Deer Ridge
Area Structure Plan

Bylaw 6/80

As Amended April 15, 1996
(Bylaw 3/96)

THE CITY OF St. Albert

DEER RIDGE AREA STRUCTURE PLAN

AMENDMENT NUMBER	BYLAW NUMBER	1ST READING		2ND READING		3RD READING	
	6/80	Feb 11	C98	Mar 3	C163	Jun 16	C503
1	19/83	May 2	C304	May 16	C378	May 16	C379
2	41/83	Dec 19	C788	Jan 9/84	C16	Jan 9/84	C17
3	31/88	Oct 3	C507	Oct 17	C534	Oct 17	C535
4	7/90	Feb 20	C101	Mar 5	C124	Apr 17	C244
5	3/96	Mar 18	C44	Apr 15	C76	Apr 15	C77
6							
7							
8							
9							
10							

CITY OF ST. ALBERT

BYLAW NO. 3/96

Being Amendment No. 5 to the Deer Ridge Area Structure Plan.

WHEREAS Council on June 16, 1980, passed Bylaw No. 6/80 to adopt the Deer Ridge Area Structure Plan; and

WHEREAS Council deems it desirable to amend the Deer Ridge Area Structure Plan to complete development of the final phases of Deer Ridge neighbourhood;

NOW THEREFORE the Municipal Council of the City of St. Albert, pursuant to the provisions of the Municipal Government Act, S.A. 1994, c. M-26.1, as amended, hereby ENACTS AS FOLLOWS:

1. That Bylaw No. 6/80, being the Deer Ridge Area Structure Plan, be amended by adding as an addendum the Deer Ridge Area Structure Plan Amendment, attached hereto as Schedule "B" to this Bylaw.

READ a first time this 18th day of March, A.D., 1996.

READ a second time this 15th day of April, A.D., 1996.

READ a third and final time this 15th day of April, A.D., 1996.

MAYOR

CITY CLERK

CERTIFIED A TRUE COPY

CITY CLERK

SCHEDULE "B"
TO BYLAW NO. 6/80

DEER RIDGE PARK - AREA STRUCTURE PLAN AMENDMENT

CHAPTER 1 - INTRODUCTION

1.1 Purpose

The Amendment completes the neighbourhood (Figure 1) and provides it with a defined western boundary. It also addresses planning and servicing issues to allow development of the final phases according to St. Albert's current guidelines and standards. It is based on a Technical Report which may be used to aid in the implementation of this bylaw.

1.2 Policy Context

The Amendment contained in this bylaw is in conformance with the General Municipal Plan, Bylaw No. 16/92, as amended. It also incorporates the requirements of the Land Use Bylaw, Bylaw No. 18/94, as amended, but will require the inclusion by amendment of Hogan Road in Schedule B to that bylaw. Bylaw No. 6/80, as amended, being the existing Area Structure Plan, is amended in terms of the extent of municipal reserve land shown on the plan.

CHAPTER 2 - LAND USE

2.1 Residential Land Use

Residential development in the Amendment area is entirely single family development. Within the constraints of the General Plan and Land Use Bylaw, limited numbers of reduced frontage lots may be produced, as shown in the Technical Report. The future land use pattern, as shown on Figure 2, will be adhered to except for detailed site design considerations at the time of subdivision planning, which may affect details of the circulation system.

2.2 Population Density

The developable area within the Amendment area may provide a population of 1100 people. Total population of the neighbourhood may grow to approximately 6500 people on a gross developable area of 188.4 ha for a neighbourhood population density of 35, as compared to the maximum of 37 pursuant to the General Municipal Plan.

2.3 Commercial Land Use

No new commercial land use is provided for the Amendment area.

2.4 Park and School Land

Dedication of municipal reserve land is not required within the Amendment area due to provincial legislation and dedications previously made in the neighbourhood. Voluntary dedications of additional small park sites by the developer for the purpose of attractive neighbourhood design may be considered by the City at the subdivision stage.

CHAPTER 3 - TRANSPORTATION

3.1 Roadways

Figure 2 shows a projected future roadway network for the Amendment area. This pattern is approximate and subject to modification pending detailed survey and subdivision.

3.2 No direct access will be provided to Villeneuve Road from the Amendment area.

3.3 Hogan Road will be re-aligned as shown on Figure 2, the Future Land Use Plan, and the precise locations of the four access points will be determined within the framework of subdivision design and established municipal engineering specifications, as will all roadway designs within the Amendment area.

3.4 Only one access from the Amendment area will be allowed onto Giroux Road.

3.5 The roadways in the Amendment area will be designed in a manner which will accommodate any required extensions to the City's transit system.

3.6 Long cul-de-sacs and crescents will be provided with walkway connections in strategic locations to provide linkages with adjacent streets, parks or transit stops.

3.7 Residential development shall be set back from the arterial (boundary) roads around the Amendment area to the extent that landscaping, berming or structural barriers may be inserted as noise attenuation measures. Design standards shall be in accordance with established municipal specifications.

CHAPTER 4 - ENGINEERING SERVICES

4.1 Water Supply (Figure 3)

Water will be supplied to the Amendment area by the extension of the existing 200 and 300 mm lines connecting with this area, creating a loop system, as required by the City's established engineering standards.

4.2 Sanitary Sewer (Figure 4)

The northern part of the Amendment area will be serviced via Basin 2 but can only be developed if the developer provides acceptable evidence to the City that adequate capacity exists. A lift station will link this area with Basin 2.

4.3 Storm Water Drainage (Figure 5)

The Amendment area will be drained via Basin 3 toward the South, via trunks along Hogan Road, Giroux Road and McKenney Avenue, followed by surface drainage toward the river. During the time of development, temporary surface drainage may be allowed at the discretion of the City while permanent trunks have not been constructed. Timing of final trunk line construction will be at the discretion of the City.

4.4 Easements

All services will be provided with the necessary easements as indicated by the City, including any temporary surface drainage for stormwater.

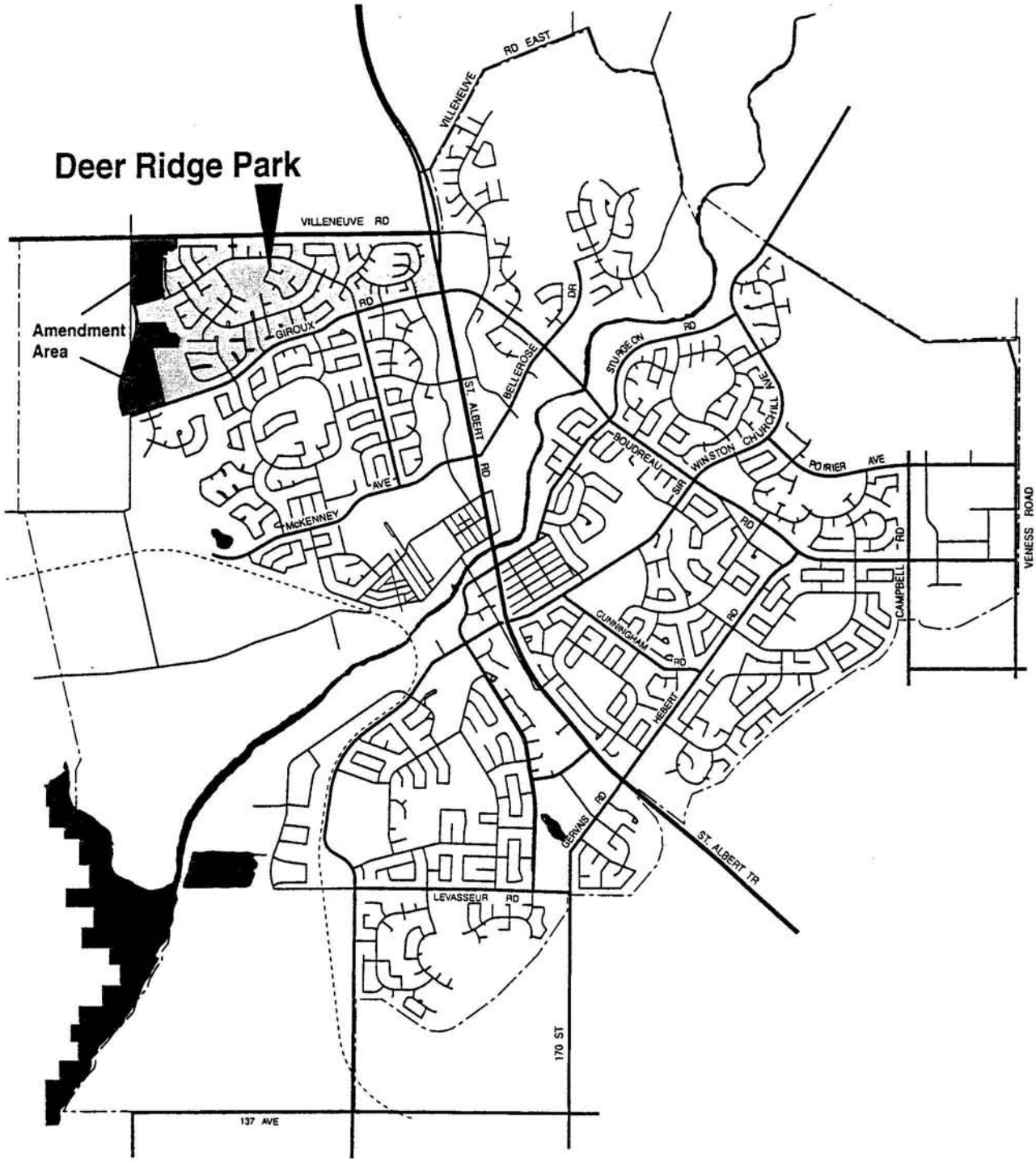
4.5 Other Utilities

All other utilities will be designed and provided with the necessary easements at the time of subdivision design to the satisfaction of both the City and the servicing companies.

CHAPTER 5 - DEVELOPMENT STAGING

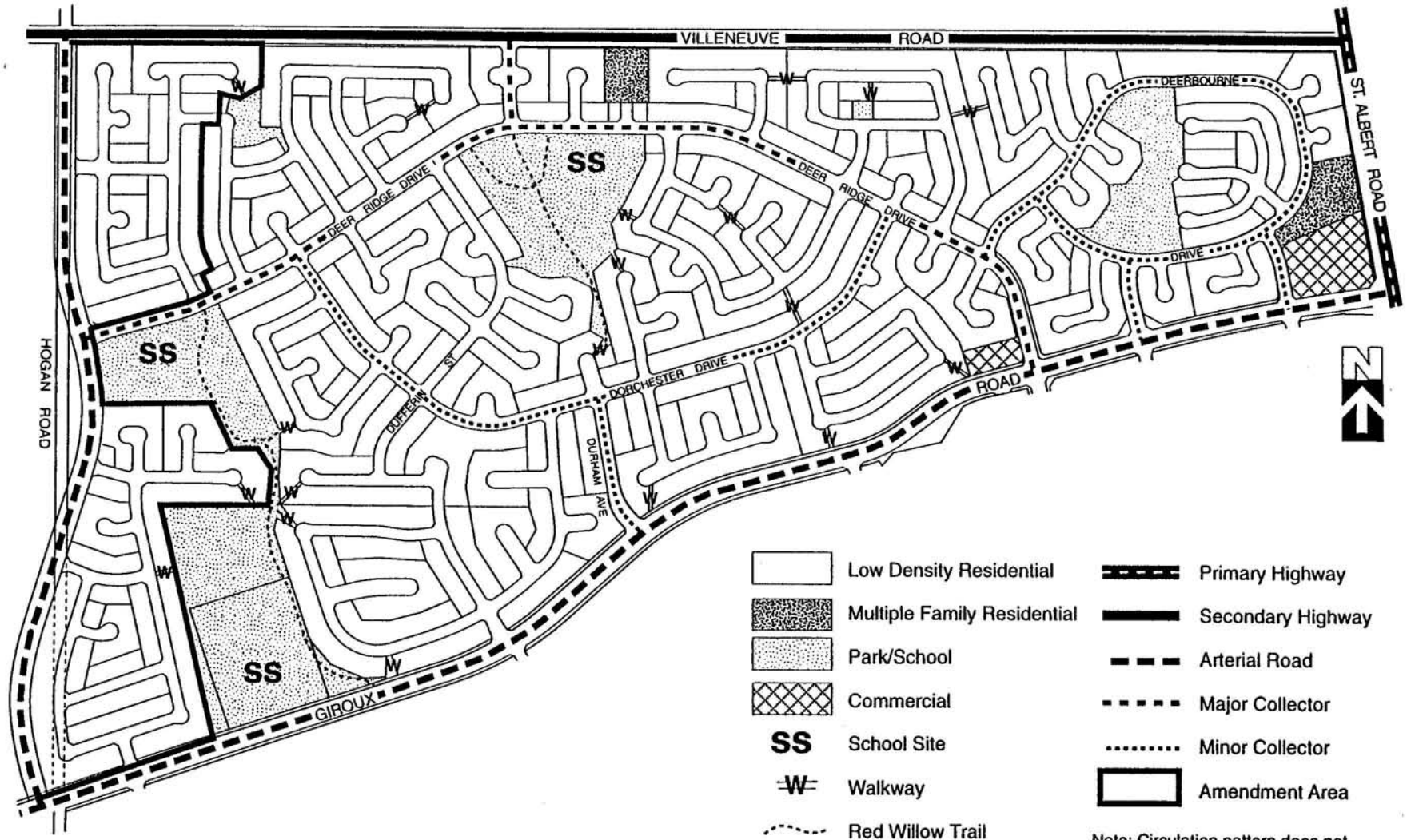
5.1 Staging Order (Figure 6)

The staging order approved in this BYLAW is contingent on the construction sequencing of utility services. Staging may vary according to market conditions and as approved by the City.



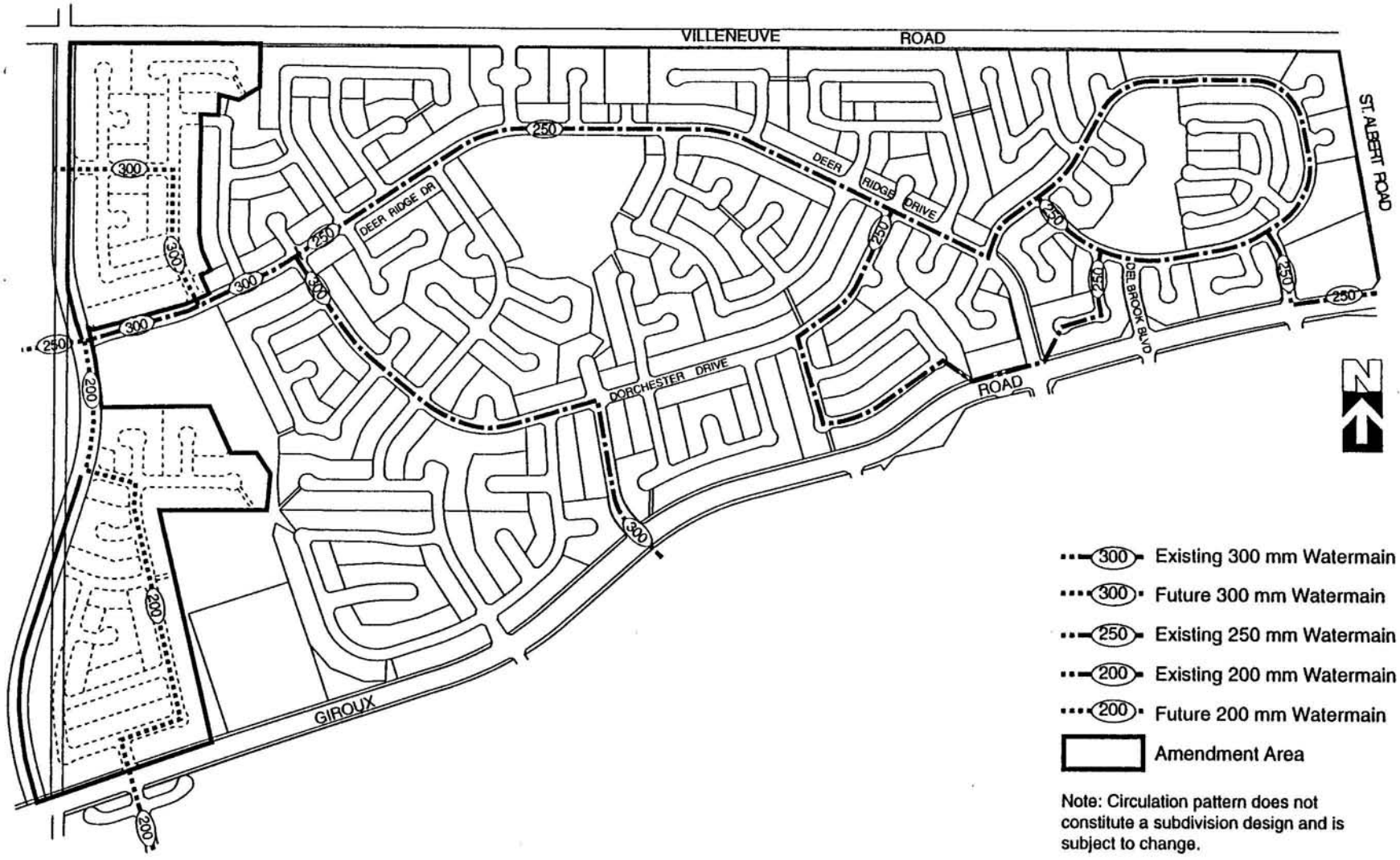
Deer Ridge Park
Area Structure Plan
Amendment

Location Map
figure 1



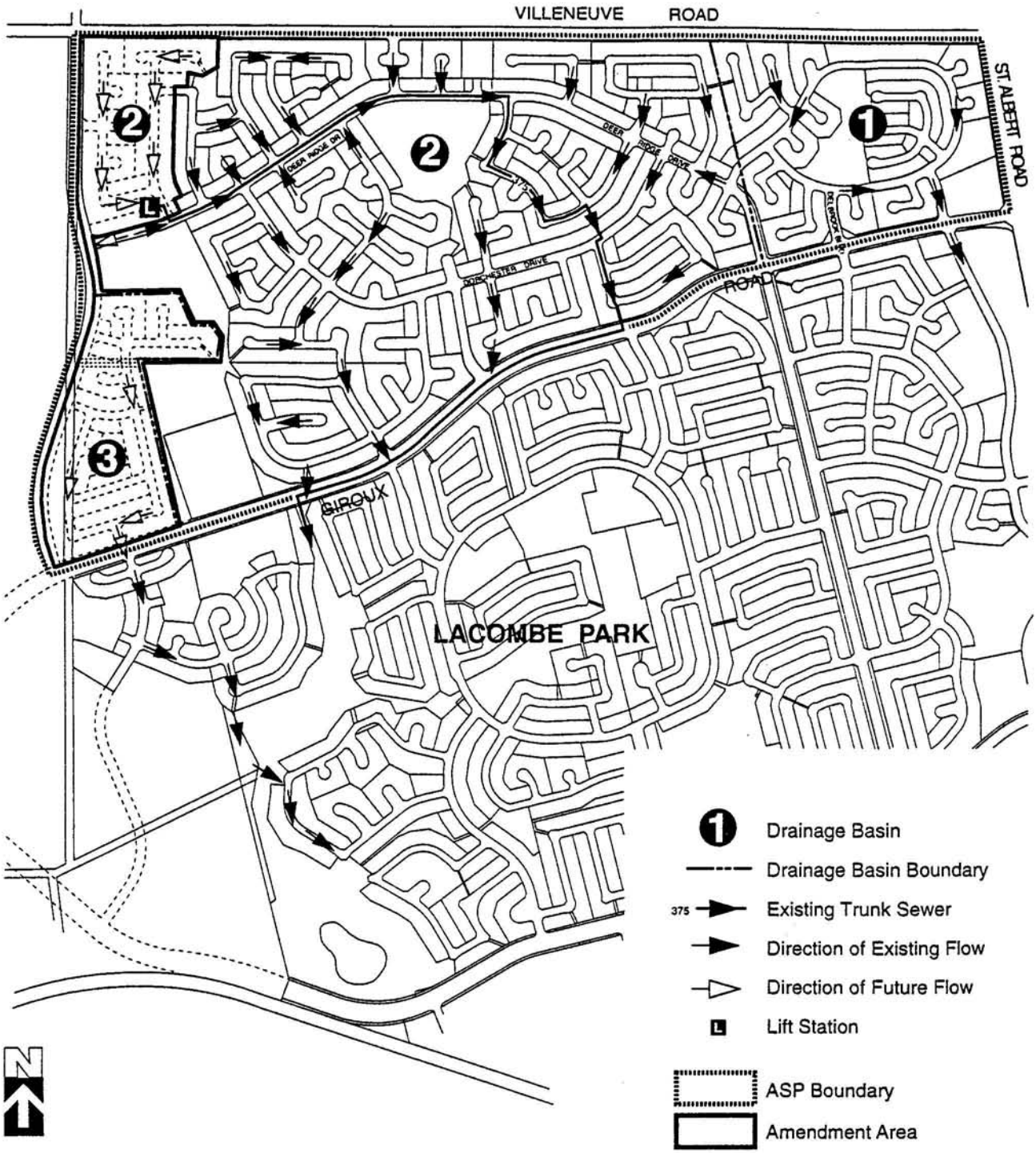
Deer Ridge Park
Area Structure Plan
Amendment

Future Land Use
figure 2



Deer Ridge Park
Area Structure Plan
Amendment

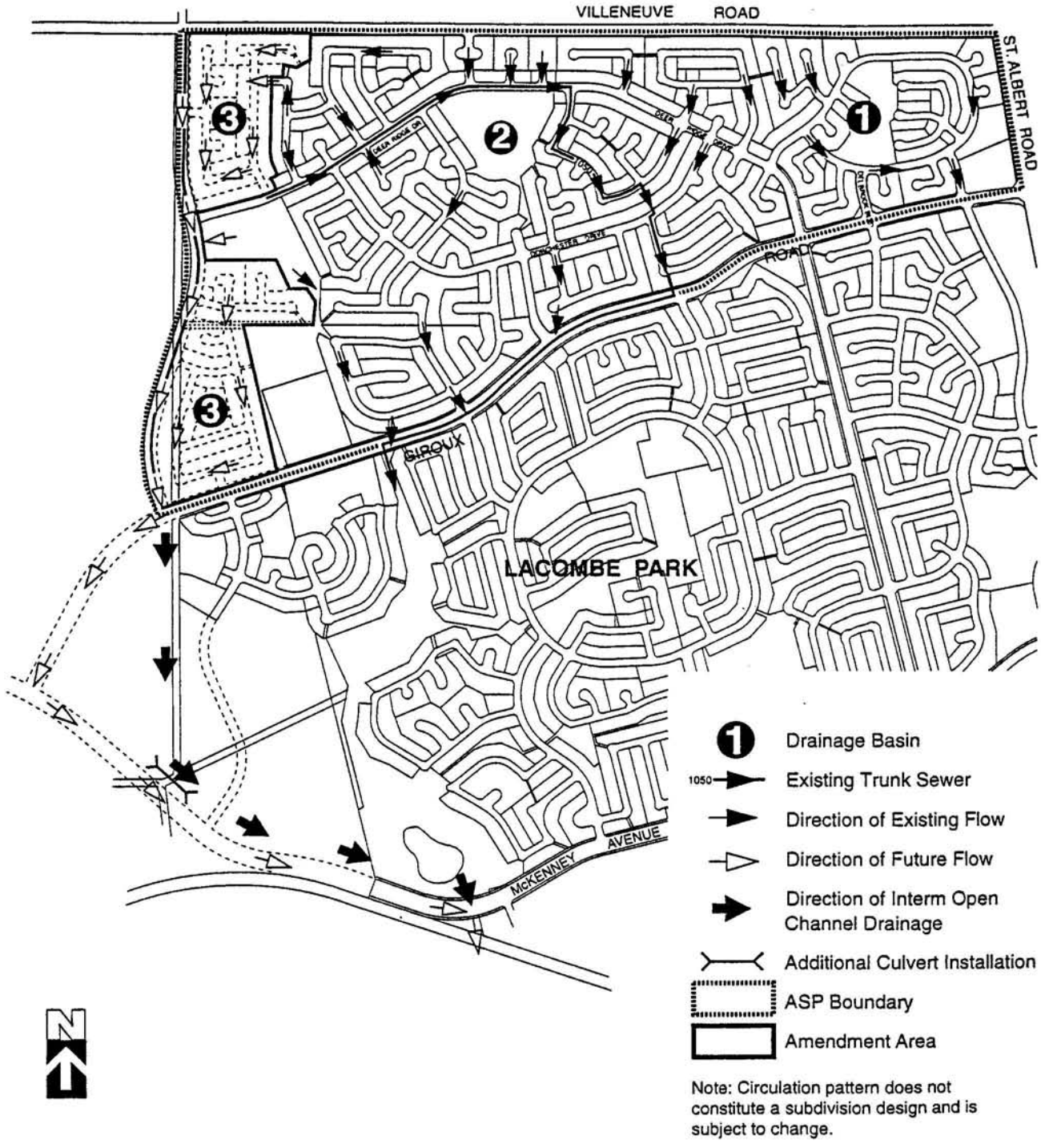
Water Distribution Supply
figure 3



Deer Ridge Park
Area Structure Plan
Amendment

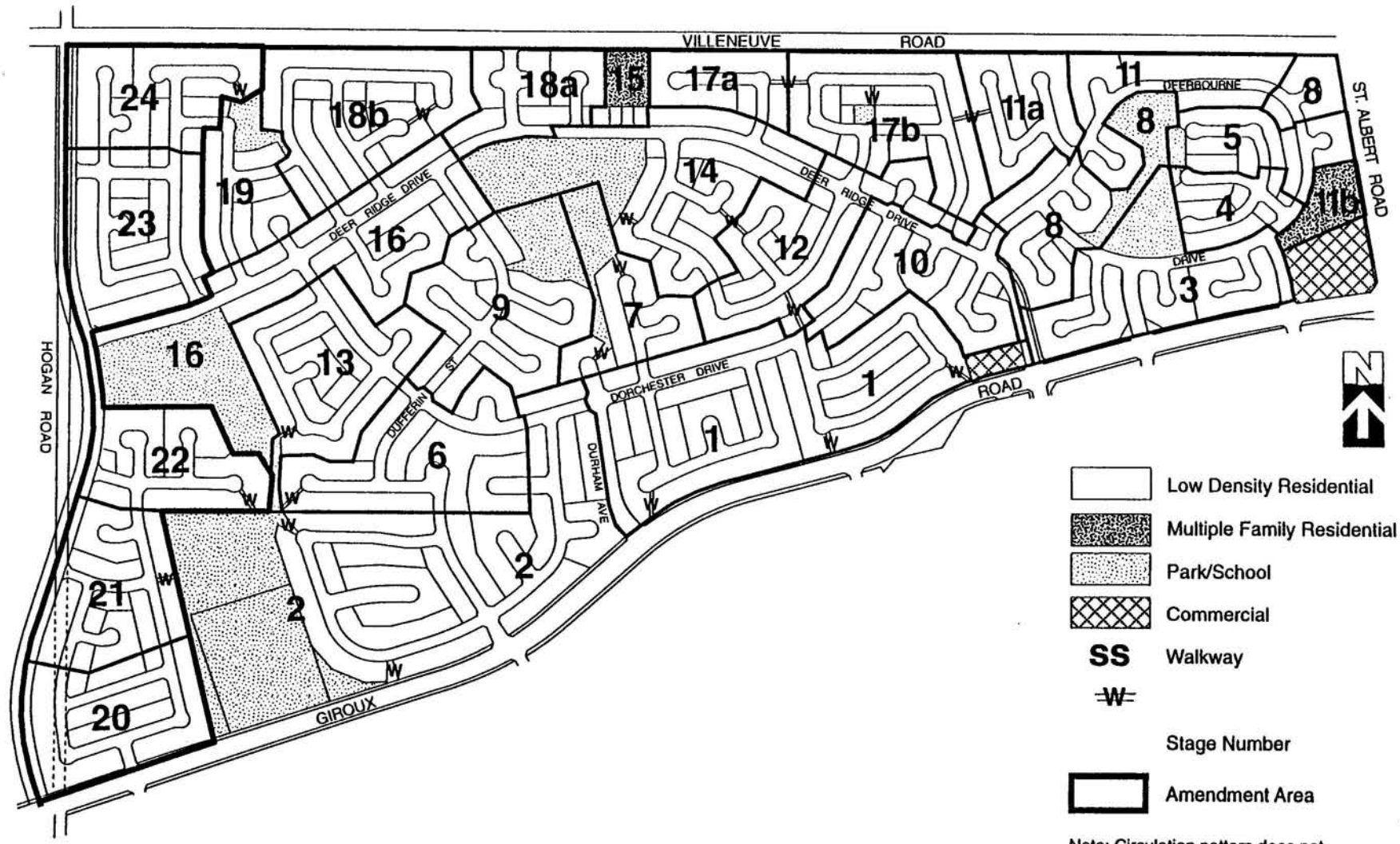
Sanitary Sewer
figure 4

THE CITY OF St. Albert



Deer Ridge Park
Area Structure Plan
Amendment

Storm Water Drainage
figure 5



Deer Ridge Park
Area Structure Plan
Amendment

Development Staging
figure 6

CITY OF ST. ALBERT

BY-LAW NO. 7/90

Being a by-law to amend By-law No. 6/80 (Deer Ridge Park Area Structure Plan) and being Amendment No. 141 to Land Use By-law No. 32/79.

WHEREAS Council on June 16, 1980 passed By-law No. 6/80 being a by-law to adopt an Area Structure Plan for Deer Ridge Park Neighbourhood; and

WHEREAS Genstar Development Company has applied for reclassification of lands known municipally as Deer Ridge Neighbourhood Stage 13;

NOW THEREFORE the Municipal Council of the City of St. Albert, pursuant to the provisions of the Planning Act, R.S.A. 1980, as amended, hereby ENACTS AS FOLLOWS:

1. That By-law No. 6/80 as amended, being the Deer Ridge Park Area Structure Plan be amended by deleting therefrom the Land Use Concept Schedule, substituting therefor Schedule "A" to this By-law.

2. That NW 8-54-25-W4 known municipally as Deer Ridge Neighbourhood Stage 13 as shown on the map attached hereto as Schedule "B" be reclassified from DC (Direct Control) to R1c (Low Density Residential) and P1 (Public Recreational).

READ a first time this 20th day of February, A.D. 1990.

READ a second time this 5th day of March, A.D. 1990.

READ a third and final time this 17th day of April, A.D. 1990.

MAYOR

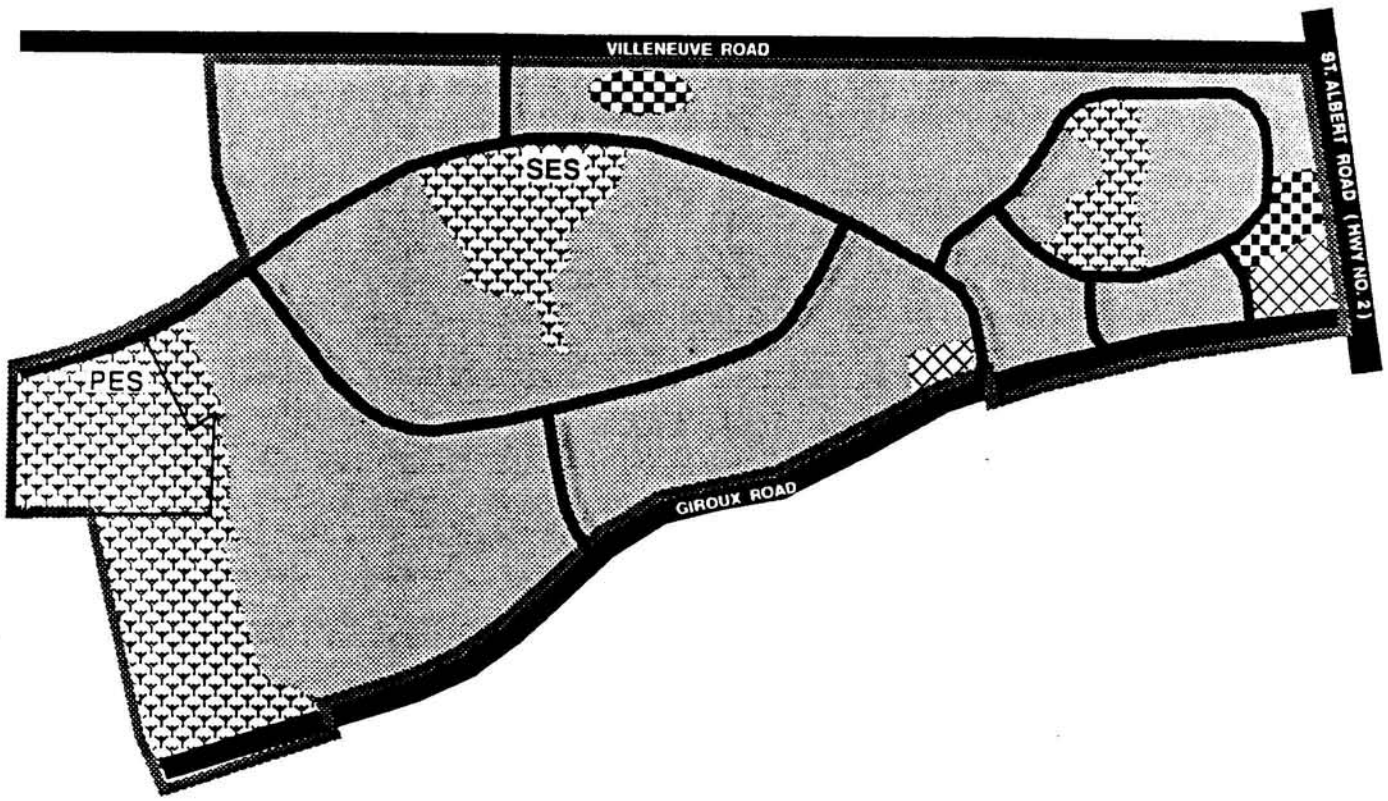
CITY CLERK

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SCHEDULE "A"

TO BY-LAW NO. 7/90



DEER RIDGE
AREA STRUCTURE PLAN
AMENDMENT BY-LAW 7/90
Schedule "A"

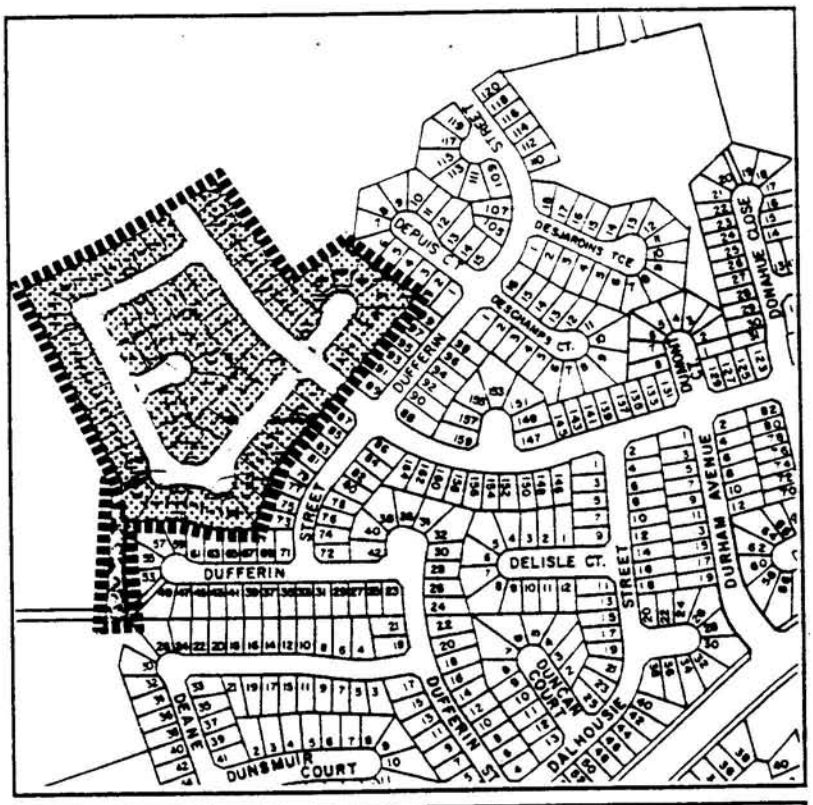
- Single Family Residential
- Multiple Family Residential
- Commercial
- Reserve (Inc. School Sites)
- A.S.P. Boundary
- Previous A.S.P. Boundary

NOTE : LAND USE DISPOSITIONS AND ROAD ALIGNMENTS SUBJECT TO REVISION PRIOR TO SUBDIVISION APPROVAL.

file C.89.22
printed 2/5.90

SCHEDULE "B"

TO BY-LAW NO. 7/90



LAND USE BY-LAW AMENDMENT AND SUBDIVISION APPROVAL
DEER RIDGE 13

R1(c) : Low Density Residential

P1: Public Recreational

Subdivision Area

file C.89.22
printed 2/2/90

CITY OF ST. ALBERT

BY-LAW NO. 31/88

Being a by-law to amend By-law No. 6/80, being a by-law to adopt the Deer Ridge Park Area Structure Plan.

WHEREAS Council on June 16, 1980 passed By-law No. 6/80, being a by-law to adopt an Area Structure Plan for Deer Ridge Park Neighbourhood; and

WHEREAS Council on January 8, 1984 amended the Area Structure Plan; and

WHEREAS Council deems it desirable to amend the said plan;

NOW THEREFORE the Municipal Council of the City of St. Albert, pursuant to the provisions of the Planning Act, hereby ENACTS AS FOLLOWS:

1. That By-law No. 6/80, Schedule 2A being the Land Use Map be deleted and the attached Schedule "A" substituted therefor.

2. That By-law No. 41/83, Section 1, being a by-law to amend By-law No. 6/80 be deleted in its entirety.

READ a first time this 3rd day of October, A.D. 1988.

READ a second time this 17th day of October, A.D. 1988.

READ a third and final time this 17th day of October, A.D. 1988.

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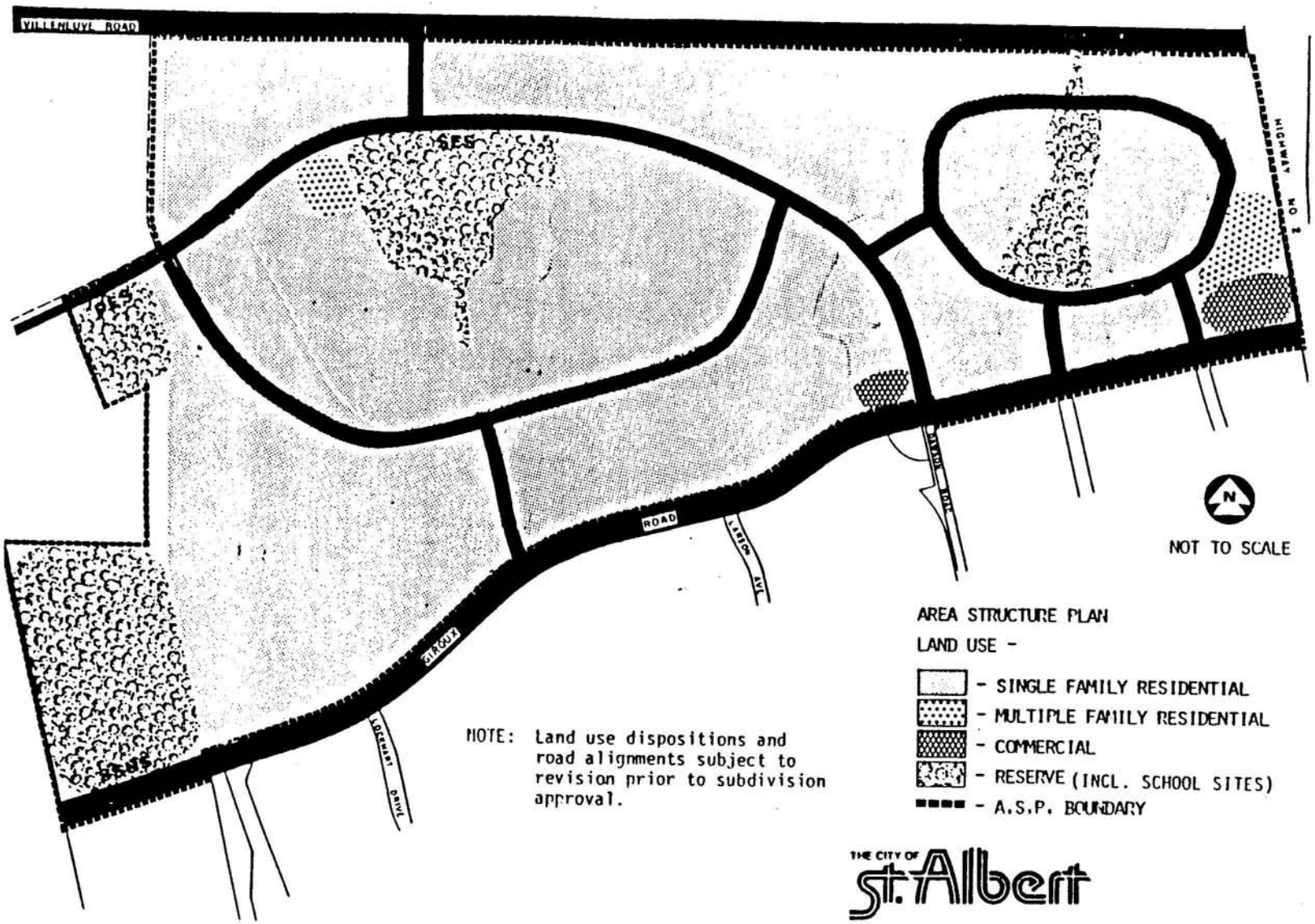
CITY CLERK

MAYOR

CITY CLERK

SCHEDULE "A"
TO BY-LAW NO. 31/88

DEER RIDGE AREA STRUCTURE PLAN AMENDMENT Schedule "B"



NOTE: Land use dispositions and road alignments subject to revision prior to subdivision approval.

THE CITY OF St. Albert

DIRECT CONTROL RESOLUTION 1/84

Location: Deer Ridge Park - Groveridge Imperial Lands
Shallow Depth Low Density Residential Lots

General Purpose

1. Pursuant to Section (3) of Schedule 12 - By-law No. 32/79 - Direct Control Land Use District, this Direct Control Resolution provides rules and regulations permitting the Development Officer the authority to issue development permits for single detached residential homes to be constructed on lots that are less than the prescribed depth under By-law No. 32/79. This resolution applies to those lands outlined under Illustration A.

Definitions

2. In this resolution, the terms used are as defined under Schedule "A" to By-law No. 32/79.

Uses

3. Development permits will be issued for the following uses if same comply with the regulations cited under Section 4 of this resolution:

(1) The following are PERMITTED USES that will be approved by the Development Officer:

single detached houses;
family day homes;

and buildings and uses that are accessory to any of them.

Discretionary Uses

(2) The following are uses that may be approved at the discretion of the Municipal Planning Commission:

home occupations, except for family day homes, utility buildings, including:

gas regulator stations;
electric substations;
pumping stations;
telephone exchanges;

and buildings and uses that are accessory to any of them.

CERTIFIED A TRUE COPY
J. K. Daniel
CITY CLERK

(3) The following uses may be approved at the discretion of the Development Officer:

show homes;
temporary sales office;
home occupations where an office in residence is required for postal service, telephone and record keeping purposes only.

Regulations

4.

(1) Garage

The principal building must have a garage attached to it.

(2) Lot Width

Each lot must be at least 15 m in width.

(3) Lot Depth

(a) lots backing onto Villeneuve Road must have a minimum depth of 32.5 m,

(b) lots backing onto Highway No. 2 must have a minimum depth of 28 m,

(c) other lots within the illustrated area must have a minimum depth of 25.5 m.

(4) Front Yard

The building setback must be at least 6 m.

(5) Side Yards

(a) a side yard at least 1.5 m wide must be provided on each side where the building is one storey in height, and

(b) a side yard at least 2.25 m wide must be provided on each side where the building is more than one storey in height.

(6) Corner Lot Side Yards

If a building is located on a corner lot, a side yard abutting the public roadway must be at least 4.5 m.

(7) Rear Yard

(a) a rear yard of at least 6 m in depth must be provided for all lots,

(b) notwithstanding Section 4(7)(a), a minimum rear yard of 8 m in depth must be provided for all lots backing onto Highway No. 2,

(c) notwithstanding Section 4(7)(a), a minimum rear yard of 12.5 m in depth must be provided for all lots backing onto Villeneuve Road.

(8) Lot Coverage

The lot coverage shall not be more than 35% of the lot area.

(9) Floor Area Ratio

The gross floor area of the principal building shall not be less than 100 m^2.

(10) Building Height

(a) A building shall not exceed 8.5 m or 2 1/2 storeys in height whichever is higher.

(b) Notwithstanding subsection (a), all new buildings located along major roadways as listed in Schedule 13 of By-law No. 32/79 shall not exceed 5 m or 1 1/2 storeys in height, whichever is higher.

(11) Parking

(a) each lot shall have at least two parking spaces on-site for vehicle parking,

(b) a minimum 10 cm thick reinforced concrete driveway shall be constructed from the curb to the face of the garage.

(12) Variance

The Development Officer may grant the following variances:

(a) in the case of the principal building

(i) 10% of the required front, rear, or side yard setback or a maximum of 500 mm, whichever is the lesser

except in all cases a garage shall not be less than 6 m from the front property line. If the lot is a corner lot, the garage must not be less than 6 m from the edge of the sidewalk nearest the side property line.

(b) in the case of an accessory building

(i) 10% of the required front, rear or side yard setback, or a maximum of 100 mm, whichever is the lesser

except in no case shall a sill, cornice, canopy, eaves, or other projection be less than 250 mm from the property line.

Development Permit Applications and Decisions

5. Sections 1 through 31 inclusive of Part 2 of Land Use By-law No. 32/79, excepting thereout Sections 5, 11, 12, 13(1)(b) and (c), 14(2) and 15, together with Schedules "A" and 1 through 4 inclusive of Land Use By-law No. 32/79 are applicable to all development permit applications submitted under the provisions of this Direct Control Resolution.

Development Permit Application Fees

6. The fees prescribed for the area defined under Illustration A shall be the same as those applied to an R1(b) land use classification as per the amended Master Rates By-law.

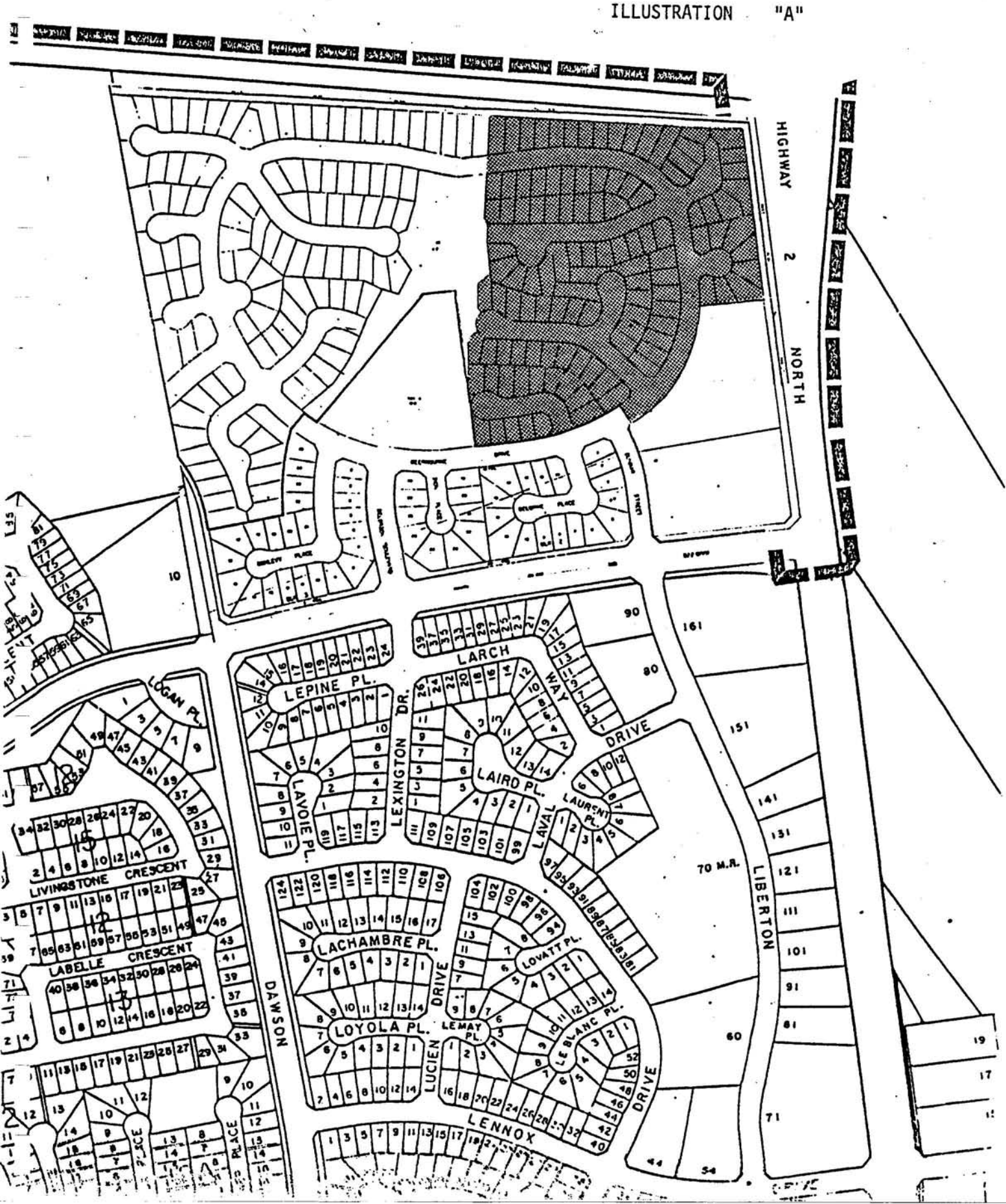
Projections over Yards, Fences, Parking Accessory Buildings, Home Occupations and Show Homes

7. The provisions of Parts 2 to 4 inclusive of Schedule 4 of Land Use By-law No. 32/79 are applicable to development permit applications within the illustrated area governed by the Direct Control Resolution.

Illustration A

8. The shaded area on the attached map illustrates the specific area to which this resolution applies.

ILLUSTRATION "A"



CITY OF ST. ALBERT

BY-LAW NO. 41/83

Being a by-law to amend By-law No. 6/80, being a by-law to adopt the Deer Ridge Park Area Structure Plan.

WHEREAS Council on June 16, 1980 passed By-law No. 6/80, being a by-law to adopt an Area Structure Plan for Deer Ridge Park Neighbourhood; and

WHEREAS Council deems it desirable to amend the said plan;

NOW THEREFORE the Municipal Council of the City of St. Albert, pursuant to the provisions of the Planning Act, hereby ENACTS AS FOLLOWS:

1.. That By-law No. 6/80, being a by-law to adopt the Deer Ridge Park Area Structure Plan, be amended by deleting therefrom Schedule 2A and by substituting therefor the attached Schedule "A".

2. That By-law No. 19/83, being a by-law to amend By-law No. 6/80, be amended by deleting Section 2 in its entirety.

READ a first time this 19th day of December, A.D. 1983;

READ a second time this 9th day of January, A.D. 1984;

READ a third and final time this 9th day of January, A.D. 1984.

MAYOR

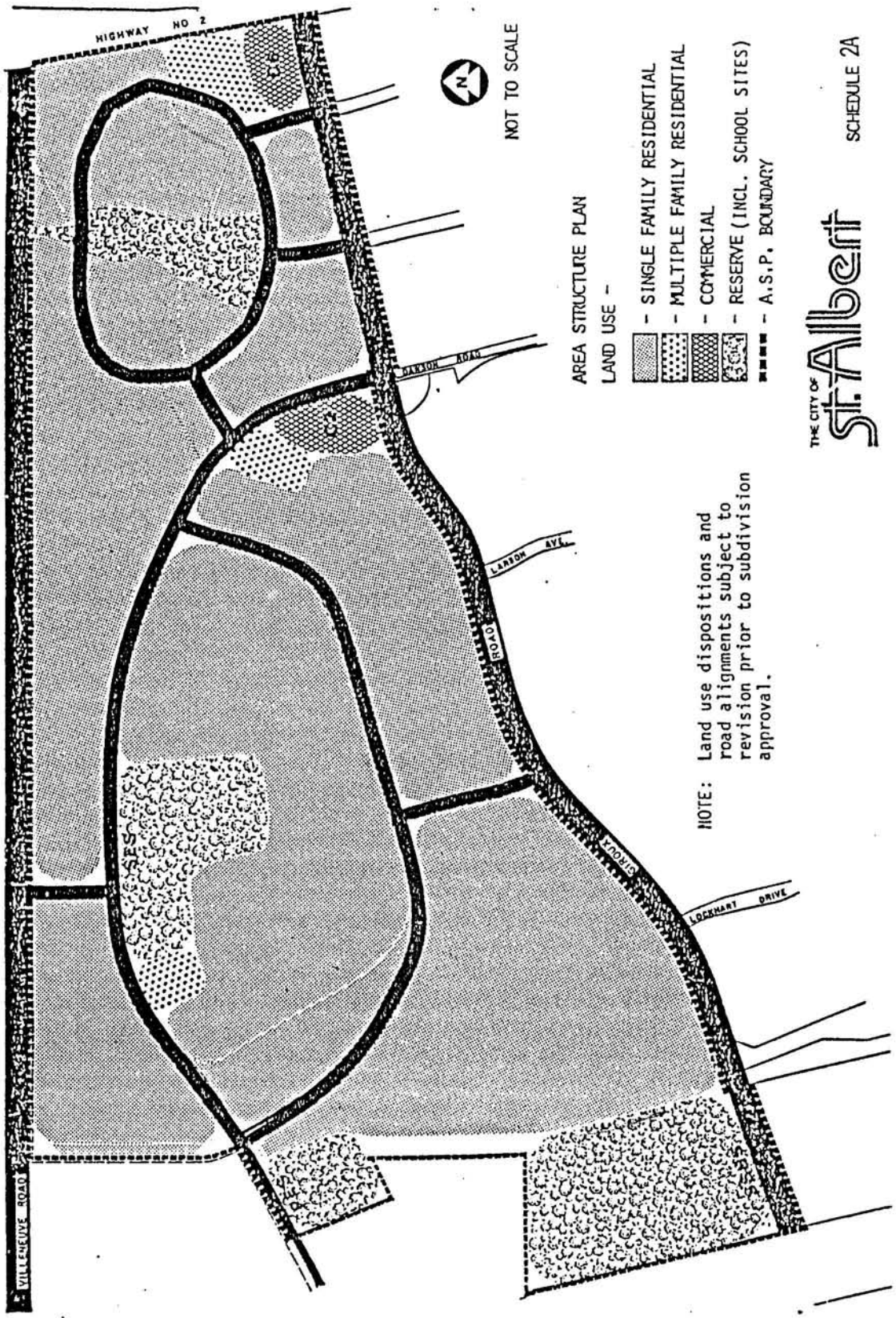
CITY CLERK

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SCHEDULE "A"

BY-LAW NO. 41/83



237-1607 (149 P)

CITY OF ST. ALBERT

BY-LAW NO. 19/83

Being a by-law to amend By-law No. 6/80, being a by-law to adopt the Deer Ridge Park Area Structure Plan.

WHEREAS Council on June 16, 1980 passed By-law No. 6/80 to adopt an Area Structure Plan for Deer Ridge Park Neighbourhood; and

WHEREAS Council deems it desirable to amend the said plan;

NOW THEREFORE the Municipal Council of the City of St. Albert, pursuant to the provisions of the Planning Act, hereby ENACTS AS FOLLOWS:

That By-law No. 6/80, being a by-law to adopt the Deer Ridge Park Area Structure Plan, be amended as follows:

Land Use (Schedule 2)

1. That Schedule 2.3 - Commercial Land Use be amended by deleting therefrom the sentence "General commercial land uses are designated along the Highway No. 2 frontage of the Structure Plan area", substituting therefor "A site for General Commercial land uses is designated at the intersection of Highway No. 2 and Giroux Road".

2. That Schedule 2A, being the Land Use Map be deleted and the attached Schedule A be substituted therefor.

Transportation (Schedule 3)

3. That Schedule 3.1(a) be amended by deleting therefrom the sentence "Commercial land west of Highway No. 2 shall be serviced by an internal roadway system connecting to Villenuve Road and Giroux Road".

4. That Schedule 3.1(e) be amended by adding the words "and Highway No. 2" after the words "Villeneuve Road".

5. That Schedule 3A, being the Transportation Map be deleted and the attached Schedule B substituted therefor.

READ a first time this 2nd day of May, A.D. 1983;

READ a second time this 16th day of May, A.D. 1983;

READ a third and final time this 16th day of May, A.D. 1983.

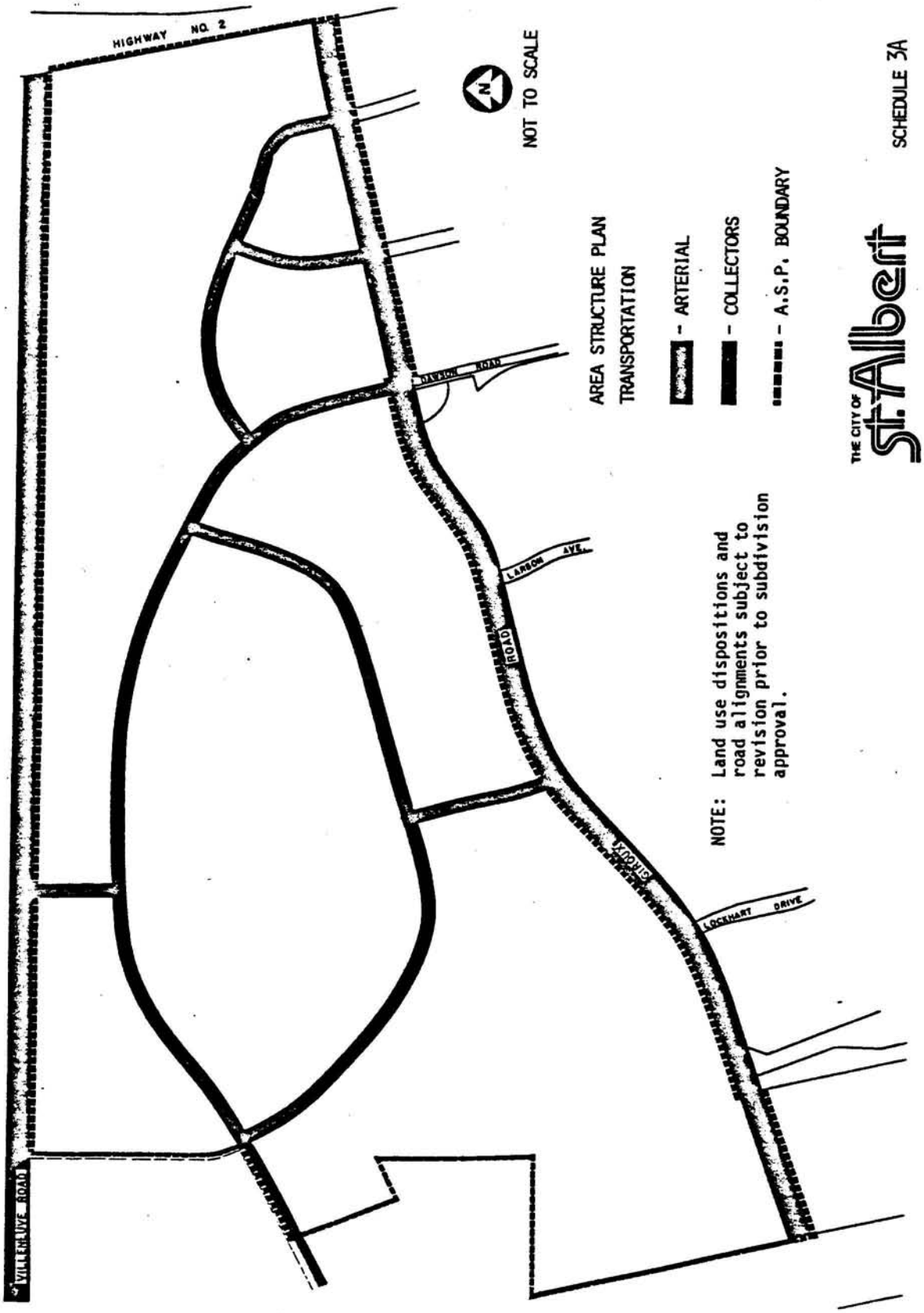
MAYOR

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SCHEDULE "A"
BY-LAW No. 19/83


HIGHWAY NO. 2
NOT TO SCALE
AREA STRUCTURE PLAN
TRANSPORTATION
- ARTERIAL
- COLLECTORS
- A.S.P. BOUNDARY
THE CITY OF St. Albert
SCHEDULE 3A
NOTE: Land use dispositions and road alignments subject to revision prior to subdivision approval.
LARSON AVE.
ROAD
LOCKHART DRIVE
VILLENEUVE ROAD

D E E R R I D G E P A R K

AREA STRUCTURE PLAN

BYLAW 6 /80

CITY OF ST. ALBERT

JANUARY, 1980

CITY OF ST. ALBERT

BY-LAW NO. 6/80

Being a by-law to adopt the Deer Ridge Park Area Structure Plan.

WHEREAS Section 62 of The Planning Act 1977, as amended, provides that a council may by By-Law establish a framework for subsequent subdivision and development of land; and

WHEREAS Council deems it desirable to establish an Area Structure Plan for the area known as Deer Ridge Park;

NOW THEREFORE the Municipal Council of the City of St. Albert, pursuant to the provisions of The Planning Act, 1977, as amended, in open meeting assembled, hereby ENACTS AS FOLLOWS:

1. That the Deer Ridge Park Area Structure Plan attached hereto as Schedule "A" be hereby adopted.

2. This By-Law takes effect upon the final passing thereof.

READ a first time this 11th day of February, A.D. 1980.

READ a second time this 3rd day of March, A.D. 1980.

READ a third and final time this 16th day of June, A.D. 1980.

Ronald F. Gaye
MAYOR

Dina Daniel
CITY CLERK

C O N T E N T S

SCHEDULES

1. GENERAL MUNICIPAL PLAN

2. LAND USE

3. TRANSPORTATION

4. ENGINEERING SERVICES

5. STAGING OF DEVELOPMENT

SCHEDULE ONE

GENERAL MUNICIPAL PLAN

1. The Area Structure Plan contained in this By-law is in conformance with the General Municipal Plan (By-law No. 28/77, as amended by By-law 31/79), wherein the following statement appears:

By-law 28/77 as amended by By-law 31/79	1. That the areas designated hereunder be deemed suitable for an Area Structure Plan with proposed land uses as indicated: F. Lacombe Park North and West Proposed land use: Neighbourhood Residential
In addition,	
By-law 28/77, as amended by By-law /80.	(*subject to amendment to General Municipal Plan) That the areas designated hereunder be deemed suitable for an Area Structure Plan: Block A, B, and C, Plan 155 T.R. Portions of River Lots 20A and 21A, with C. of T. 72-M-247 Parcel A in Plan 392 E.O., and a portion of C. of T. 762-030-845 (All within St. Albert Settlement) and a portion of the NW¼ 8-54-25-W4th City of St. Albert

SCHEDULE TWO

LAND USE (See Schedule 2A)

2.1 Residential Development

Residential development in the Structure Plan area shall conform to the 80:20% single family - multiple family housing ratio as contained in the General Municipal Plan. Multiple family housing may be distributed throughout the Plan area. Within General Municipal Plan and Land Use By-law guidelines, a limited number of reduced frontage lots may be created.

2.2 Population Density

The residential area of the Structure Plan shall contain a population density that is equal to, or less than, 15 persons per gross acre. Based on a total area of 365 acres, the population may be 5475.

2.3 Commercial Land Use

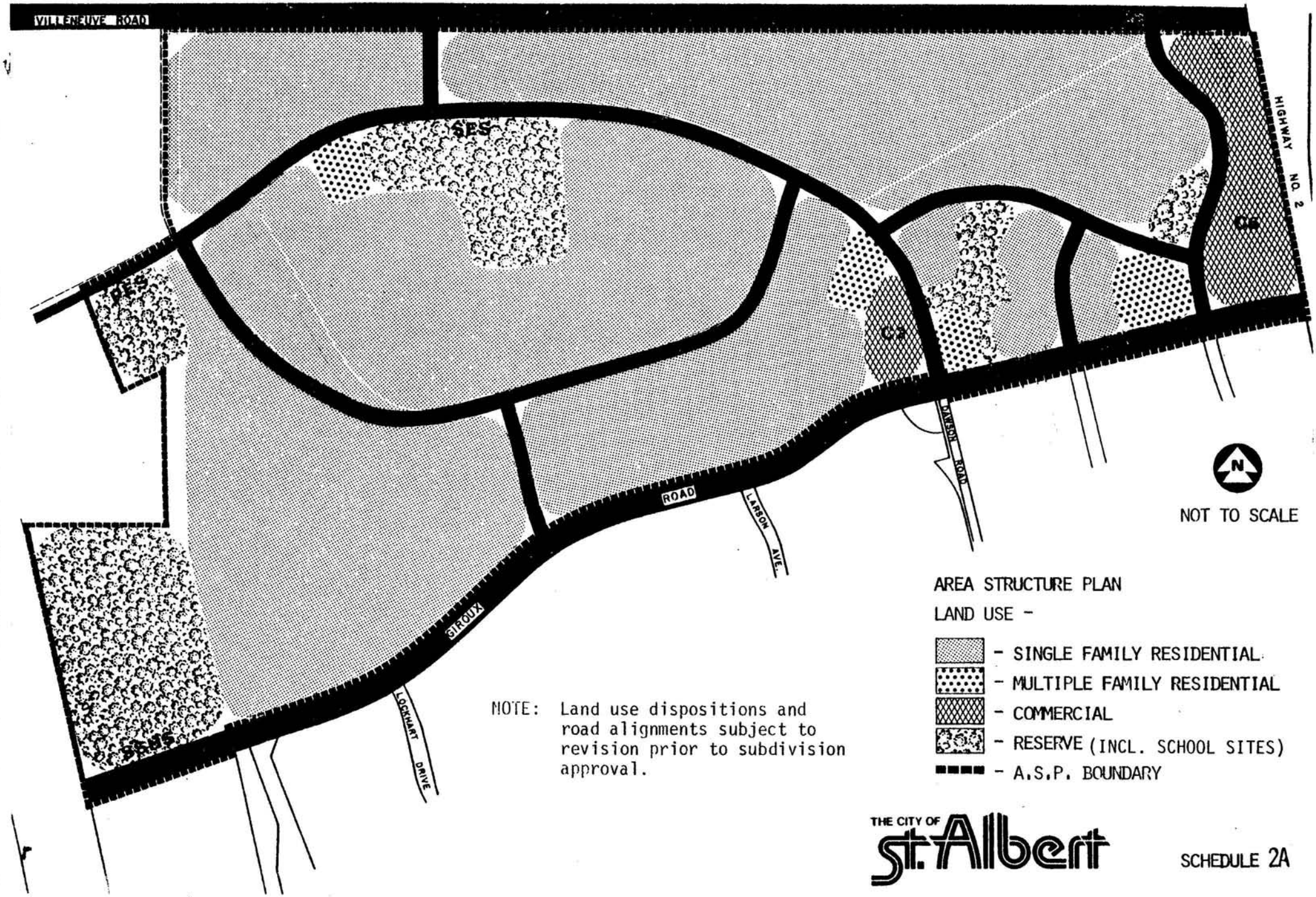
General commercial land uses are designated along the Highway #2 frontage of the Structure Plan area. A commercial site to serve the convenience needs of residents may be provided within the Structure Plan area. Commercial uses considered appropriate for development in the Structure Plan area shall conform with the C6 - General Commercial or the C2 - Subneighbourhood Commercial classification of the Land Use By-law 32/79, as amended.

2.4 School Sites and Park Land

A combined Separate elementary school and park site shall be provided central to the Structure Plan area. A Separate high school site is provided in the southwest portion of the Structure Plan area, and will form a northerly extension of the central amenity and recreational park bordering Lacombe Park. A Public elementary school site shall be located at the western boundary of the Structure Plan area. Additional sites shall be designated as park space.

2.5 Environmental and Municipal Reserve

Environmental Reserve shall not be required in the Area Structure Plan. Municipal Reserves shall be provided in accordance with the Planning Act, 1977 as amended. The location of required Reserve areas shall be based upon detailed survey and subdivision plans for land contained within the Structure Plan area to the satisfaction of the subdivision approval authority.


VILLENEUVE ROAD
SES
SES
SES
SES
C2
C2
HIGHWAY NO. 2
DAWSON ROAD
LARSON AVE.
ROAD
SIROUX
LOCKHART DRIVE
N
NOT TO SCALE
AREA STRUCTURE PLAN
LAND USE -
- SINGLE FAMILY RESIDENTIAL
- MULTIPLE FAMILY RESIDENTIAL
- COMMERCIAL
- RESERVE (INCL. SCHOOL SITES)
- A.S.P. BOUNDARY
NOTE: Land use dispositions and road alignments subject to revision prior to subdivision approval.
THE CITY OF St. Albert
SCHEDULE 2A

SCHEDULE THREE

TRANSPORTATION

3.1 Schedule 3A illustrates the future roadway network for the Structure Plan area. Alignments shown are approximate and subject to modification pending detailed survey and subdivision of the area.

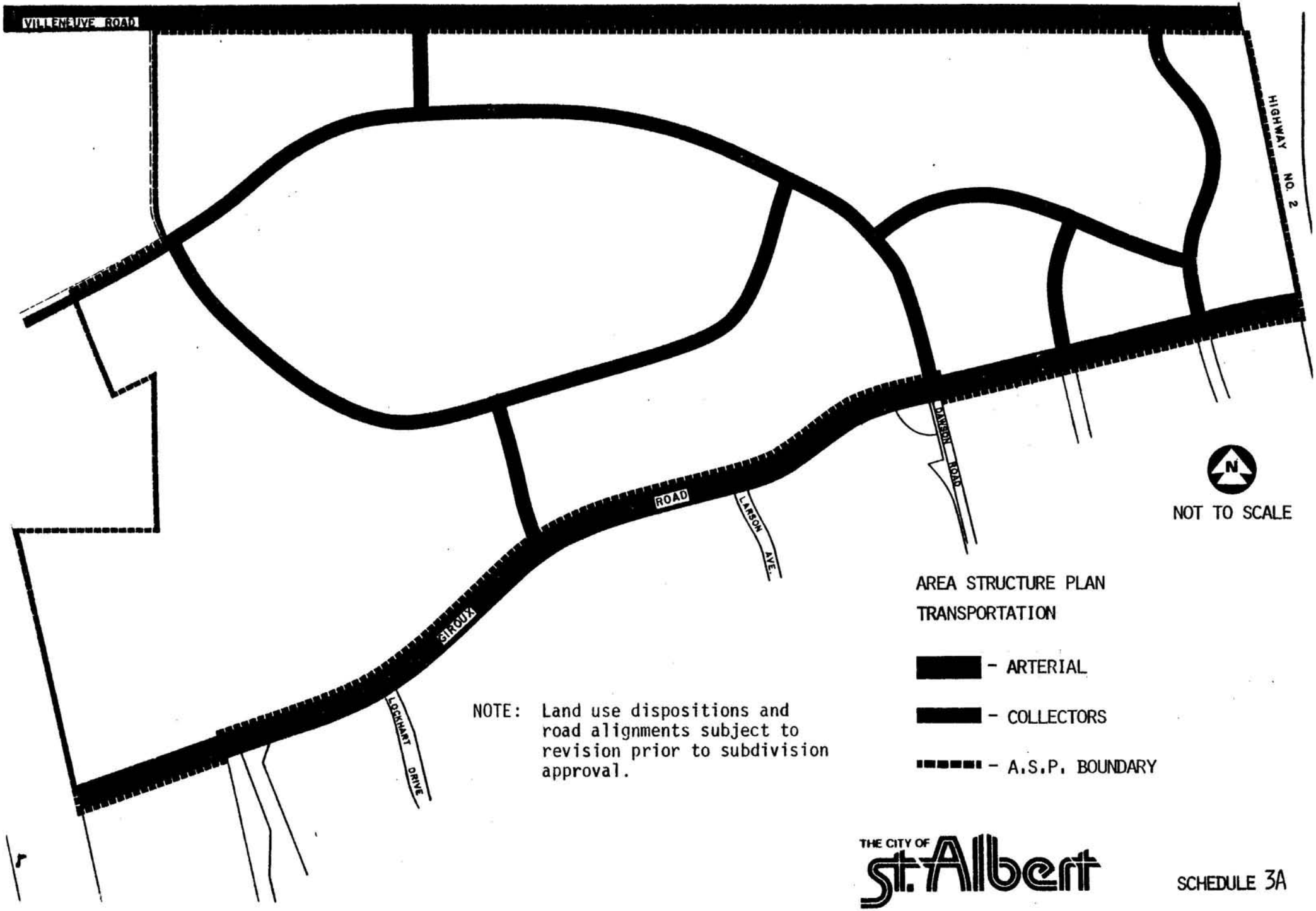
a) No direct access will be permitted from or to Villeneuve Road or Giroux Road from individual lots created within the Structure Plan area. Commercial land west of Highway #2 shall be serviced by an internal roadway system connecting to Villeneuve Road and Giroux Road. Access points to all major roadways from within the Structure Plan shall be designed in accordance with Provincial design guidelines.

b) Internal roadway design standards shall be in accordance with established municipal specifications.

c) The roadway system for the Structure Plan area shall be designed such that it can accommodate extensions to the City's transit routing system.

d) Giroux Road must be operational from Dawson Road to Highway #2 prior to issuing any development permits in the Structure Plan area.

e) Residential development shall be set back from Villeneuve Road to the extent that landscaping, berming or structural barriers may be inserted in the intervening space as a noise attenuation measure. Design standards shall be in accordance with established municipal specifications.


VILLENEUVE ROAD
HIGHWAY NO. 2
DAWSON ROAD
ROAD
LARSON AVE.
SIROUX
LOCKHART DRIVE
N
NOT TO SCALE
AREA STRUCTURE PLAN
TRANSPORTATION
- ARTERIAL
- COLLECTORS
- A.S.P. BOUNDARY
NOTE: Land use dispositions and road alignments subject to revision prior to subdivision approval.
THE CITY OF St. Albert
SCHEDULE 3A

SCHEDULE FOUR

ENGINEERING SERVICES

4.1 Water (See Schedule 4A)

Water supply will be provided by an extension of a 14 inch diameter feeder main through Inglewood Park/Lacombe Park East and the completion of the water reservoir within existing Lacombe Park.

4.2 Sanitary Servicing (See Schedule 4B)

The north and west part of the Structure Plan area shall be serviced by twinning the inverted sanitary syphon under the Sturgeon River and using existing oversized trunks.

The northeast corner shall be serviced by twinning the 12 inch diameter sanitary sewer south of Bellerose Drive.

The Sturgeon River lift station shall be upgraded.

4.3 Storm Servicing (See Schedule 4C)

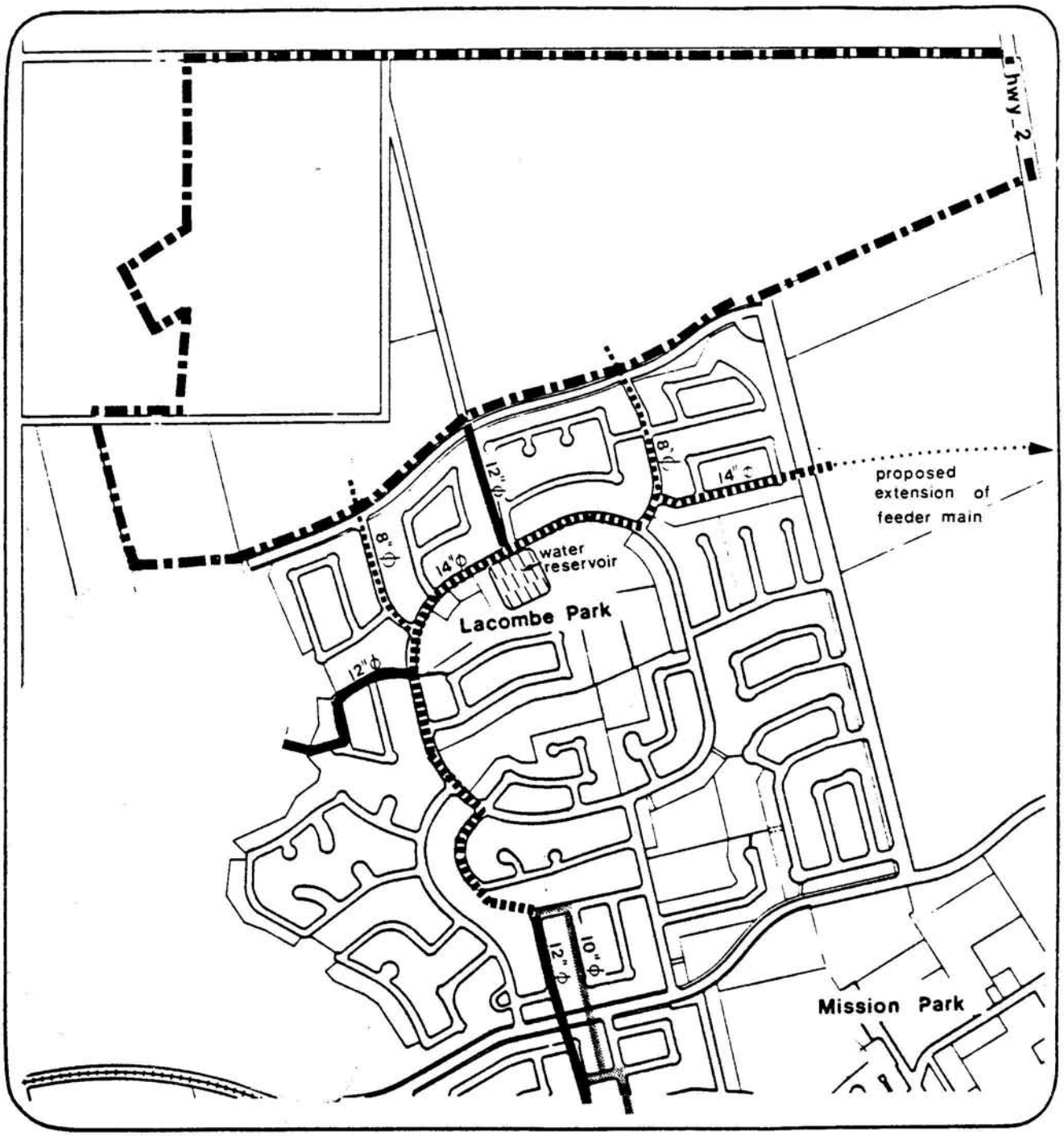
Storm runoff in the area immediately north of Lacombe Park shall be serviced by an extension to the existing 60 inch diameter trunk.

The area to the northeast shall be serviced by a new storm trunk running through Inglewood Park directly to the storm outfall at the Sturgeon River.

4.4 Implementation of Servicing

Servicing costs within the Plan area shall be borne by area developers.

WATER DISTRIBUTION

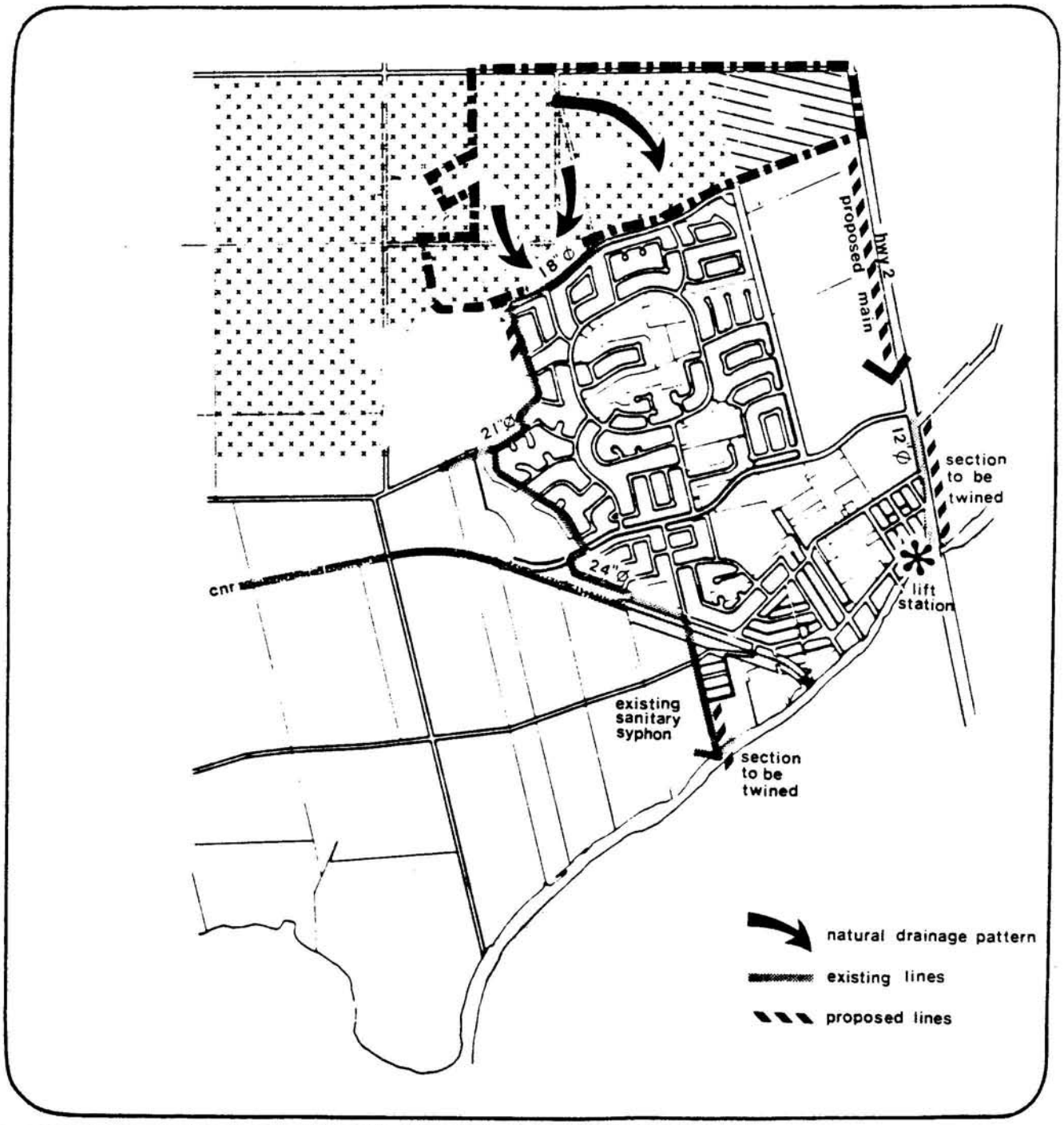


NOT TO SCALE

THE CITY OF St. Albert

SCHEDULE 4A

SANITARY SEWER

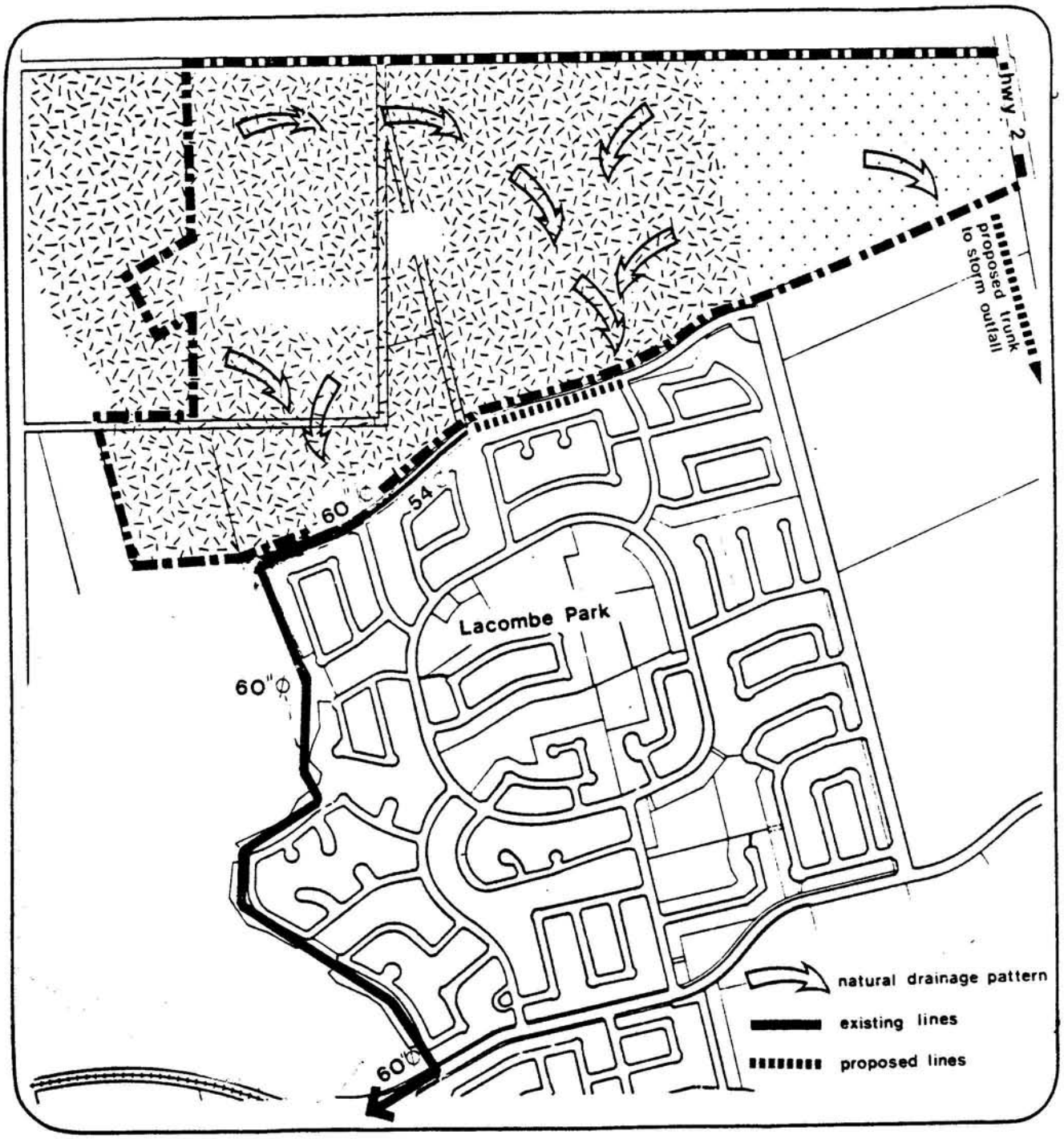


NOT TO SCALE

THE CITY OF St. Albert

SCHEDULE 4B

STORM DRAINAGE



N

NOT TO SCALE

THE CITY OF St. Albert

SCHEDULE 4C

SCHEDULE FIVE

5.1 STAGING OF DEVELOPMENT

The staging of development within the Structure Plan area shall proceed from south to north, based on the staging of land servicing installations and Regional Plan and General Municipal Plan amendments for the subject lands.

Development within each land use classification may proceed independently of the other, provided that necessary subdivision and development agreement details have been concluded, including the construction of necessary roadways.

The Public elementary school site may be subdivided separately at a later date.