APPENDIX L
Relevant Regional and Statutory Plans

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Edmonton Metropolitan Region Board
Regional Action. Global Opportunity.
(formerly Capital Region Board)

Re-imagine. Plan. Build.

Edmonton Metropolitan Region Growth Plan

Effective October 26, 2017



TABLE 1B:

Metropolitan Area



Description	Types of Centres and Community Characteristics	Growth Directions
• Contiguous urban settlement pattern; • Major employment areas and local employment areas; • Cultural and health facilities and major commercial centres; • Urban levels of service; and • Regional commuter transit service with varying levels of local service and park and ride facilities.	**Urban Centres** Urban centres provide a sub-regional level of service consisting of: • a broad base of service, office, government and institutional employment; • convenience and major retail and entertainment uses; • all levels of primary and secondary education and potential for satellite campuses of post-secondary institutions; • major community centres and recreation facilities; • local and commuter transit service; • some government services; • emergency medical services; • hospitals or community health centres; and • social and supportive services to support non-market housing.	• Encourage intensification of built-up urban areas including brownfield sites to optimize existing and planned infrastructure; • Plan and develop greenfield areas that are compact and contiguous, with a diverse and compatible mix of land uses including a range of housing and employment types; • Plan and build transit oriented development (TOD) with higher densities and foster active transportation opportunities; • Support employment growth in major employment areas, local employment areas and within urban centres and TOD centres and encourage the growth of institutional, health and education sectors; • Promote the diversification and growth of the agricultural sector including urban agriculture in an urban context; and • Support the development of market affordable and non-market housing and support services.

Structure Components

The following provides descriptions of the structure components shown on **Schedule 2: Edmonton Metropolitan Regional Structure to 2044**. These descriptions should be read together with the regional policies and the implementation plan. These components provide the basis for defining matters of regional significance and identifying geographic elements where growth may and may not be anticipated. Each component has an important role to play in the Region, and has corresponding Growth Plan policies to provide direction. The Structure identifies the general locations (not parcel based boundaries) of the components. Other Schedules in the Plan provide further detail on the components.

Existing Developed Areas:

Built-up Urban Areas: are defined as all lands located within the limits of the developed urban area within plans of subdivision that were registered as of December 31, 2016. Built-up urban areas are shown conceptually on **Schedule 2** and will be delineated in detail by member municipalities as part of the implementation of this Plan.

Country Residential: is defined as the subdivision of rural lands to create multiple unserviced country residential lots in which households are responsible to provide their own on-site water and private sewage systems. **Schedule 2** depicts the existing country residential areas with municipal zoning or designations in place as of December 31, 2016.

Range and Type of Centres:

Schedule 2: identifies a network of centres in the Region, reflecting the differing roles, levels of service and ability to accommodate growth. Centres are key community focal points that offer opportunities to align higher levels of density, services, and connectivity with transportation and transit and to focus on placemaking.

Rural Centres: urban areas within the rural area that provide a local level of service to serve their own community with potential to accommodate higher density mixed use development, appropriate to the size and scale of the community. Rural centres include central areas of towns, villages and some growth hamlets.

Sub-regional Centres: centres that provides a sub-regional level of service to meet the needs of their own communities and those in the wider area within the rural area. Sub-regional centres have potential to accommodate higher density mixed use development, appropriate to the scale of the community.

Urban Centres: central urban areas in the metropolitan area that provide a sub-regional level of service. Urban centres are intended to accommodate mixed use development at higher intensities, and include downtowns and central areas of urban communities.

Downtown Edmonton: the regional scale centre in the metropolitan core and the central core of the City of Edmonton, with a concentration of regionally significant amenities and services, the highest levels of residential and employment density, mixed use development, higher order transit services and active transportation options.

Transit Oriented Development (TOD) Centres: to capitalize on investments in existing and planned higher-order transit, areas around major transit stations where transit oriented development with mixed use development and/or intensive employment uses should be planned. The City of Edmonton's TOD Guidelines for planned TOD Centres are shown with refinements based on directions from this Growth Plan.

Transit Corridors: existing and planned dedicated right of way for transit vehicles (buses or trains) or a right of way for a multitude of modes. Existing and planned transit corridors will accommodate bus service and/or rail transit.

Major Employment Areas: areas with a concentration of industrial, commercial and/or institutional land uses that have regionally significant business and economic activities and high levels of employment. This includes existing larger scale urban and rural industrial parks, Alberta's Industrial Heartland, the lands around Edmonton International Airport and regional airports.

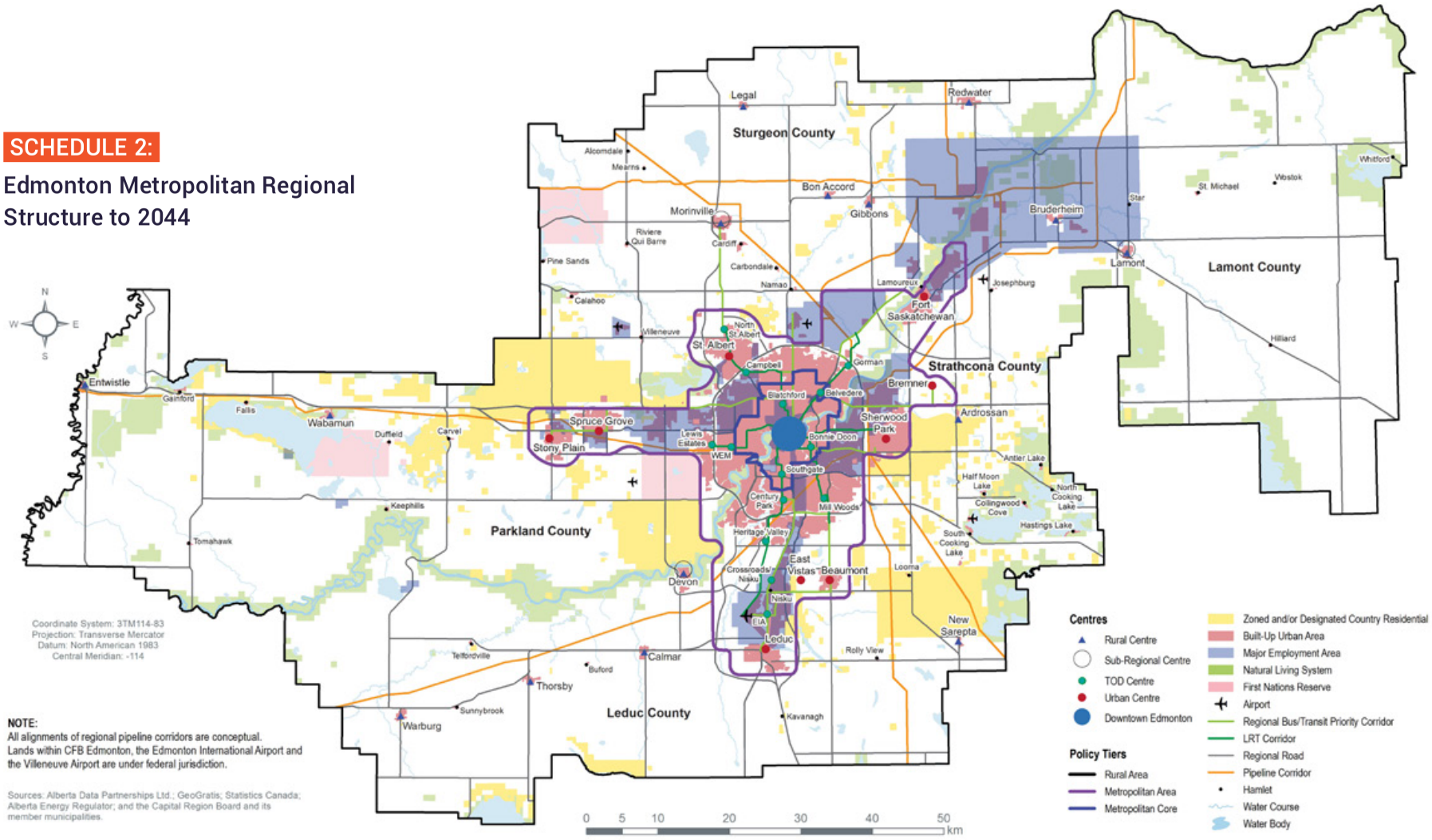
Natural Living Systems: a system of natural features and areas, linked and connected by natural corridors that are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems. These are areas where development should not occur and specific conservation and mitigation measures may be required to protect the integrity across the system. These areas include the North Saskatchewan River Basin, provincial parks and other areas of ecological significance.

Airports: Edmonton International Airport is an important economic asset at the heart of a growing regionally significant cluster, known as Aerotropolis. The Region's other three airports are also identified as regional transportation infrastructure. The Region's airports will be driving forces for growth and will shape development patterns in the Region to 2044.

Regional Infrastructure: significant infrastructure corridors need to be accommodated in planning for growth. Regional infrastructure includes infrastructure developed by one or more levels of government and/or regional service commissions to provide services to citizens and businesses, and to support the function of a regional economy. This includes transportation and energy corridors.

SCHEDULE 2:

Edmonton Metropolitan Regional Structure to 2044



SCHEDULE 6:

Greenfield Density, Centres and Intensification Targets

Communities by Tier	Minimum Greenfield Residential Density* (du/nrha)	Aspirational Intensification Target***(% Dwellings to Built-Up Urban Areas)	Aspirational TOD Centres Density Target** (people+jobs/gha)	Aspirational Urban and Sub-regional Centres Density Target** (du/nrha)
Metropolitan Core	n/a	Varies	140-160	n/a
Metropolitan Area	Varies	Varies	Varies	Varies
Edmonton***	45	25%	140-160	n/a
Leduc County (West of QE2 to Whitemud Creek)		n/a		100
St. Albert	40	17.5%		
Strathcona County (Urban)			n/a	
Fort Saskatchewan	35	15%		
Leduc				
Stony Plain				
Beaumont		10%		
Spruce Grove				
Leduc County (balance)		n/a		
Rural Area	Varies	Varies	n/a	Varies
Towns	Varies	Varies	n/a	Varies
Devon	30	10%	n/a	75
Morinville				
Calmar	25	7.5%		n/a
Lamont				
Bon Accord		5%		
Bruderheim				
Gibbons				
Legal				
Redwater				
Villages	20	n/a	n/a	n/a
Growth Hamlets				
Other Hamlets	n/a			

Minimum greenfield density shall be required for all applicable statutory plans.

**Intensification targets* and *centres density targets* are *aspirational targets. Aspirational targets* mean that member municipalities will plan to work towards achieving the target and will demonstrate how they are working towards this target in their municipal development plans and other statutory plans.

Sub-regional centres density targets only apply to towns and villages with a population of 5,000 and over.

***The City of Edmonton's *intensification target* shall be applied on a municipal-wide basis and include the *built-up urban area* within the *metropolitan core* and the *metropolitan area*.

OBJECTIVE 4.5

Plan for and develop mixed use areas and higher density centres as areas to concentrate growth of people and jobs

Policies

4.5.1 *Centres* will be planned and developed to accommodate higher density *development* and shall meet the specified *centres density target* identified in **Schedule 6**.

4.5.2 In the *rural area, rural centres* and *sub-regional centres* will be planned and developed to:

a. accommodate a mix of employment and population through *intensification;*
b. strive to provide services, local employment and cultural amenities for residents within the community and surrounding area, generally consistent with the characteristics indicated in **Table 1A**; and
c. incorporate *active transportation* facilities.

4.5.3 In the *metropolitan area, urban centres* will be planned and developed to:

a. accommodate a mix of employment and population growth through *intensification* and *transit-oriented development* in accordance with the *centre density targets* identified in **Schedule 6**;
b. provide a balanced mix of uses including residential, commercial, institutional, cultural and entertainment, generally consistent with the characteristics indicated in **Table 1B**;
c. incorporate medium and higher-density housing to provide for a range of incomes, life stages and physical abilities in locations that provide links to jobs, services and other opportunities; and
d. provide connections between local and intermunicipal transit and promote *multi-modal transportation* options including transit and *active transportation.*

4.5.4 In the *metropolitan core, downtown Edmonton* will be planned and developed to:

a. accommodate a mix of employment and population growth through *intensification* and *transit-oriented development* with the highest level of density in the Region;
b. provide a balanced mix of uses including residential, commercial, institutional, and cultural amenities, generally consistent with the characteristics indicated in **Table 1C**;
c. incorporate higher density housing for a range of incomes, life stages and physical abilities in locations that provide links to jobs, services and other opportunities;
d. function as the Region's highest density *major employment area* with a concentration of institutional, commercial, office and government-related jobs; and
e. optimize investment in existing and planned transit service and infrastructure, and support integration of regional transit services.

4.5.5 In the *metropolitan core* and *metropolitan area, TOD centres* will be identified, planned and developed as locations around *major transit stations* to:

a. accommodate growth through increased residential and/or employment densities within 800 metres of the *major transit station* in accordance with the *TOD centres density target* in **Schedule 6**;
b. incorporate a mix of medium and higher density housing and/or higher employee density uses; and
c. provide for transit connectivity with local and intermunicipal regional transit services and *active transportation* opportunities.

Refer to Part C. Implementation, Section 5.7.1 for further detail on how to interpret and apply the *minimum centres density target.*

Appendix G. Negotiated Policies for the Sturgeon Valley Special Study Area

1.0 Guiding Principle of the Sturgeon Valley Special Study Area

Sturgeon County, in collaboration with the City of St. Albert and City of Edmonton, will plan for the completion of the Sturgeon Valley in a contiguous, compact manner with transitions that are sensitive to existing established communities, surrounding agricultural area and metropolitan boundaries.

2.0 Internal Boundaries for the Sturgeon Valley Special Study Area

The Sturgeon Valley Special Study Area (SVSSA) includes lands contained within the current in-force statutory plan for the area (Sturgeon Valley Area Structure Plan); being those lands contained within the area of Highway 37 to the north, Highway 28 to the east, Range Road 253 to the west and the city boundaries of St. Albert and Edmonton to the south/ southwest.

Internal boundaries have also been established to guide the development of required policy. This has resulted in the creation of four core areas known as:

- **Area A** - Includes lands currently under the City of St. Albert annexation process and will involve the development of an Area Structure Plan in accordance with the objectives and policies provided in Section 3.
- **Area B1/B2** - Includes lands that will involve development of an Area Structure Plan in accordance with the objectives and policies provided in Section 3.
- **Area C** - Contains the existing Sturgeon Valley community; an established serviced rural residential development containing approximately 3,400 residents. This Valley Core includes 33 multi-lots nearing 86% built-out, with 1,452 approved/registered lots.
- **Area D** - Includes lands that will be retained for primarily agricultural purposes. Area D will be protected and maintained to enable efficient agricultural production and support the agricultural industry in the Region.

Note that the following areas are not located within the SVSSA:

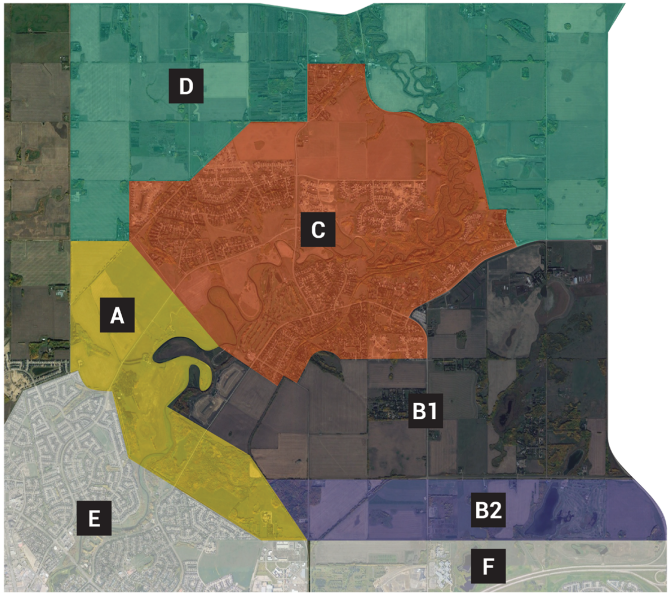
- **Area E** - Includes a portion of the City of St. Albert bordering Municipality.
- **Area F** - Includes a portion of the City of Edmonton bordering Municipality.

A visual depicting each of the above areas as an overlay on the Sturgeon Valley identified on Schedule 12.

Appendix G. Negotiated Policies for the Sturgeon Valley Special Study Area approved by **Ministerial Order NO. MSL:017/19**.

SCHEDULE 12:

Sturgeon Valley Special Study Areas



NOTE:
Exact alignments of subject areas subject to further refinement through future Area Structure Planning

3.0 Objectives and Planning Policies

OBJECTIVE 3.1

Plan and develop greenfield areas of the Metropolitan Tier and the Sturgeon Valley Growth Area (Areas A and B) in an orderly and phased manner that also provides for complete communities.

Policies

3.1.1 While negotiated Policies relating to the Sturgeon Valley Special Study Area (SVSSA) shall take precedence over the EMRB Growth Plan Policy Tiers and density targets, all other Growth Plan policies will continue to apply.

3.1.2 Area Structure Plan(s), led by the jurisdictional municipality, for Areas A and B require consideration of the following:

a. Density of development in Areas A and B shall achieve an **overall minimum of 35 du/nrha**. This is comprised of minimum densities of 35 du/nrha in Areas A and B2, 20 du/nrha in Area B1, and up to 125 du/nrha around a proposed transit centre (see policy 3.1.3). Planned developments will vary in density but will be managed to ensure that overall area minimums are maintained or surpassed.

b. Within the overall density target above, development will demonstrate a gradient / transitioned approach. This ensures that:

   i. the character and built form of the established Sturgeon Valley community (Area C) is protected, such that higher densities shall be applied progressively between that community and the urban areas of Edmonton and St. Albert (Areas E and F); and

   ii. higher densities are available to provide fiscal support for required infrastructure investments.

c. The future extension of 127 Street will be in general accordance with the outcomes of the Edmonton Metropolitan Region Board's Integrated Regional Transportation Master Plan. The future corridor for the extension of 127 Street will be further refined and protected as determined by Area Structure Planning across the entire planning area with input from Edmonton, St. Albert and Sturgeon County.

d. A variety of non-residential developments will be incorporated within the planning areas to provide diverse employment opportunities.

e. Community amenities will be positioned within a hierarchy of mixed-use centres. Development of mixed-use areas will be consistent with other policies contained within the EMRB Growth Plan.

f. Greenspace and protection of natural areas will be incorporated to contribute to an open and connected environment that can be actively used by residents of the community and also may assist with the transitional gradient.

g. Sustainable and innovative design techniques will be promoted that enhance the environment and seek to minimize required capital and operating infrastructure costs.

h. Inclusion of a comprehensive Fiscal Impact Assessment that illustrates the full, life-cycle development costs.

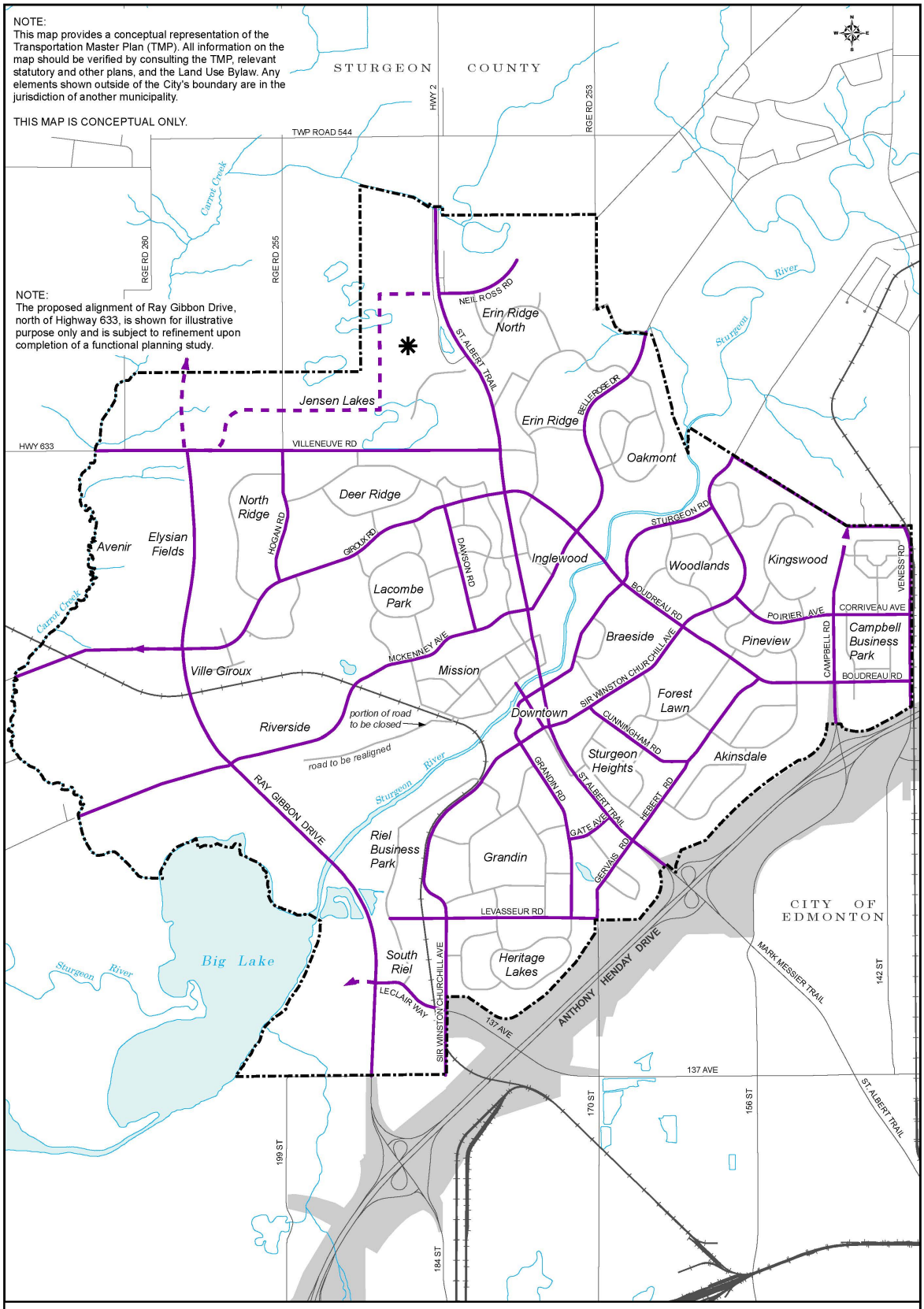
i. Collaboration with neighbouring planning partners on issues of common interest.

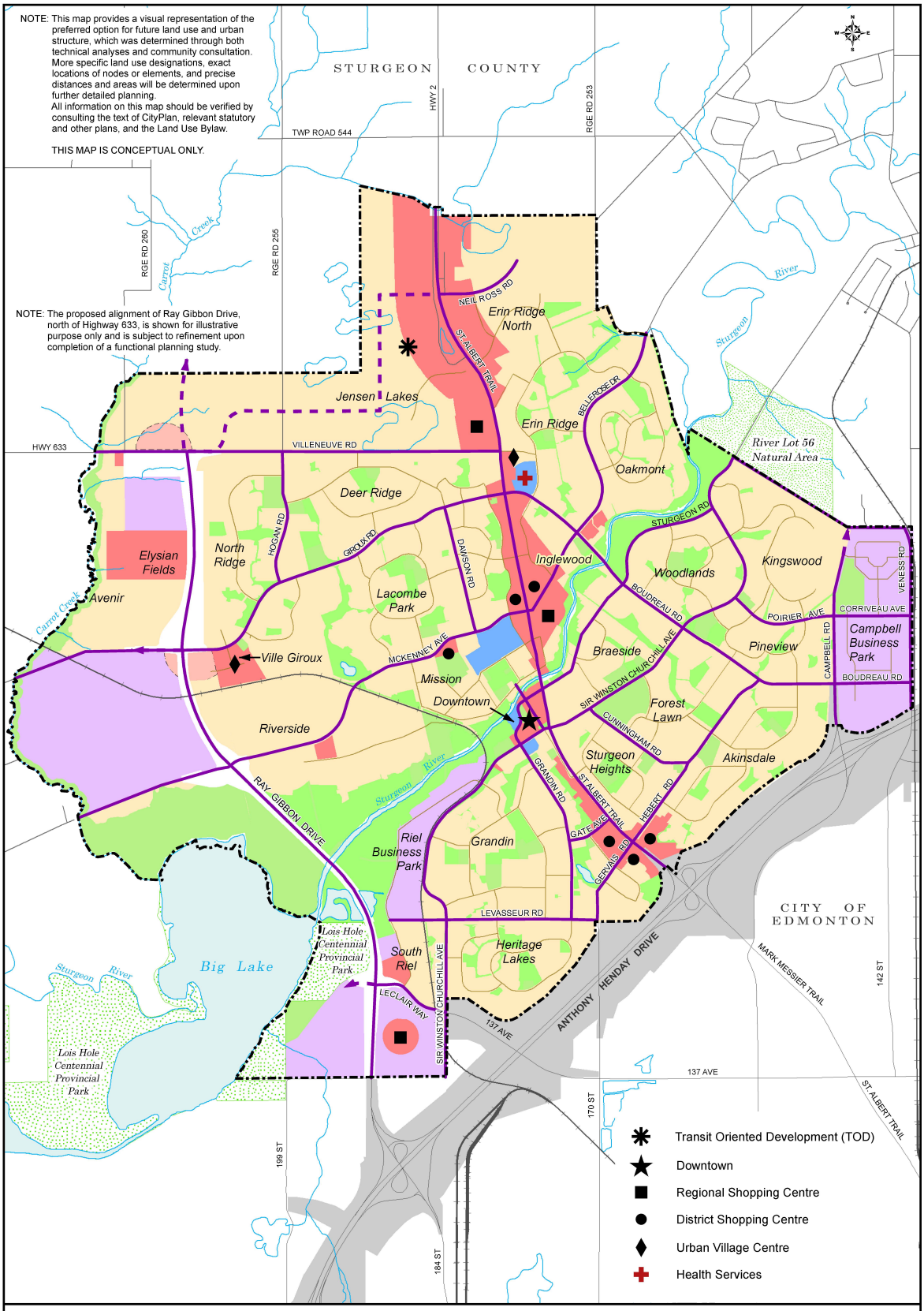
3.1.3 A transit centre (a location where multiple transportation modes, excluding light rail transit, can stop simultaneously to allow transfers between routes) will be located in Area B that could enable development densities between 42 du/nrha and 125 du/nrha. The increased densities in proximity to the transit centre provide the opportunity for the development of a mixture of residential and non-residential uses.

MUNICIPAL DEVELOPMENT PLAN BYLAW 15/2007

Consolidated by Bylaw 8/2017

(Approved July 4, 2017)


NOTE:
This map provides a conceptual representation of the Transportation Master Plan (TMP). All information on the map should be verified by consulting the TMP, relevant statutory and other plans, and the Land Use Bylaw. Any elements shown outside of the City's boundary are in the jurisdiction of another municipality.
THIS MAP IS CONCEPTUAL ONLY.
NOTE:
The proposed alignment of Ray Gibbon Drive, north of Highway 633, is shown for illustrative purpose only and is subject to refinement upon completion of a functional planning study.
STURGEON COUNTY
CITY OF EDMONTON
TWP ROAD 544
HWY 2
RGE RD 253
RGE RD 260
RGE RD 255
Carrot Creek
Sturgeon River
NEIL ROSS RD
ST ALBERT TRAIL
Erin Ridge North
Jensen Lakes
Erin Ridge
BELLEROSE DR
HWY 633
VILLENEUVE RD
Oakmont
North Ridge
Deer Ridge
HOGAN RD
GROULX RD
Avenir
Elysian Fields
DAWSON RD
Inglewood
STURGEON RD
Woodlands
Kingswood
VENESS RD
Lacombe Park
BOUDREAU RD
POIRIER AVE
CORRIVEAU AVE
Braeside
Pineview
Campbell Business Park
CAMPBELL RD
MCKENNEY AVE
Ville Giroux
Mission
SIR WINSTON CHURCHILL AVE
Forest Lawn
Downtown
CUNNINGHAM RD
Riverside
portion of road to be closed
road to be realigned
Sturgeon Heights
Akinsdale
GRANDIN RD
ST ALBERT TRAIL
JEBBERT RD
GATE AVE
GERVAIS RD
RAY GIBBON DRIVE
Riel Business Park
Grandin
LEVASSEUR RD
Big Lake
South Riel
Heritage Lakes
LECLAIR WAY
ANTHONY HENDAY DRIVE
MARK MESSIER TRAIL
142 ST
137 AVE
170 ST
156 ST
199 ST
184 ST
Map Features
Transit Oriented Development (TOD)
Existing Arterial Roadway
Proposed Arterial Roadway
Existing Collectors
Transportation and Utility Corridor
City Boundary
MAP 5
TRANSPORTATION NETWORK
City of St Albert


NOTE: This map provides a visual representation of the preferred option for future land use and urban structure, which was determined through both technical analyses and community consultation. More specific land use designations, exact locations of nodes or elements, and precise distances and areas will be determined upon further detailed planning.
All information on this map should be verified by consulting the text of CityPlan, relevant statutory and other plans, and the Land Use Bylaw.
THIS MAP IS CONCEPTUAL ONLY.
NOTE: The proposed alignment of Ray Gibbon Drive, north of Highway 633, is shown for illustrative purpose only and is subject to refinement upon completion of a functional planning study.
STURGEON COUNTY
CITY OF EDMONTON
TWP ROAD 544
HWY 2
RGE RD 253
RGE RD 260
RGE RD 255
Carrot Creek
Sturgeon River
NEIL ROSS RD
ST. ALBERT TRAIL
Erin Ridge North
Jensen Lakes
BELLEROSE DR
Erin Ridge
HWY 633
VILLENEUVE RD
River Lot 56 Natural Area
Oakmont
Deer Ridge
HOGAN RD
GIROUX RD
DAWSON RD
STURGEON RD
North Ridge
Elysian Fields
Inglewood
Woodlands
Kingswood
VENESS RD
Avenir
Lacombe Park
BOUDREAU RD
POIRIER AVE
CORRIVEAU AVE
Campbell Business Park
Ville Giroux
MCKENNEY AVE
Braeside
Pineview
CAMPBELL RD
Mission
Downtown
SIR WINSTON CHURCHILL AVE
Forest Lawn
Riverside
CUNNINGHAM RD
Sturgeon Heights
Akinsdale
RAY GIBBON DRIVE
GRANDIN RD
HEBERT RD
GATE AVE
GERVAIS RD
Riel Business Park
Grandin
LEVASSEUR RD
Lois Hole Centennial Provincial Park
South Riel
Heritage Lakes
Big Lake
LECLAIR WAY
ANTHONY HENDAY DRIVE
MARK MESSIER TRAIL
142 ST
137 AVE
170 ST
199 ST
184 ST
Transit Oriented Development (TOD)
Downtown
Regional Shopping Centre
District Shopping Centre
Urban Village Centre
Health Services
Map Features
Existing Arterial Roadway
Proposed Arterial Roadway
Existing Collectors
Residential
Commercial
Industrial
Park/ Open Space/ School/ Public Service
Institutional
Potential Commercial Centre
City Boundary
MAP 2
FUTURE LAND USE
City of St. Albert

2014 Sturgeon County Municipal Development Plan

April 22 2014 **Bylaw 1313/13**



Map 12: Neighbourhood G - Context Map

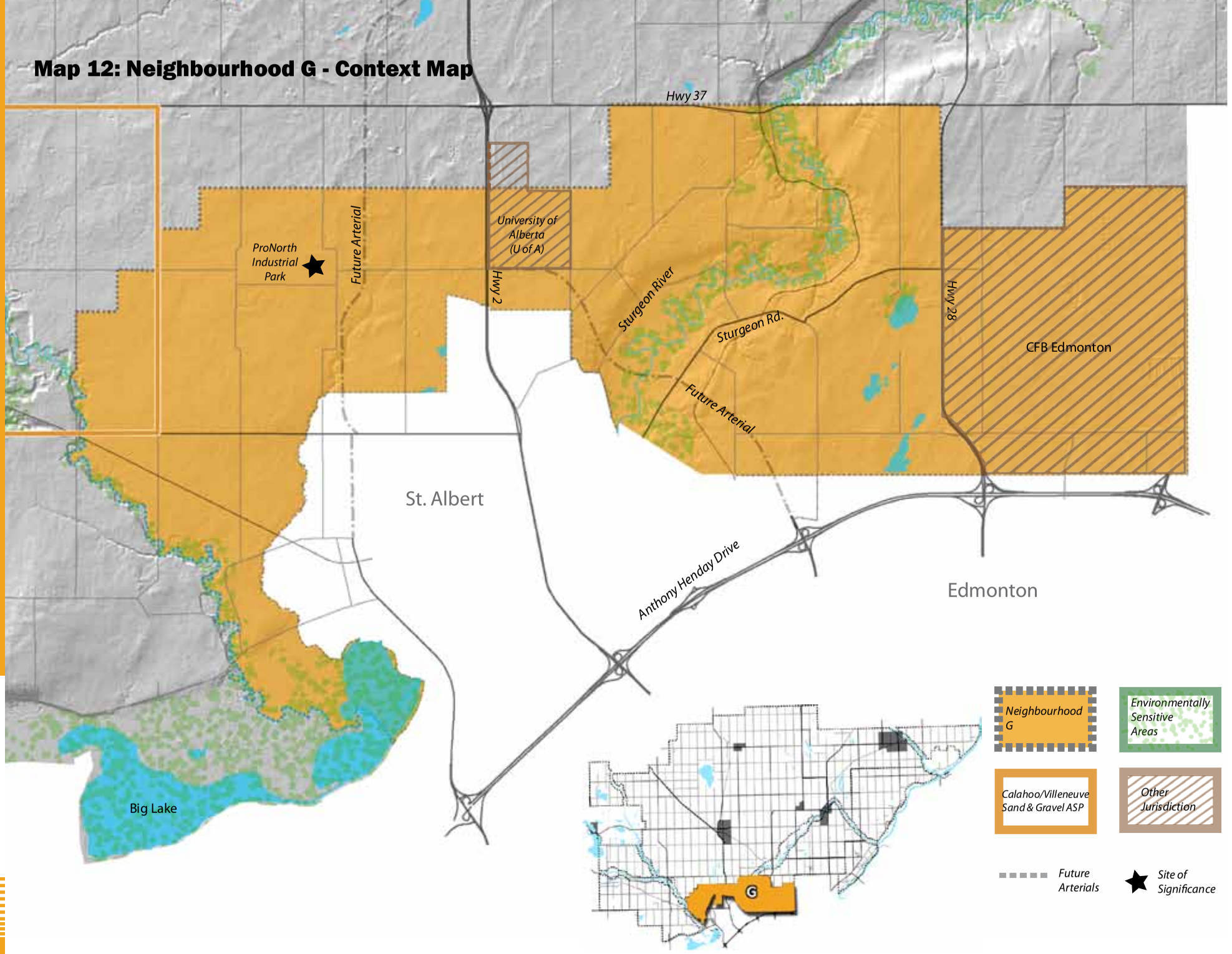
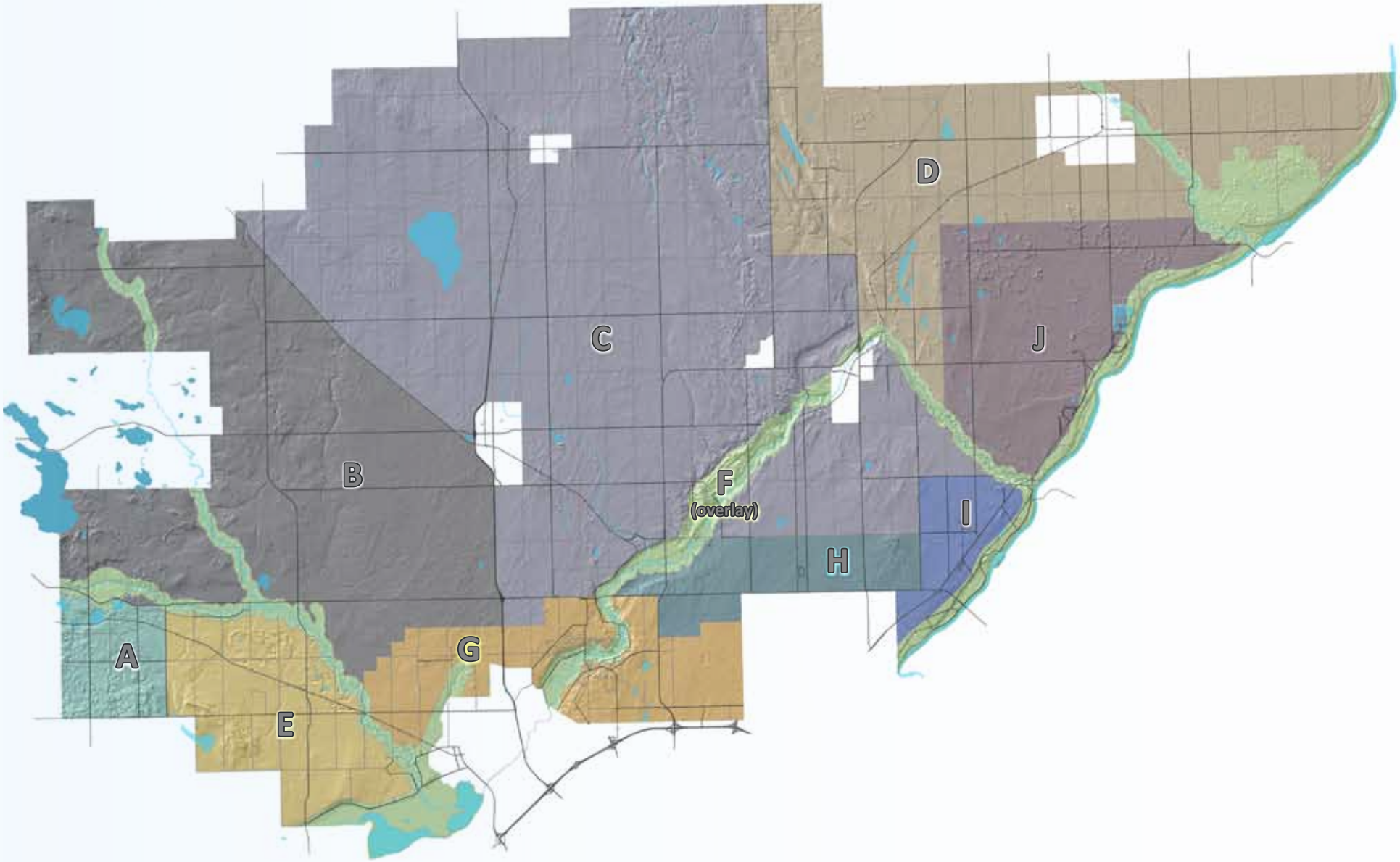
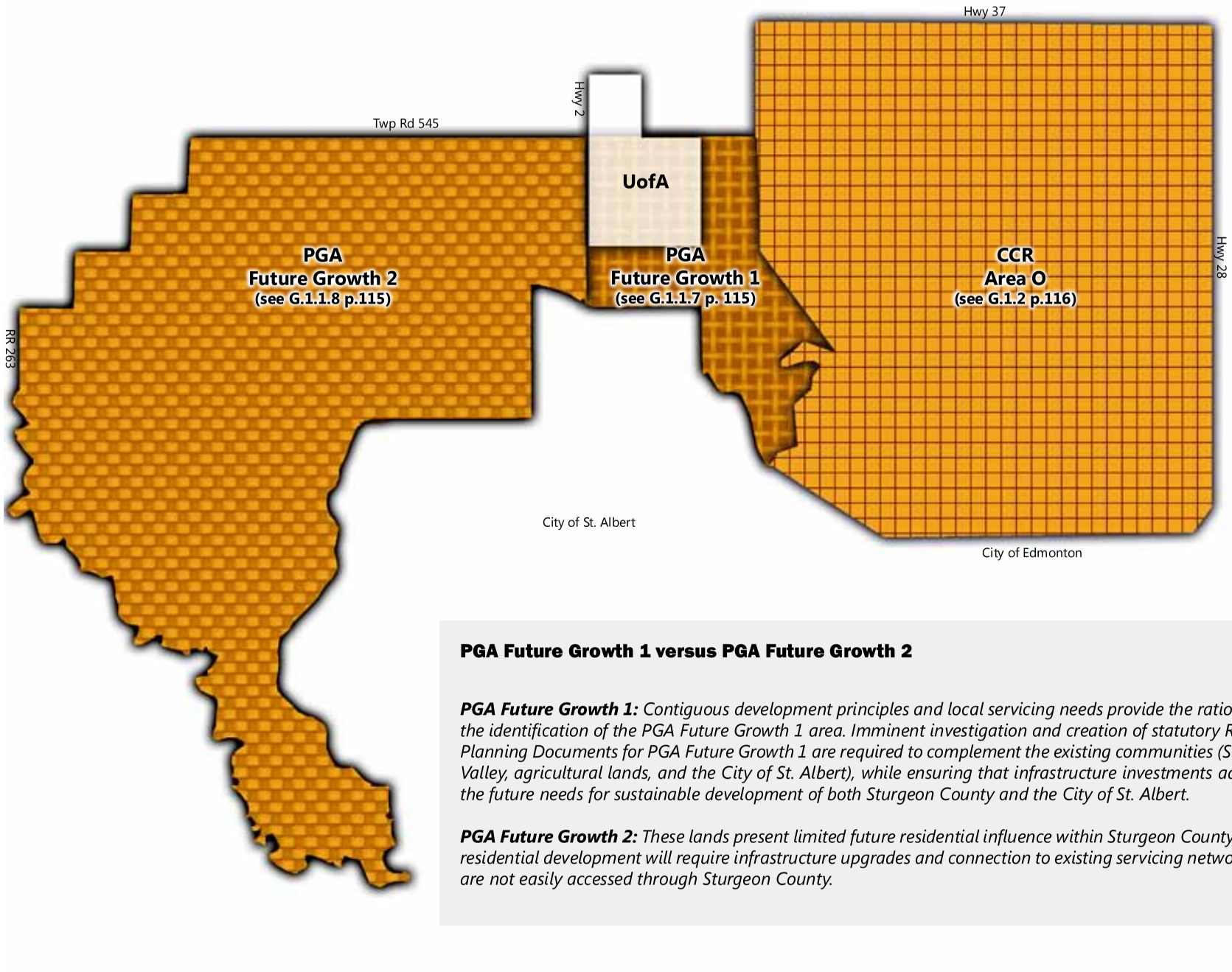


Figure 8: Neighbourhood Development Strategies Map



Map 12A: Neighbourhood G - Location Map



PGA Future Growth 1 versus PGA Future Growth 2

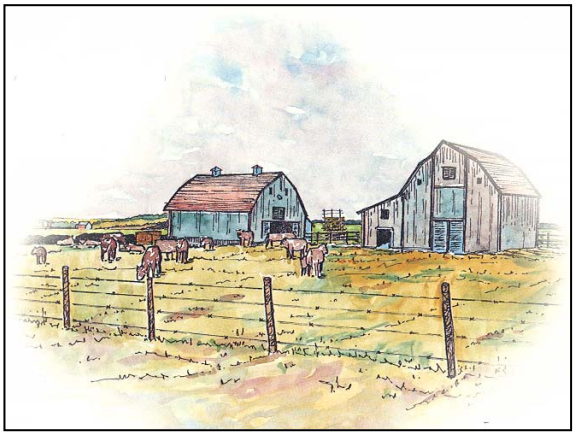
PGA Future Growth 1: *Contiguous development principles and local servicing needs provide the rationale for the identification of the PGA Future Growth 1 area. Imminent investigation and creation of statutory Regional Planning Documents for PGA Future Growth 1 are required to complement the existing communities (Sturgeon Valley, agricultural lands, and the City of St. Albert), while ensuring that infrastructure investments addresses the future needs for sustainable development of both Sturgeon County and the City of St. Albert.*

PGA Future Growth 2: *These lands present limited future residential influence within Sturgeon County. Future residential development will require infrastructure upgrades and connection to existing servicing networks that are not easily accessed through Sturgeon County.*









Sturgeon Valley
Area Structure Plan

Bylaw 882/99

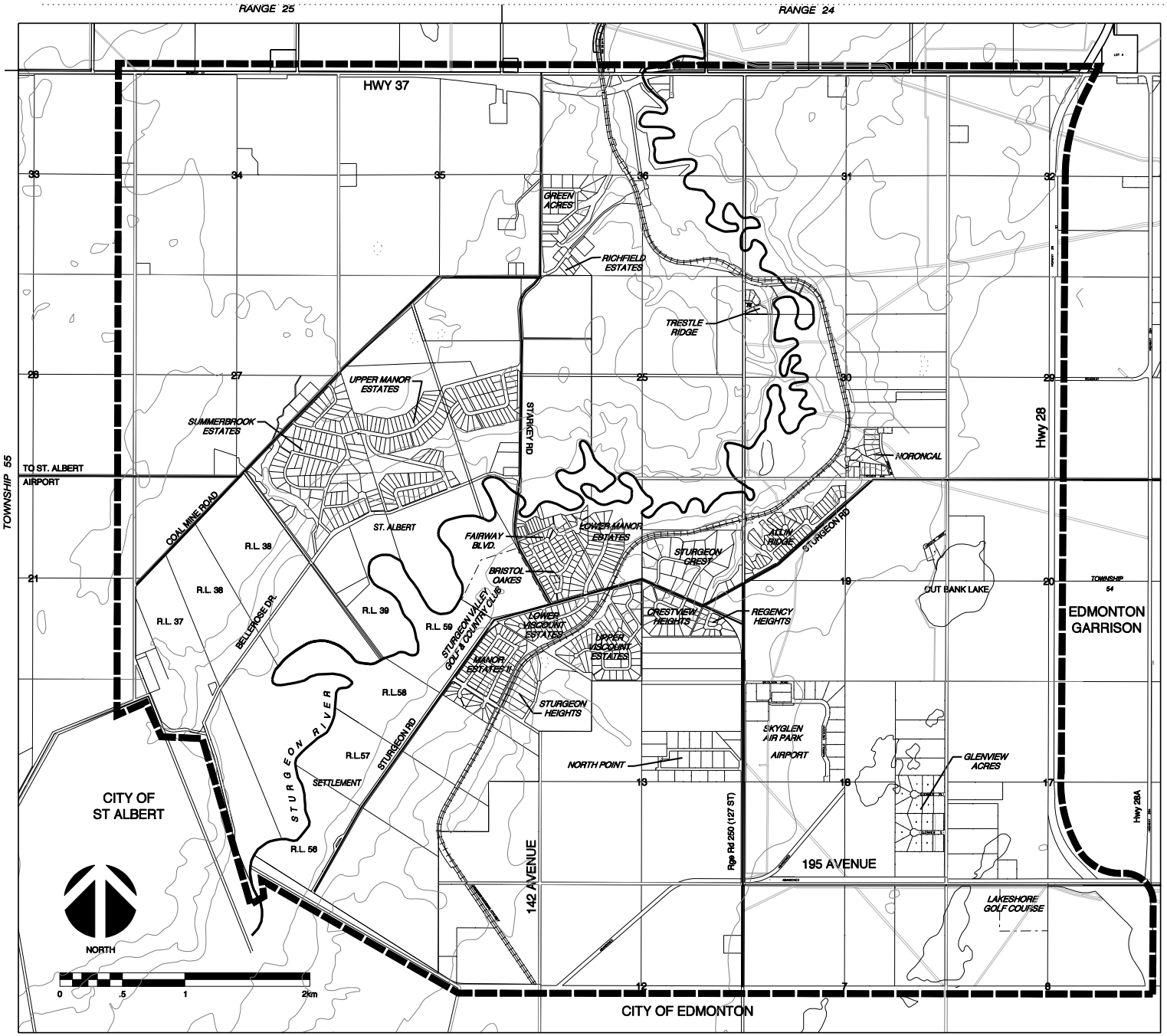
Approved by County Council
September 28, 1999

Prepared for:

Sturgeon County

By:

ARMIN A. PREIKSAITIS
& ASSOCIATES LTD.



Map 1.2
Plan Area

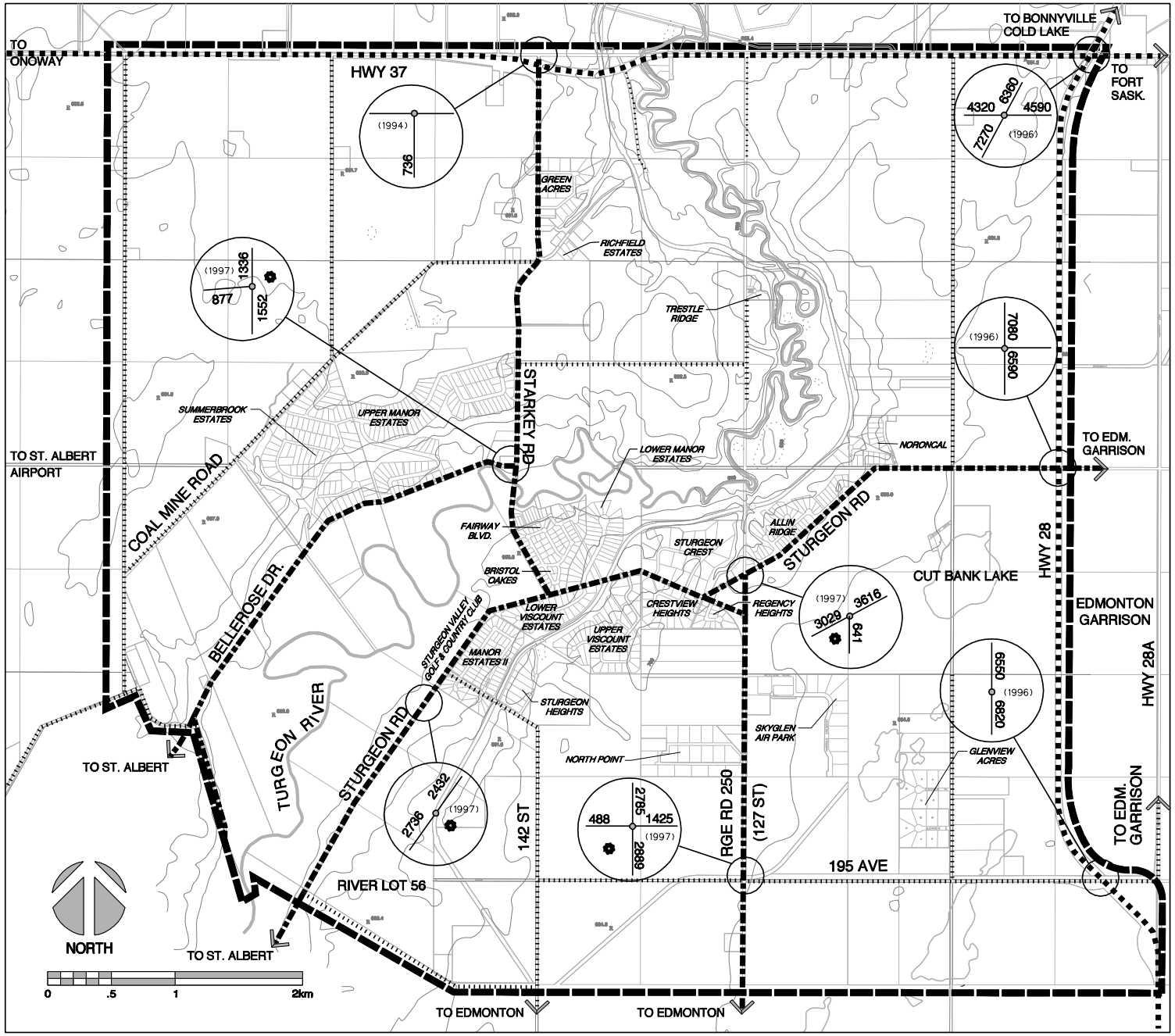
Legend

Area Structure Plan Boundary

Sturgeon Valley
Area Structure Plan

ARMIN A. PREIKSAITIS & ASSOCIATES LTD.

in association with:
Salloum & Associates Ltd. Consulting Group
Associated Engineering Alberta Ltd.
Gibbs & Brown Landscape Architects Ltd.



Map 4.5
Transportation

Legend

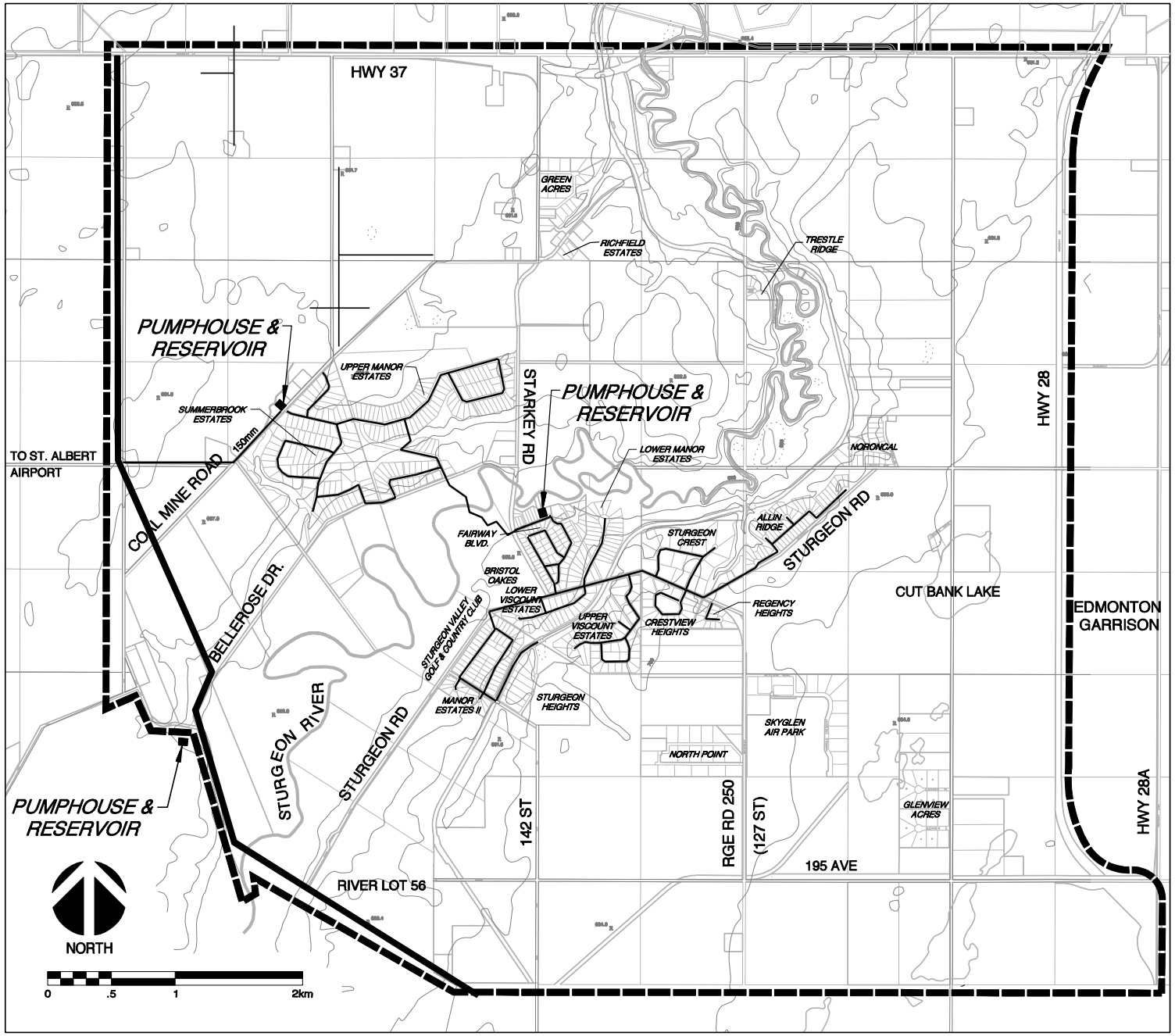
- Area Structure Plan Boundary
- Provincial Highway
- Rural Collector
- Rural Local
- Daily Vehicle Counts (Factored Average Daily Counts)

Source: AT & U
Sturgeon County

Sturgeon Valley
Area Structure Plan

ARMIN A. PREIKSAITIS & ASSOCIATES LTD.

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Associated Engineering Alberta Ltd.
Gibbs & Brown Landscape Architects Ltd.



Map 4.6
Water Systems

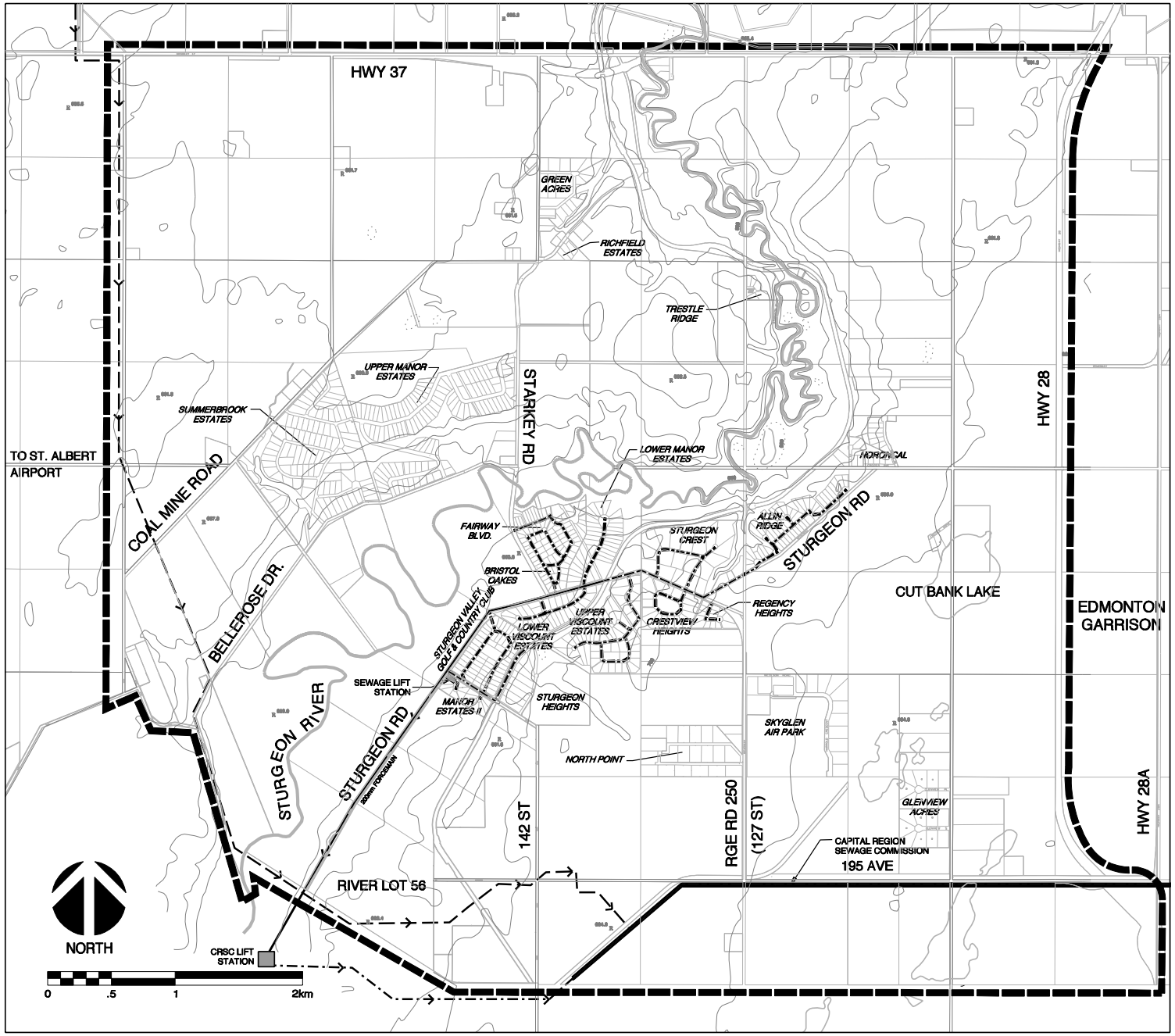
Legend

- Area Structure Plan Boundary
- Morinville Supply Main (550mm dia.)
- Distribution Mains (150mm dia.)
- Water Co-op Line

Sturgeon Valley
Area Structure Plan

ARMIN A. PREIKSAITIS & ASSOCIATES LTD.

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Associated Engineering Alberta Ltd.
Gibbs & Brown Landscape Architects Ltd.



Map 4.7
Sewer Systems

Legend

Area Structure Plan Boundary

Low Pressure Mains

- 50 & 75mm dia.
- 100mm dia.
- 150mm dia.
- Lift Stations
- Force Main (200mm dia.)

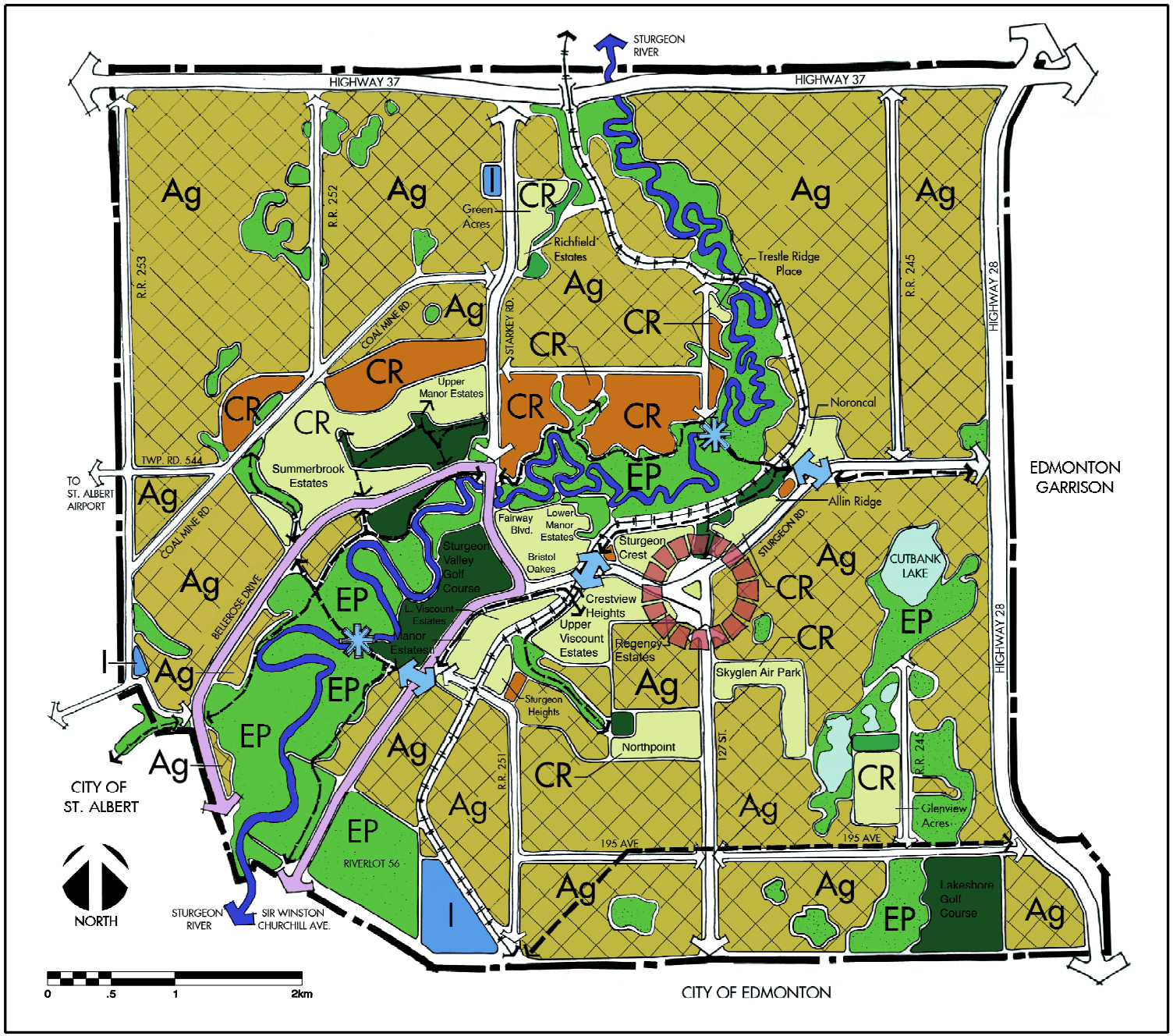
Regional Systems

- Morinville Force Main
- St. Albert Force Main
- Capital Region Sewage System

Sturgeon Valley
Area Structure Plan

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Associated Engineering Alberta Ltd.
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Map 6.1
Development Concept

LEGEND:

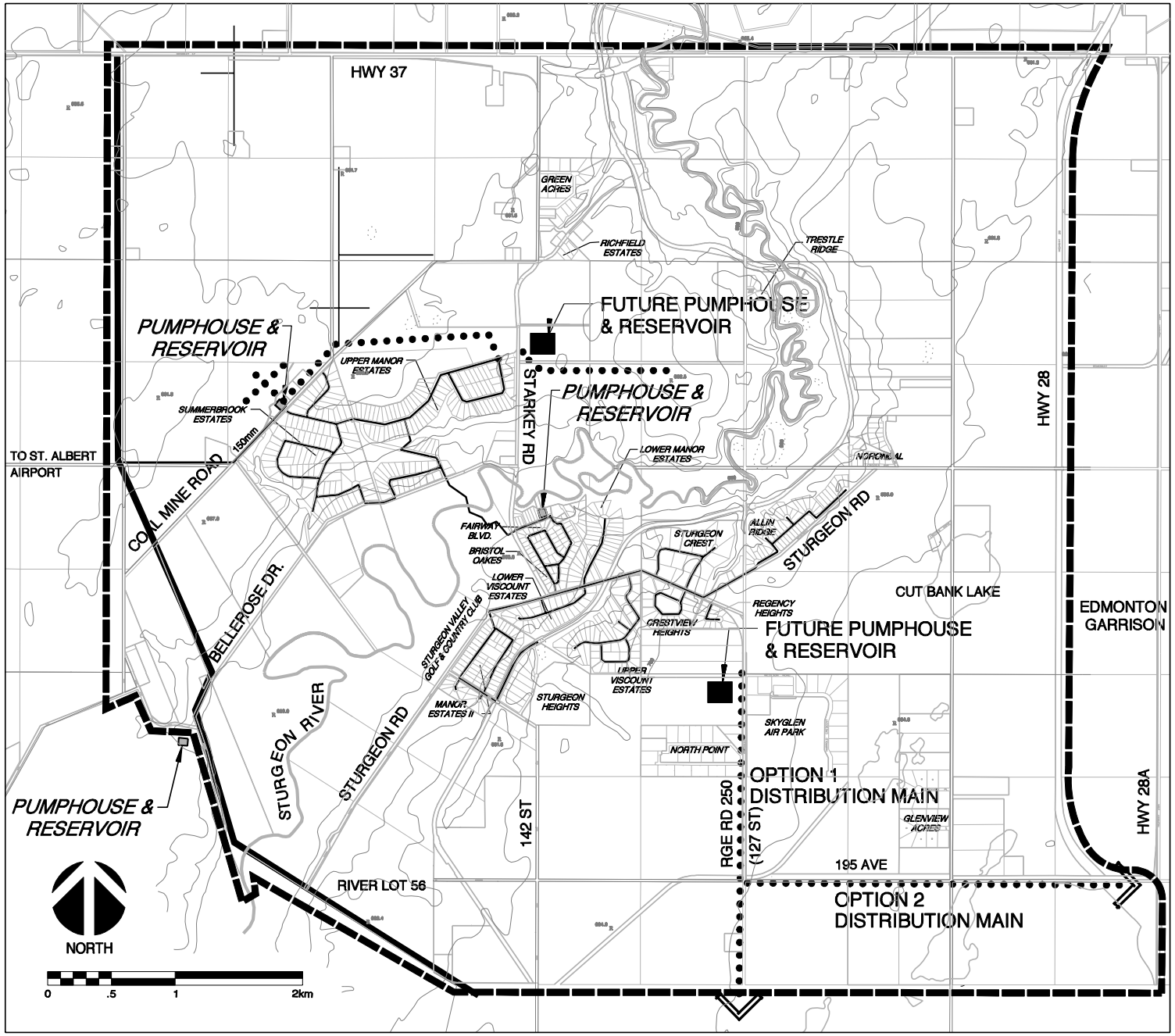
- Ag — Agriculture
- CR — Country Residential -Existing
- CR — Country Residential -Proposed
- I — Institutional
- R — Recreation
- EP — Environmental Protection
- Area Structure Plan Boundary
- Sturgeon River
- Potential Trail Alignment
- Pedestrian Road Crossing
- Pedestrian River Crossing
- Canadian National Railway (CNR)
- Highway
- Rural Collector
- Rural Collector (Scenic Drive)
- Rural Local
- Potential Community Village Centre

NOTE:
This Development Concept Map is not intended to be interpreted on a site specific basis. Rather it is a conceptual framework meant to guide future land use patterns within the Sturgeon Valley ASP area. Areas have been generalized and are only approximate. Sturgeon County does not guarantee the map's accuracy. All information should be verified by consulting the Land Use Bylaw and relevant Outline Plans.

Sturgeon Valley Area Structure Plan

ARMIN A. PREIKSAITIS & ASSOCIATES LTD.

in association with:
Salloum & Associates Ltd. Consulting Group
Associated Engineering Ltd.
Gibbs & Brown Landscape Architects Ltd.



Map 6.2
Water Servicing Concept

Legend

Area Structure Plan Boundary

Existing System

- Morinville Supply Main (550mm dia.)
- Distribution Mains (150mm dia.)
- Water Co-op Line

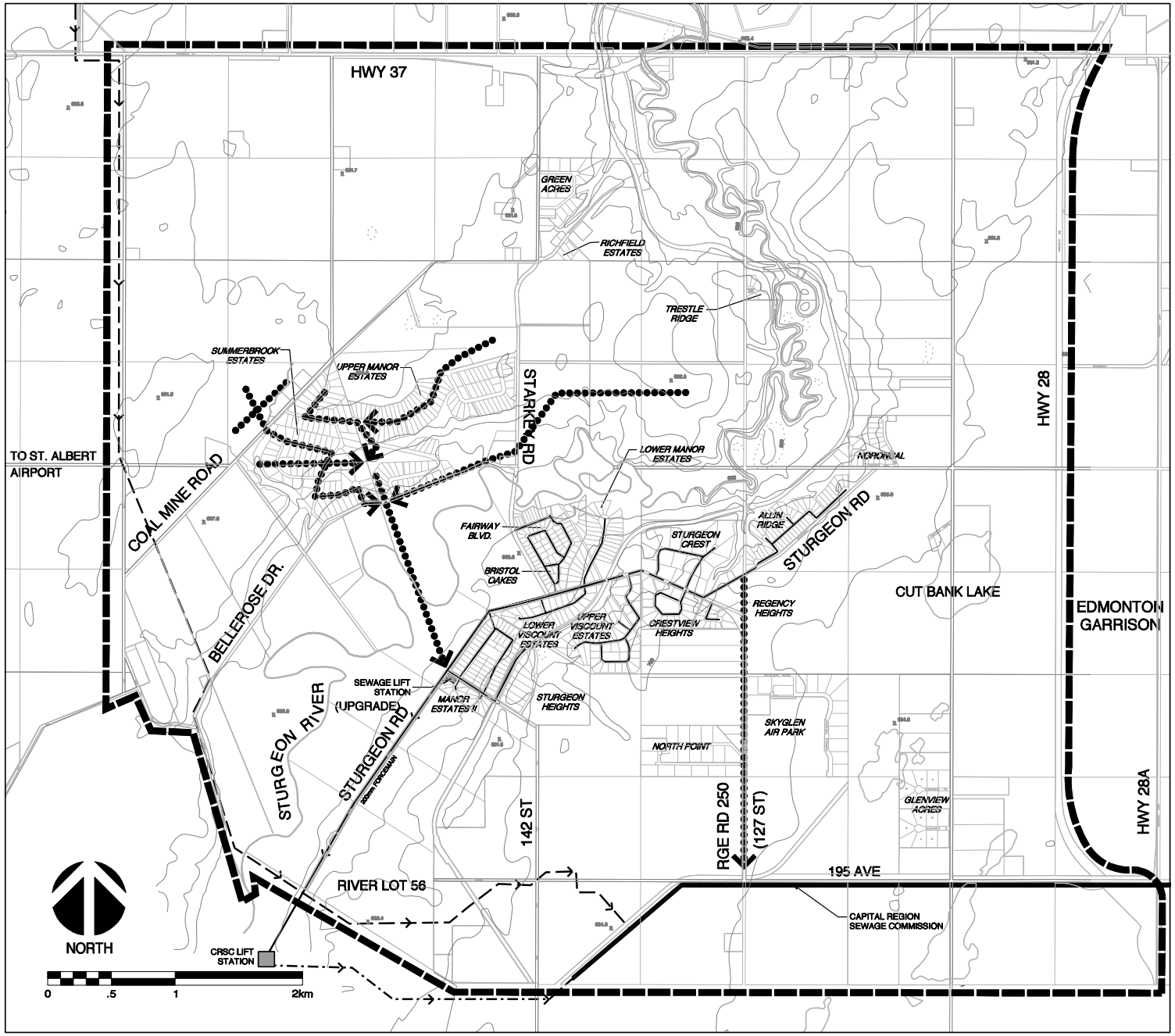
Proposed System

- Future Distribution Main

Sturgeon Valley Area Structure Plan

ARMIN A. PREIKSAITIS & ASSOCIATES LTD.

in association with:
Salloum & Associates Ltd. Consulting Group
Associated Engineering Alberta Ltd.
Gibbs & Brown Landscape Architects Ltd.



Map 6.3
Sewer Servicing Concept

Legend

Area Structure Plan Boundary

Existing System

Low Pressure Mains

- 50 & 75mm dia.
- 100mm dia.
- 150mm dia.
- Lift Stations
- Force Main (200mm dia.)

Regional Systems

- Morinville Force Main
- St. Albert Force Main
- Capital Region Sewage System

Proposed System

- Future Low Pressure Main

Sturgeon Valley Area Structure Plan

ARMIN A. PREIKSAITIS & ASSOCIATES LTD.

in association with:
Salloum & Associates Ltd. Consulting Group
Associated Engineering Alberta Ltd.
Gibbs & Brown Landscape Architects Ltd.

STURGEON COUNTY

NORTHERN LIGHTS ESTATES

AREA STRUCTURE PLAN



Bylaw 1039/04
Adopted January 10, 2005

Amended July 8, 2005
by Bylaw 1060/05

Amended March 31, 2011
by Bylaw 1187/09

Submitted by:

Scheffer Andrew Ltd.
Planners & Engineers

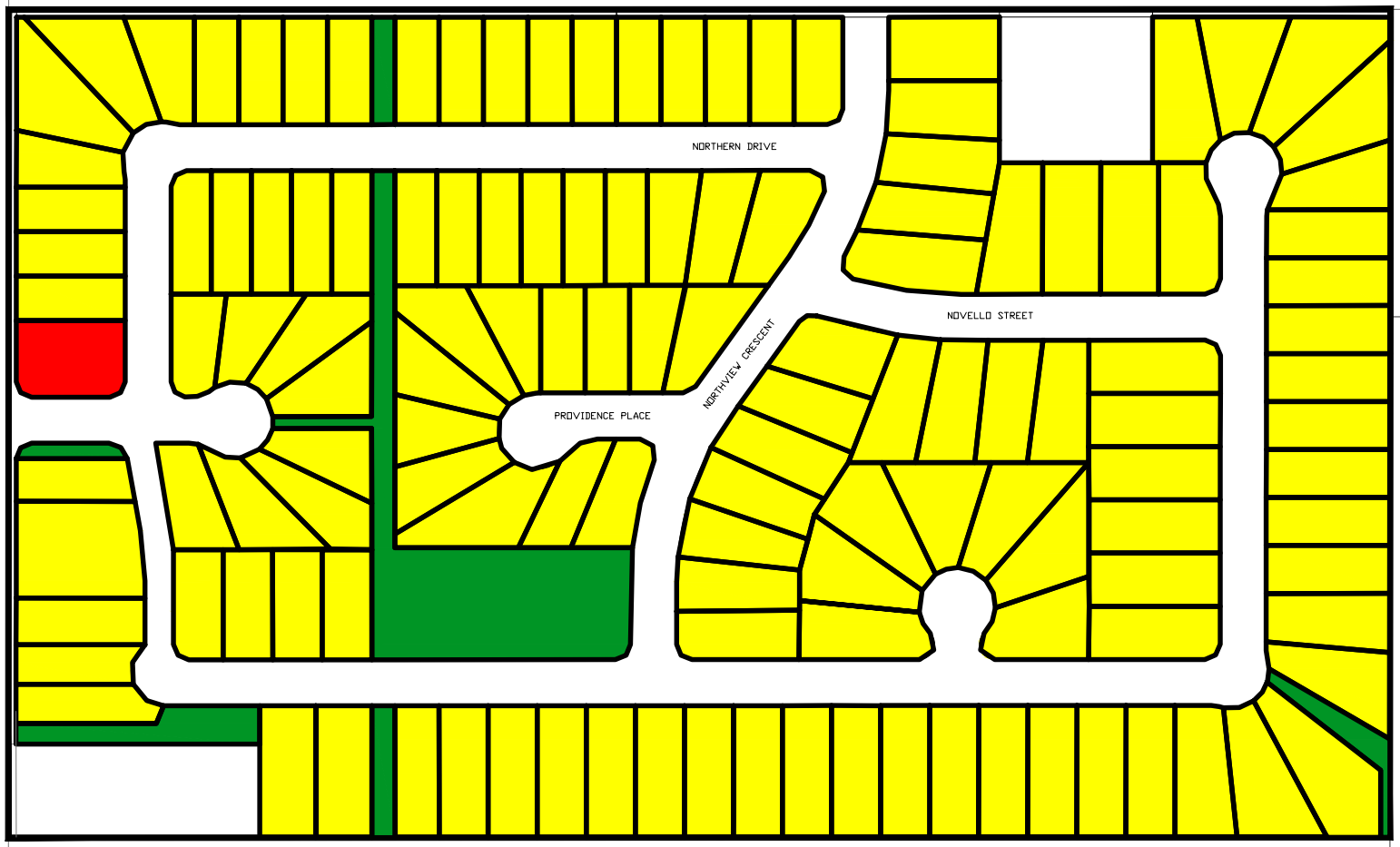


Revised by:

URBAN SYSTEMS

Submitted to:

Sturgeon County



Legend

- Residential
- Commercial
- Open Space

Figure 4
Development Concept Plan

13

Northern Lights Estates
Drawing Not To Scale

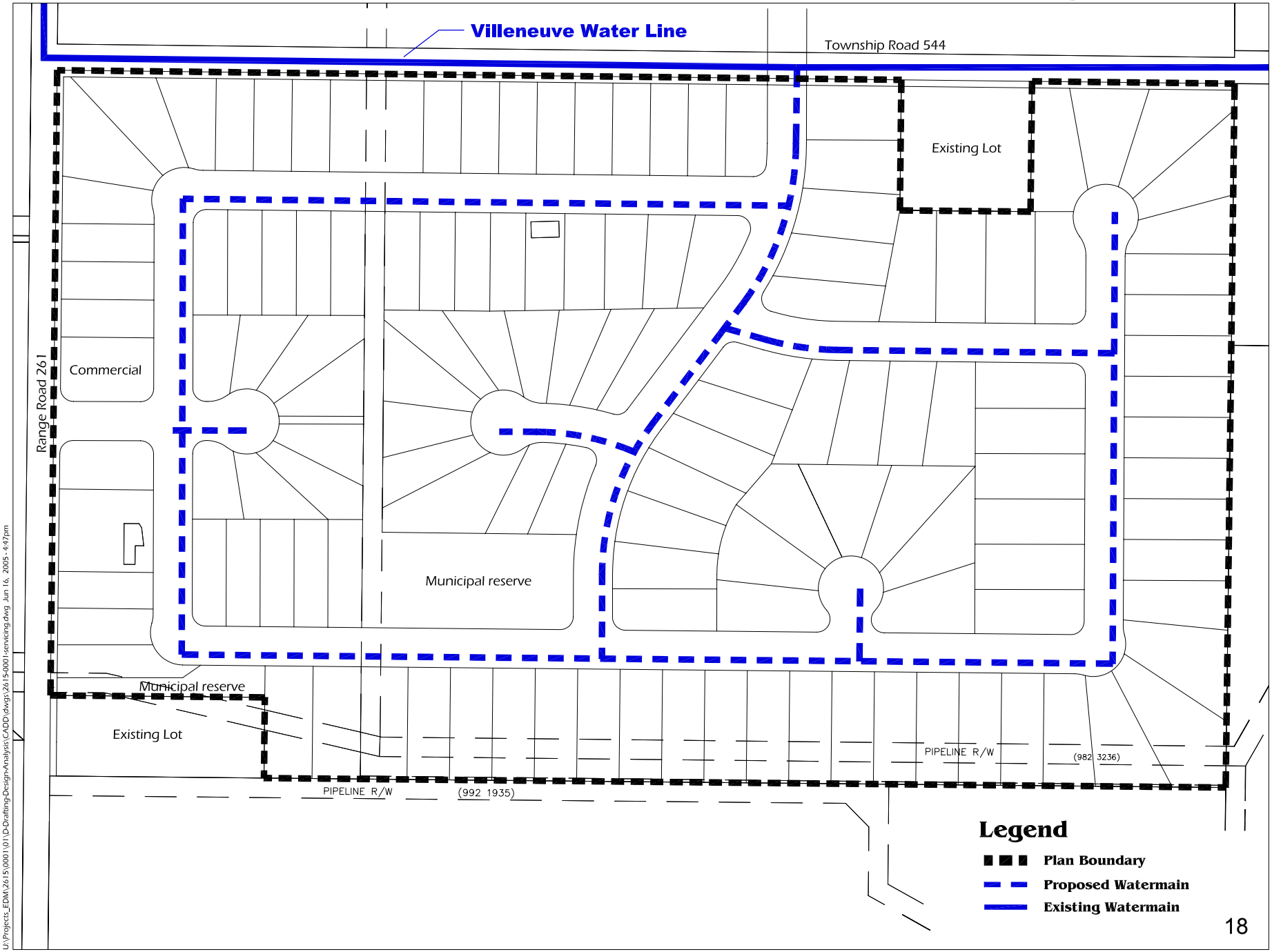
URBAN SYSTEMS.

northern lights estates

gv developments

north

scale 1:4000



U:\Projects_EDM\2615\0001\01\D-Drafting-Design-Analysis\CADD\dwgs\2615-0001-servicing.dwg Jun 16, 2005 - 4:47pm

water network

FIGURE 5

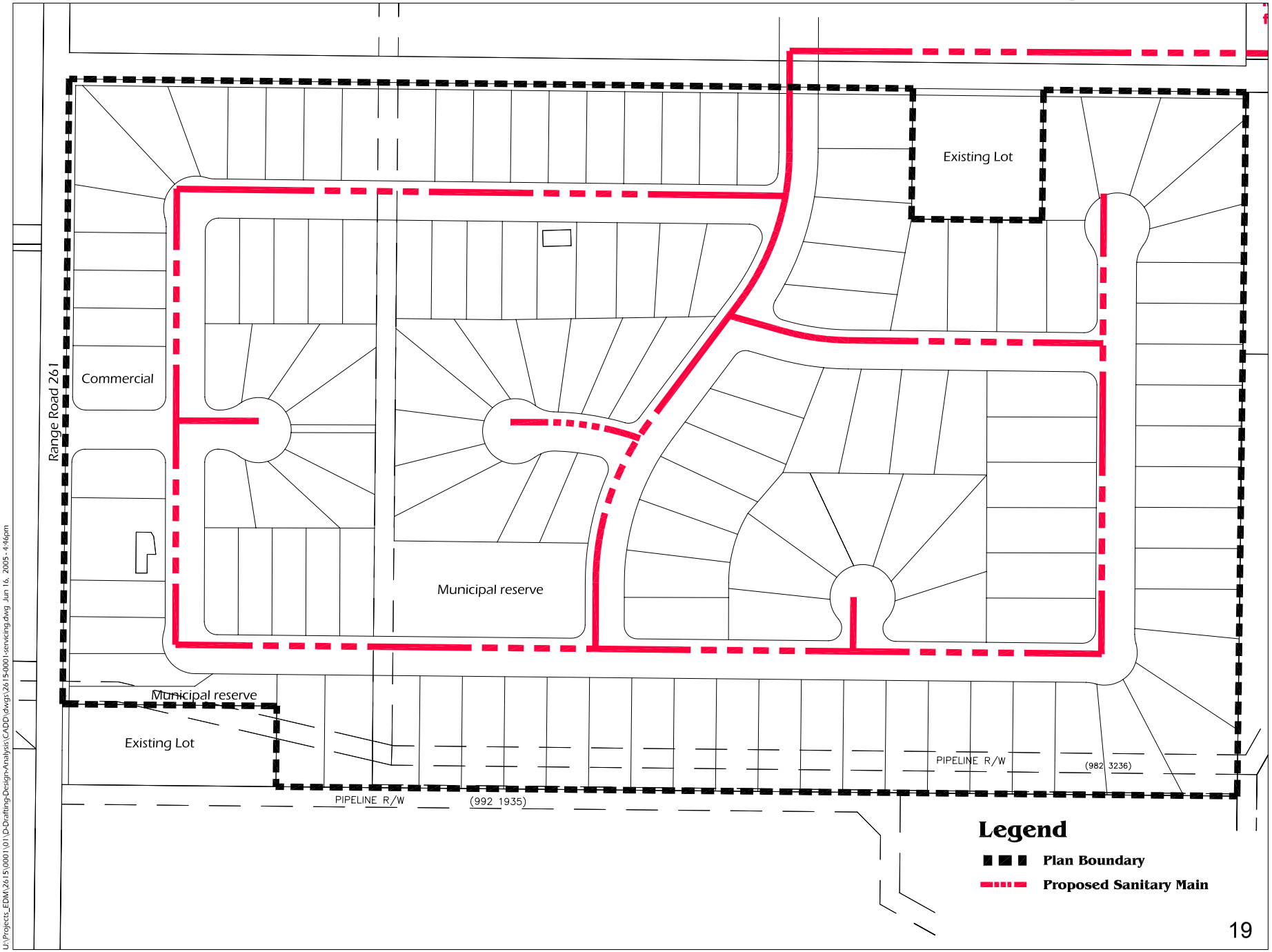
URBAN SYSTEMS.

northern lights estates

gv developments

north

scale 1:4000



sanitary plan

FIGURE 6

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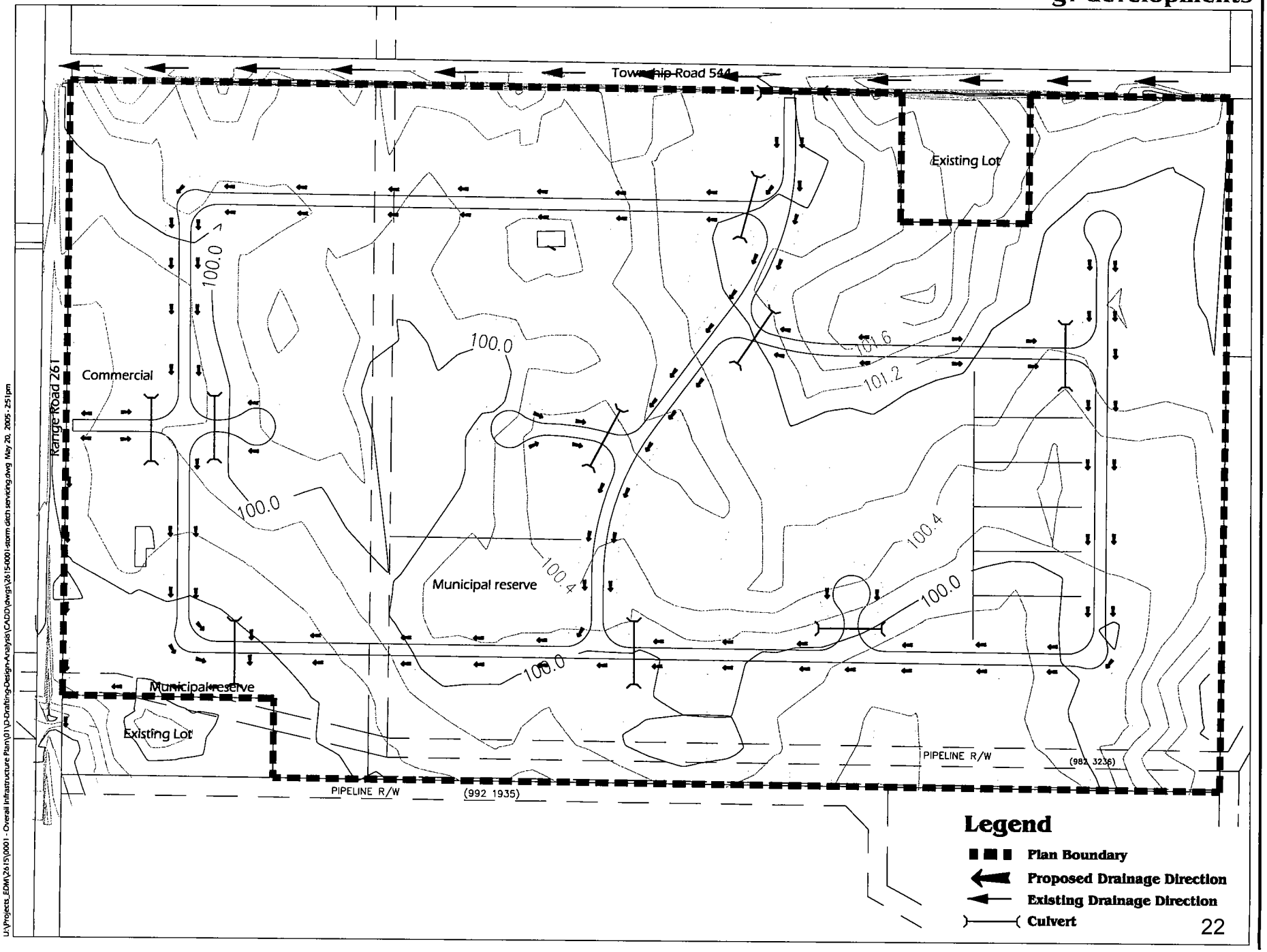
URBANSYSTEMS.

northern lights estates

gv developments

north

scale 1:4000



22

U:\Projects_EDM\2615\0001 - Overall Infrastructure Plan\01\D-Drafting-Design-Analysis\CADD\dwgs\2615-0001-storm ditch servicing.dwg May 20, 2005 - 2:51pm

storm water plan

FIGURE 7

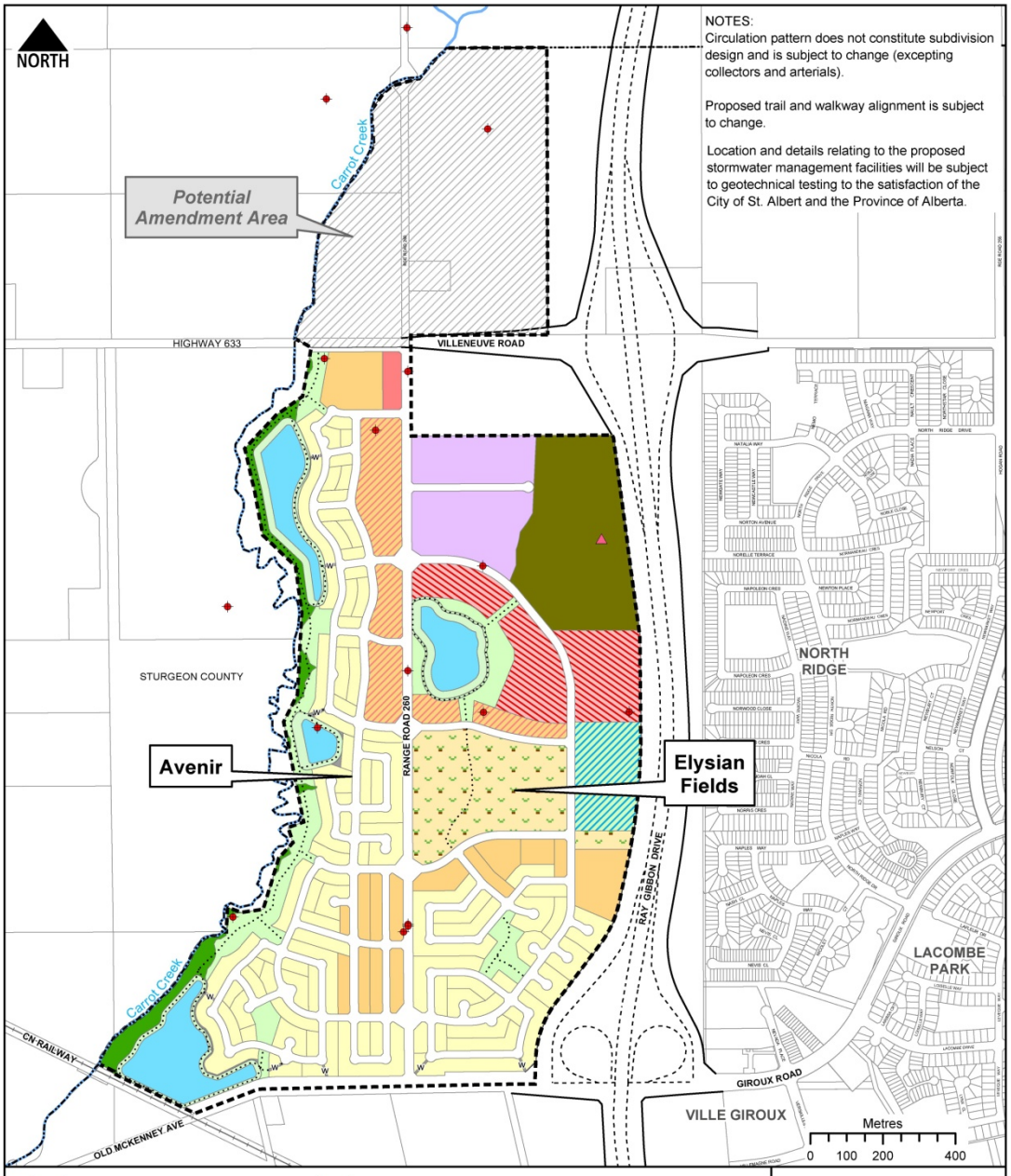
Schedule A

Range Road 260

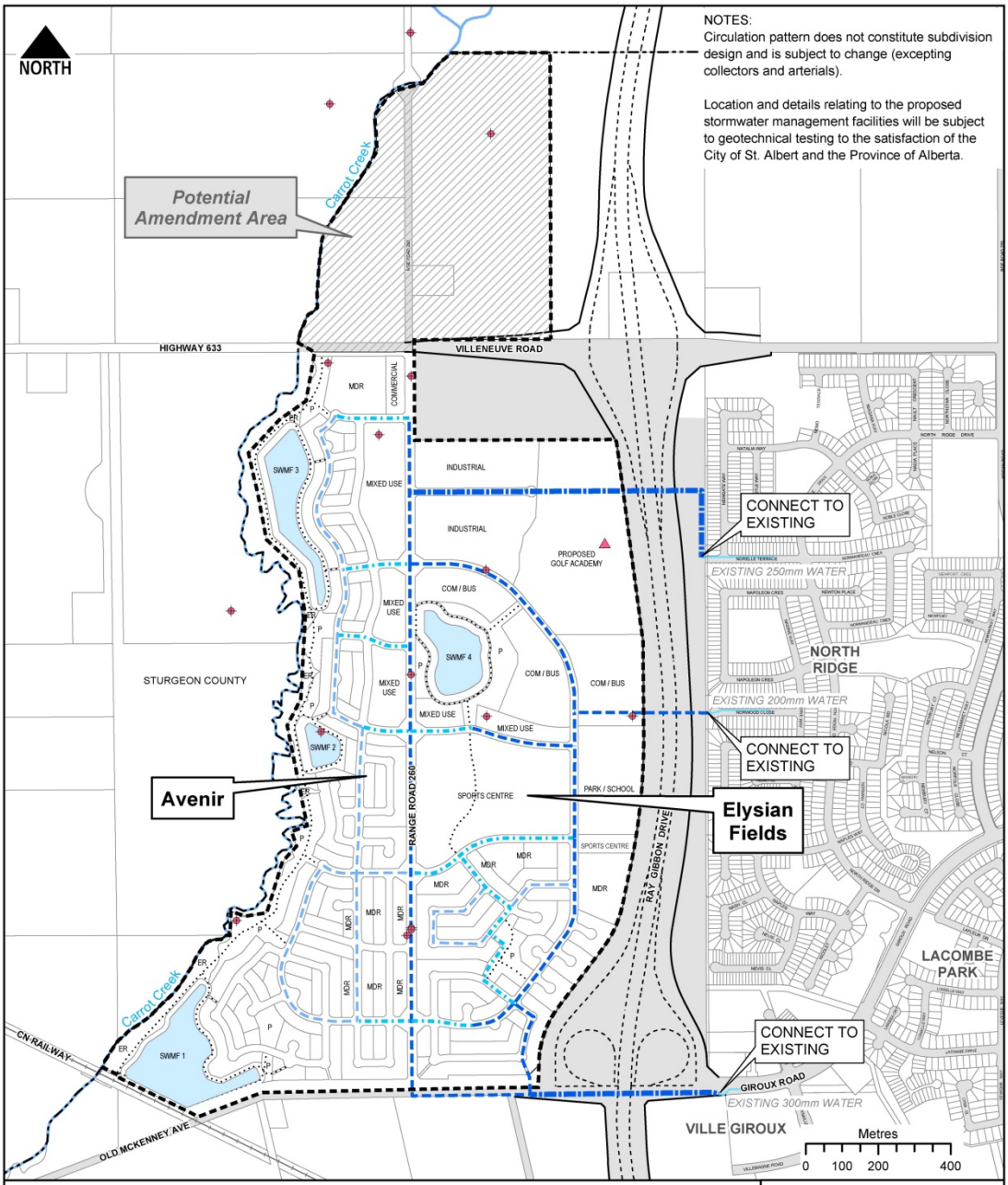
Area Structure Plan

(Avenir & Elysian Fields)

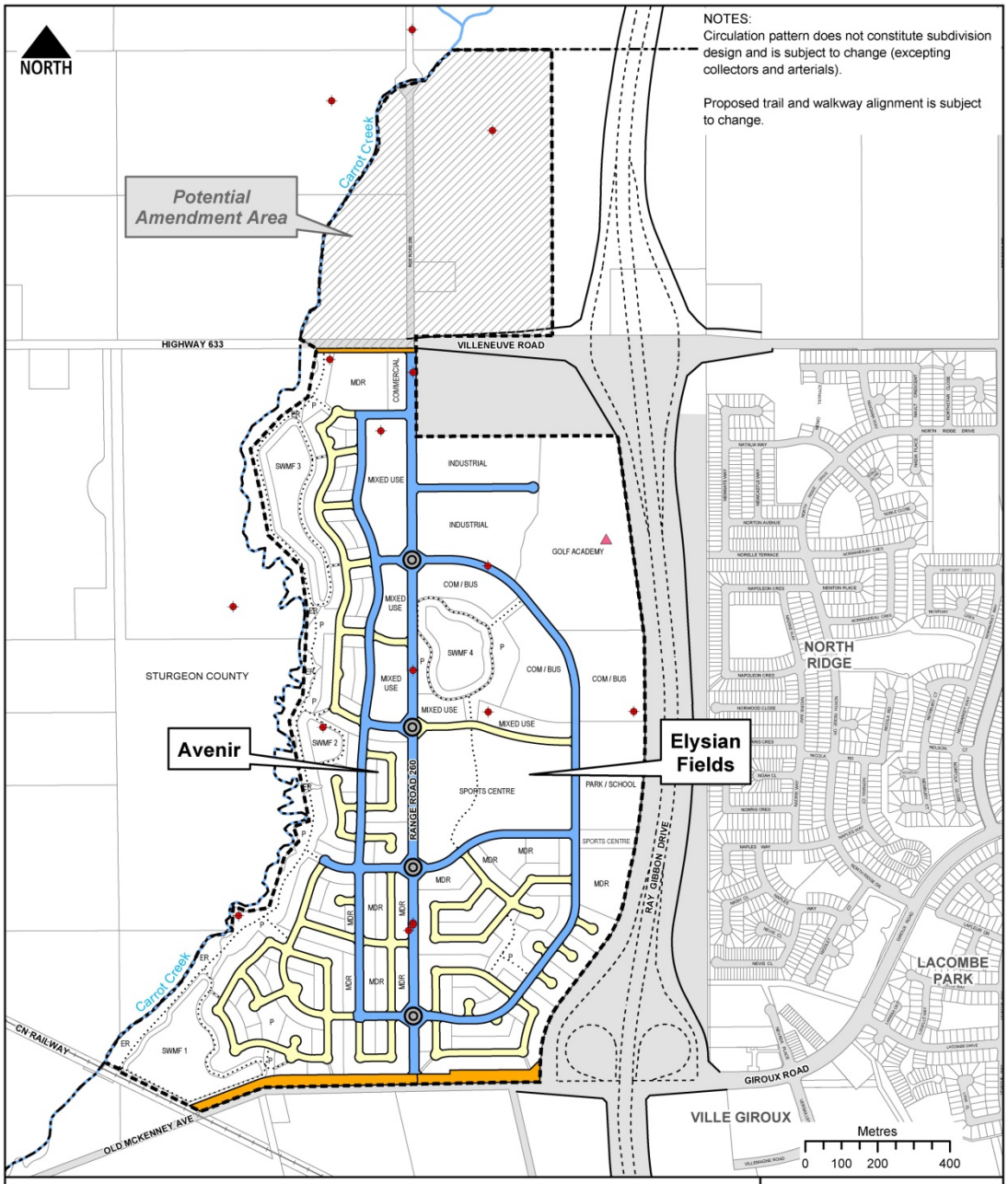
As Amended February 2, 2015 Bylaw 8/2015



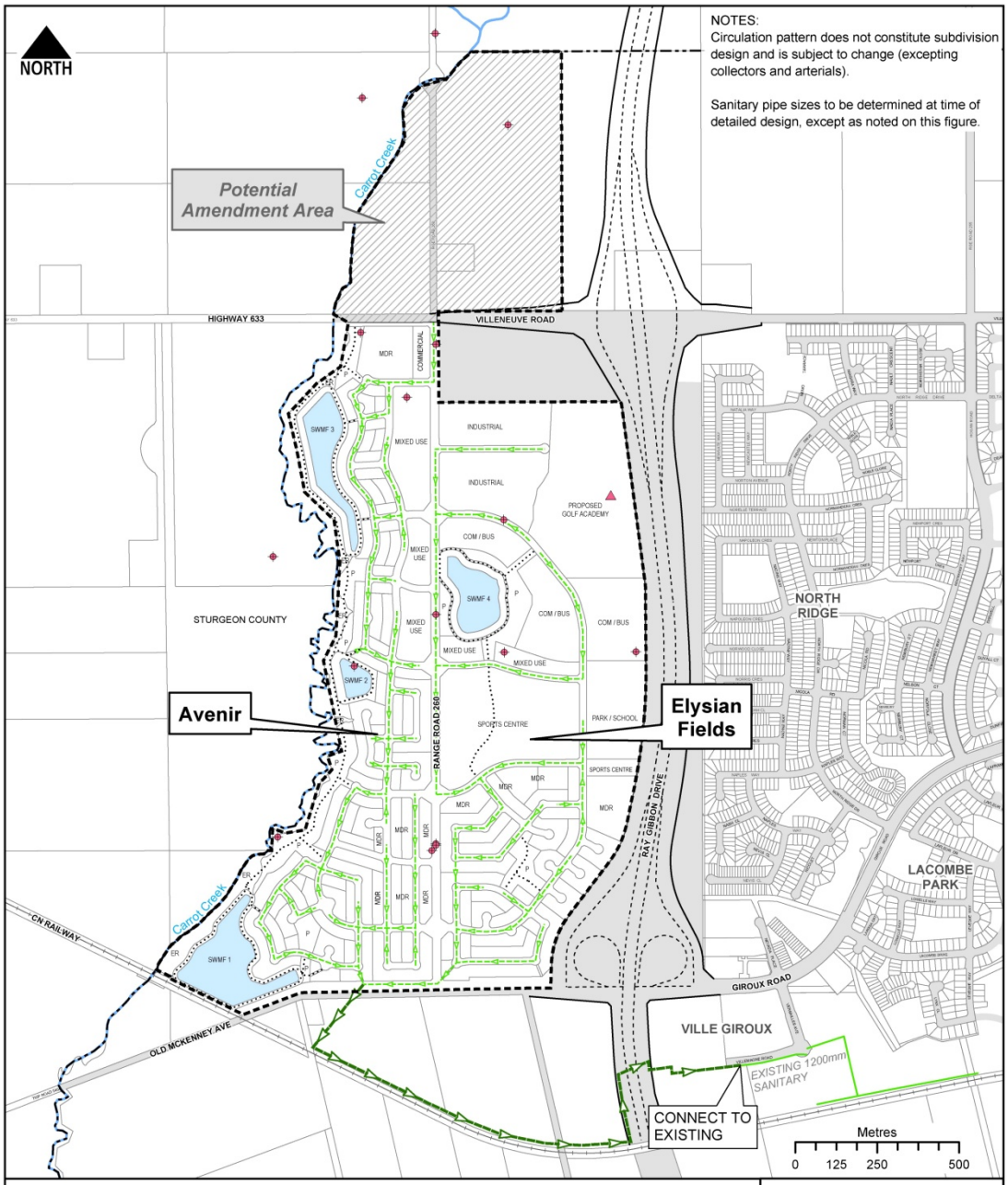
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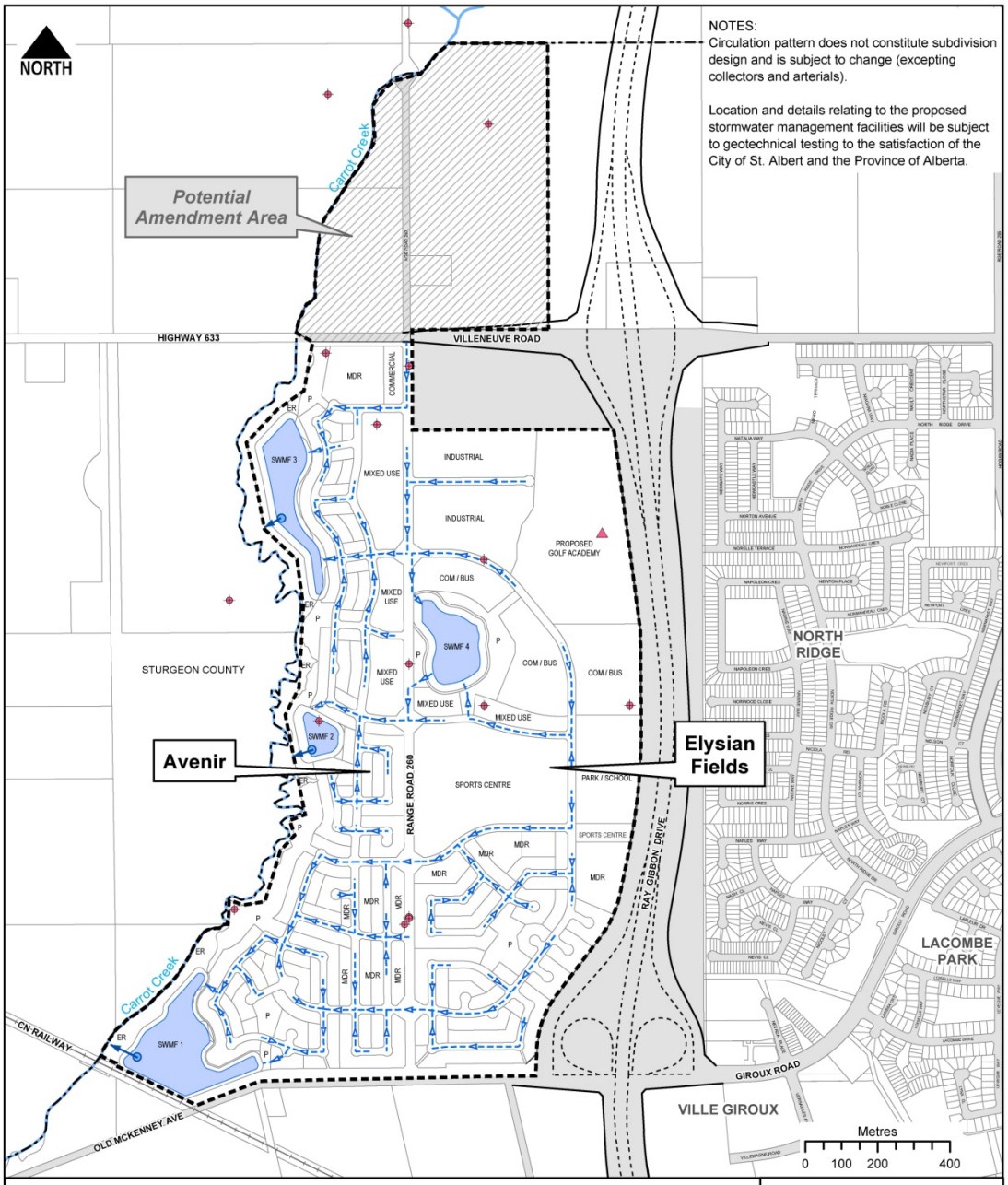


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G:\MAPS\Area Structure Plans\Range Road 260 ASP\ASP Figures\Fig3_Transportation.mxd


NORTH
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Sanitary pipe sizes to be determined at time of detailed design, except as noted on this figure.
Potential Amendment Area
Carrot Creek
HIGHWAY 633
VILLENEUVE ROAD
STURGEON COUNTY
Avenir
Elysian Fields
RANGE ROAD 260
RAY GIBBON DRIVE
NORTH RIDGE
LACOMBE PARK
GIROUX ROAD
VILLE GIROUX
CN RAILWAY
OLD MCKENNEY AVE
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



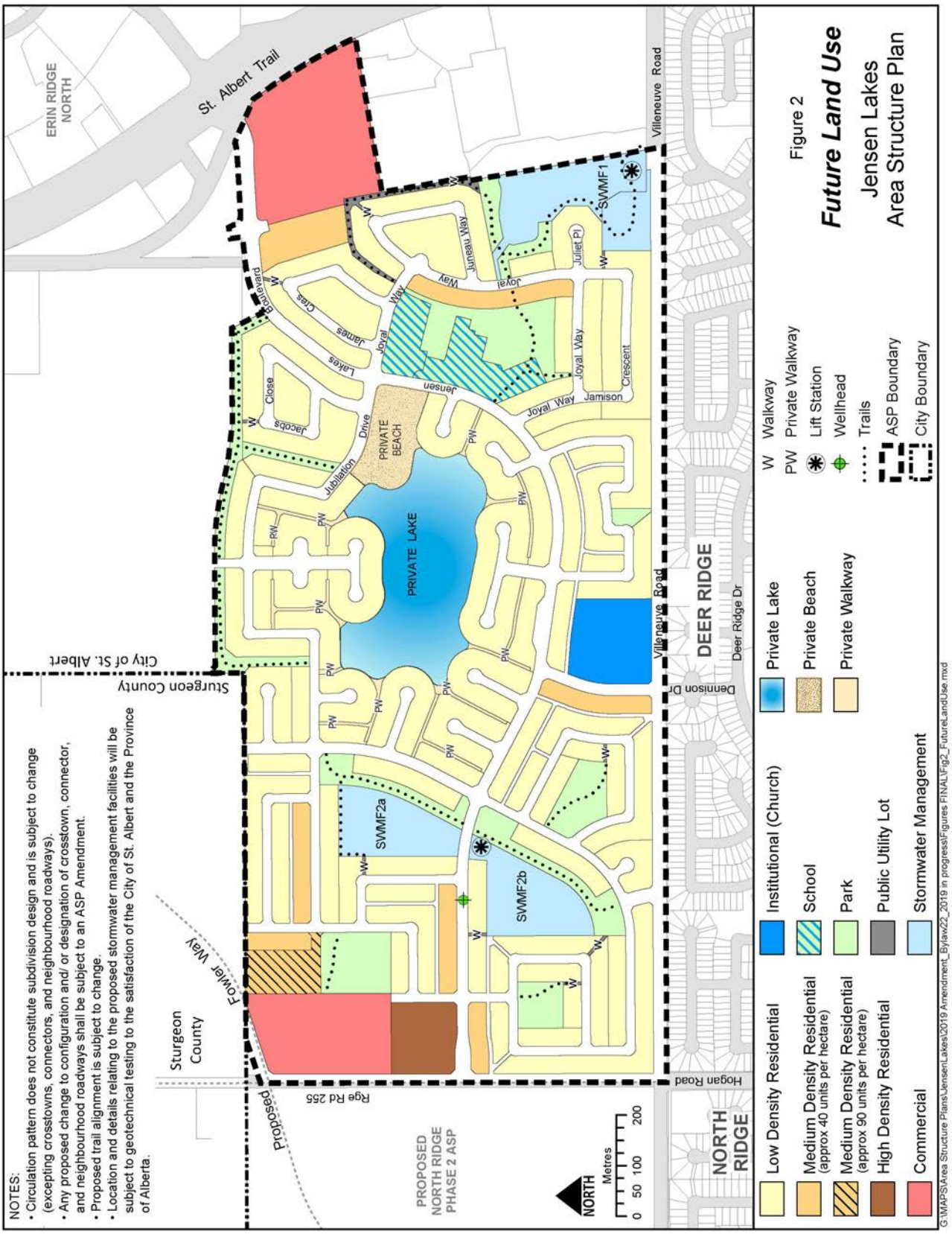
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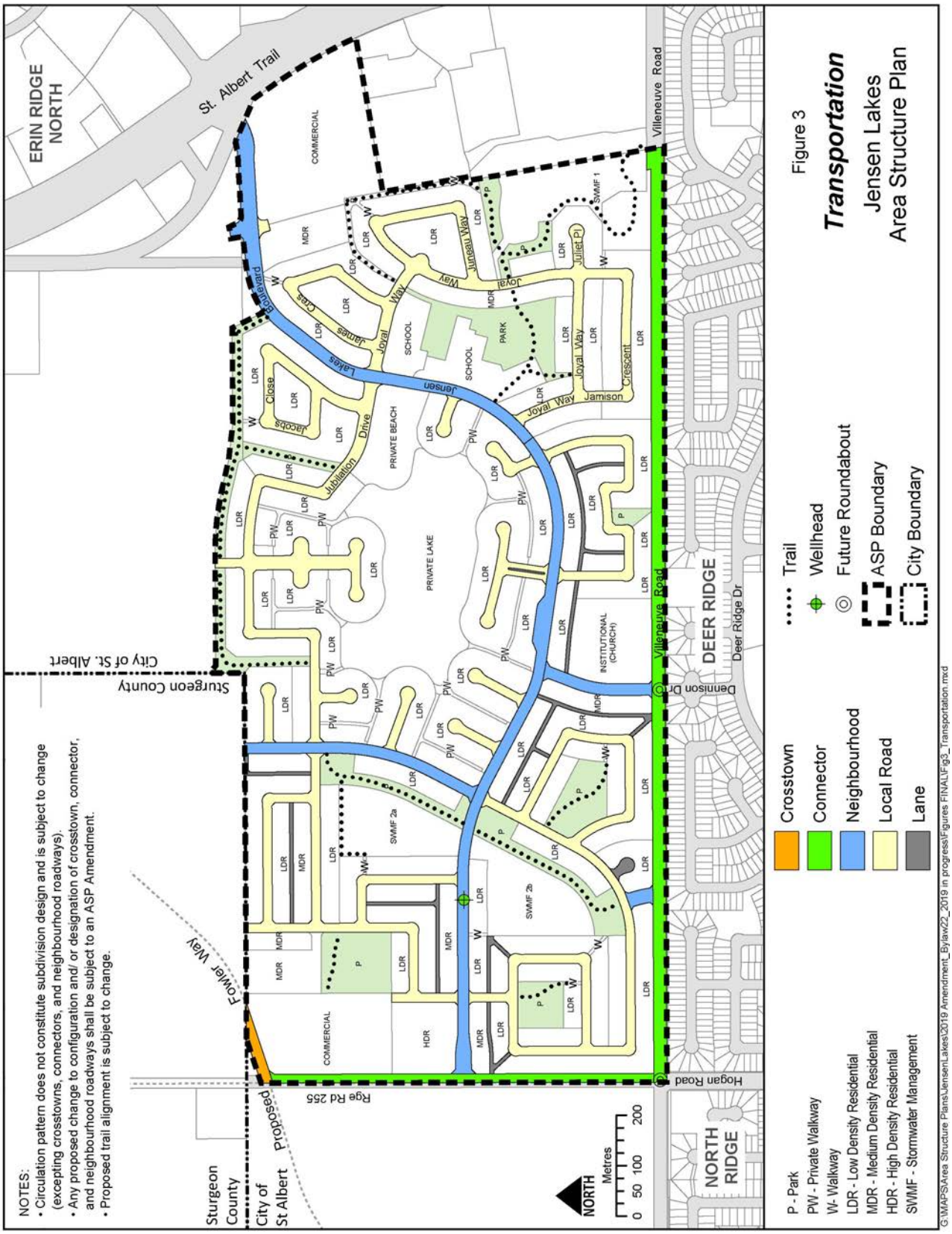
JENSEN LAKES

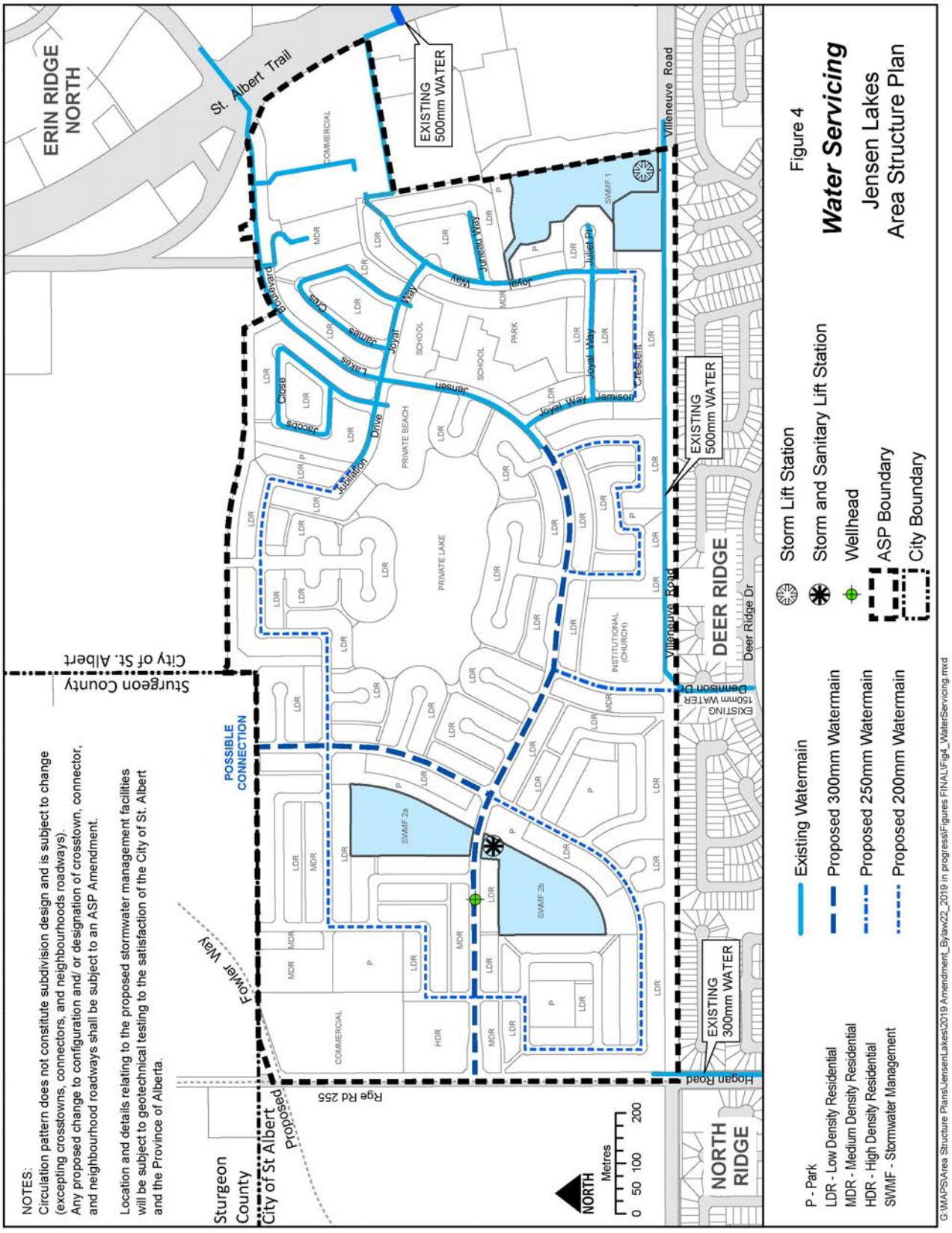
Area Structure Plan

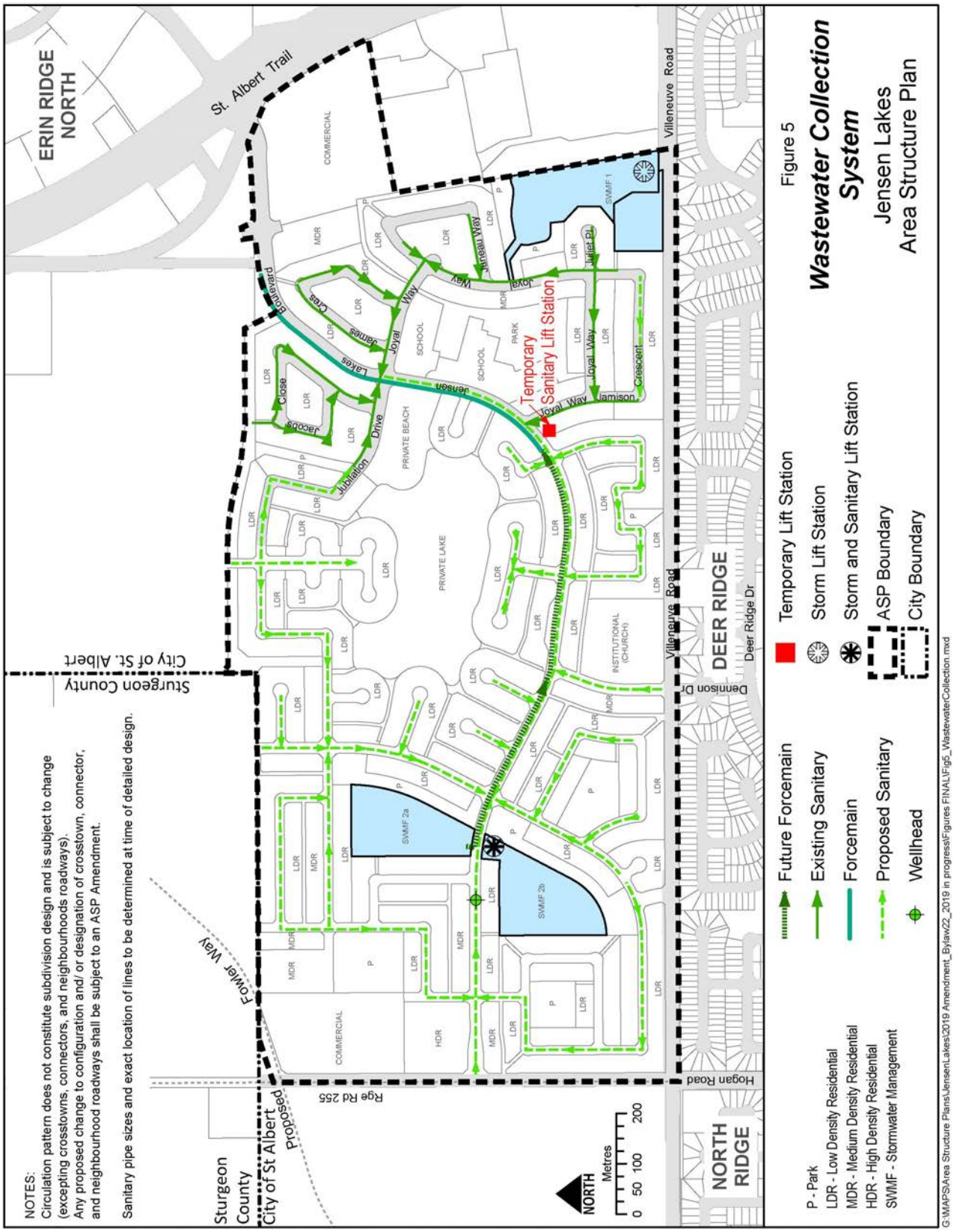
Bylaw 1/2014

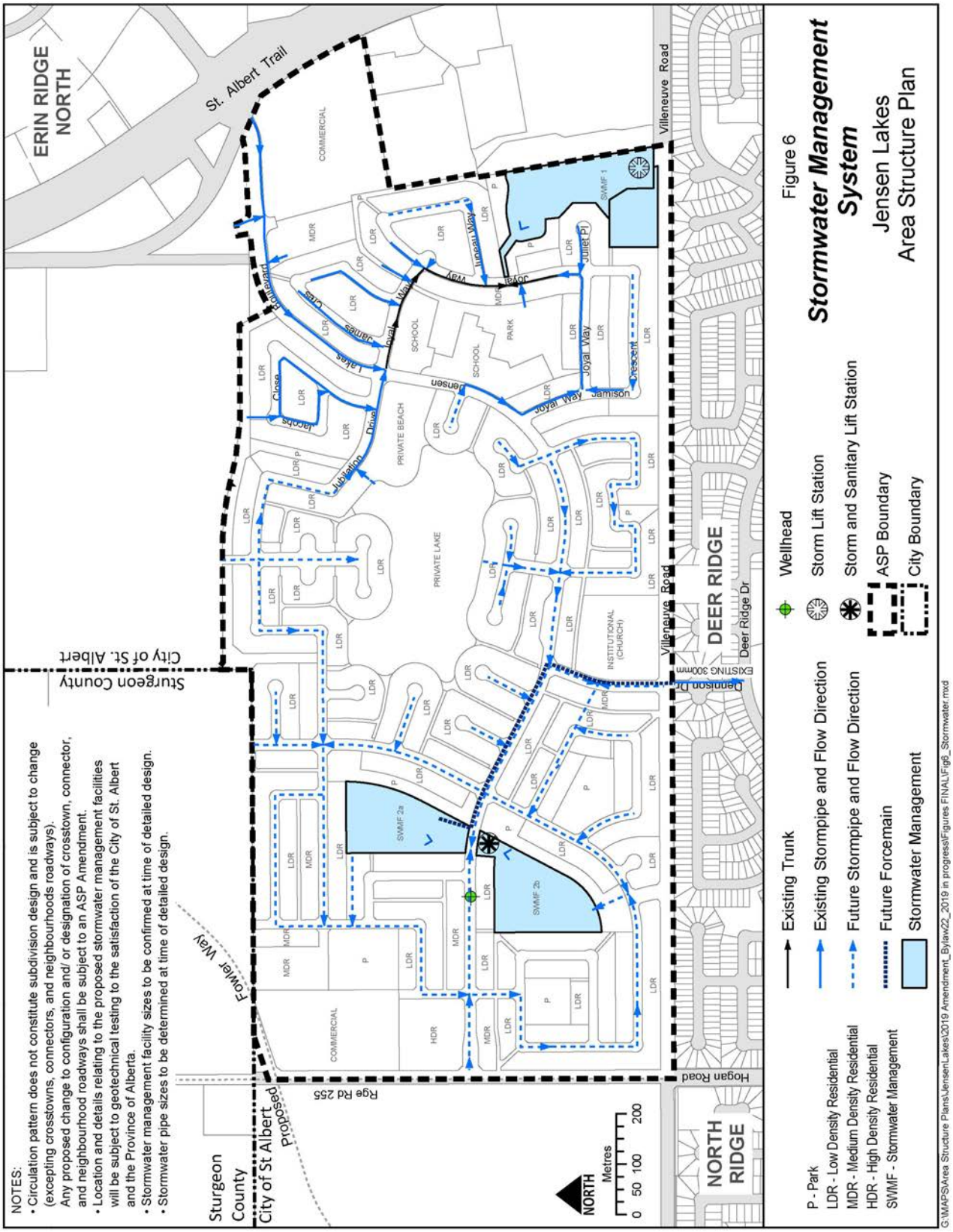
As Amended January 20, 2020 – Bylaw 22/2019


Figure 2
Future Land Use
Jensen Lakes
Area Structure Plan
ERIN RIDGE NORTH
St. Albert Trail
Villeneuve Road
SWMF1
Juniper Way
Juliet Pl
Joyal Way
Crescent
Jamison
Joyal Way
Jansen
Lakes
James
Close
Jacobs
Boulevard
Drive
Jubilation
PRIVATE BEACH
PRIVATE LAKE
PW
W
DEER RIDGE
Deer Ridge Dr
Dennison Dr
Villeneuve Road
SWMF2a
SWMF2b
Fowler Way
Sturgeon County
City of St. Albert
Rge Rd 255
Proposed
PROPOSED NORTH RIDGE PHASE 2 ASP
Hogan Road
NORTH RIDGE
NORTH
Metres
0 50 100 200
NOTES:
• Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstowns, connectors, and neighbourhood roadways).
• Any proposed change to configuration and/ or designation of crosstown, connector, and neighbourhood roadways shall be subject to an ASP Amendment.
• Proposed trail 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.
W Walkway
PW Private Walkway
Lift Station
Wellhead
Trails
ASP Boundary
City Boundary
Private Lake
Private Beach
Private Walkway
Institutional (Church)
School
Park
Public Utility Lot
Stormwater Management
Low Density Residential
Medium Density Residential (approx 40 units per hectare)
Medium Density Residential (approx 90 units per hectare)
High Density Residential
Commercial
G:\MAPS\Area Structure Plans\JensenLakes\2019 Amendment_Bylaw22_2019 in progress\Figures FINAL\Fig2_FutureLandUse.mxd


ERIN RIDGE NORTH
St. Albert Trail
COMMERCIAL
Villeneuve Road
Boulevard
Lakes
Jensen
Drive
Jubilation
Close
Jacobs
Cres
James
Joyal Way
Juneau Way
Juliet Pl
Crescent
Jamison
SCHOOL
PARK
PRIVATE BEACH
PRIVATE LAKE
INSTITUTIONAL (CHURCH)
DEER RIDGE
Deer Ridge Dr
Dennison Dr
Villeneuve Road
Hogan Road
Fowler Way
Rge Rd 255
Proposed
City of St. Albert
Sturgeon County
Sturgeon County
City of St Albert
NORTH RIDGE
NORTH
Metres
0 50 100 200
NOTES:
• Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstowns, connectors, and neighbourhood roadways).
• Any proposed change to configuration and/ or designation of crosstown, connector, and neighbourhood roadways shall be subject to an ASP Amendment.
• Proposed trail alignment is subject to change.
Figure 3
Transportation
Jensen Lakes
Area Structure Plan
Trail
Wellhead
Future Roundabout
ASP Boundary
City Boundary
Crosstown
Connector
Neighbourhood
Local Road
Lane
P - Park
PW - Private Walkway
W- Walkway
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management
G:\MAPS\Area Structure Plans\JensenLakes\2019 Amendment_Bylaw22_2019 in progress\Figures FINAL\Fig3_Transportation.mxd


ERIN RIDGE NORTH
St. Albert Trail
EXISTING 500mm WATER
Villeneuve Road
DEER RIDGE
Deer Ridge Dr
EXISTING 500mm WATER
EXISTING 150mm WATER
EXISTING 300mm WATER
NORTH RIDGE
Hogan Road
Rge Rd 255
Proposed City of St Albert
Sturgeon County
City of St. Albert
Sturgeon County
POSSIBLE CONNECTION
Fowler Way
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstowns, connectors, and neighbourhoods roadways).
Any proposed change to configuration and/ or designation of crosstown, connector, and neighbourhood roadways shall be subject to an ASP Amendment.
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
Metres
0 50 100 200
Figure 4
Water Servicing
Jensen Lakes
Area Structure Plan
Storm Lift Station
Storm and Sanitary Lift Station
Wellhead
ASP Boundary
City Boundary
Existing Watermain
Proposed 300mm Watermain
Proposed 250mm Watermain
Proposed 200mm Watermain
P - Park
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management
G:\MAPS\Area Structure Plans\JensenLakes\2019 Amendment_Bylaw\22_2019 in progress\Figures FINAL\Fig4_WaterServicing.mxd


ERIN RIDGE NORTH
St. Albert Trail
Villeneuve Road
COMMERCIAL
MDR
LDR
P
SWMF 1
Juneau Way
Juliet Pl
Joyal Way
Boulevard
Cres
James
Joyal Way
SCHOOL
PARK
Lakes
Close
Jacobs
Drive
Jubilation
PRIVATE BEACH
Jenson
Temporary Sanitary Lift Station
Joyal Way
Jamison
Crescent
PRIVATE LAKE
INSTITUTIONAL (CHURCH)
DEER RIDGE
Deer Ridge Dr
Dennison Dr
Villeneuve Road
City of St. Albert
Sturgeon County
Tower Way
SWMF 2a
SWMF 2b
HDR
COMMERCIAL
Rge Rd 255
Proposed
Hogan Road
NORTH RIDGE
Sturgeon County
City of St Albert
NORTH
Metres
0 50 100 200
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstowns, connectors, and neighbourhoods roadways).
Any proposed change to configuration and/ or designation of crosstown, connector, and neighbourhood roadways shall be subject to an ASP Amendment.
Sanitary pipe sizes and exact location of lines to be determined at time of detailed design.
Figure 5
Wastewater Collection System
Jensen Lakes
Area Structure Plan
Future Forcemain
Existing Sanitary
Forcemain
Proposed Sanitary
Wellhead
Temporary Lift Station
Storm Lift Station
Storm and Sanitary Lift Station
ASP Boundary
City Boundary
P - Park
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management
G:\MAPS\Area Structure Plans\JensenLakes\2019 Amendment_Bylaw22_2019 in progress\Figures FINAL\Fig5_WastewaterCollection.mxd


ERIN RIDGE NORTH
St. Albert Trail
Villeneuve Road
COMMERCIAL
MDR
LDR
P
SWMF 1
Juniper Way
Juliet Pl
Joyal Way
Crescent
Jamison
Jensen
SCHOOL
PARK
PRIVATE BEACH
PRIVATE LAKE
INSTITUTIONAL (CHURCH)
DEER RIDGE
Deer Ridge Dr
EXISTING 300mm
Jubilation Drive
Jacobs Close
James Lakes Crescent
Joyal Way
Sturgeon County
City of St. Albert
Rge Rd 255
Hogan Road
Fowler Way
SWMF 2a
SWMF 2b
COMMERCIAL
HDR
NORTH RIDGE
NORTH
Metres
0 50 100 200
NOTES:
• Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstowns, connectors, and neighbourhoods roadways). Any proposed change to configuration and/ or designation of crosstown, connector, and neighbourhood roadways shall be subject to an ASP Amendment.
• 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.
• Stormwater management facility sizes to be confirmed at time of detailed design.
• Stormwater pipe sizes to be determined at time of detailed design.
Figure 6
Stormwater Management System
Jensen Lakes Area Structure Plan
Existing Trunk
Existing Stormpipe and Flow Direction
Future Stormpipe and Flow Direction
Future Forcemain
Stormwater Management
Wellhead
Storm Lift Station
Storm and Sanitary Lift Station
ASP Boundary
City Boundary
P - Park
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management
G:\MAPS\Area Structure Plans\JensenLakes\2019 Amendment_Bylaw22_2019 in progress\Figures FINAL\Fig6_Stormwater.mxd

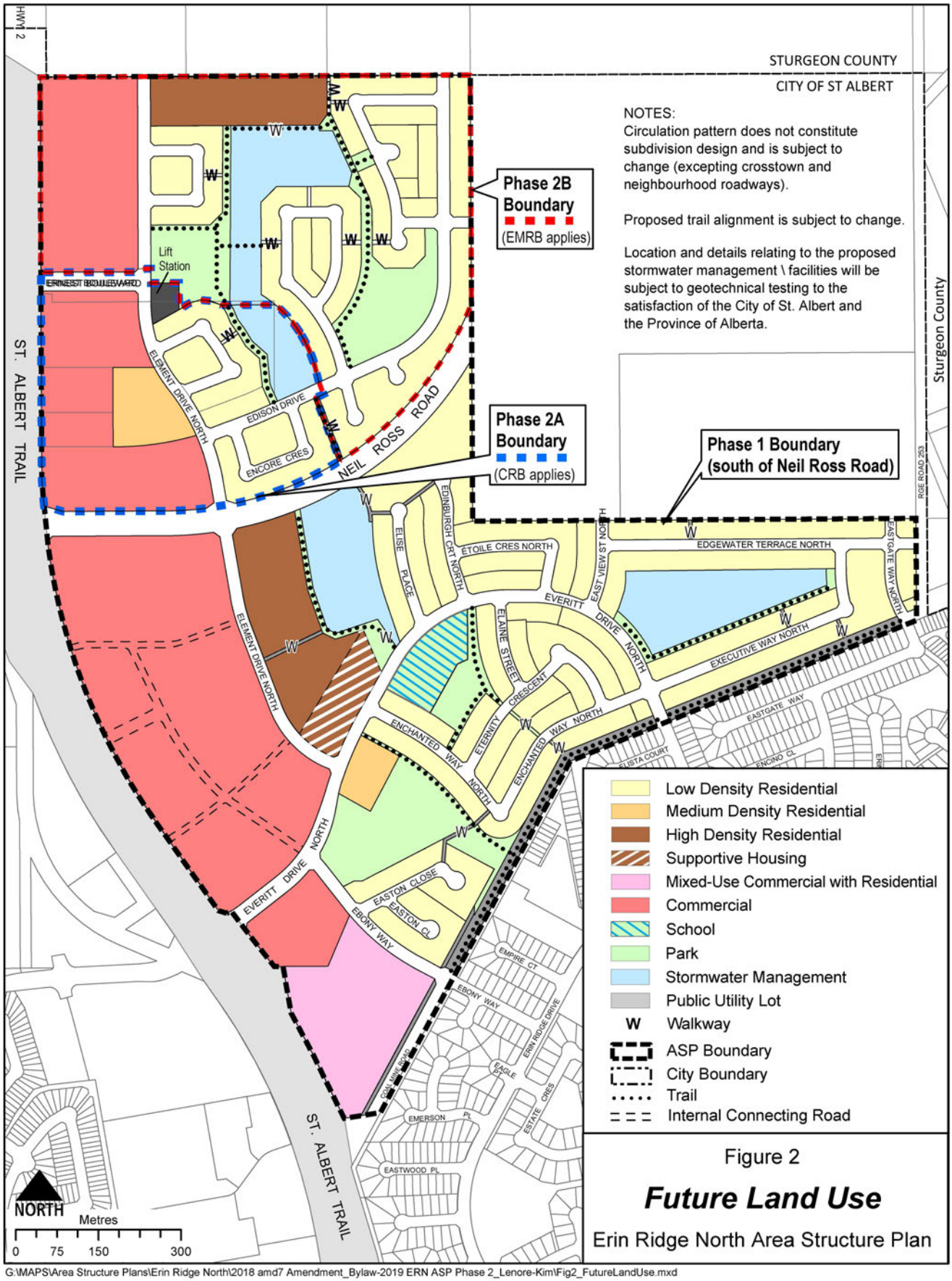
Schedule A

ERIN RIDGE NORTH

Area Structure Plan

Bylaw 33/2009

As Amended April 1, 2019 - Bylaw 7/2019


HWY 2
STURGEON COUNTY
CITY OF ST ALBERT
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways).
Proposed trail 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.
Phase 2B Boundary
(EMRB applies)
Phase 2A Boundary
(CRB applies)
Phase 1 Boundary
(south of Neil Ross Road)
Lift Station
ERNEST BOULEVARD
ST. ALBERT TRAIL
ELEMENT DRIVE NORTH
EDISON DRIVE
ENCORE CRES
NEIL ROSS ROAD
Sturgeon County
RGE ROAD 263
ELISE PLACE
EDINBURGH CRT NORTH
ÉTOILE CRES NORTH
EDGEWATER TERRACE NORTH
EAST VIEW ST NORTH
EASTGATE WAY NORTH
EVERITT DRIVE NORTH
ELAINE STREET
ETERNITY CRESCENT
ENCHANTED WAY NORTH
EXECUTIVE WAY NORTH
EASTGATE WAY
ELISTA COURT
ENCINO CL
EVERITT DRIVE NORTH
EASTON CLOSE
EASTON CL
EBONY WAY
EMPIRE CT
ERIN RIDGE DRIVE
EAGLE CT
ESTATE CRES
EMERSON PL
EASTWOOD PL
ST. ALBERT TRAIL
NORTH
Metres
0 75 150 300
Low Density Residential
Medium Density Residential
High Density Residential
Supportive Housing
Mixed-Use Commercial with Residential
Commercial
School
Park
Stormwater Management
Public Utility Lot
W Walkway
ASP Boundary
City Boundary
Trail
Internal Connecting Road
Figure 2
Future Land Use
Erin Ridge North Area Structure Plan
G:\MAPS\Area Structure Plans\Erin Ridge North\2018 amd7 Amendment_Bylaw-2019 ERN ASP Phase 2_Lenore-Kim\Fig2_FutureLandUse.mxd

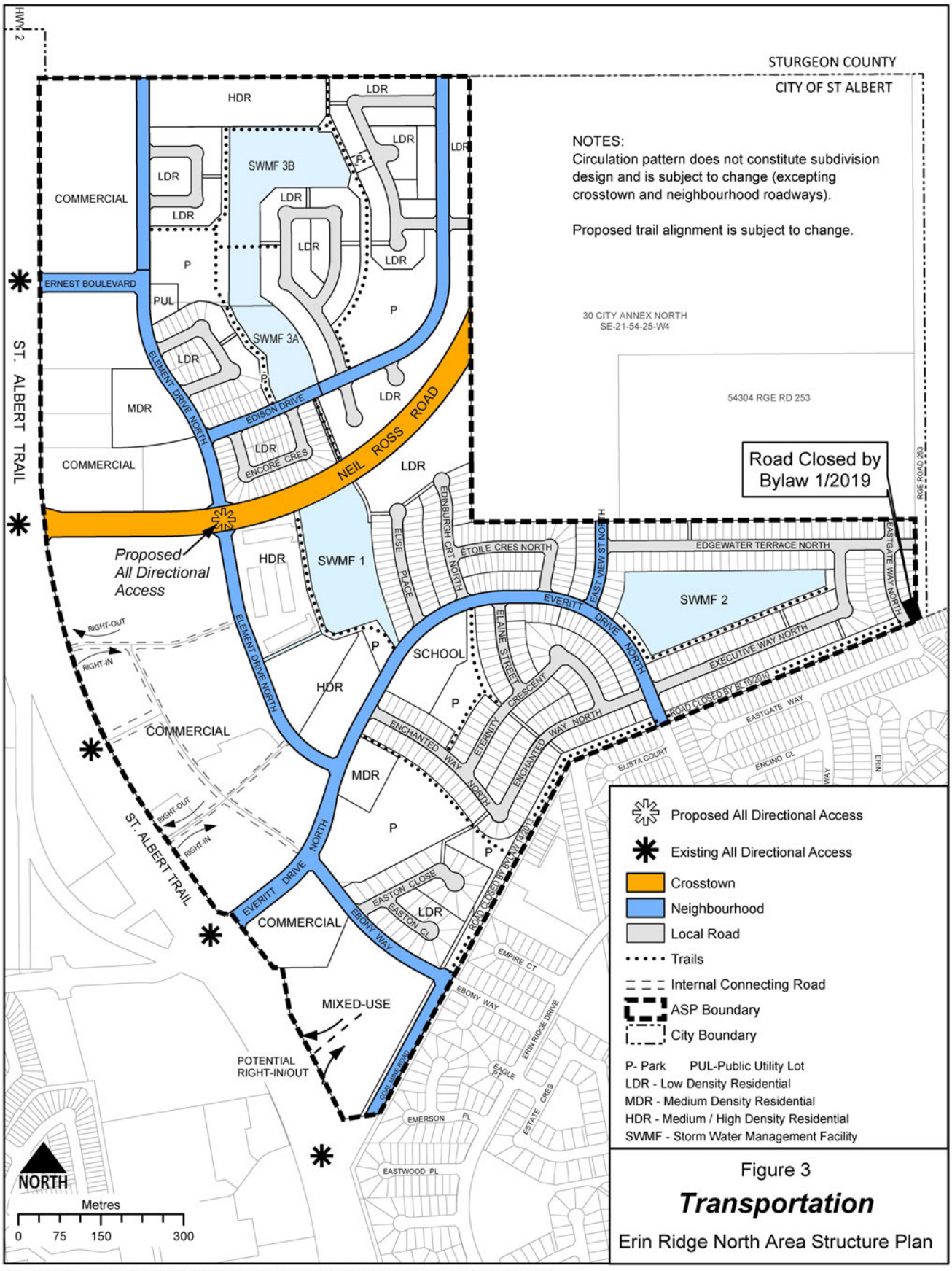
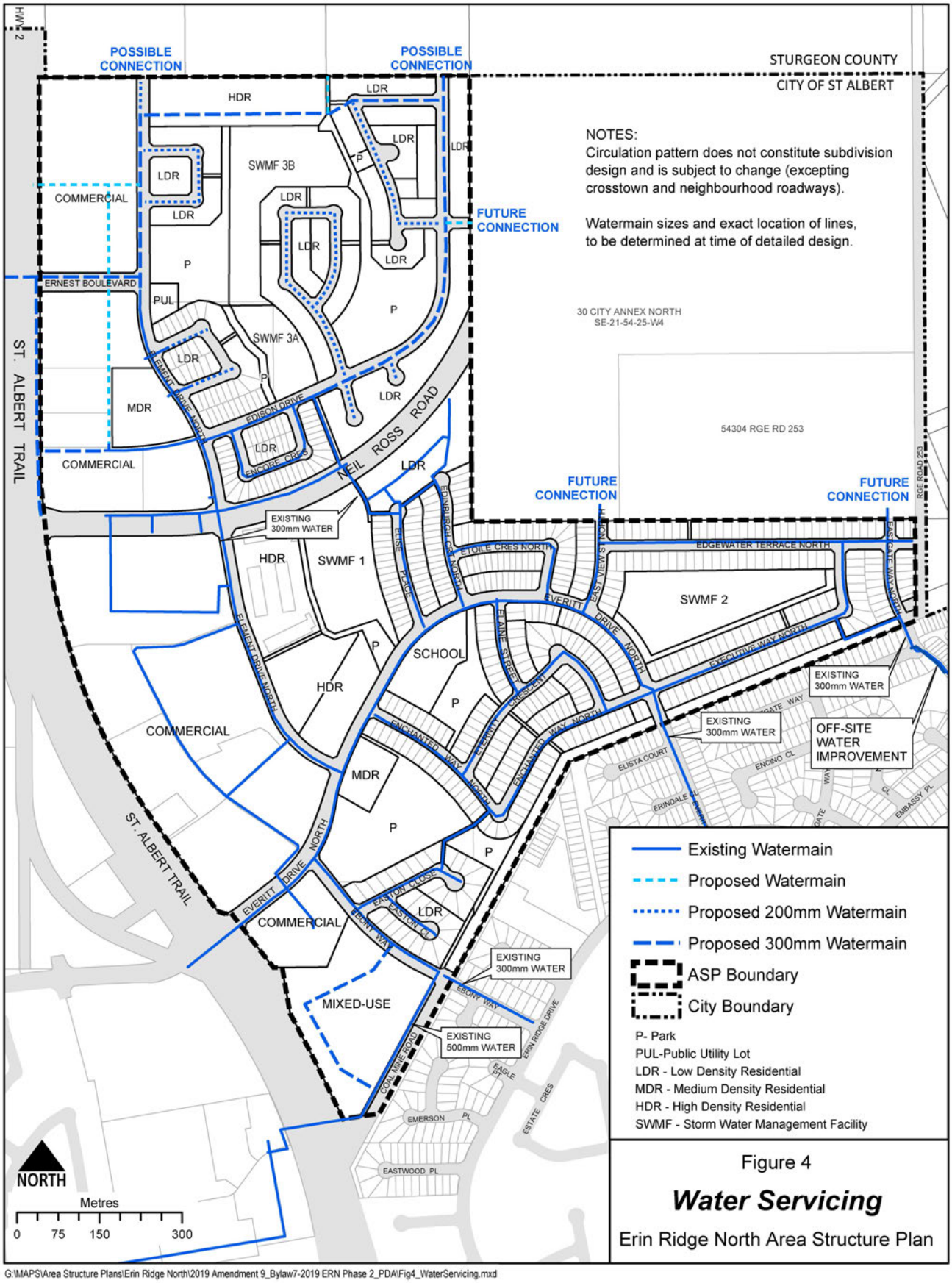


Figure 3

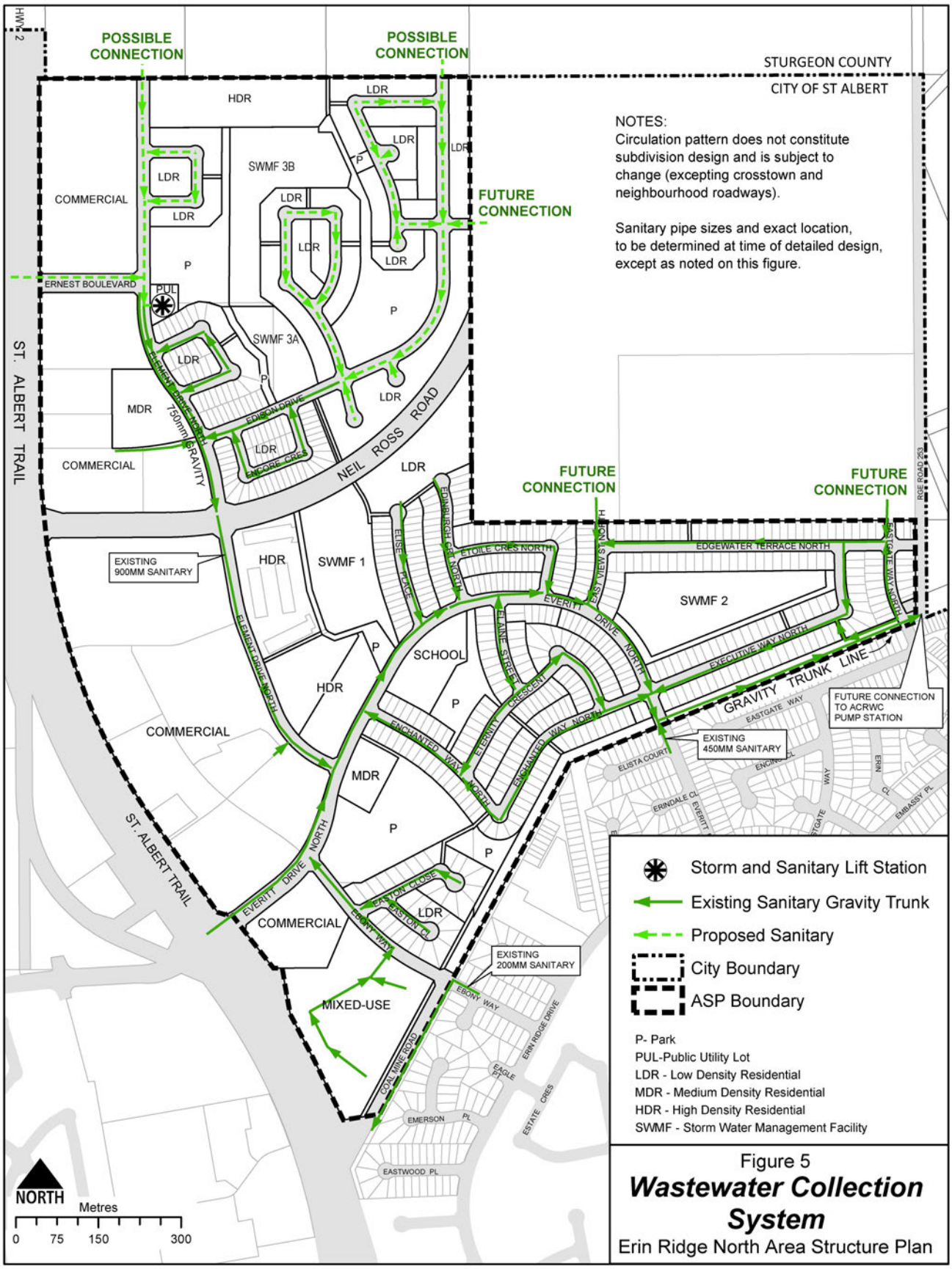
Transportation

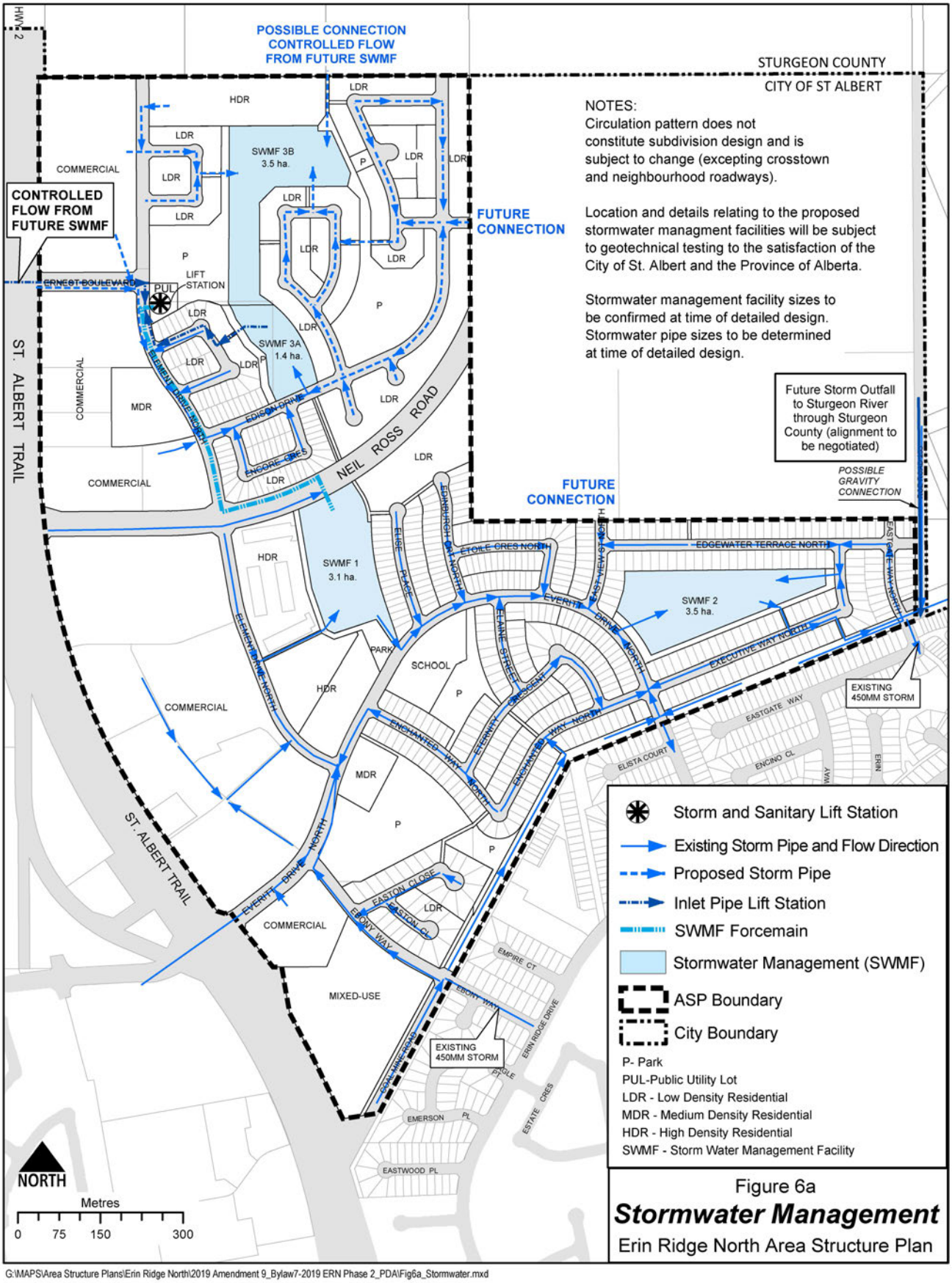
Erin Ridge North Area Structure Plan

G:\MAPS\Area Structure Plans\Erin Ridge North\2018 amd7 Amendment_Bylaw-2019 ERN ASP Phase 2_Lenore-Kim\Fig3_Transportation.mxd



G:\MAPS\Area Structure Plans\Erin Ridge North\2019 Amendment 9_Bylaw7-2019 ERN Phase 2_PDA\Fig4_WaterServicing.mxd


POSSIBLE CONNECTION
POSSIBLE CONNECTION
STURGEON COUNTY
CITY OF ST ALBERT
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways).
Sanitary pipe sizes and exact location, to be determined at time of detailed design, except as noted on this figure.
FUTURE CONNECTION
FUTURE CONNECTION
FUTURE CONNECTION
ST. ALBERT TRAIL
NEIL ROSS ROAD
ERNEST BOULEVARD
EDISON DRIVE
ELEMENT DRIVE NORTH
750mm GRAVITY
EXISTING 900MM SANITARY
ELISE PLACE
EDINBURGH GREEN NORTH
ETOILE CRES NORTH
EDGEWATER TERRACE NORTH
EASTGATE WAY NORTH
EAST VIEW ST NORTH
EVERITT DRIVE NORTH
ELAINE STREET
ENCHANTED WAY NORTH
ETERNITY CRESCENT
EXECUTIVE WAY NORTH
GRAVITY TRUNK LINE
FUTURE CONNECTION TO ACRWC PUMP STATION
EXISTING 450MM SANITARY
EXISTING 200MM SANITARY
EBONY WAY
EASTON CLOSE
CORE MINE ROAD
ERIN RIDGE DRIVE
EMERSON PL
EASTWOOD PL
ESTATE CRES
EAGLE CT
ELISTA COURT
ERINDALE CL
EMBASSY PL
RGE ROAD 263
HWY 2
SWMF 1
SWMF 2
SWMF 3A
SWMF 3B
SCHOOL
COMMERCIAL
MIXED-USE
HDR
MDR
LDR
P
PUL
Storm and Sanitary Lift Station
Existing Sanitary Gravity Trunk
Proposed Sanitary
City Boundary
ASP Boundary
P- Park
PUL-Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Storm Water Management Facility
NORTH
Metres
0 75 150 300
Figure 5
Wastewater Collection System
Erin Ridge North Area Structure Plan
G:\MAPS\Area Structure Plans\Erin Ridge North\2019 Amendment 9_Bylaw7-2019 ERN Phase 2_PDA\Fig5_Wastewater.mxd


POSSIBLE CONNECTION CONTROLLED FLOW FROM FUTURE SWMF
STURGEON COUNTY
CITY OF ST ALBERT
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways).
Location and details relating to the proposed stormwater managment facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
Stormwater management facility sizes to be confirmed at time of detailed design. Stormwater pipe sizes to be determined at time of detailed design.
CONTROLLED FLOW FROM FUTURE SWMF
FUTURE CONNECTION
FUTURE CONNECTION
Future Storm Outfall to Sturgeon River through Sturgeon County (alignment to be negotiated)
POSSIBLE GRAVITY CONNECTION
EXISTING 450MM STORM
EXISTING 450MM STORM
HWY 2
ST. ALBERT TRAIL
NEIL ROSS ROAD
SWMF 3B 3.5 ha.
SWMF 3A 1.4 ha.
SWMF 1 3.1 ha.
SWMF 2 3.5 ha.
LIFT STATION
PUL
SCHOOL
PARK
COMMERCIAL
MIXED-USE
HDR
MDR
LDR
P
ERNEST BOULEVARD
ELEMENTARY DRIVE NORTH
EDISON DRIVE
ENCORE CRES
ETOILE CRES NORTH
EDINBURGH DR NORTH
ELISE PLACE
EVERITT DRIVE NORTH
EAST VIEW STREET NORTH
EDGEWATER TERRACE NORTH
EAST GATE WAY NORTH
ELAINE STREET CRESCENT
ENCHANTED WAY NORTH
ETERNITY WAY NORTH
EXECUTIVE WAY NORTH
EASTGATE WAY
ELISTA COURT
ENCINO CL
EASTON CLOSE
EASTON CL
EBONY WAY
EMPIRE CT
ERIN RIDGE DRIVE
ERIN RIDGE ROAD
ESTATE CRES
EMERSON PL
EASTWOOD PL
Storm and Sanitary Lift Station
Existing Storm Pipe and Flow Direction
Proposed Storm Pipe
Inlet Pipe Lift Station
SWMF Forcemain
Stormwater Management (SWMF)
ASP Boundary
City Boundary
P- Park
PUL-Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Storm Water Management Facility
NORTH
Metres
0 75 150 300
Figure 6a
Stormwater Management
Erin Ridge North Area Structure Plan
G:\MAPS\Area Structure Plans\Erin Ridge North\2019 Amendment 9_Bylaw7-2019 ERN Phase 2_PDA\Fig6a_Stormwater.mxd

Erin Ridge
Area Structure Plan
Bylaw 8/96

As Amended February 24, 2014 – Bylaw 14/2014

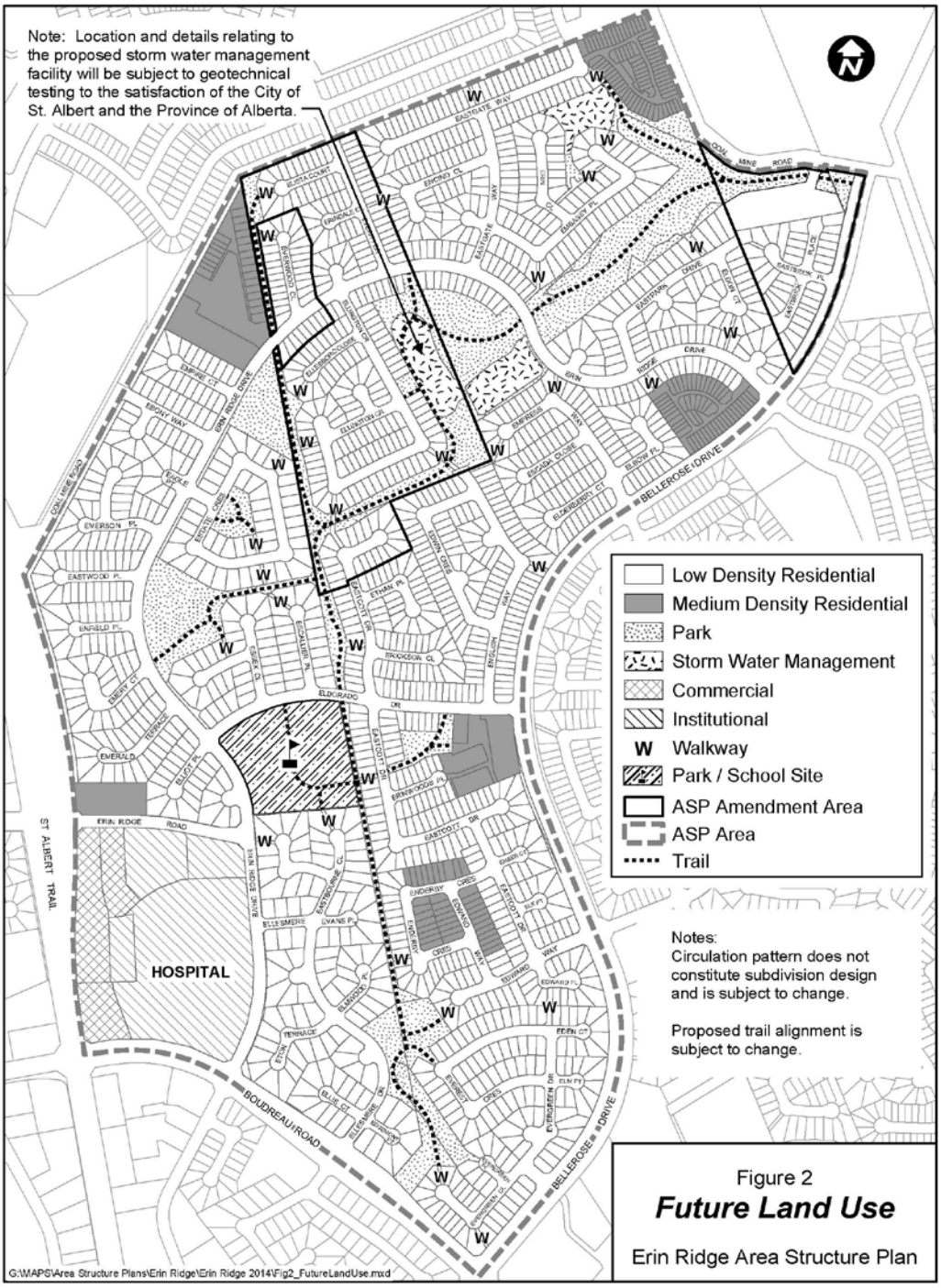


Figure 2
Future Land Use
Erin Ridge Area Structure Plan

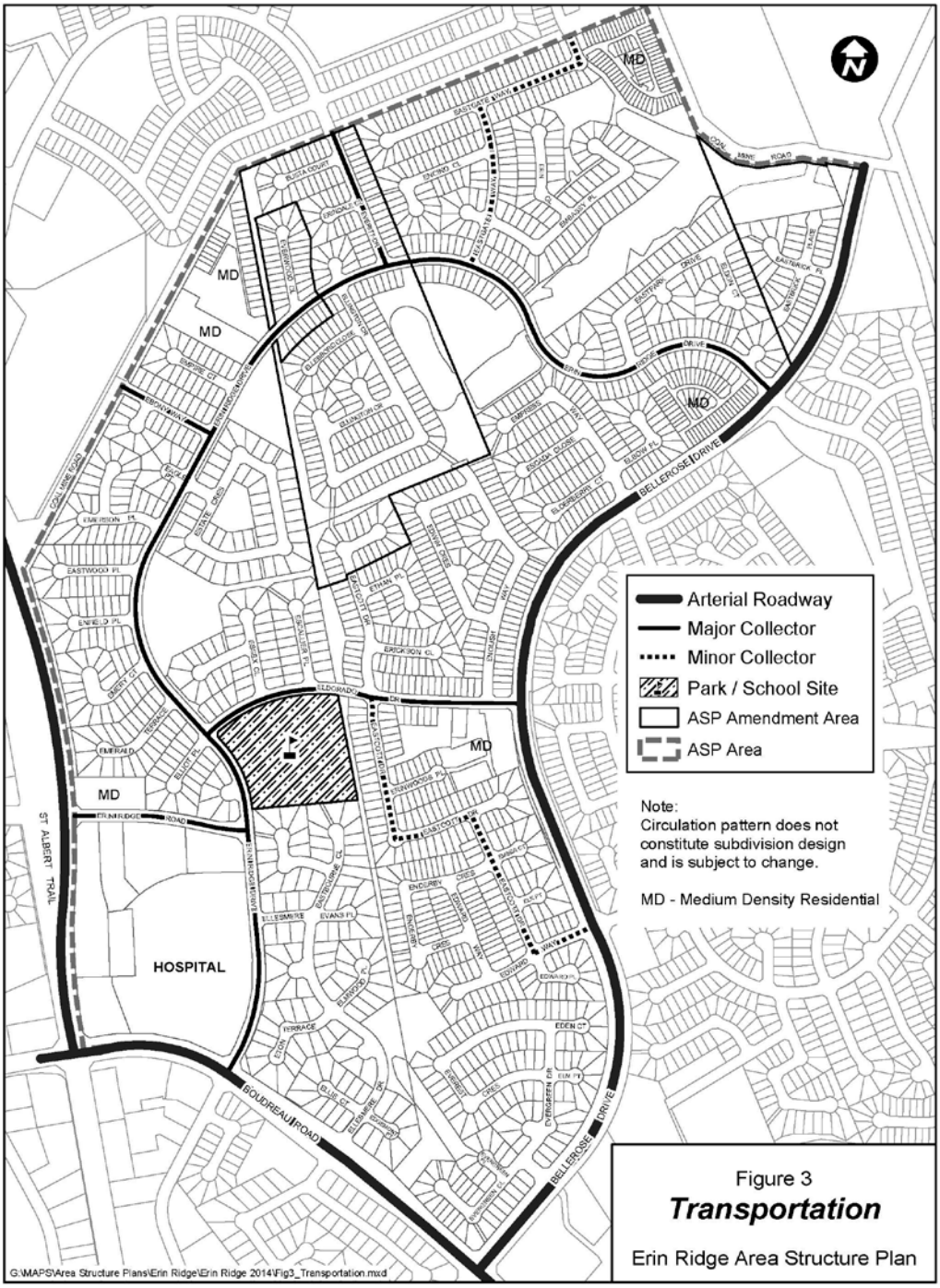


Figure 3
Transportation
Erin Ridge Area Structure Plan

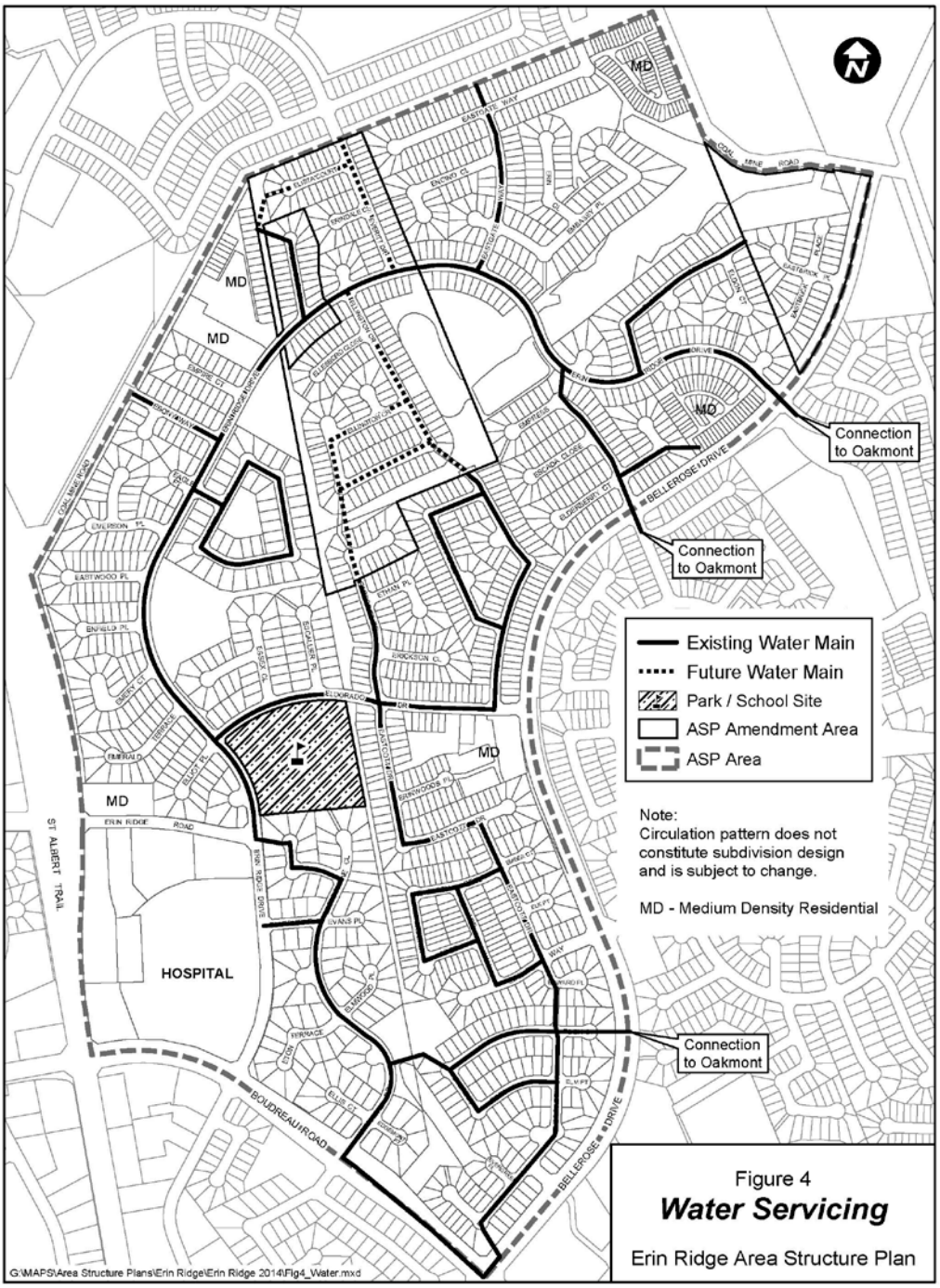
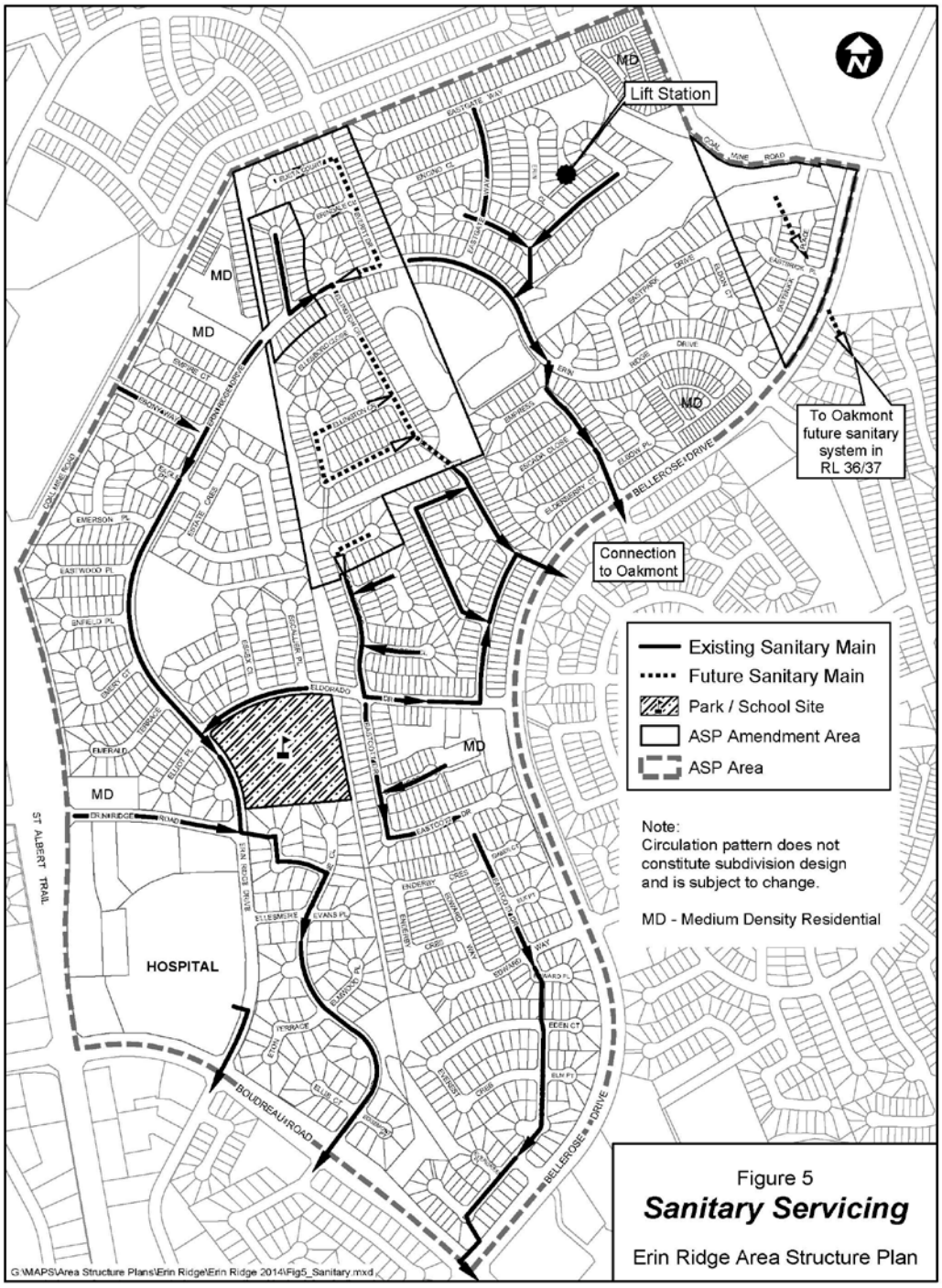


Figure 4
Water Servicing
Erin Ridge Area Structure Plan


Lift Station
To Oakmont future sanitary system in RL 36/37
Connection to Oakmont
MD
HOSPITAL
ST ALBERT TRAIL
BOUDREAU ROAD
BELLEROSE DRIVE
ERIN RIDGE ROAD
EASTOVER DR
ELDORADO DR
COLLIMORE BOULEVARD
Existing Sanitary Main
Future Sanitary Main
Park / School Site
ASP Amendment Area
ASP Area
Note:
Circulation pattern does not constitute subdivision design and is subject to change.
MD - Medium Density Residential
Figure 5
Sanitary Servicing
Erin Ridge Area Structure Plan
G:\MAPS\Area Structure Plans\Erin Ridge\Erin Ridge 2014\Fig5_Sanitary.mxd

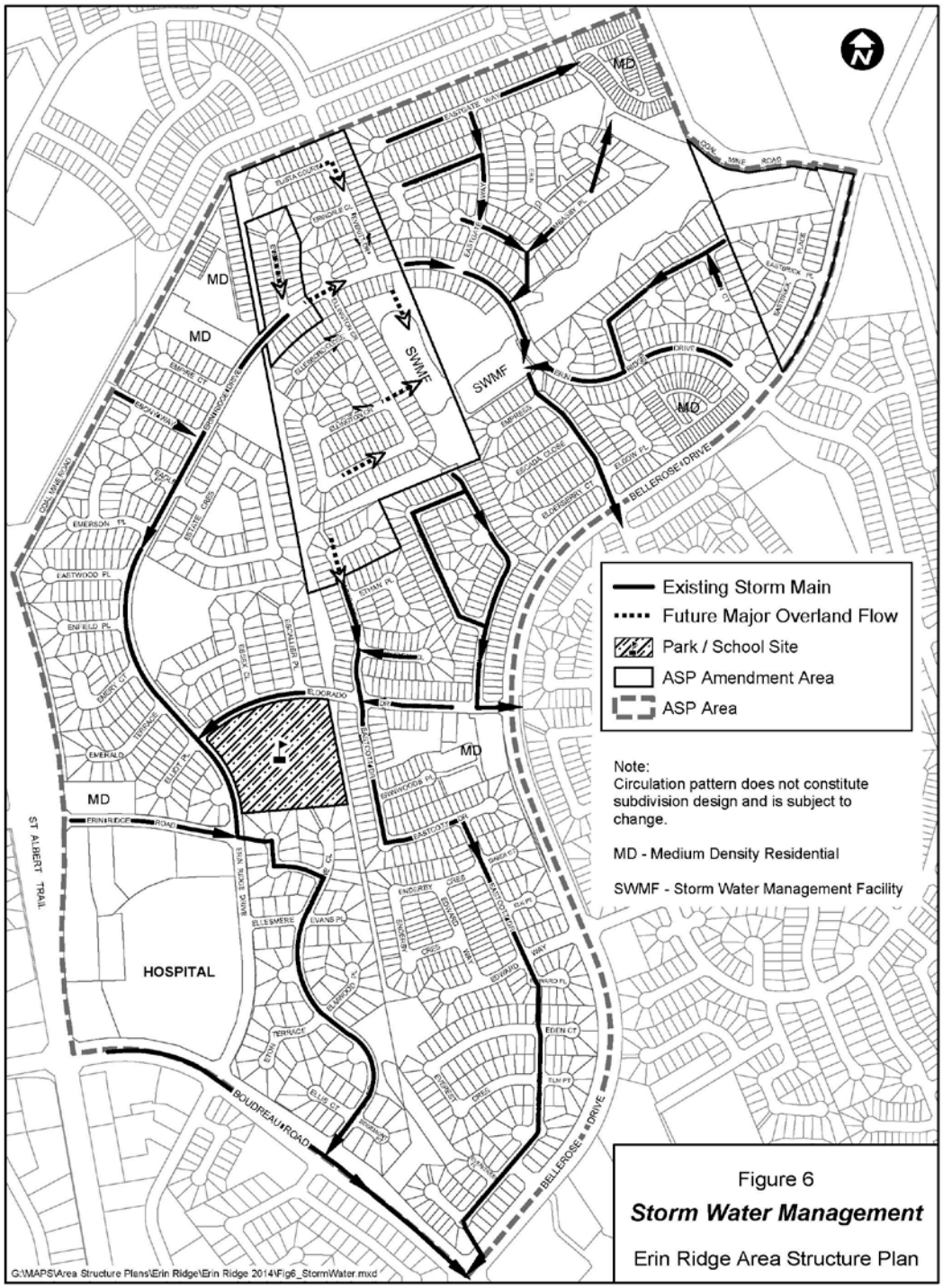


Figure 6

Storm Water Management

Erin Ridge Area Structure Plan

Oakmont

Area Structure Plan

Bylaw 12/97

Consolidated by Bylaw 25/2013
(Approved August 26, 2013)

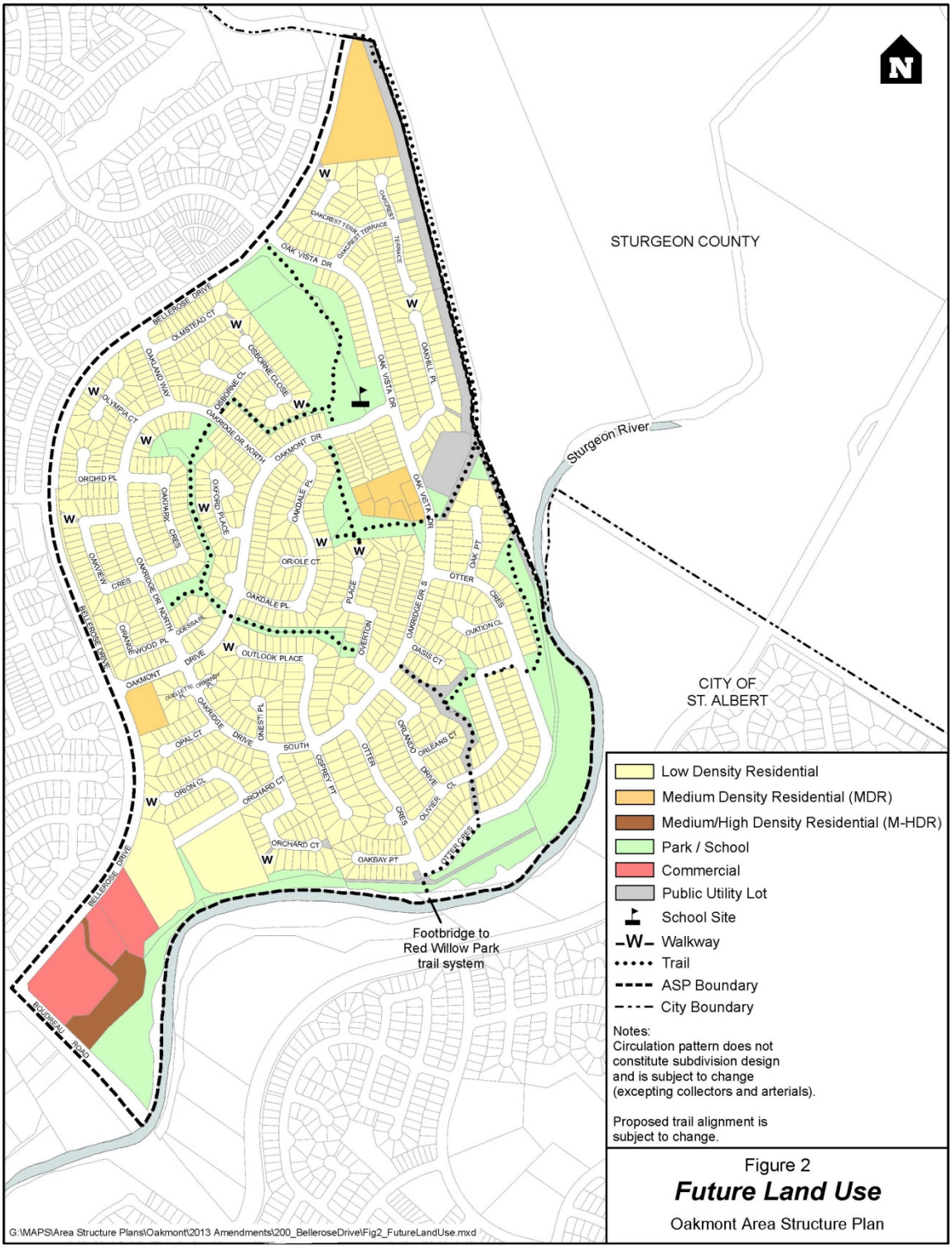
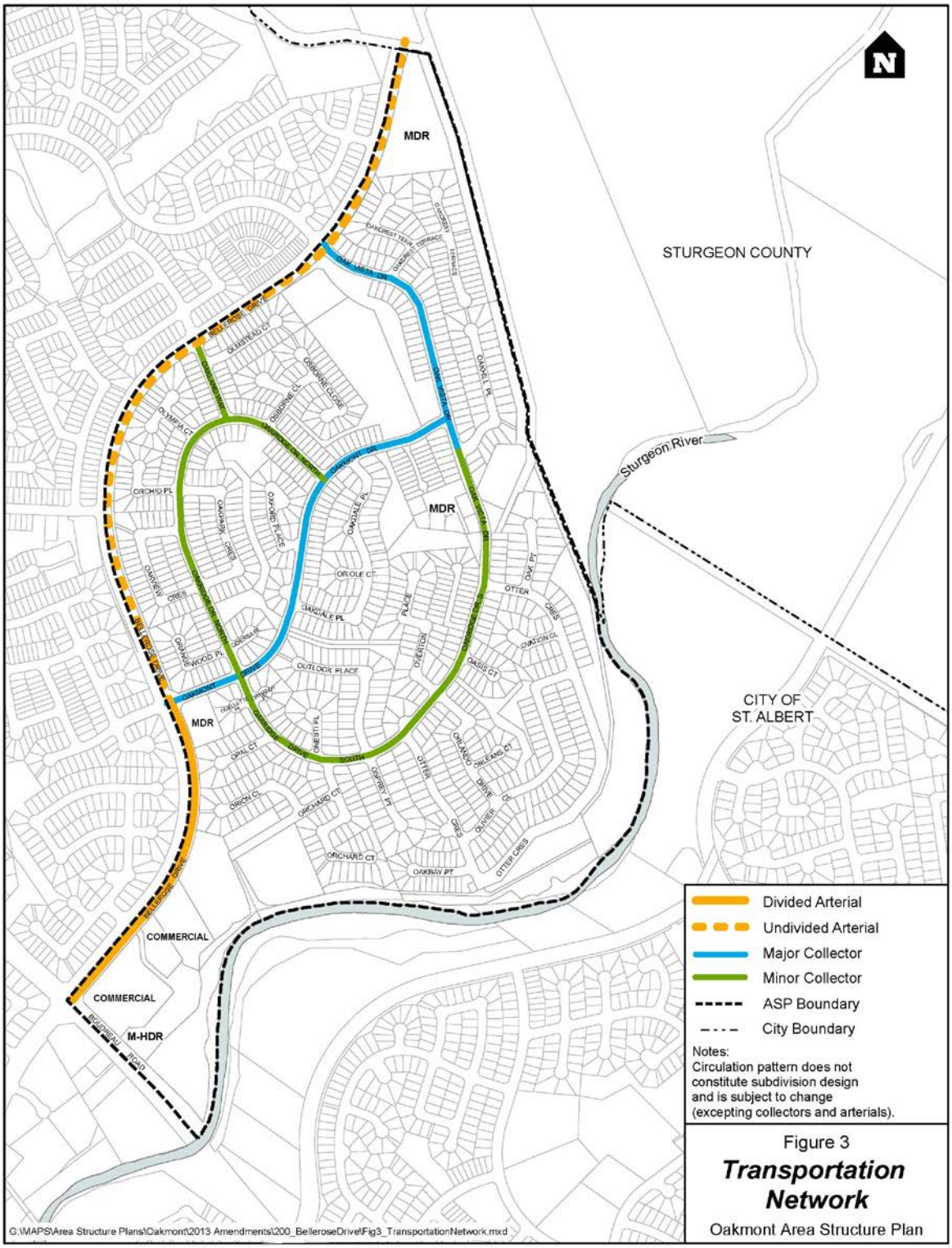
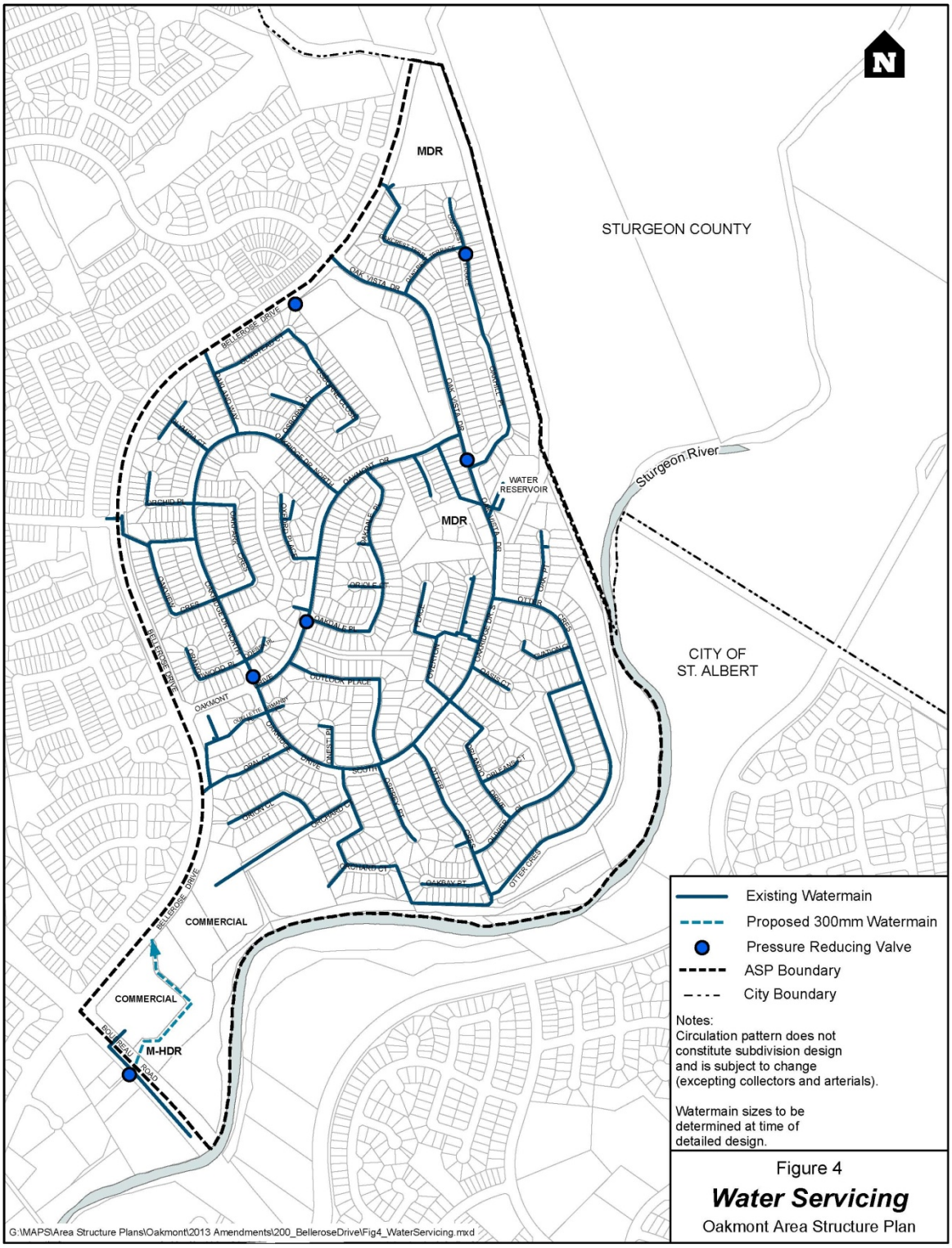


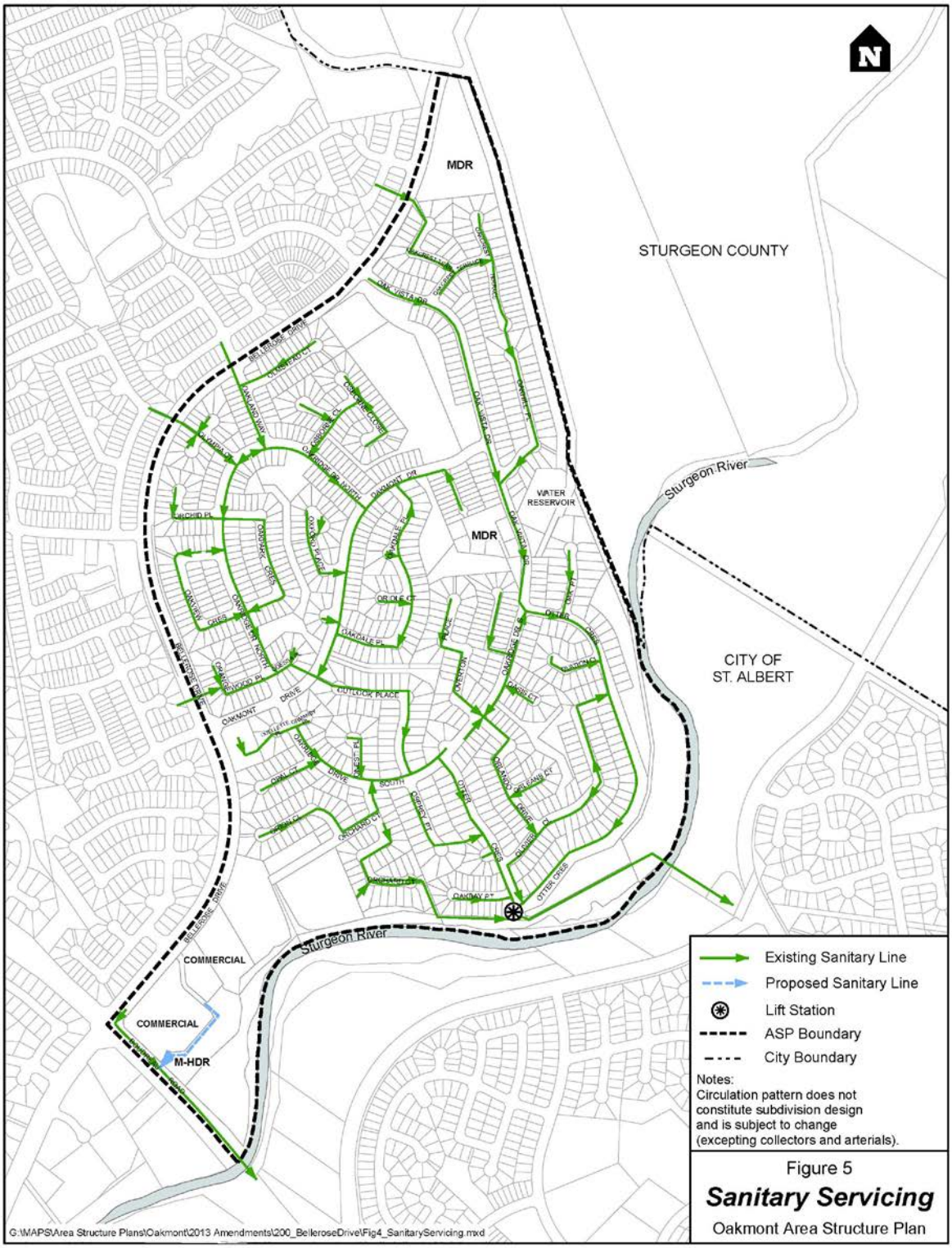
Figure 2

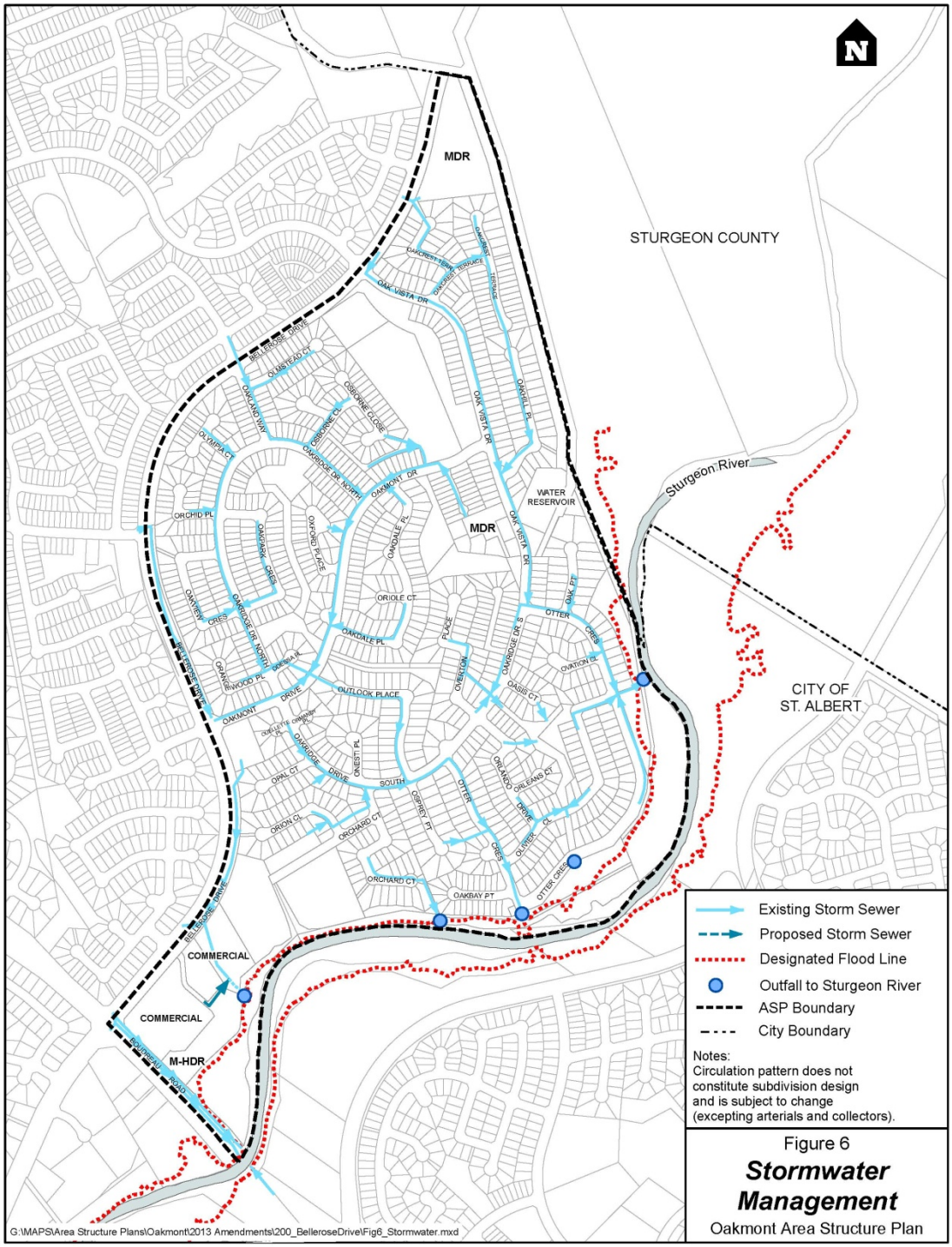
Future Land Use

Oakmont Area Structure Plan


MDR
STURGEON COUNTY
Sturgeon River
MDR
MDR
CITY OF
ST. ALBERT
COMMERCIAL
COMMERCIAL
M-HDR
Divided Arterial
Undivided Arterial
Major Collector
Minor Collector
ASP Boundary
City Boundary
Notes:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Figure 3
Transportation Network
Oakmont Area Structure Plan
G:\MAPS\Area Structure Plans\Oakmont\2013 Amendments\200_BelleroseDrive\Fig3_TransportationNetwork.mxd


MDR
STURGEON COUNTY
Sturgeon River
WATER RESERVOIR
MDR
CITY OF ST. ALBERT
COMMERCIAL
COMMERCIAL
M-HDR
BELLEROSE DRIVE
OAKMONT
OUTLOOK PLACE
Existing Watermain
Proposed 300mm Watermain
Pressure Reducing Valve
ASP Boundary
City Boundary
Notes:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Watermain sizes to be determined at time of detailed design.
Figure 4
Water Servicing
Oakmont Area Structure Plan
G:\MAPS\Area Structure Plans\Oakmont\2013 Amendments\200_BelleroseDrive\Fig4_WaterServicing.mxd


N
MDR
STURGEON COUNTY
Sturgeon River
WATER RESERVOIR
MDR
CITY OF ST. ALBERT
Sturgeon River
COMMERCIAL
COMMERCIAL
M-HDR
Existing Sanitary Line
Proposed Sanitary Line
Lift Station
ASP Boundary
City Boundary
Notes:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Figure 5
Sanitary Servicing
Oakmont Area Structure Plan
G:\MAPS\Area Structure Plans\Oakmont\2013 Amendments\200_BelleroseDrive\Fig4_SanitaryServicing.mxd


N
MDR
STURGEON COUNTY
Sturgeon River
WATER RESERVOIR
MDR
CITY OF ST. ALBERT
COMMERCIAL
COMMERCIAL
M-HDR
Existing Storm Sewer
Proposed Storm Sewer
Designated Flood Line
Outfall to Sturgeon River
ASP Boundary
City Boundary
Notes:
Circulation pattern does not constitute subdivision design and is subject to change (excepting arterials and collectors).
Figure 6
Stormwater Management
Oakmont Area Structure Plan
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Pineview II/Kingswood Area Structure Plan

Bylaw 15/96

As Amended July 16, 2002
(Bylaw 31/2002)

THE CITY OF St. Albert

(BL 31/2002)

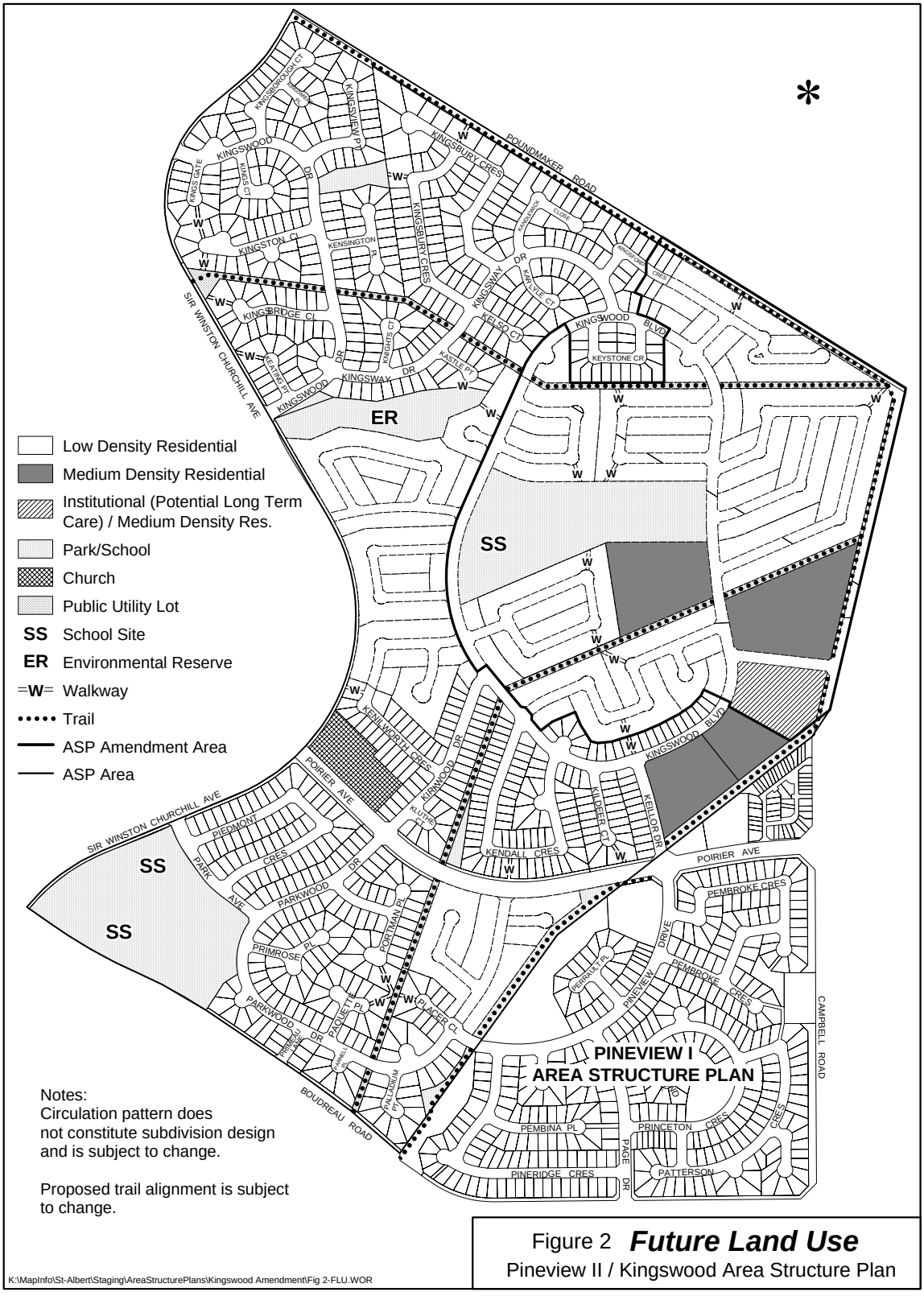


Figure 2 ***Future Land Use***
Pineview II / Kingswood Area Structure Plan

(BL 31/2002)

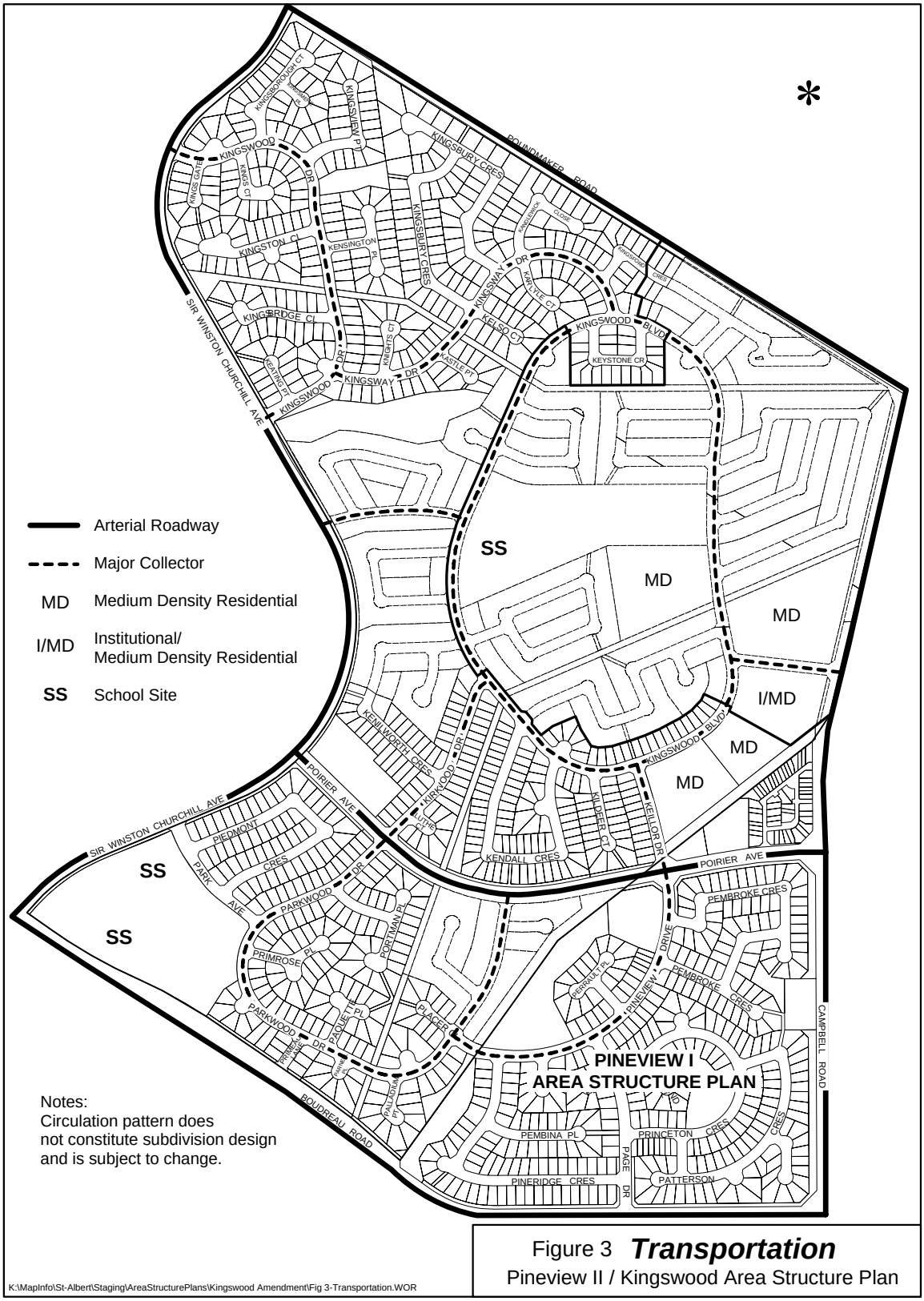


Figure 3 ***Transportation***
Pineview II / Kingswood Area Structure Plan

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Campbell Business Park North Area Structure Plan

Bylaw 9/2003

March 3, 2003

THE CITY OF St. Albert

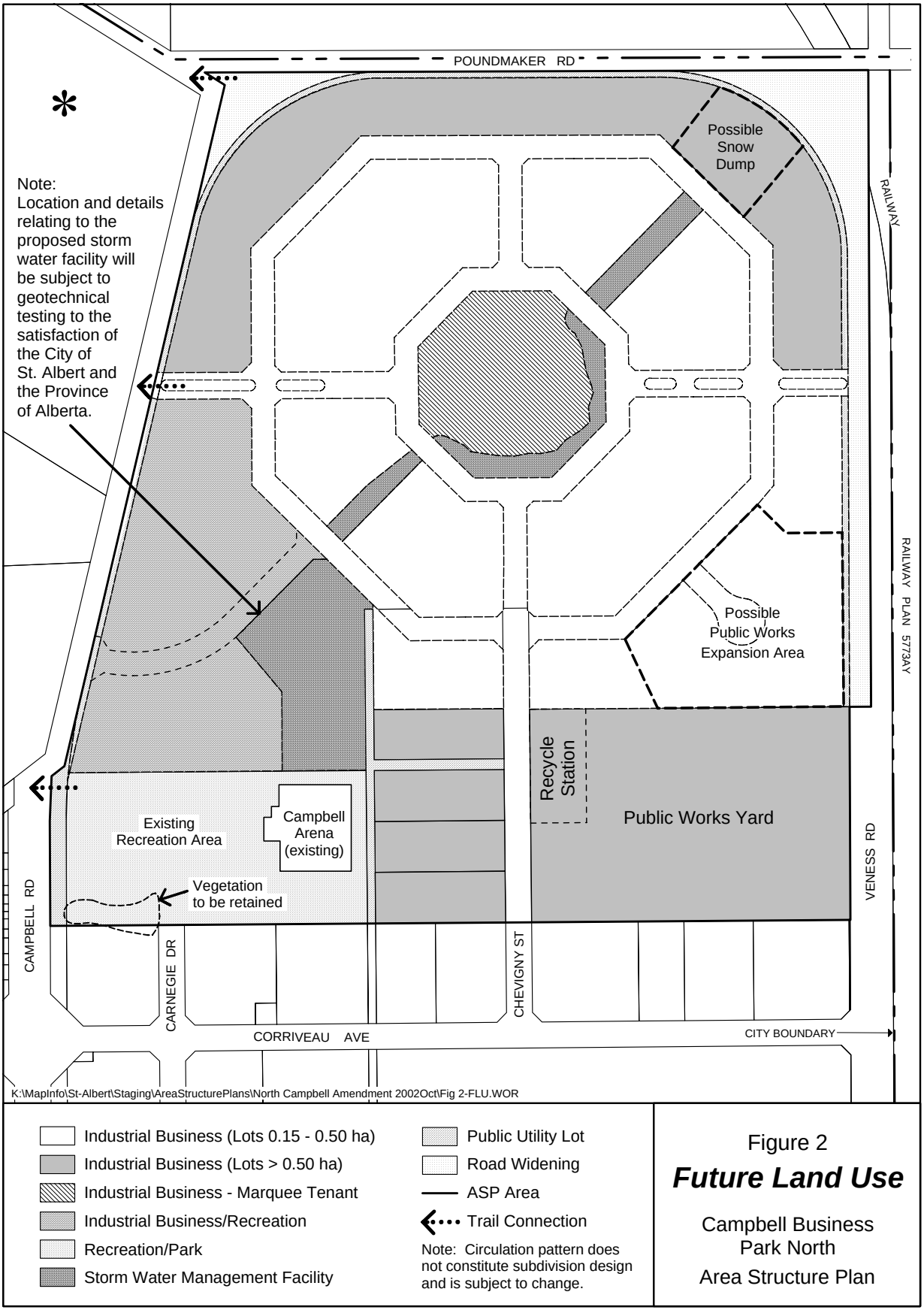


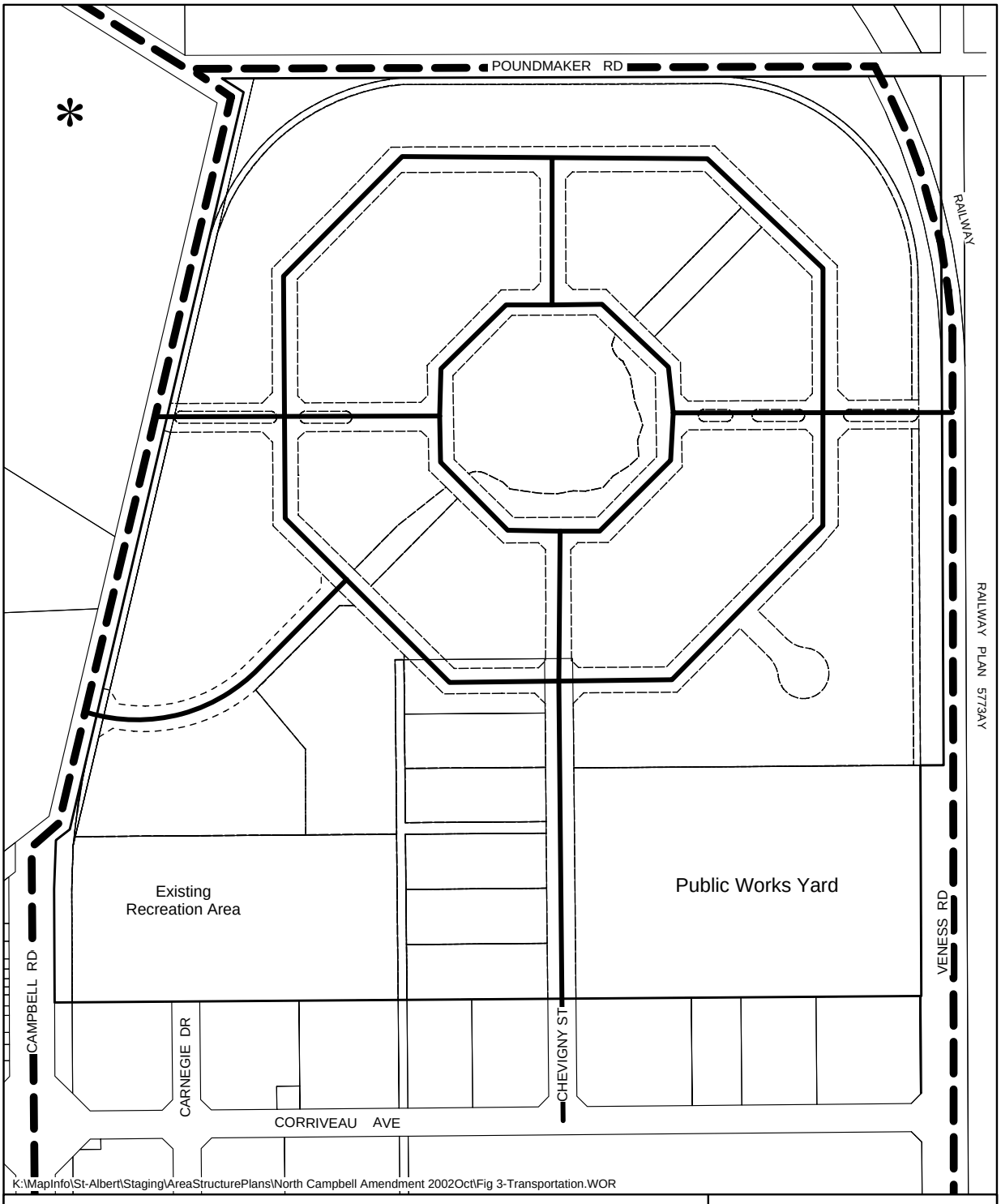
Figure 2

Future Land Use

Campbell Business Park North

Area Structure Plan

Page 7 of Schedule "A"
BYLAW 9/2003



Arterial Road
Industrial Collector
ASP Area

Note:
Circulation pattern does not constitute subdivision design and is subject to change.

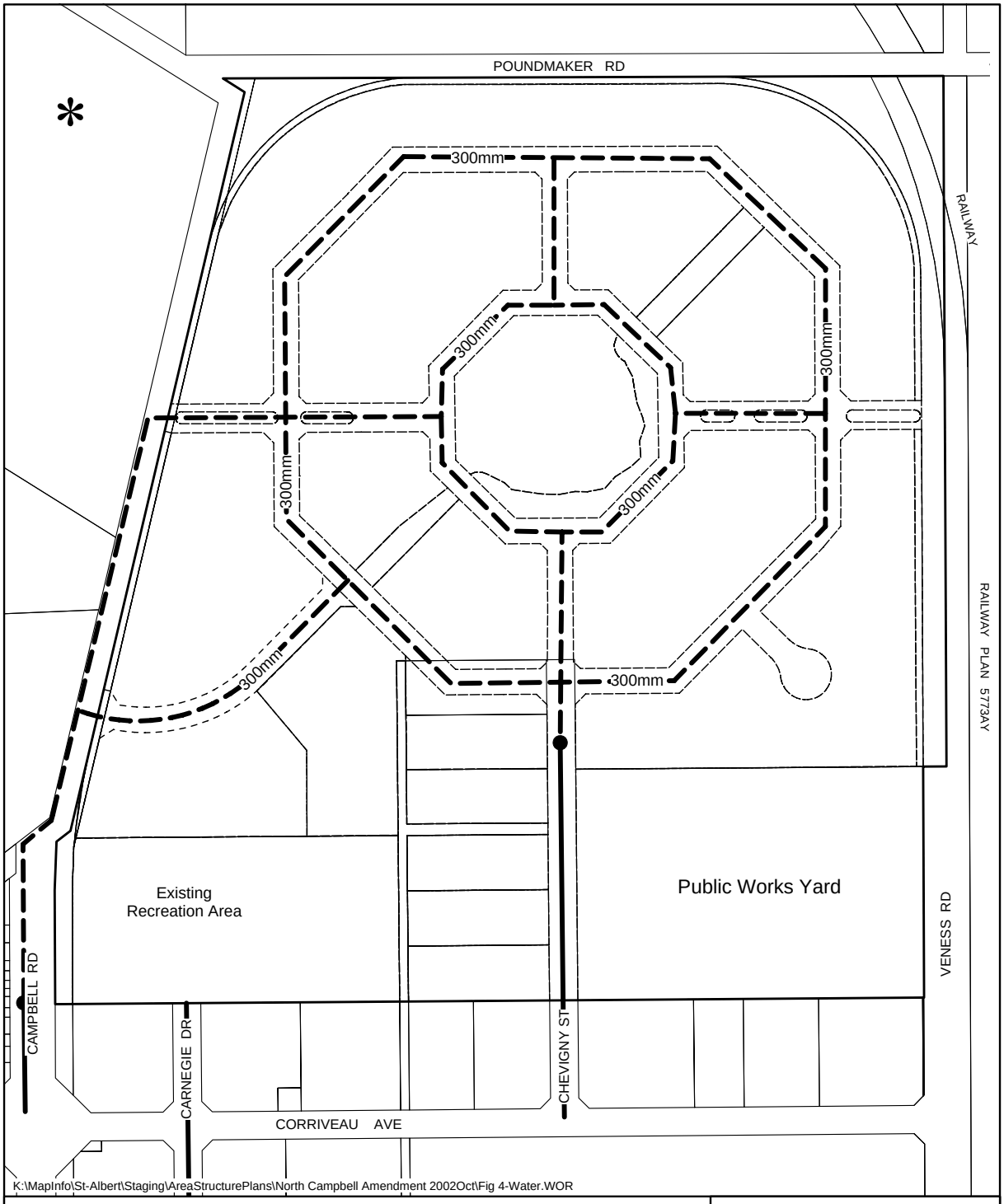
Figure 3

Transportation

Campbell Business Park North

Area Structure Plan

Page 8 of Schedule "A"
BYLAW 9/2003



Existing Water Servicing

Proposed Water Servicing

ASP Area

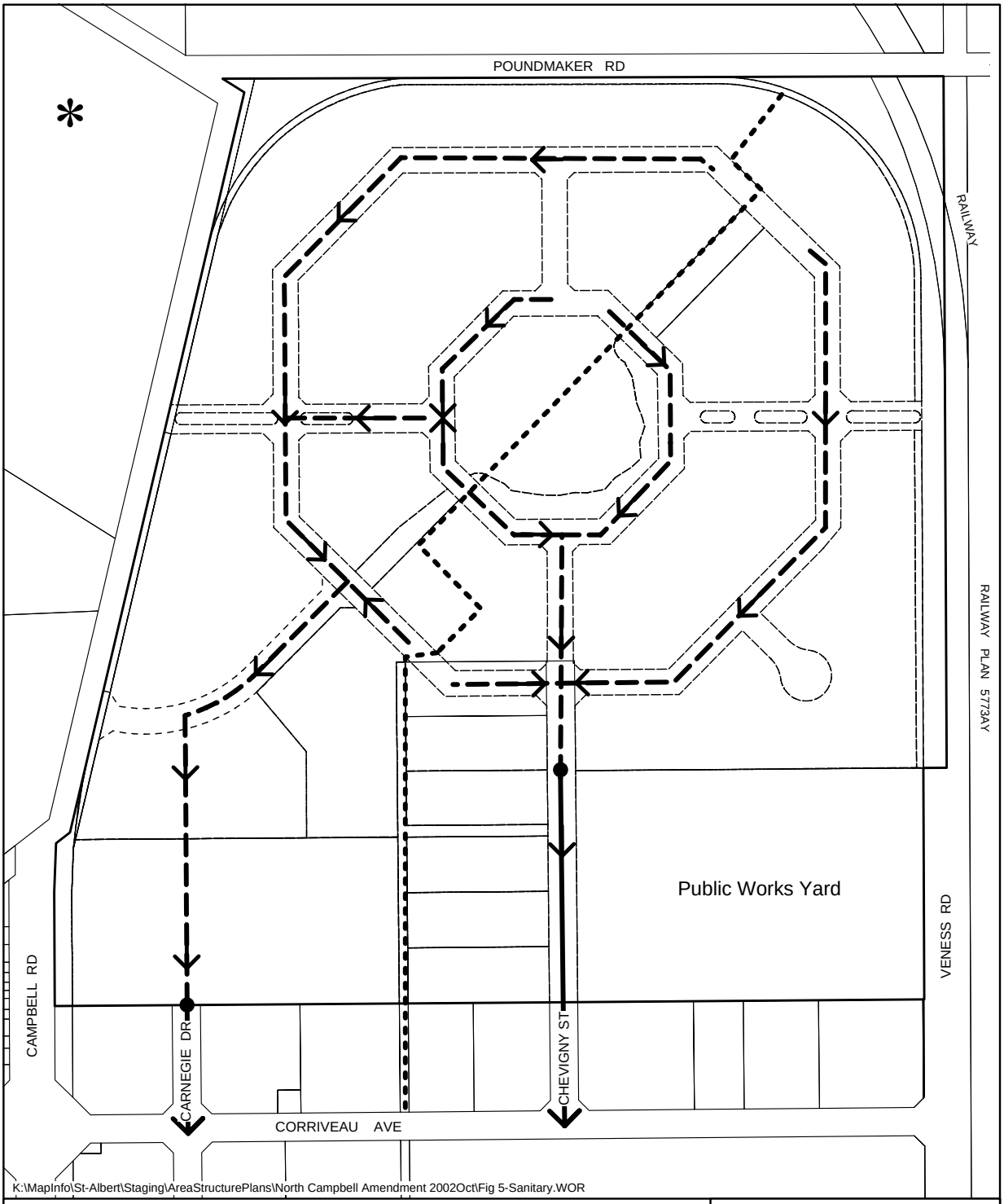
Note:
Circulation pattern does not constitute subdivision design and is subject to change.

Figure 4

Water Servicing

Campbell Business Park North

Area Structure Plan

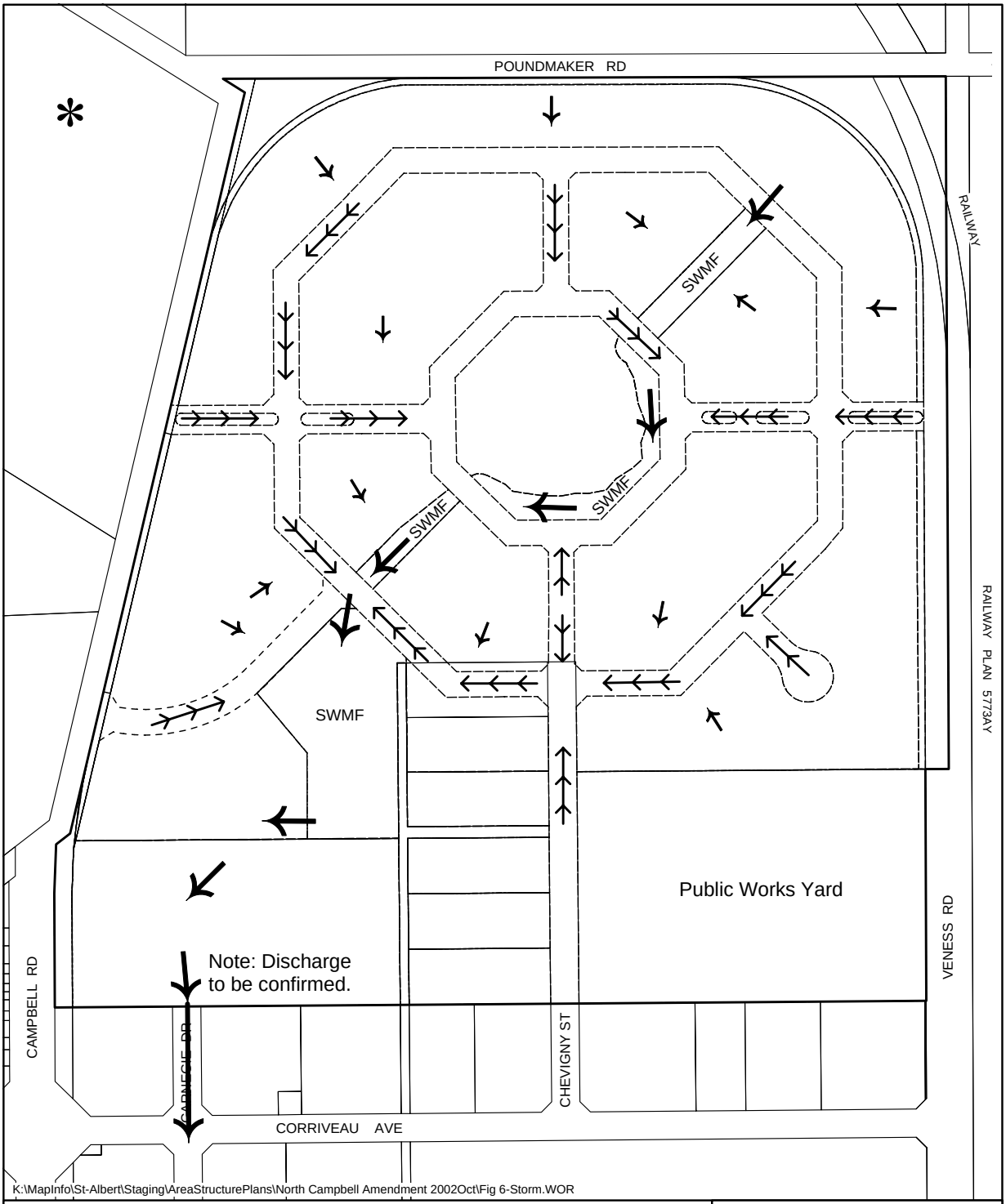


Existing 300mm Sanitary Servicing
Proposed 200mm Sanitary Servicing
Direction of Flow
Basin Boundary
ASP Area

Notes:
All sewer mains to be 200mm unless noted otherwise.

Circulation pattern does not constitute subdivision design and is subject to change.

Figure 5
Sanitary Servicing
Campbell Business Park North
Area Structure Plan



Existing Storm Sewer

Discharge Direction

Direction of Service Flow

SWMF Storm Water Management Facility

ASP Area

Note:
Circulation pattern does not constitute subdivision design and is subject to change.

Figure 6

Stormwater Management

Campbell Business Park North Area Structure Plan

Page 11 of Schedule "A"
BYLAW 9/2003

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