elysian Fields~~Cherot East neighbourhoods, and potential amendment area are subject to Off-Site Levies. ~~for arterial roadway networks, water, wastewater, and stormwater management facilities.~~ Off-Site Levies will be calculated, assessed, and collected at the time of subdivision or upon execution of a Development Agreement, in accordance with Council policies and approved bylaw.~~the rate that is applicable at that time.~~

Should a subdivision or Development Agreement not be part of the development process, levies will then be collected at the time of Development Permit.

In addition to Off-Site Levies, additional costs may need to be borne by the developers to facilitate the near term plan of infrastructure capacity improvements.

4.7.1 Notes

As upgrades are required to the water supply and distribution system, to the wastewater collection system (sanitary), to the stormwater management facilities, and the transportation roadway infrastructure identified within the Off--Site Levy Bylaw, required to support a development stage, may be required to be front-ended by the developer to enable that development stage. Front-ending and recovery processes shall be consistent with approved Council Policies.

Should a developer choose to oversize without a request from the City, the oversizing will be at the cost of the developer, and the cost will not be recoverable. In addition, the City will take ownership of such oversized infrastructure and will determine how the capacity will be used.

Interim solutions are not eligible for reimbursement through the Off-Site Levy program.~~Front-ending of capital dollars for the design and construction of Off-site Levy infrastructure including the water supply and distribution, the wastewater collection system (sanitary), the stormwater management facilities, and the arterial road network, will be required to support the new development. City of St. Albert participation in the front-ending of capital dollars for the design and construction of Off-site Levy infrastructure will be as per Council Off-site Levy Policies.~~

~~Should a developer choose to oversize without a request from the City, the oversizing will be at the cost of the developer and cost will not be recoverable. In addition, the City will take ownership of such oversized infrastructure and will determine how the capacity will be used.~~

4.8 ~~.~~Complete Streets

Formatted: Font: Bold

~~T~~The ~~Riverside neighbourhood~~Cherot ASP will implement Complete Streets Guidelines ~~that were adopted and approved by Council on October 22, 2018~~.

Complete Streets Guiding Principles~~ are noted below~~:

1. ~~-~~Streets should safely accommodate users of all ages and abilities.

2. -The street network should be well-connected, provide direct paths of travel, and should not act as barriers.
3. -Streets should provide mobility, access to homes, businesses and schools, civic space for leisure, recreation, and other activities.
4. -Streets should provide choices for all users, and be fair in their allocation of space for all users.
5. -Streets should be aesthetically attractive, reflecting St. Albert's application of nature, unique architecture, and the botanical theme.
6. -Streets should support the land use, economic development, environmental sustainability, personal security, public health, cost effectiveness, and other objectives.

~~**4.8 Capital Recreation Fees**~~

~~The Avenir and Elysian Fields residential areas are subject to the Capital Recreation Contribution that is charged per residential unit. The Contribution is determined in the Capital Recreation Contribution agreement prepared as a condition of subdivision or as a condition of the Development Permit.~~

4.9 Crime Prevention through Environmental Design (CPTED)

Decisions relating to transportation design, street patterns, access, noise barriers, public open spaces, parks, multi-use trails, walkways, stormwater management facilities, and the built environment shall use CPTED principles to create a safe and secure neighbourhood. The following basic strategies, respecting existing City standards, will be used during the development of Avenir and ~~Elysian Fields~~Cherot East:

- Use of natural surveillance strategies to increase visibility and awareness of public and private space;
- Use of natural access control techniques to guide/direct people within the natural and built environments; and
- Promotion of territorial reinforcement by increasing definition of space and local stewardship.

4.10 Timing of Development – Range Road 260

The development of Range Road 260 needs further analysis to address the following, such analysis to include but not be limited to:

- ~~Burying and or relocation of the powerlines.~~

- Continued road connectivity between Villeneuve Road and Giroux Road during development.
- Surface quality for interim use for the sections of roadway that are outside of the phased development.
- No matter which development area occurs first, be it Avenir or ~~Elysian Fields~~Cherot East, road development to support ~~of~~ development will be required by the developer.
- Pedestrian links and connectivity from Avenir or Cherot East to the network (via RR 260 or connections to adjacent roadways)

5.0 Utility Services

5.1 Water Supply and Distribution

Water supply will be provided through ~~Elysian Fields~~Cherot East to Avenir through extensions of the existing lines located in North Ridge. There are existing waterlines off Giroux Road, Napoleon Crescent, and Norelle Terrace. To enable Avenir to develop, provision of utility rights-of-way through Cherot East ~~Elysian Fields~~ will be required to secure passageway for waterlines. Additional analysis will be required as development proceeds to determine pipe size for adequate level of service and to ensure that sufficient pressures for fire protection can be achieved. Water mains of the appropriate sizes will be required to be carried through the development, and connections will extended to the edges of the ASP boundary or acceptable termination points as determined by the City. The required water servicing for the Plan Area is as per Figure 4. ~~See Notes under Section 4.7 Off-Site Levies, of this document.~~

5.2 Wastewater Collection System (Sanitary)

The sanitary trunk terminates approximately 460 metres east of Ray Gibbon Drive and south of the Ville Giroux neighbourhood. The extension of this sanitary trunk, called Project 8, will run under Ray Gibbon Drive, near the CN Railway westward to Carrot Creek, and northward with a spur along Giroux Road ~~to~~ will service the ~~both Avenir and Elysian Fields~~Cherot ASP, Lakeview Business ASP, a portion of North Annex Lands, and a portion of North Badger Lands . Project 8 is an identified Off-Site Levy project and costs are recoverable through the Off-Site Levy program. This infrastructure extension ~~require~~required~~s~~ the completion of a downstream project called Project 9. ~~, which is needed for servicing capacity.~~ Project 9, an Off- Site Leviable infrastructure component supporting growth within the City, is a large diameter wastewater trunk line extending eastward from St. Albert Trail to the Capital Region lift station located on Sturgeon Road and Sir Winston Churchill Avenue, this project was completed in 2019.

Wastewater collection system components of the appropriate size and depth with adequate capacity will be required to be carried through the development and extended to the edges of the ASP boundary or acceptable termination points as determined by the City and as depicted in Figure 5. The sanitary system concept is by gravity flows. ~~See Notes under Section 4.7 Off-site Levies, of this document.~~

5.3 Stormwater Management

The land slopes from the east to the west with lower grades of land adjacent to Carrot Creek. There are three stormwater management facilities (SWMF) within Avenir all with outlets to Carrot Creek, and ~~one~~ two SWMF within ~~Elysian Fields~~Cherot East. The required release rates at the time of writing this document are 1.8 litres, per second, per hectare (L/s/ha) when draining to Carrot Creek. Carrot Creek does not have capacity for stormwater directed from this development, so based on the Utility Master Plan 2014, a storm trunk sewer pipe is needed along Carrot Creek to convey flows south to Big Lake. Until the storm pipe along Carrot Creek is built, ~~the developer~~development ~~proposes~~ will hold 100 percent of the storm runoff during a major event under a Real Time Control (RTC) or Multi-Staged system~~, which means holding stormwater in ponds and pipes~~ until there is downstream capacity to release water to outfall pipes extended to Carrot Creek. The storm pipe trunk to Big Lake will be located within the 50-metre setback of Carrot Creek. A 6-metre utility right-of-way for the storm pipe will be required and dedicated at time of subdivision.

The implementation of Real Time Control System ~~is a new~~for Stormwater Management system ~~to the City and will~~ require~~s~~ detailed review at the time of subdivision.

Based on Figure 6, in the southwest portion of Avenir is SWMF 1, mid-way on the west side is ~~is in the southwest portion of Avenir, and will support storm water flows from the south portions of Avenir and Elysian Fields.~~ SWMF 2, and in the north portion is SWMF 3, all interconnected with flows going south, and outlets to Carrot Creek. ~~is mid-way on the west side of Avenir and will support Avenir and flow through from Elysian Fields.~~ SWMF 3 is ~~in the north portion of Avenir and~~ below the designated flood line of Carrot Creek, but has surplus capacity to accommodate storm water flows from ~~both~~ Avenir~~ and Elysian Fields~~. SWMF 4 is in the central portion of ~~Elysian Fields~~Cherot East in the location of Pit 2, a former landfill, and will have an interconnecting pipe to connect to the SWMF 5 that is located in the south portion of Cherot East~~in Avenir~~. Storm water from Cherot East will be conveyed south along Range Road 260, west on Giroux Road to SWMF 1, before an outfall to Carrot Creek. Agreements are needed between the developers on the cost sharing and coordination for the development of ~~the~~ SWMFs, because these are not leviable

project. To enable ~~Elysian Fields~~Cherot East to develop, provisions of utility rights-of-way through Avenir will be required to secure passageway for stormwater lines and SWMFs. ~~SWMF 5 will serve the south portion of Elysian Fields neighbourhood surrounded by the residential developments. The overflow from this storm pond will flow south onto Range Road 260 then west on Giroux Road before entering into the SWMF 1 I Avenir prior to outfall into Carrot Creek.~~

The use of oil and grit separators will be required as per the City of St. Albert Servicing Standards.

The collection system components of the appropriate size and depth with adequate capacity will be required to be carried through the development and extended to the edges of the ASP boundary or acceptable termination points as determined by the City.

Other methods of mitigating and managing stormwater are encouraged and could include low impact development (LID) features: bio-retention (rain gardens), bio-swales, green roofs, permeable pavements, naturalized drainage ways, and rainwater harvesting. ~~See Notes under Section 4.7 Off-Site Levies, of this document.~~

Back of lots adjacent to Ray Gibbon Drive cannot extend back slope into the Ray Gibbon right-of-way.

5.4 Shallow Utilities

Power, gas, and communication franchise systems will service the area through agreements established with the developers by the providers. Shallow utilities may be located within a public utility lot (PUL) or through a utility right-of-way agreement.

AltaLink's 712 line will not be buried. A PUL from centreline of powerline, based on further consultation with AltaLink, is estimated to be 9 metres assuming the line is one (1) metre within adjacent road allowance. A PUL provided by the developer for the swing of the line is to ensure no development occurs within the swing area of the powerline.

Formatted: Not Highlight

Any existing or new overhead services, other than the AltaLink's 712 line, must be relocated and placed underground at the time of Development. ~~AltaLink~~

~~powerlines are discussed in Section 4.2 Collector and Local Road Network.~~
Telus Communications Company has advised easement(s) for new facility placement will be required and identified at time of subdivision.

5.5 Public Utility Lots (PULs)

A Public Utility Lot is where services such as water, wastewater, stormwater pipes, and shallow services are located. The size of a PUL will vary based on the number of utility services and pipe sizes accommodated. PULs can typically range between 6 metres to 9 metres in width. PULs do not receive Municipal Reserve credit. Emergency access to a site will be classed as a public utility lot and width of access will be determined in consultations with the City Engineer and Public Works. Where services are shared or required, provisions of utility rights-of-way will be required to allow passageway for utilities from landowner/developer to enable development by other landowner/developer to proceed.

6.0 IMPLEMENTATION

6.1 Development Staging

The sequence of development is in the south off Giroux Road once:

- the water line is extended from North Ridge along Giroux Road;
- ~~the sanitary line in Project 8 is constructed in tandem or after~~ Project 9 sanitary line is constructed;
- the SWMF ~~1~~ 5 is constructed for Cherot East;
- the SWMF 1 is constructed for Avenir; and
- the initial development of Giroux Road and Range Road 260.

In addition, utility rights-of-way or easements may be required to enable servicing to extend through lands that are not being developed or developed at a later stage.

As development is market driven and limited by servicing capacities, the order of development will be reviewed at the subdivision stage. Contiguous and sequential development is important for efficient city services such as police, fire, transit, recreation services, and road maintenance.

Figure 10 proposes seven (7) stages of development for Avenir. Stages 1, 3, and 4 are low density residential; stage 2 is medium density residential; and stages 5, 6, and 7 include low density residential, mixed-use (residential / commercial), medium density residential, and commercial. ~~Elysian Fields~~Cherot East has ~~eight~~ ten (~~8~~10) stages of development. Stage~~s~~ 1 is the Community Amenities Campus~~,~~; stages ~~2,~~ 3 and 9 are the development of SWMFs; stage 4 is the development of school/park site; stages 2, 8, 9 include park development; stages 2 through 9 have residential development; and stage 10 is the passive recreation site. ~~and 4 are residential; stages 3 and 5 are sports centre and parks; and stages 6, 7 and 8 are mixed-use, business park, and industrial.~~

6.2 Redistricting and Subdivision

Timing of redistricting and subdivision applications are based on response to servicing capacity, agreements, and market needs.

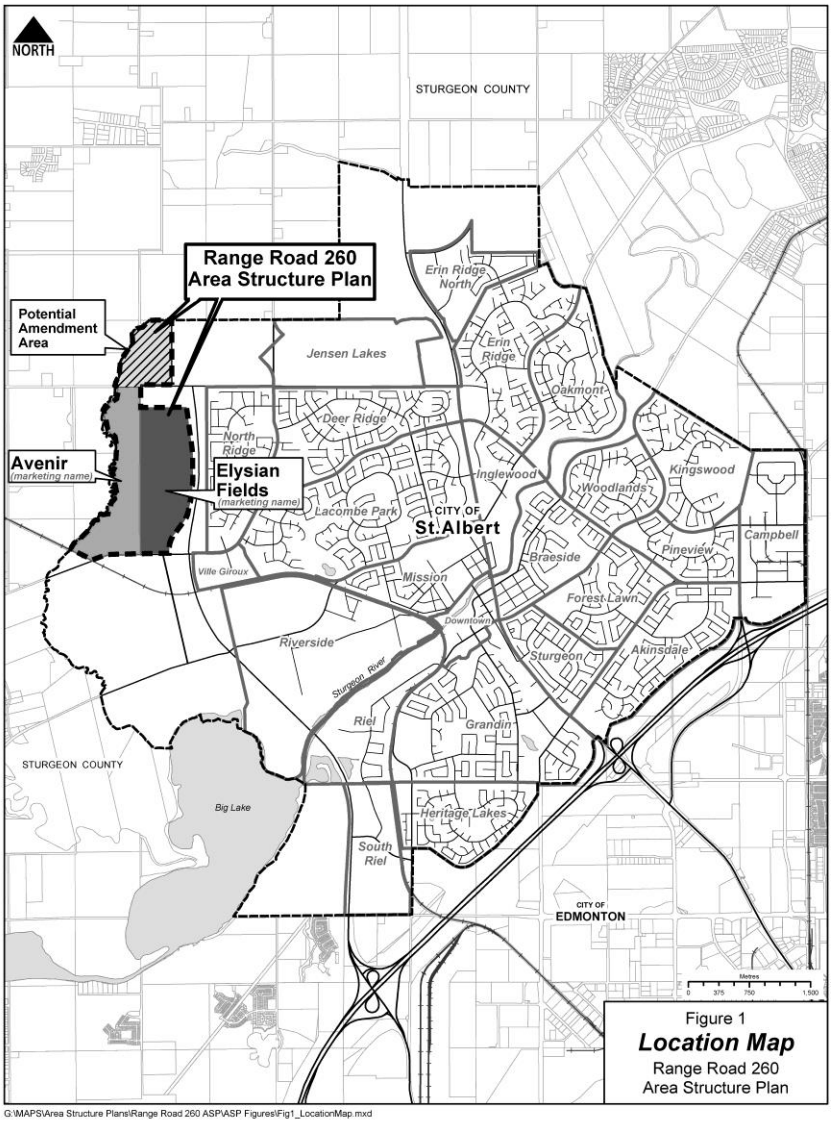
6.3 Building Development

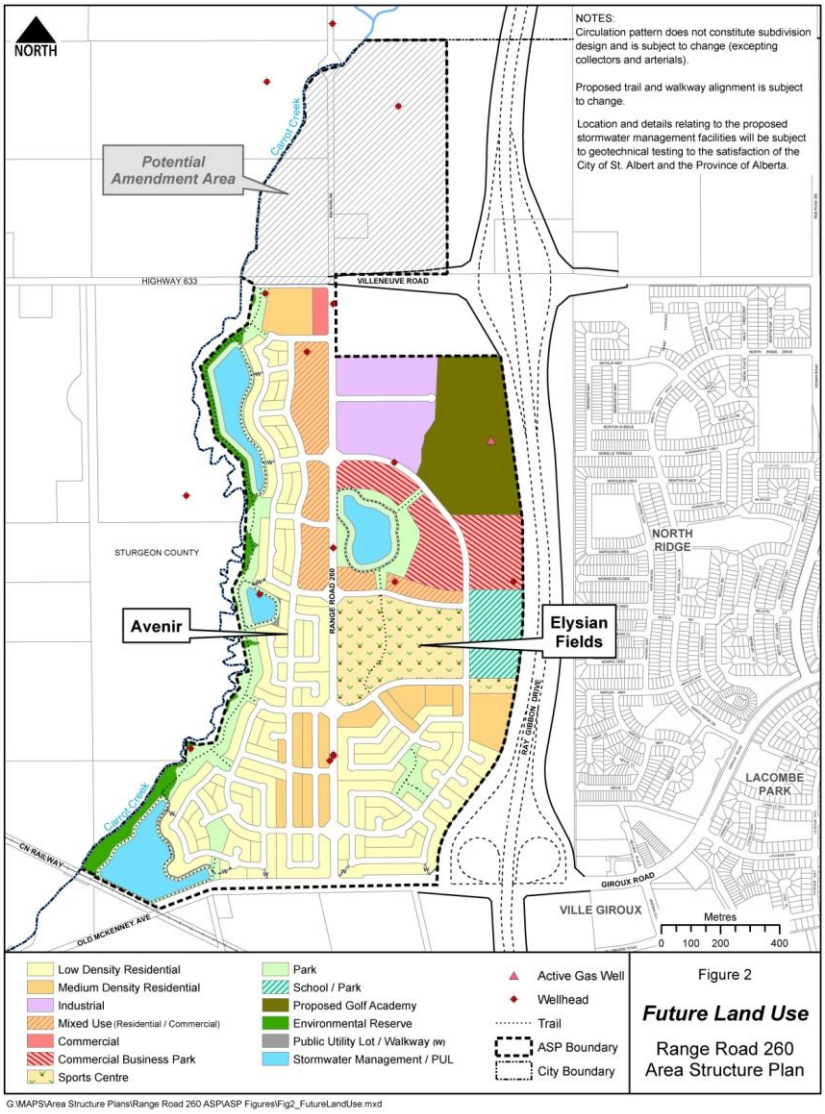
The geotechnical investigations indicated there are soft and wet soils near Carrot Creek. The developer, as part of the purchase package to builders,

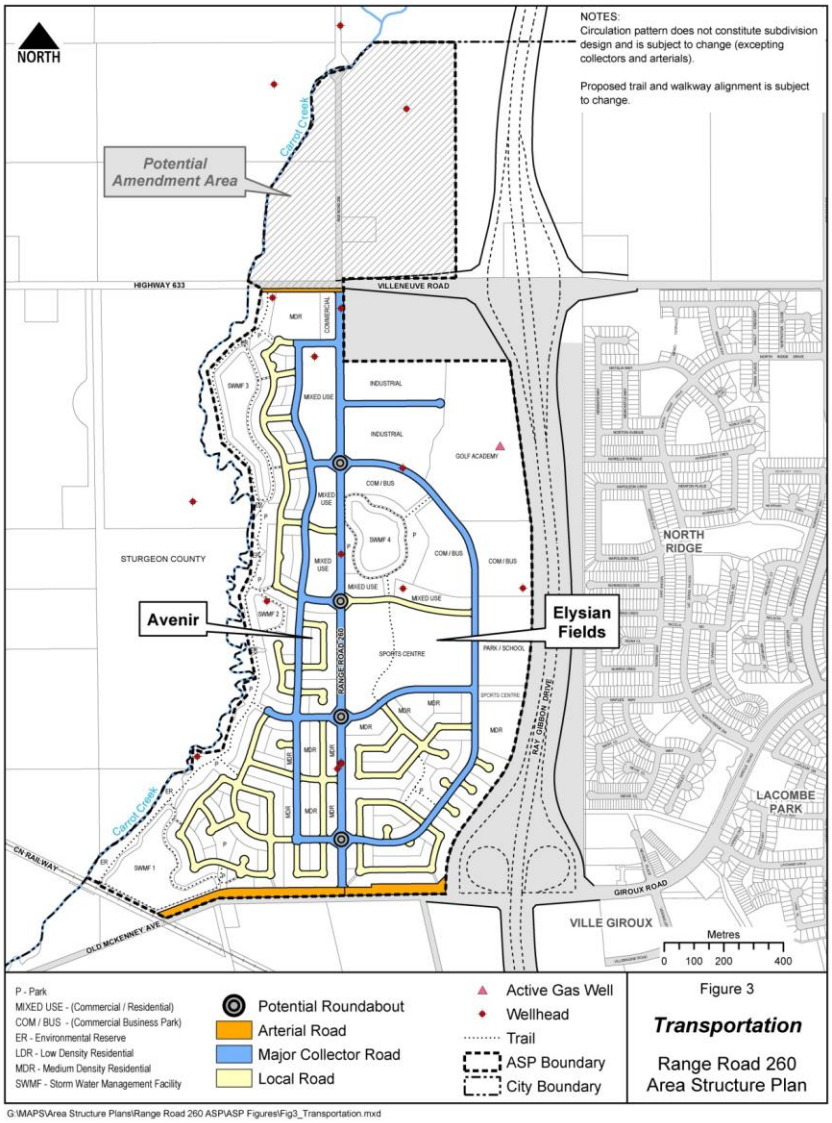
needs to identify soil issues and indicate that further geotechnical study may be required at building permit stage.

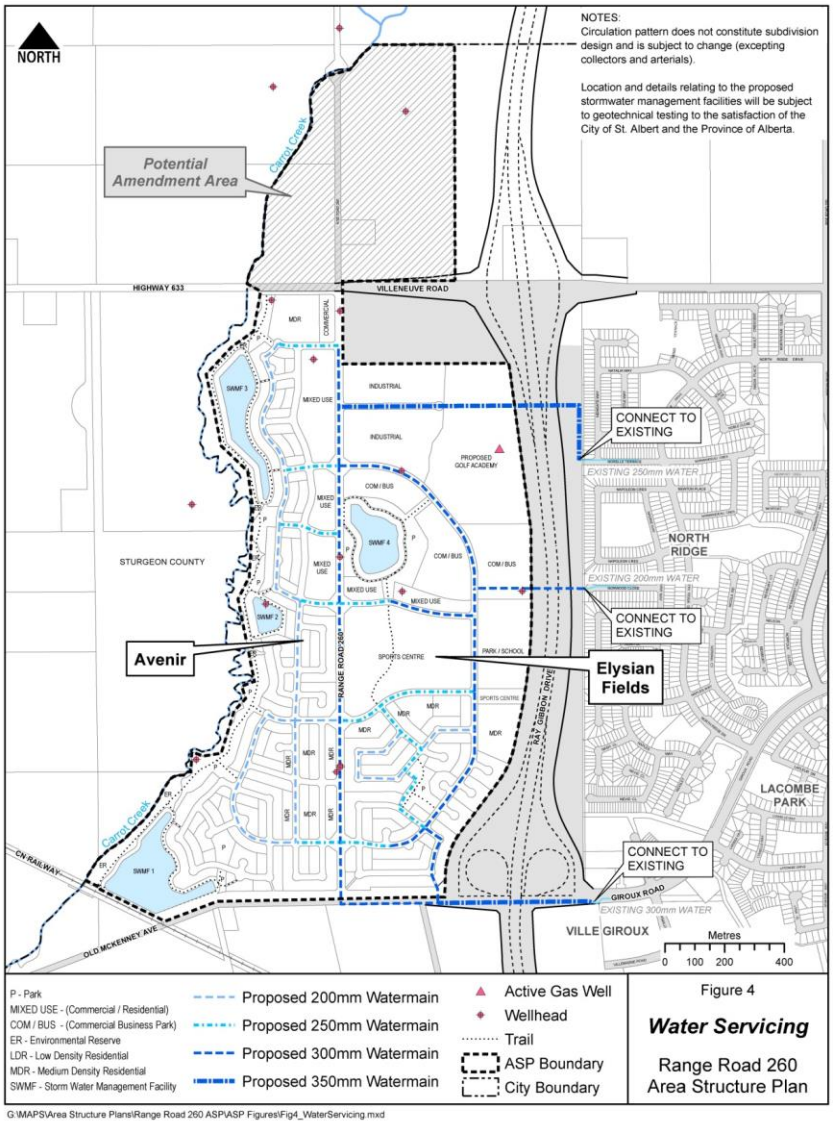
At time of subdivision, the developer and the City will consider restrictive covenants related to wet and soft soils that may impact development.

Commented [SS2]: Set of updated ASP figures below

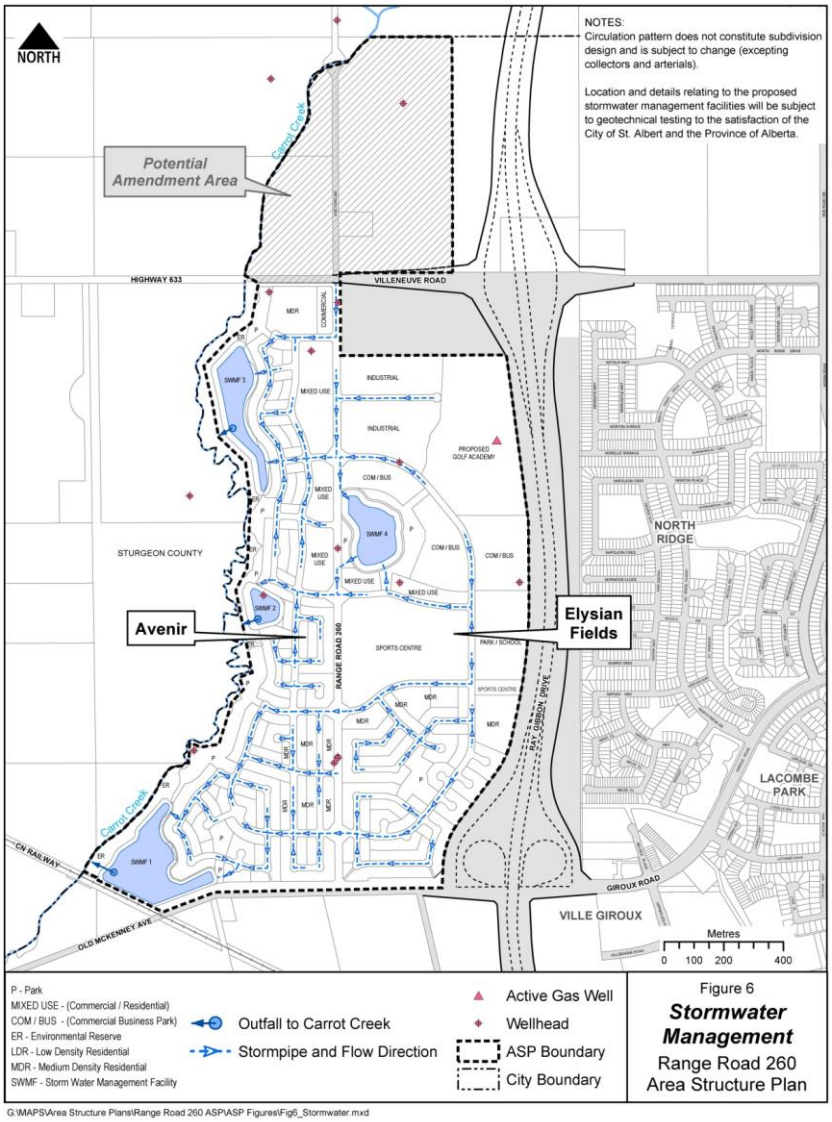


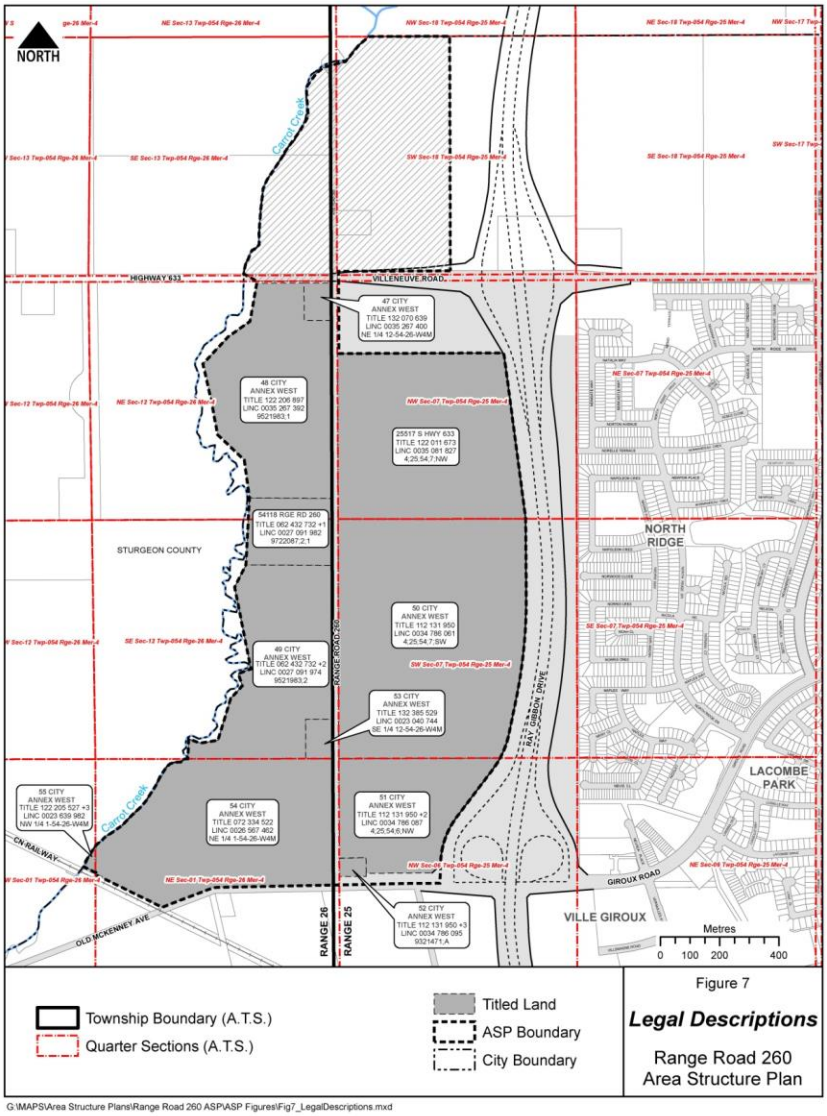

NORTH
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Proposed trail and walkway alignment is subject to change.
Location and details relating to the proposed stormwater management facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
Potential Amendment Area
Carrot Creek
HIGHWAY 633
VILLENEUVE ROAD
STURGEON COUNTY
NORTH RIDGE
Avenir
Elysian Fields
RANGE ROAD 260
RAE-CROMDON DRIVE
LACOMBE PARK
CN RAILWAY
GIROUX ROAD
VILLE GIROUX
OLD MCKENNEY AVE
Metres
0 100 200 400
Low Density Residential
Medium Density Residential
Industrial
Mixed Use (Residential / Commercial)
Commercial
Commercial Business Park
Sports Centre
Park
School / Park
Proposed Golf Academy
Environmental Reserve
Public Utility Lot / Walkway (w)
Stormwater Management / PUL
Active Gas Well
Wellhead
Trail
ASP Boundary
City Boundary
Figure 2
Future Land Use
Range Road 260
Area Structure Plan
G:\MAPS\Area Structure Plans\Range Road 260 ASP\ASP Figures\Fig2_FutureLandUse.mxd

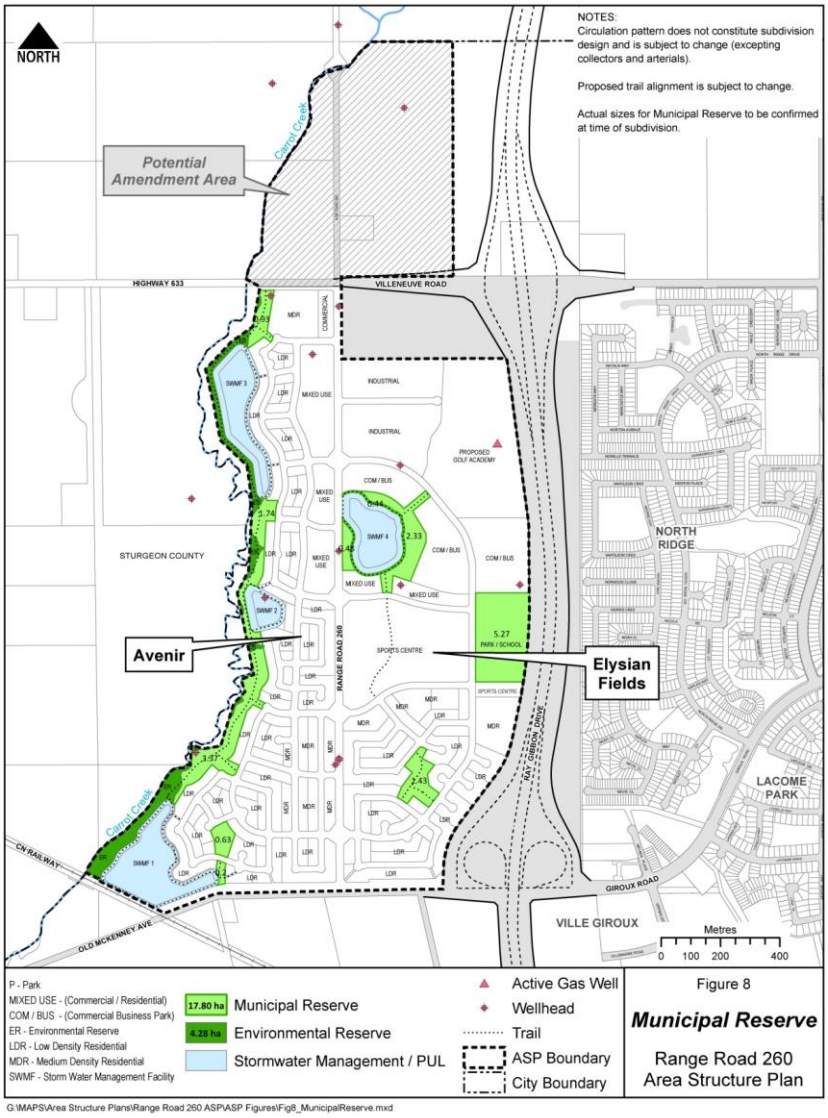

NORTH
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Proposed trail and walkway alignment is subject to change.
Potential Amendment Area
Carrot Creek
HIGHWAY 633
VILLENEUVE ROAD
STURGEON COUNTY
Avenir
Elysian Fields
NORTH RIDGE
LACOMBE PARK
VILLE GIROUX
GIROUX ROAD
CN RAILWAY
OLD MCKENNEY AVE
RANGE ROAD 260
Metres
0 100 200 400
P - Park
MIXED USE - (Commercial / Residential)
COM / BUS - (Commercial Business Park)
ER - Environmental Reserve
LDR - Low Density Residential
MDR - Medium Density Residential
SWMF - Storm Water Management Facility
Potential Roundabout
Arterial Road
Major Collector Road
Local Road
Active Gas Well
Wellhead
Trail
ASP Boundary
City Boundary
Figure 3
Transportation
Range Road 260
Area Structure Plan
G:\MAPS\Area Structure Plans\Range Road 260 ASP\ASP Figures\Fig3_Transportation.mxd

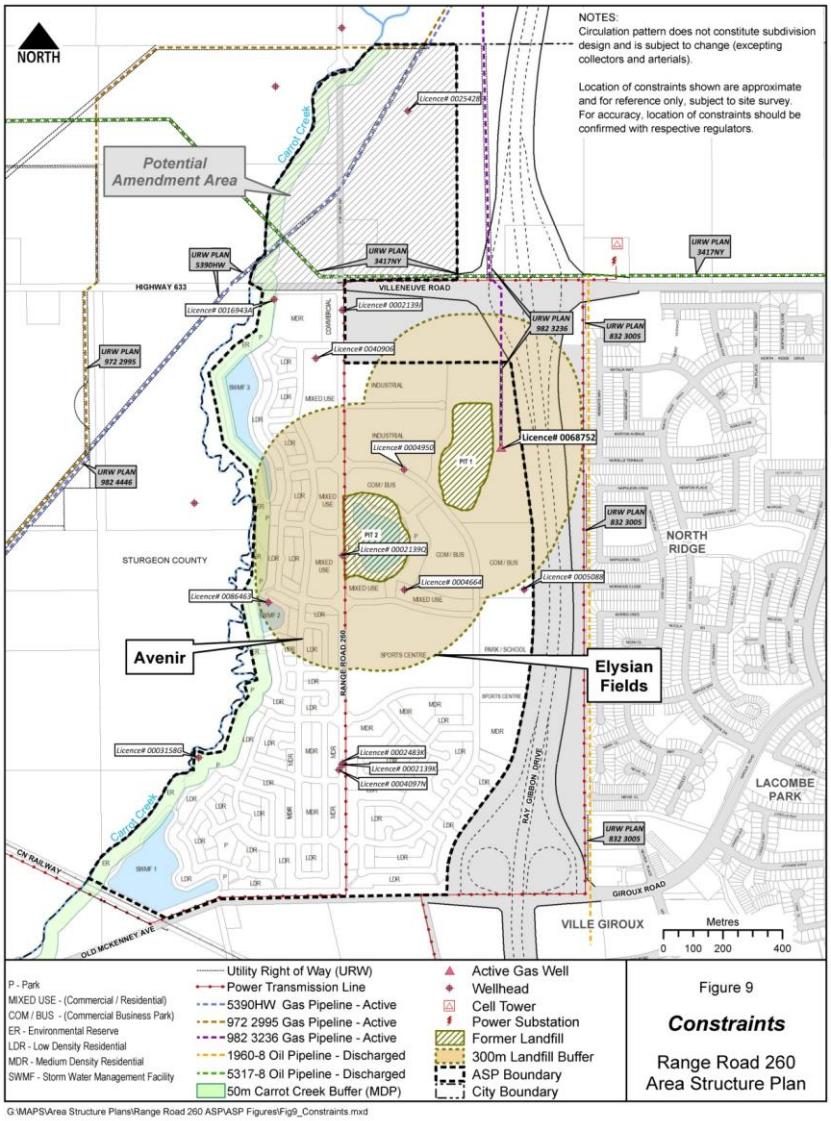

NORTH
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Location and details relating to the proposed stormwater management facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
Potential Amendment Area
Camp Creek
HIGHWAY 633
VILLENEUVE ROAD
CONNECT TO EXISTING
EXISTING 250mm WATER
NORTH RIDGE
EXISTING 200mm WATER
CONNECT TO EXISTING
STURGEON COUNTY
Avenir
Elysian Fields
RANGE ROAD 260
RAT CREEK DRIVE
LACOMBE PARK
CONNECT TO EXISTING
GIROUX ROAD
EXISTING 300mm WATER
VILLE GIROUX
CN RAILWAY
OLD MCKENNEY AVE
Metres
0 100 200 400
P - Park
MIXED USE - (Commercial / Residential)
COM / BUS - (Commercial Business Park)
ER - Environmental Reserve
LDR - Low Density Residential
MDR - Medium Density Residential
SWMF - Storm Water Management Facility
Proposed 200mm Watermain
Proposed 250mm Watermain
Proposed 300mm Watermain
Proposed 350mm Watermain
Active Gas Well
Wellhead
Trail
ASP Boundary
City Boundary
Figure 4
Water Servicing
Range Road 260
Area Structure Plan
G:\MAPS\Area Structure Plans\Range Road 260 ASP\ASP Figures\Fig4_WaterServicing.mxd

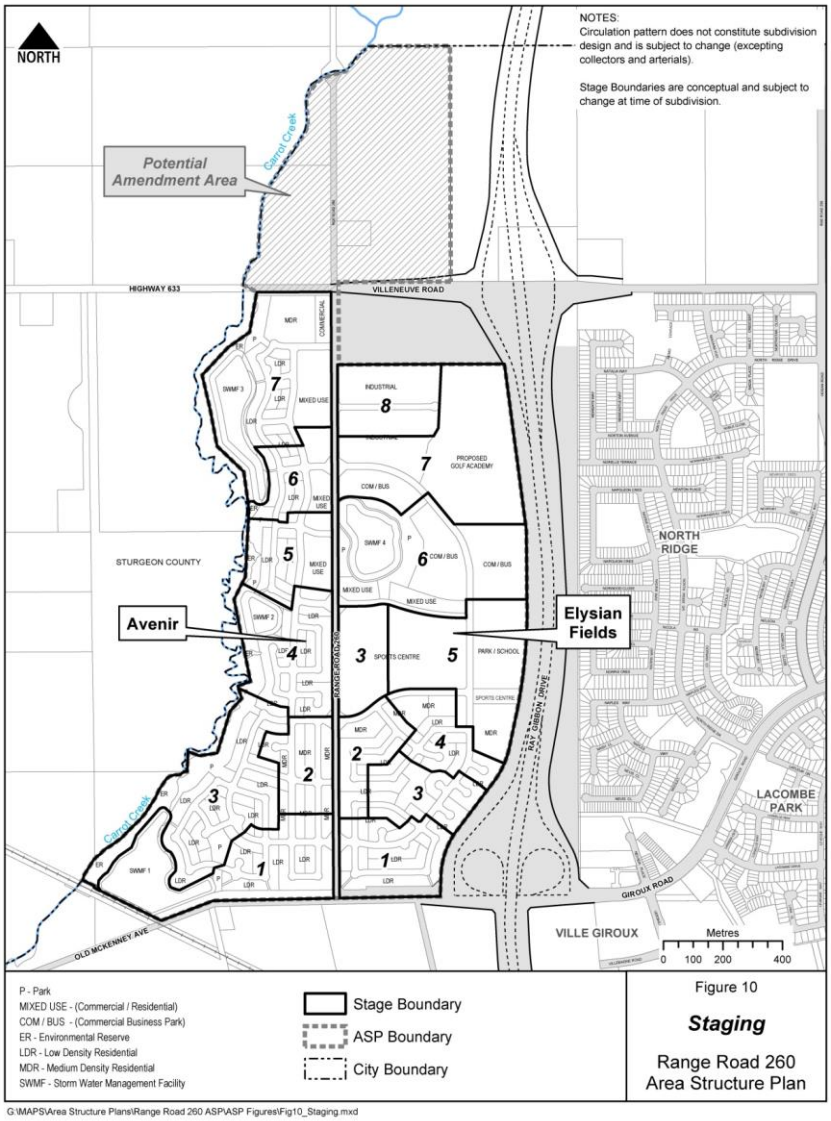

NORTH
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Sanitary pipe sizes to be determined at time of detailed design, except as noted on this figure.
Potential Amendment Area
Carrol Creek
HIGHWAY 633
VILLENEUVE ROAD
STURGEON COUNTY
NORTH RIDGE
LACOMBE PARK
Avenir
Elysian Fields
RANGE ROAD 260
CN RAILWAY
OLD MCKENNEY AVE
GIROUX ROAD
VILLE GIROUX
EXISTING 1200mm SANITARY
CONNECT TO EXISTING
Metres
0 125 250 500
P - Park
MIXED USE - (Commercial / Residential)
COM / BUS - (Commercial Business Park)
ER - Environmental Reserve
LDR - Low Density Residential
MDR - Medium Density Residential
SWMF - Storm Water Management Facility
Future Sanitary Line
Future Sanitary Trunk (Off-Site)
Active Gas Well
Wellhead
Trail
ASP Boundary
City Boundary
Figure 5
Wastewater Collection System
Range Road 260
Area Structure Plan
G:\MAPS\Area Structure Plans\Range Road 260 ASP\ASP Figures\Fig5_WastewaterCollection.mxd

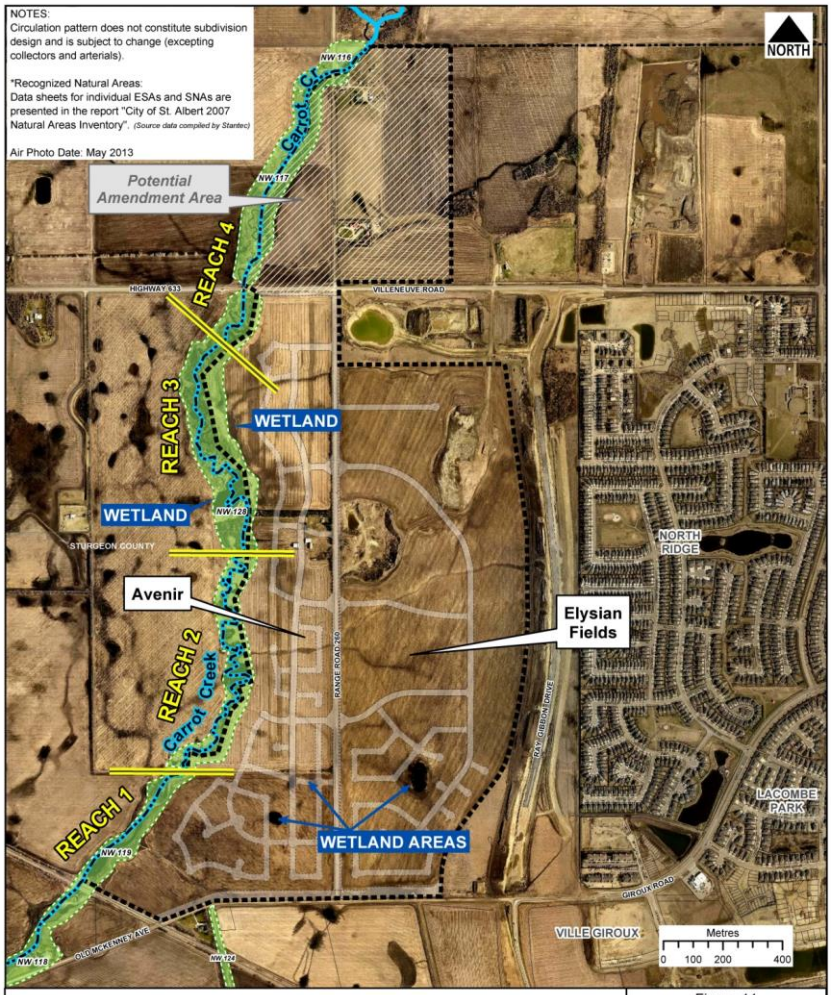

NORTH
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Location and details relating to the proposed stormwater management facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
Potential Amendment Area
Carrot Creek
HIGHWAY 633
VILLENEUVE ROAD
STURGEON COUNTY
Avenir
Elysian Fields
RANGE ROAD 260
PARK OBSERVATORY DRIVE
NORTH RIDGE
LACOMBE PARK
GIROUX ROAD
VILLE GIROUX
CN RAILWAY
OLD MCKENNEY AVE
Metres
0 100 200 400
P - Park
MIXED USE - (Commercial / Residential)
COM / BUS - (Commercial Business Park)
ER - Environmental Reserve
LDR - Low Density Residential
MDR - Medium Density Residential
SWMF - Storm Water Management Facility
Outfall to Carrot Creek
Stormpipe and Flow Direction
Active Gas Well
Wellhead
ASP Boundary
City Boundary
Figure 6
Stormwater Management
Range Road 260
Area Structure Plan
G:\MAPS\Area Structure Plans\Range Road 260 ASP\ASP Figures\Fig6_Stormwater.mxd


NORTH
Carrot Creek
HIGHWAY 633
VILLENEUVE ROAD
47 CITY ANNEX WEST TITLE 132 070 639 LINC 0035 267 400 NE 1/4 12-54-26-W4M
48 CITY ANNEX WEST TITLE 122 206 897 LINC 0035 267 392 9521983;1
25517 S HWY 633 TITLE 122 011 673 LINC 0035 091 827 4;25;54;7;NW
54118 RGE RD 260 TITLE 062 432 732 +1 LINC 0027 091 982 9722087;2;1
STURGEON COUNTY
50 CITY ANNEX WEST TITLE 112 131 950 LINC 0034 786 061 4;25;54;7;SW
49 CITY ANNEX WEST TITLE 062 432 732 +2 LINC 0027 091 974 9521983;2
RANGE ROAD 260
53 CITY ANNEX WEST TITLE 132 385 529 LINC 0023 040 744 NE 1/4 12-54-26-W4M
HWY GIBBON DRIVE
NORTH RIDGE
LACOMBE PARK
55 CITY ANNEX WEST TITLE 122 205 527 +3 LINC 0023 639 982 NW 1/4 1-54-26-W4M
54 CITY ANNEX WEST TITLE 072 334 522 LINC 0026 567 462 NE 1/4 1-54-26-W4M
51 CITY ANNEX WEST TITLE 112 131 950 +2 LINC 0034 786 087 4;25;54;6;NW
CN RAILWAY
GIROUX ROAD
OLD MCKENNEY AVE
RANGE 26
RANGE 25
52 CITY ANNEX WEST TITLE 112 131 950 +3 LINC 0034 786 095 9321471;A
VILLE GIROUX
Metres
0 100 200 400
Township Boundary (A.T.S.)
Quarter Sections (A.T.S.)
Titled Land
ASP Boundary
City Boundary
Figure 7
Legal Descriptions
Range Road 260
Area Structure Plan
G:\MAPS\Area Structure Plans\Range Road 260 ASP\ASP Figures\Fig7_LegalDescriptions.mxd


NORTH
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Proposed trail alignment is subject to change.
Actual sizes for Municipal Reserve to be confirmed at time of subdivision.
Potential Amendment Area
Carrot Creek
HIGHWAY 633
VILLENEUVE ROAD
STURGEON COUNTY
NORTH RIDGE
LACOME PARK
VILLE GIROUX
GIROUX ROAD
CN RAILWAY
OLD MCKENNEY AVE
RANGE ROAD 260
TWP ROAD 540
Avenir
Elysian Fields
SWMF 1
SWMF 2
SWMF 3
SWMF 4
PROPOSED GOLF ACADEMY
SPORTS CENTRE
Metres
0 100 200 400
P - Park
MIXED USE - (Commercial / Residential)
COM / BUS - (Commercial Business Park)
ER - Environmental Reserve
LDR - Low Density Residential
MDR - Medium Density Residential
SWMF - Storm Water Management Facility
17.80 ha Municipal Reserve
4.28 ha Environmental Reserve
Stormwater Management / PUL
Active Gas Well
Wellhead
Trail
ASP Boundary
City Boundary
Figure 8
Municipal Reserve
Range Road 260
Area Structure Plan
G:\MAPS\Area Structure Plans\Range Road 260 ASP\ASP Figures\Fig8_MunicipalReserve.mxd


NORTH
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Location of constraints shown are approximate and for reference only, subject to site survey. For accuracy, location of constraints should be confirmed with respective regulators.
Potential Amendment Area
Sand Creek
HIGHWAY 633
VILLENEUVE ROAD
STURGEON COUNTY
NORTH RIDGE
LACOMBE PARK
VILLE GIROUX
Avenir
Elysian Fields
RANGE ROAD 260
RAY GIROUX DRIVE
GIROUX ROAD
CN RAILWAY
OLD MCKENNEY AVE
Licence# 0068752
Metres
0 100 200 400
P - Park
MIXED USE - (Commercial / Residential)
COM / BUS - (Commercial Business Park)
ER - Environmental Reserve
LDR - Low Density Residential
MDR - Medium Density Residential
SWMF - Storm Water Management Facility
Utility Right of Way (URW)
Power Transmission Line
5390HW Gas Pipeline - Active
972 2995 Gas Pipeline - Active
982 3236 Gas Pipeline - Active
1960-8 Oil Pipeline - Discharged
5317-8 Oil Pipeline - Discharged
50m Carrot Creek Buffer (MDP)
Active Gas Well
Wellhead
Cell Tower
Power Substation
Former Landfill
300m Landfill Buffer
ASP Boundary
City Boundary
Figure 9
Constraints
Range Road 260
Area Structure Plan
G:\MAPS\Area Structure Plans\Range Road 260 ASP\ASP Figures\Fig9_Constraints.mxd


NORTH
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Stage Boundaries are conceptual and subject to change at time of subdivision.
Potential Amendment Area
Carrot Creek
HIGHWAY 633
VILLENEUVE ROAD
STURGEON COUNTY
Avenir
Elysian Fields
NORTH RIDGE
LACOMBE PARK
GIROUX ROAD
VILLE GIROUX
OLD MCKENNEY AVE
RANGE ROAD 260
HWY 633 / 651
Metres
0 100 200 400
P - Park
MIXED USE - (Commercial / Residential)
COM / BUS - (Commercial Business Park)
ER - Environmental Reserve
LDR - Low Density Residential
MDR - Medium Density Residential
SWMF - Storm Water Management Facility
Stage Boundary
ASP Boundary
City Boundary
Figure 10
Staging
Range Road 260
Area Structure Plan
G:\MAPS\Area Structure Plans\Range Road 260 ASP\ASP Figures\Fig10_Staging.mxd


NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
*Recognized Natural Areas:
Data sheets for individual ESAs and SNAs are presented in the report "City of St. Albert 2007 Natural Areas Inventory". (Source data compiled by Stantec)
Air Photo Date: May 2013
NORTH
Carrot Cr.
NW 116
NW 117
Potential Amendment Area
REACH 4
HIGHWAY 633
VILLENEUVE ROAD
REACH 3
WETLAND
WETLAND
NW 120
STURGEON COUNTY
NORTH RIDGE
Avenir
Elysian Fields
REACH 2
Carrot Creek
RANGE ROAD 260
RAT CREEK DRIVE
REACH 1
NW 119
WETLAND AREAS
LACOMBE PARK
GIROUX ROAD
VILLE GIROUX
Metres
0 100 200 400
NW 118
OLD MCKENNEY AVE
NW 124
NW 119 Recognized Natural Areas*
Reaches of Carrot Creek
ASP Boundary
City Boundary
Figure 11
Aerial Map
Range Road 260
Area Structure Plan
G:\MAPS\Area Structure Plans\Range Road 260 ASP\ASP Figures\Fig11_Wetlands_Aerial.mxd

Figures

The updated set of ASP figures are as follows:

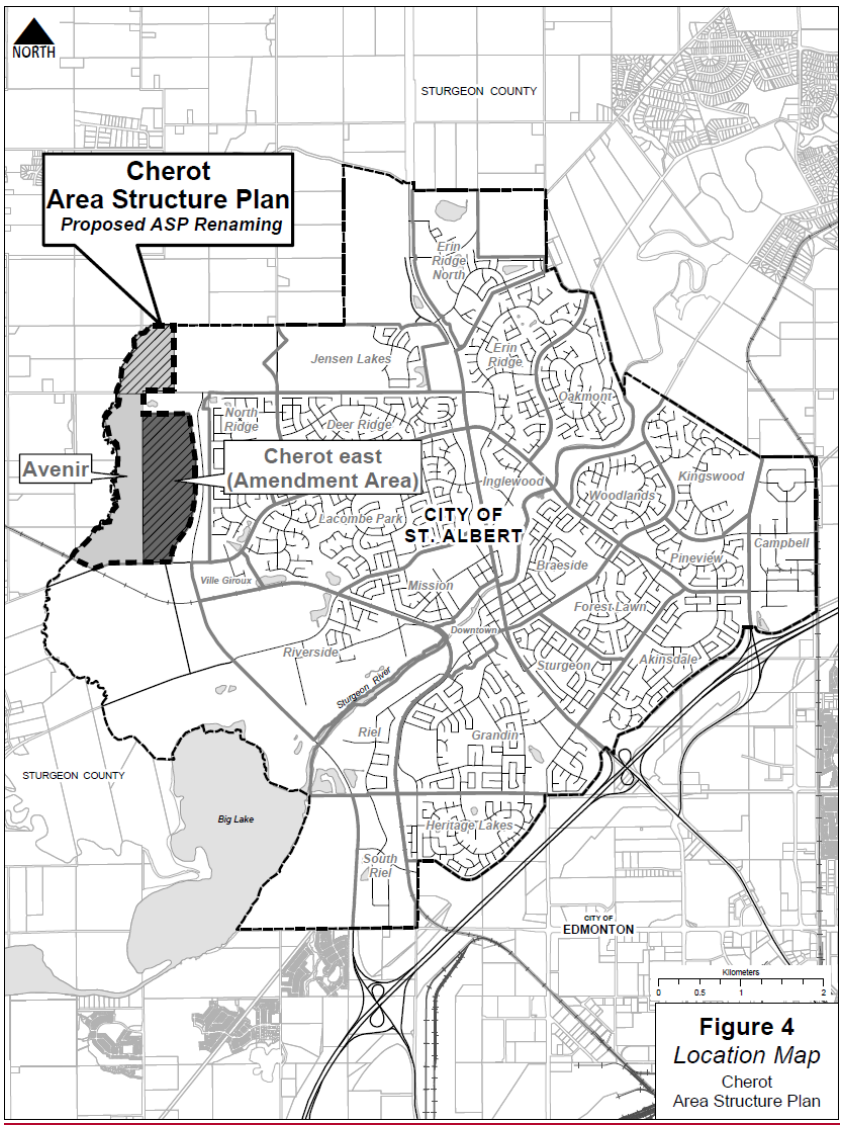
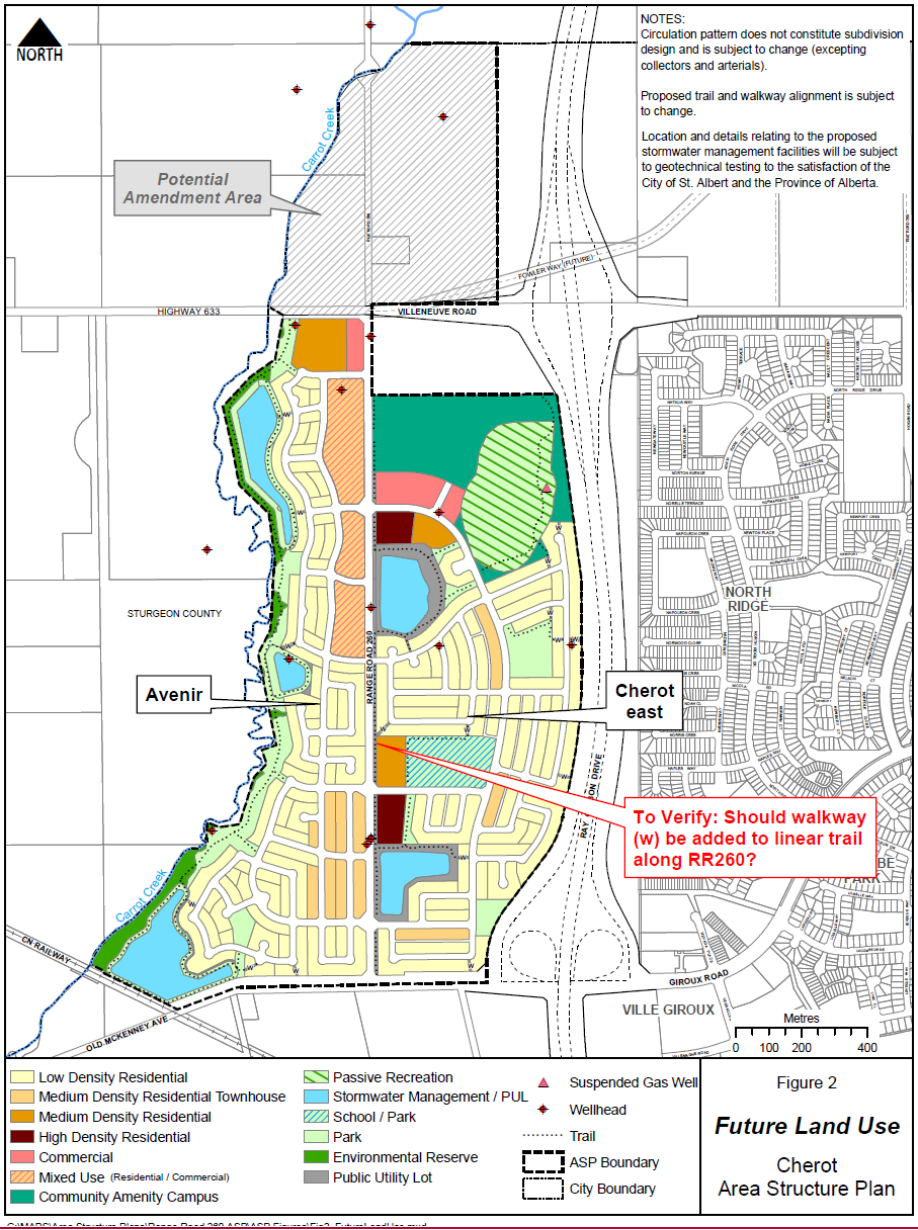


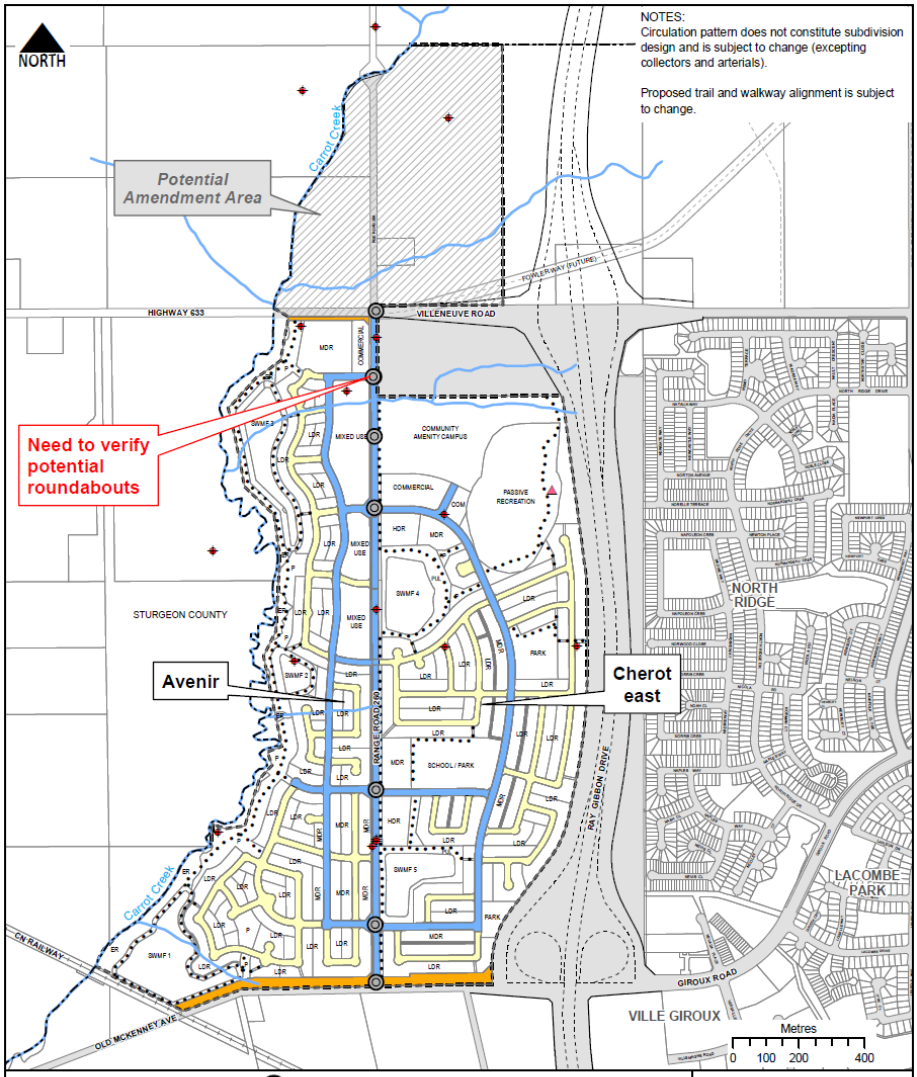
Figure 4
Location Map
Cherot
Area Structure Plan

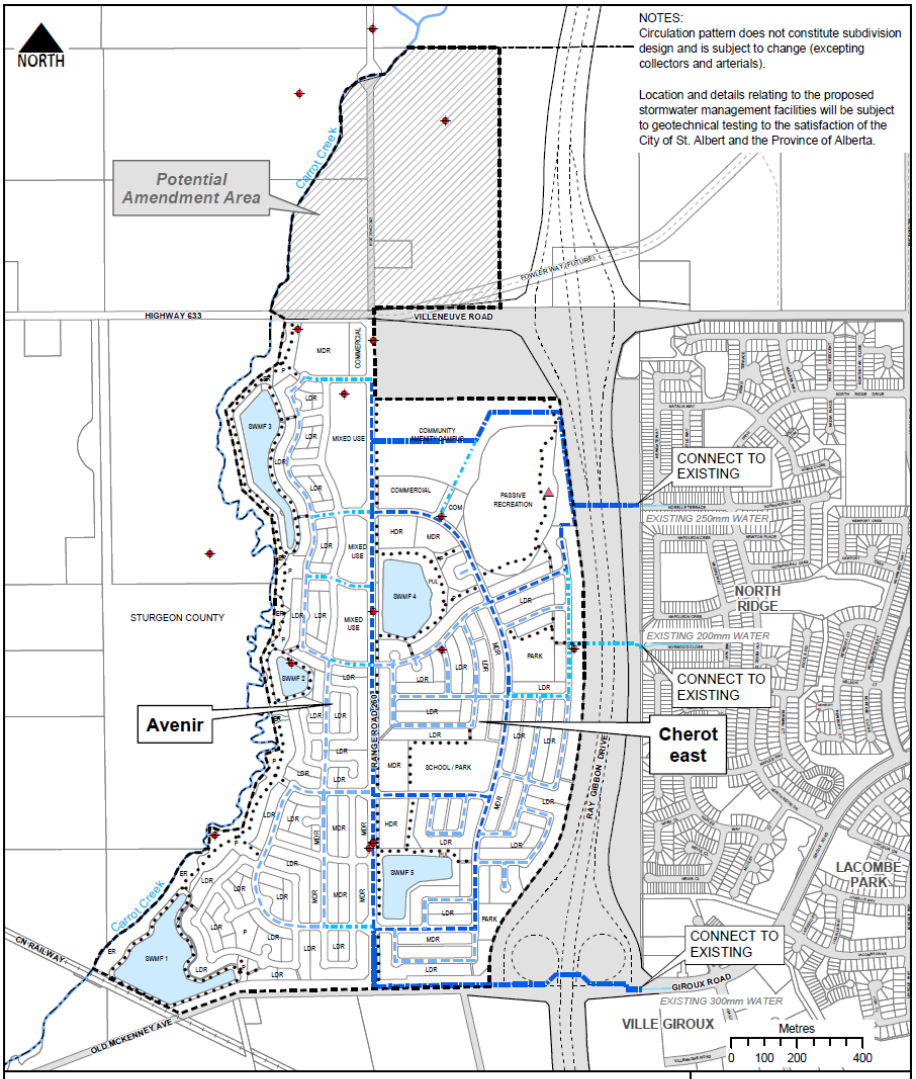
Figures



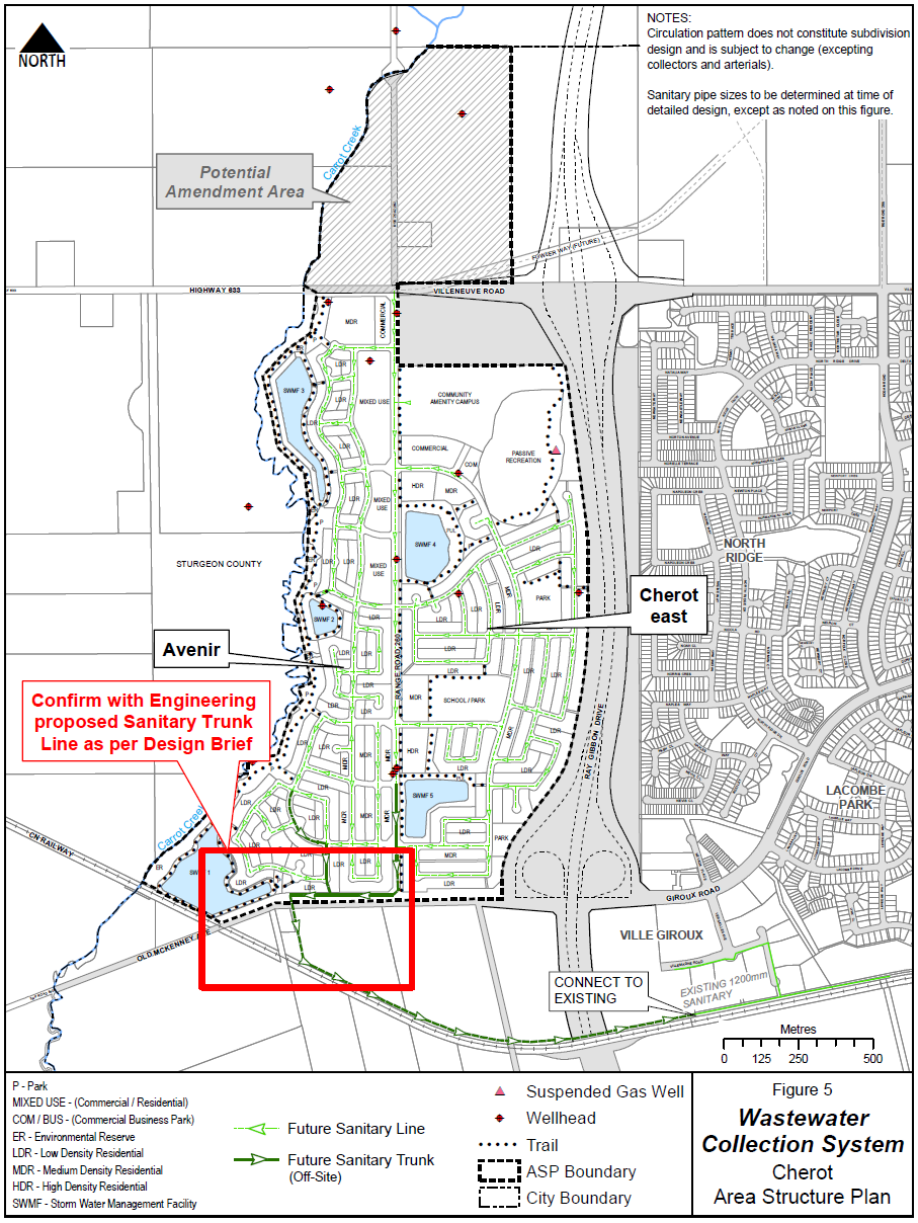
Commented [m3]: Naming – Community Amenities Site for labels

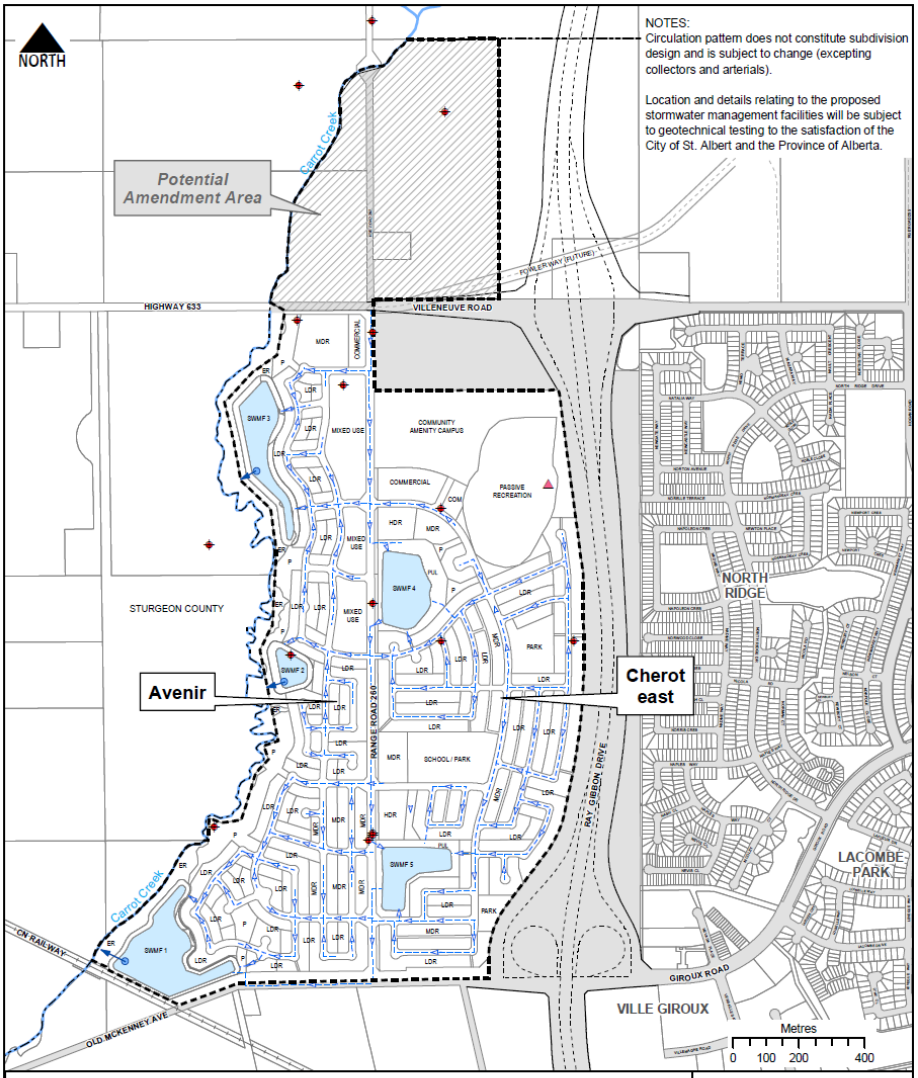
Commented [KP4]: If the walkways are part of complete streets, I don't think we need to show the walkalways as depicted along RR260. But please confirm with Craig about how it is depicted in other ASPs and follow the similar standards.

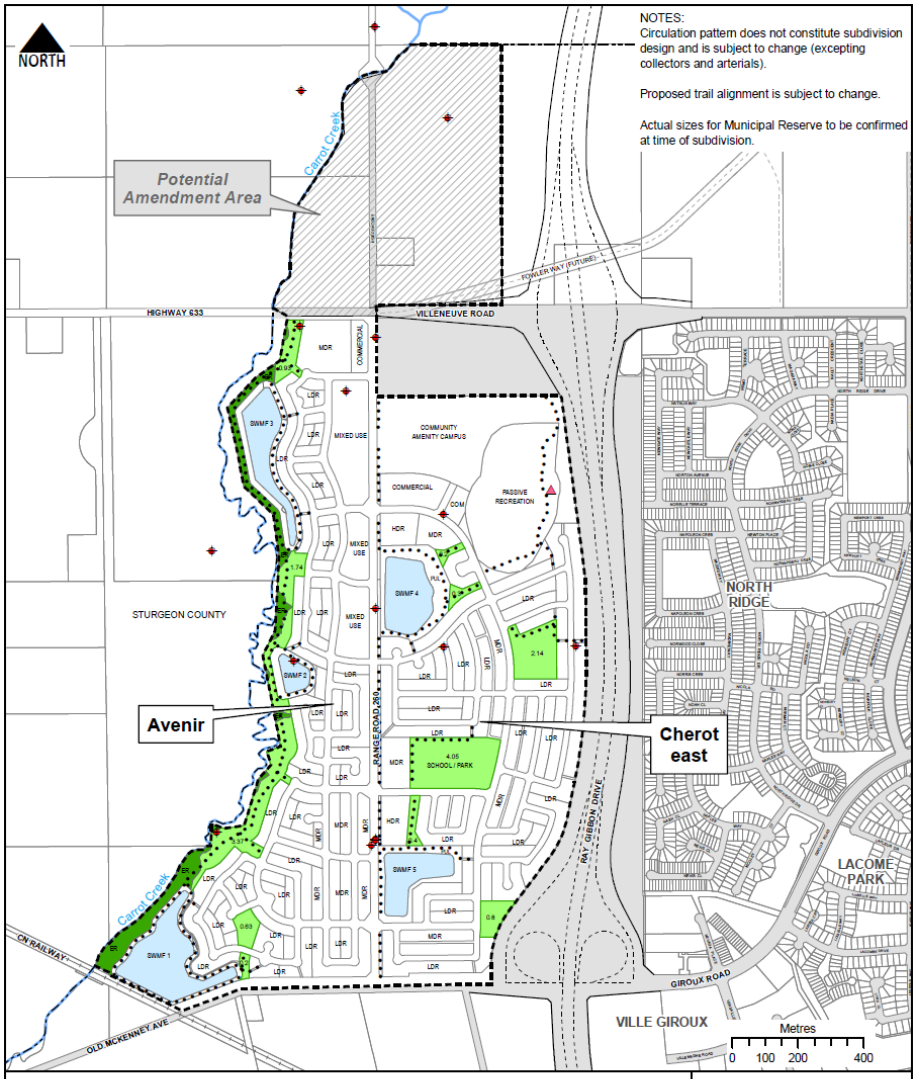

NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Proposed trail and walkway alignment is subject to change.
NORTH
Potential Amendment Area
Carrot Creek
HIGHWAY 633
VILLENEUVE ROAD
PIONEERWAY (FUTURE)
Need to verify potential roundabouts
STURGEON COUNTY
Avenir
Cherot east
NORTH RIDGE
LACOMBE PARK
VILLE GIROUX
GIROUX ROAD
RANGE ROAD 260
RAY GIBBON DRIVE
CN RAILWAY
OLD MCKENNEY AVE
Metres
0 100 200 400
P - Park
MIXED USE - (Commercial / Residential)
COM / BUS - (Commercial Business Park)
ER - Environmental Reserve
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Storm Water Management Facility
Potential Roundabout
Crosstown
Neighbourhood
Local Road
Lane
Suspended Gas Well
Wellhead
Trail
ASP Boundary
City Boundary
Figure 3
Transportation
Cherot
Area Structure Plan

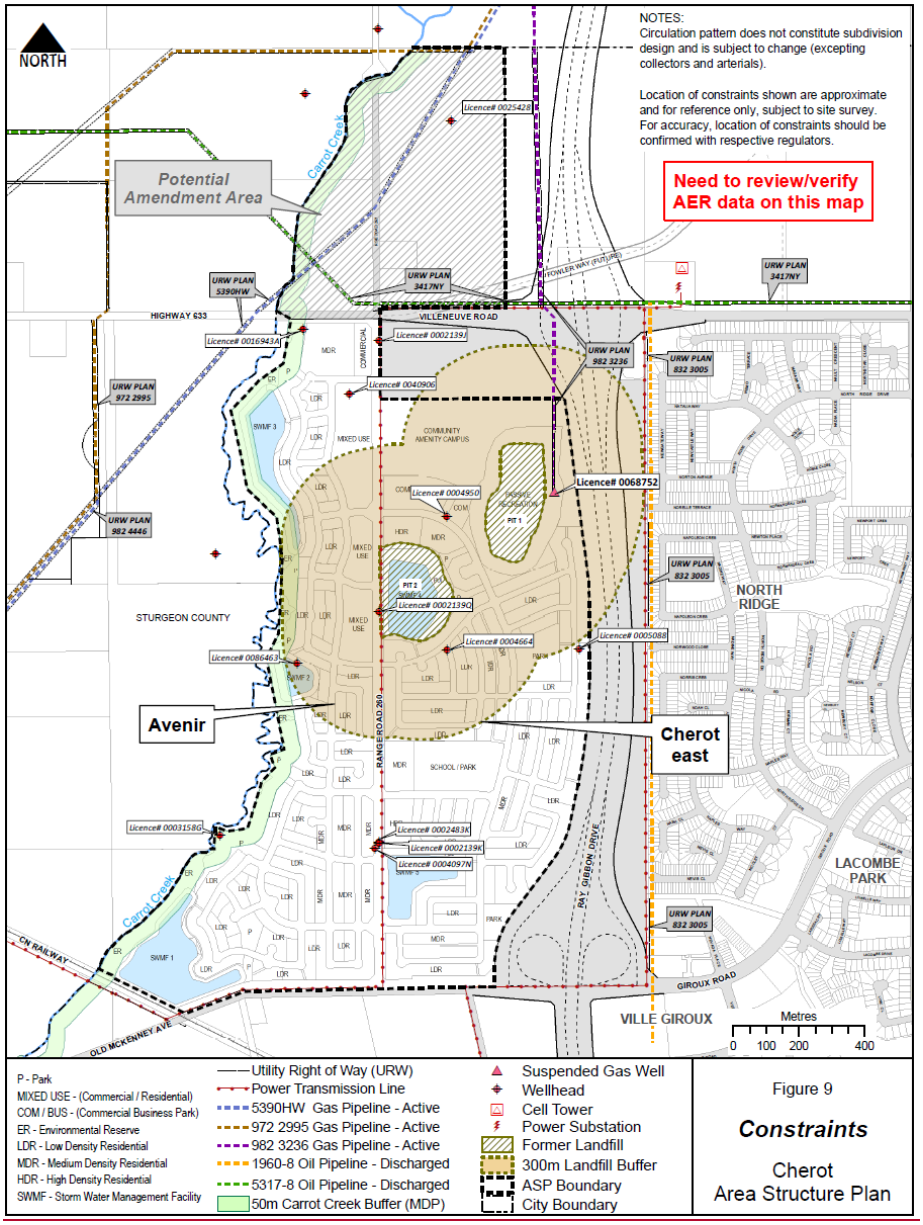

NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Location and details relating to the proposed stormwater management facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
NORTH
Potential Amendment Area
Carrot Creek
HIGHWAY 633
VILLENEUVE ROAD
POWER NATURE TRAIL
STURGEON COUNTY
Avenir
Cherot east
RANGE ROAD 260
RAY GIBBON DRIVE
CONNECT TO EXISTING
EXISTING 250mm WATER
NORTH RIDGE
EXISTING 200mm WATER
CONNECT TO EXISTING
LACOMBE PARK
CONNECT TO EXISTING
GIROUX ROAD
EXISTING 300mm WATER
VILLE GIROUX
CN RAILWAY
OLD MCKENNEY AVE
Metres
0 100 200 400
P - Park
MIXED USE - (Commercial / Residential)
COM / BUS - (Commercial Business Park)
ER - Environmental Reserve
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Storm Water Management Facility
Proposed 200mm Watermain
Proposed 250mm Watermain
Proposed 300mm Watermain
Proposed 350mm Watermain
Suspended Gas Well
Wellhead
Trail
ASP Boundary
City Boundary
Figure 4
Water Servicing
Cherot
Area Structure Plan

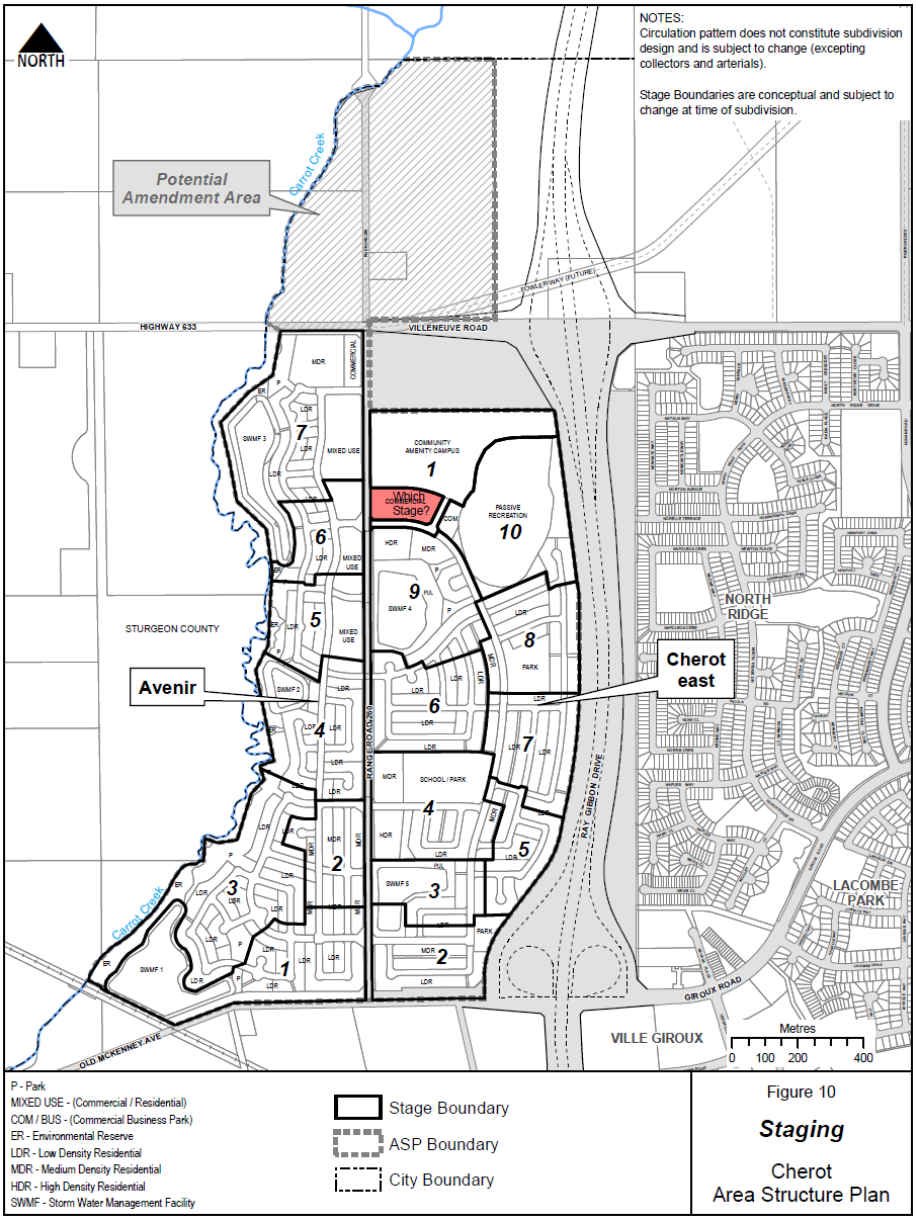
Figures


NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Sanitary pipe sizes to be determined at time of detailed design, except as noted on this figure.
NORTH
Potential Amendment Area
Carrol Creek
HIGHWAY 633
VILLENEUVE ROAD
STURGEON COUNTY
NORTH RIDGE
Cherot east
Avenir
Confirm with Engineering proposed Sanitary Trunk Line as per Design Brief
RANGE ROAD 260
LACOMBE PARK
GIROUX ROAD
VILLE GIROUX
CN RAILWAY
OLD MCKENNEY
CONNECT TO EXISTING
EXISTING 1200mm SANITARY
Metres
0 125 250 500
P - Park
MIXED USE - (Commercial / Residential)
COM / BUS - (Commercial Business Park)
ER - Environmental Reserve
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Storm Water Management Facility
Future Sanitary Line
Future Sanitary Trunk (Off-Site)
Suspended Gas Well
Wellhead
Trail
ASP Boundary
City Boundary
Figure 5
Wastewater Collection System
Cherot
Area Structure Plan

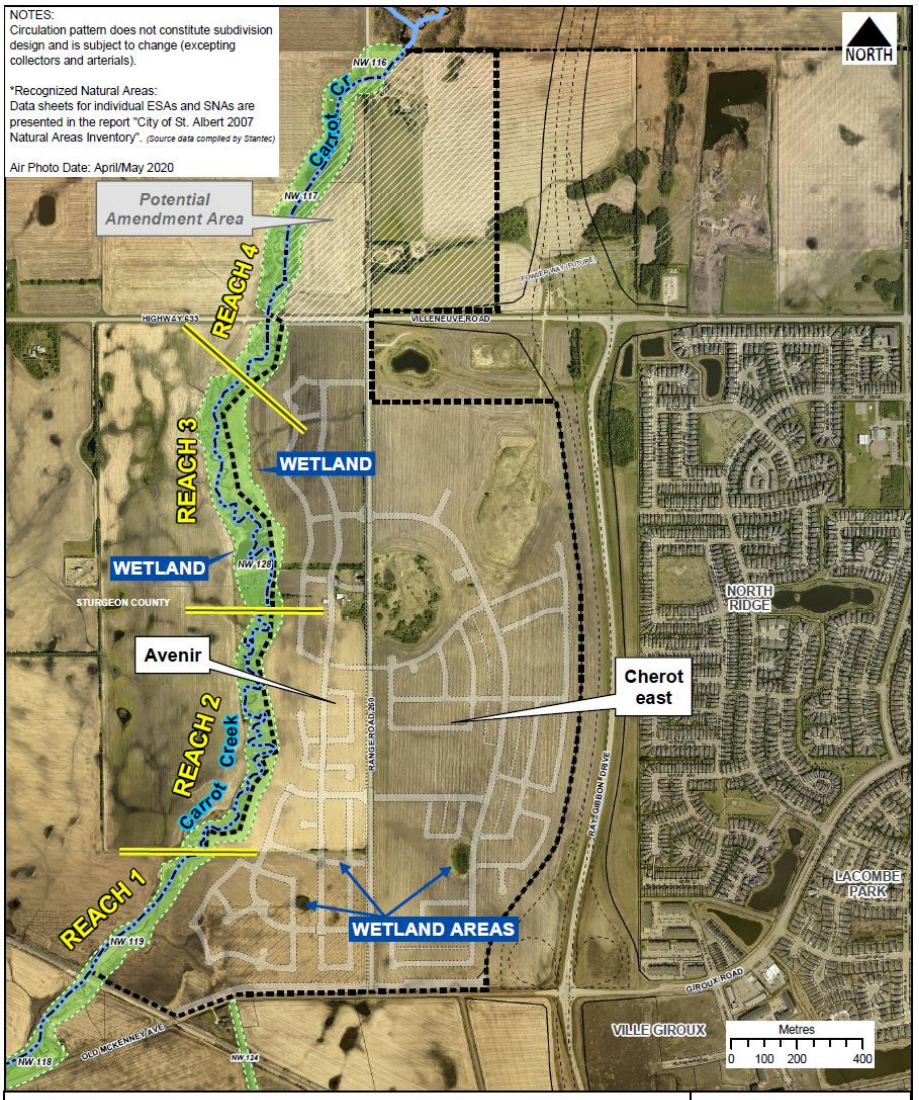

NORTH
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Location and details relating to the proposed stormwater management facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
Potential Amendment Area
Carrot Creek
FOWLER WAY (FUTURE)
HIGHWAY 633
VILLENEUVE ROAD
COMMUNITY AMENITY CAMPUS
COMMERCIAL
PASSIVE RECREATION
NORTH RIDGE
STURGEON COUNTY
Avenir
Cherot east
RANGE ROAD 260
SCHOOL / PARK
PARK
SWMF 1
SWMF 2
SWMF 3
SWMF 4
SWMF 5
CN RAILWAY
OLD MCKENNEY AVE
GIROUX ROAD
VILLE GIROUX
LACOMBE PARK
Metres
0 100 200 400
P - Park
MIXED USE - (Commercial / Residential)
COM / BUS - (Commercial Business Park)
ER - Environmental Reserve
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Storm Water Management Facility
Outfall to Carrot Creek
Stormpipe and Flow Direction
Suspended Gas Well
Wellhead
ASP Boundary
City Boundary
Figure 6
Stormwater Management
Cherot
Area Structure Plan


NORTH
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Proposed trail alignment is subject to change.
Actual sizes for Municipal Reserve to be confirmed at time of subdivision.
Potential Amendment Area
Carrot Creek
HIGHWAY 633
VILLENEUVE ROAD
FOWLER WAY (FUTURE)
STURGEON COUNTY
NORTH RIDGE
Avenir
Cherot east
RANGE ROAD 260
MAY GIBSON DRIVE
LACOMBE PARK
GIROUX ROAD
VILLE GIROUX
CN RAILWAY
OLD MCKENNEY AVE
COMMUNITY AMENITY CAMPUS
PASSIVE RECREATION
SCHOOL / PARK
SWMF 1
SWMF 3
SWMF 4
SWMF 5
Metres
0 100 200 400
P - Park
MIXED USE - (Commercial / Residential)
COM / BUS - (Commercial Business Park)
ER - Environmental Reserve
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Storm Water Management Facility
14.76 ha Municipal Reserve
4.23 ha Environmental Reserve
Storm Water Management
Suspended Gas Well
Wellhead
Trail
ASP Boundary
City Boundary
Figure 8
Municipal Reserve
Cherot
Area Structure Plan


NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Location of constraints shown are approximate and for reference only, subject to site survey. For accuracy, location of constraints should be confirmed with respective regulators.
Need to review/verify AER data on this map
NORTH
Potential Amendment Area
Carrot Creek
HIGHWAY 633
VILLENEUVE ROAD
HOWLER WAY (FUTURE)
STURGEON COUNTY
Avenir
Cherot east
NORTH RIDGE
LACOMBE PARK
VILLE GIROUX
RANGE ROAD 260
PAT GIBBON DRIVE
GIROUX ROAD
CN RAILWAY
OLD MCKENNEY AVE
COMMUNITY AMENITY CAMPUS
SCHOOL / PARK
Metres
0 100 200 400
P - Park
MIXED USE - (Commercial / Residential)
COM / BUS - (Commercial Business Park)
ER - Environmental Reserve
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Storm Water Management Facility
Utility Right of Way (URW)
Power Transmission Line
5390HW Gas Pipeline - Active
972 2995 Gas Pipeline - Active
982 3236 Gas Pipeline - Active
1960-8 Oil Pipeline - Discharged
5317-8 Oil Pipeline - Discharged
50m Carrot Creek Buffer (MDP)
Suspended Gas Well
Wellhead
Cell Tower
Power Substation
Former Landfill
300m Landfill Buffer
ASP Boundary
City Boundary
Figure 9
Constraints
Cherot
Area Structure Plan


NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Stage Boundaries are conceptual and subject to change at time of subdivision.
NORTH
Potential Amendment Area
Carrol Creek
HIGHWAY 633
VILLENEUVE ROAD
POWERWAY (FUTURE)
STURGEON COUNTY
Avenir
Cherot east
NORTH RIDGE
LACOMBE PARK
VILLE GIROUX
RAY GIBBON DRIVE
GIROUX ROAD
OLD MCKENNEY AVE
Carrol Creek
Which comes Stage?
COMMUNITY AMENITY CAMPUS
PASSIVE RECREATION
SCHOOL/ PARK
MIXED USE
SWMF 1
SWMF 2
SWMF 3
SWMF 4
SWMF 5
PARK
Metres
0 100 200 400
P - Park
MIXED USE - (Commercial / Residential)
COM / BUS - (Commercial Business Park)
ER - Environmental Reserve
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Storm Water Management Facility
Stage Boundary
ASP Boundary
City Boundary
Figure 10
Staging
Cherot
Area Structure Plan

Figures



Commented [RL5]: Alignment and sizing of sanitary trunk main will be discussed with Utilities.