Schedule A

JENSEN LAKES

Area Structure Plan

Bylaw 1/2014

As Amended May 17, 2022 – Bylaw 47/2021

Schedule A

Jensen Lakes Area Structure Plan Amendments

Amendment Number	Bylaw Number	1st Reading	2nd Reading	3rd Reading
Original	1/2014	Apr 22, 2014	Apr 22, 2014	May 5, 2014
1	22/2019	Oct 21, 2019	Jan 20, 2020	Jan 20, 2020
2	47/2021	Feb 22, 2022	May 16, 2022	May 16, 2022

TABLE OF CONTENTS Page

TABLE OF CONTENTS i

LIST OF FIGURES iii

1.0 INTRODUCTION 1
- 1.1 Purpose 1
- 1.2 Authority of the Plan 1
- 1.3 Timeframe of the Plan 2
- 1.4 Interpretation of the Plan 3
  - 1.4.1 Map Interpretation 3
  - 1.4.2 Application of the Plan 3
- 1.5 Objectives 4
- 1.6 Property Ownership Patterns 5
- 1.7 Planning Context 5
  - 1.7.1 Edmonton Metropolitan Region Growth Plan 5
  - 1.7.2 Municipal Development Plan (MDP – *Flourish*) 7
  - 1.7.3 Existing Area Structure Plan 8
  - 1.7.4 Land Use Bylaw (LUB) 8
  - 1.7.5 Transportation Master Plan (TMP) 9
  - 1.7.6 Utility Master Plan (UMP) 10

2.0 SITE ANALYSIS 12
- 2.1 Natural and Cultural Features 12
  - 2.1.1 Topography and Drainage 12
  - 2.1.2 Sturgeon River Designated Flood Line 12
  - 2.1.3 Geotechnical Conditions 12
  - 2.1.4 Vegetation Resources 14
  - 2.1.5 Natural Site Assessment 15
  - 2.1.6 Environmental Site Assessment 16
  - 2.1.7 Heritage Resources 18
- 2.2 Current Development Patterns 19

3.0 LAND USE CONCEPT 20
- 3.1 Future Land Use Map 20
- 3.2 Land Use Concept: Major Development Patterns 20
- 3.3 Residential Land Use 22
  - 3.3.1 Low Density Residential 22
  - 3.3.2 Medium Density Residential 23
  - 3.3.3 High Density Residential 23
- 3.4 Commercial 24
- 3.5 Mixed-Use Lands 25
  - 3.5.1 Residential Component of Mixed-Use 25
  - 3.5.2 Commercial and Institutional Component of Mixed-Use 26

3.6 Park-and-Ride/Transit Centre and the North TOD Centre....26
3.6.1 Park-and-Ride/Transit Centre....26
3.6.2 North Transit Oriented Development Centre....27
3.6.3 North TOD Centre Density Transition....28
3.6.4 Market Affordable and Non-Market Housing....28
3.7 Mixed-Use Node....28
3.8 Policies Related to the North TOD Centre and Mixed-Use Node....29
3.8.1 Accessibility and Parking....29
3.8.2 Streetscapes....29
3.8.3 Building Form and Site Planning....29
3.9 Institutional....30
3.10 Parks and Open Space....30
3.10.1 Trails....31
3.10.2 Park Sites....32
3.10.3 School/Park Site....32
Table 3-1: Student Population Projection....33
3.10.4 Stormwater Management Facilities (SWMFs)....33
3.10.5 Private Lake and Private Beach....34
3.11 Development Statistics....34
Table 3-2: Development Statistics....37
Table 3-3A: North TOD Centre Aspirational Statistics....39
Table 3-3B: People+Jobs/gha....40
Table 3-4: Phase 1 Residential Development....41

4.0 TRANSPORTATION....43
4.1 Boulevard, Crosstown, and Connector Road Network....43
4.2 Neighbourhood and Local Road Network....44
4.2.1 Alliance Church (former Service Road)....45
4.3 Intersection Treatments....46
4.4 Transit....46
4.5 Pedestrian/Bicycle Links....47
4.6 Noise Attenuation....48
4.7 Off-Site Levies....48
4.7.1 Notes....49
4.8 Crime Prevention through Environmental Design (CPTED)....49
4.9 Complete Streets....50

5.0 UTILITY SERVICES....51
5.1 Water Supply and Distribution....51
5.2 Wastewater Collection System (Sanitary)....51
5.3 Stormwater Management....52
5.3.1 Waterbody adjacent to St. Albert Trail....54
5.4 Shallow Utilities....55
5.5 Public Utility Lots (PULs)....55

6.0 IMPLEMENTATION....56
6.1 Development Staging....56
6.2 Redistricting and Subdivision....56
6.3 Building Inspections....57

APPENDIX A....71

LIST OF FIGURES Page

Figure 1 Location Map....58
Figure 2 Future Land Use....59
Figure 2A Development Node Areas....60
Figure 3 Transportation....61
Figure 4 Water Servicing....62
Figure 5 Wastewater Collection System....63
Figure 6 Stormwater Management....64
Figure 7 Legal Descriptions....65
Figure 8 Municipal Reserve....66
Figure 9 Constraints....67
Figure 10 Staging Plan....68
Figure 11 Pre-development Aerial Map....69
Figure 11A Current Development Aerial Map....70

1.0 INTRODUCTION

1.1 Purpose

(1) This plan establishes the conceptual land use, transportation, and servicing patterns for Jensen Lakes to implement the *Municipal Development Plan (MDP)*, which designates this sector of the city for neighbourhoods, trail corridor areas, the North Transit Oriented Development Centre, and a mixed-use node.

(2) Servicing standards, population analysis and other details supporting this Area Structure Plan (ASP) are referenced in the Jensen Lakes Area Structure Plan Technical Report dated October 2013, as prepared by IBI Group; the April 2019 Technical Report, as prepared by Select Engineering Consultants Ltd.; and the April 2020 Technical Report, as prepared by Select Engineering Consultants Ltd. There was also an updated utility services technical design brief dated August 2021, as prepared by IBI Group. The documents were used to prepare this Bylaw.

1.2 Authority of the Plan

The *Jensen Lakes Area Structure Plan (ASP)* has been adopted through a bylaw passed by Council in accordance with the *Municipal Government Act (MGA)*.

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 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 Jensen Lakes 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 remains 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, 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 warrant approval of any servicing agreement, future districting, 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 for the sole account of the developer.
- The City is not responsible financially or otherwise, to provide infrastructure to support development of this ASP.

1.3 Timeframe of the Plan

The Area Structure Plan is future-oriented and depicts how Jensen Lakes is expected to be developed over a 10 to 15 year period of time (2022 to 2032-2037) and through a series of public and private sector initiatives. Most of the development will be dependent on servicing capabilities and on market demand. 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 roads, 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 conflicts with 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 *Jensen Lakes 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:

- Villeneuve Road and Deer Ridge neighbourhood to the south;
- Part of the SE ¼, 20-54-25-4, and Fowler Way to the north;
- St. Albert Trail and a commercial site to the east; and
- Hogan Road (Range Road 255) to the west.

The ASP encompasses a gross area of 236.5 hectares± with Villeneuve Road and a portion of Hogan Road, and a gross developable area of 230.5 hectares± excluding Villeneuve Road and a portion of Hogan Road.

1.5 Objectives

The objectives of this ASP are to:

- develop a family-friendly neighbourhood that is safe, friendly, attractive, and well serviced;
- incorporate the Botanical Arts City branding with trail connections to mid-size and large park areas with recreation amenities;
- create a unique to St. Albert lifestyle experience with a private lake that may have recreational opportunities of non-motorized boating, fishing, skating, swimming, and a beach, all without leaving the community;
- develop some pedestrian and vehicle connectivity with Deer Ridge and North Ridge Phase 2 neighbourhoods along with linkages to the commercial sites;
- provide an urban style commercial area to serve residents with their day-to-day shopping needs;
- create a circulation system where different modes of transportation give access to the parks, trails, school, and retail sites; and
- provide a range of housing options to cater to different income levels, age and social groups, as well as tenure, which includes single-detached and semi-detached housing, townhousing, and apartments.

The objectives of Phase 2 of this ASP are to:

- establish a Park-and-Ride/Transit Centre west of St. Albert Trail, and north of Fowler Way to provide bus-based transit service, and in the future, light rail transit (LRT) service;
- establish the North Transit Oriented Development Centre that will provide a safe, accessible focal point of high-density mixed-use development in the north portion of the neighbourhood, that will create good connectivity for transit service and linkages to the Park-and-Ride/Transit Centre; and
- develop a strong pedestrian orientation and linked network of walkways, trails, and public green spaces that encourages walking between uses and prioritises the safety and comfort of pedestrians rather than automobiles.

1.6 Property Ownership Patterns

In Phase 1, the majority of undeveloped land is owned by three landowners within the Plan Area. The landowners include Villeneuve Communities Inc., Melcor Developments Ltd., and Swist. The City of St. Albert owns the road right-of-way for Villeneuve Road.

In Phase 2, the undeveloped land is owned by eight landowners within the Plan Area. The landowners include Villeneuve Communities Inc., Melcor Developments Ltd., Continental Capital Management Inc., 293564 Alberta Ltd., Province of Alberta, Triple Five International Holdings Ltd., 1310484 Alberta Ltd., and Wright.

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 master planning and servicing initiatives, which provides guidance for the future land use and development options of Jensen Lakes.

1.7.1 Edmonton Metropolitan Region Growth Plan

St. Albert is one of thirteen member municipalities that must conform to the Growth Plan of the Edmonton Metropolitan Region 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).
- North Transit Oriented Development Centre aspirational densities of a minimum of 140 to 160 people plus jobs per gross hectare (people+jobs/gha).
- Integration of a Park-and-Ride and/or transit-oriented development at strategic locations, such as light rail transit (LRT)

stations, and other major transit stations to encourage convenient access to transit.

- Creation of complete communities that meet people's needs for daily living at all ages and provide convenient access to a mix of jobs, local services, a full range of housing, community infrastructure, and multi-modal transportation choices.

Jensen Lakes is being developed in two phases. Phase 1 residential densities were approved under the Capital Region Board (CRB) Growth Plan, which met the minimum density of 30 dwelling units per net residential hectare. Phase 2 is being developed under the EMRB Growth Plan, and the residential densities of 40 dwelling units per net residential hectare must be met. In addition, Phase 2 features the North Transit Oriented Development (TOD) Centre, and this must meet the required density and intensity of development of the EMRB Growth Plan for a TOD.

A TOD Centre is often a regional node of high-density, high-quality mixed-use development within a 10-minute walk of a transit centre, with reduced and managed parking and collector support transit systems. The design is highly pedestrian oriented.

The Park-and-Ride/Transit Centre is being established west of St. Albert Trail, and north of Fowler Way. The northeast portion of Jensen Lakes Phase 2 falls within 400 metres of the Park-and-Ride/Transit Centre. Several policies in the EMRGP call for intensification through a mix of employment and population growth in proximity to future transit stations, including an aspirational North TOD Centre density of 140-160 people+jobs/gha.

Future development of lands within the North TOD Centre needs to meet the aspirational TOD density target so that future light rail transit (LRT) development is not compromised. Furthermore, Phase 2 will achieve the 40 du/nrha density target. These two density requirements are linked, however the aspirational density target may be achieved over the long term through redevelopment and intensification of the site, while the 40 du/nrha target must be achieved immediately. The City will monitor

the built density, and may require amendments to the ASP to ensure that the aspirational density target is achieved.

1.7.2 Municipal Development Plan (MDP – *Flourish*)

The City of St. Albert MDP entitled *Flourish – Growing to 100K*, Bylaw 20/2020, as amended, Urban Structure and General Land Use, Map 3, designates the Plan Area as neighbourhood uses, trail corridor areas, the North Transit Oriented Development Centre, and a mixed-use node. Map 3 also includes the proposed roadway, Fowler Way, from Ray Gibbon Drive to St. Albert Trail.

Phase 1

The original Jensen Lakes Area Structure Plan Bylaw 1/2014 was approved under Municipal Development Plan *CityPlan*, Bylaw 15/2007, which designated Phase 1 of the Plan Area as residential and commercial, with a North Transit Oriented Development Centre. *Flourish* MDP added a mixed-use node to the west portion of the Phase 1 lands. The definition of Mixed-Use Node: "areas within new Neighbourhoods that contain a range of commercial uses, apartment buildings, townhouses, and community services, all arranged within a cohesive, pedestrian-oriented network of streets and open spaces."

Phase 2

Phase 2 of the Plan Area is consistent with *Flourish* MDP. Phase 2 of the ASP will delineate the policy areas for Neighbourhoods, Trail Corridor Areas, the Park-and-Ride/Transit Centre, and the North Transit Oriented Development Centre. Key definitions are as follows:

> Neighbourhoods: "predominantly residential areas, as identified on Map 3, made up of low-rise housing, along with schools, parks, shops, and services. Many existing Neighbourhoods will evolve by adding new housing that respects the established character, while new Neighbourhoods will include a greater variety of housing types."
>
> Trail Corridor Areas: "Lands along St. Albert Trail that are currently dominated by commercial uses but will be encouraged over time to

also accommodate residential uses (mostly apartment buildings but also townhouse developments) and office buildings."

Transit Oriented Development (TOD): "Compact, mixed-use development with high levels of employment or residential density, or both, to support higher order transit service, optimize transit investment, and make development more accessible for transit users. Features typically include an interconnected road network, pedestrian-friendly built form along roads, reduced setbacks, parking at the sides or rears of buildings, and improved access between connector roads and interior blocks in residential areas."

Flourish Policy 13.1.2 requires that amended Area Structure Plans for outward growth conform to *Flourish*.

The St. Albert *Flourish* MDP includes policies intended to ensure that the MDP conforms with the Edmonton Metropolitan Region Growth Plan (EMRGP), including Policy 8.3.3, which states:

Notwithstanding other policies in *Flourish*, accommodate development of a park-and-ride facility at the North Transit Oriented Development Centre, as identified on Map 3, to support a regional transportation network.

1.7.3 Existing Area Structure Plan

The original version of the Jensen Lakes Area Structure Plan was adopted on May 5, 2014, through Bylaw 1/2014. The first amendment, through Bylaw 22/2019, was to reconfigure the shape of the private lake, reallocate the high-density sites, and update the overall road network. The second amendment, through Bylaw 47/2021 was to include approximately 70 hectares± of land for Phase 2 and designate land uses, as well as update the ASP to conform with the newly adopted MDP – *Flourish*.

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. Some of Phase 1

lands, and most of Phase 2 lands are districted as Urban Reserve (UR) District. The Urban Reserve District includes land areas which are undeveloped or developed to low intensity, which may include agricultural and rural land use activities of a limited nature, and to ensure their orderly transformation to future urban expansion or intensification of 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. Anticipated land uses are: neighbourhood commercial, corridor commercial, North Transit Oriented Development (TOD) Centre, a Park-and-Ride/Transit Centre, public and private services such as a school, institutional facilities such as religious assembly, low density residential, medium density residential, high density residential, mixed-use development, public parks, trails, stormwater management facilities (as public utility lots), private walkways, a private lake, and a private beach.

1.7.5 Transportation Master Plan (TMP)

The Transportation Master Plan (2015) 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 the roads, trails, sidewalks, and other infrastructure needed to move people and goods from one place to another.

Villeneuve Road is a Neighbourhood Residential road that runs along the south border of Jensen Lakes, providing an east-west connection from St. Albert Trail to Hogan Road. Hogan Road will be upgraded to a Crosstown Residential road, running north-south along the west border of Jensen Lakes. To the north, the future Fowler Way is planned as a Crosstown Residential road that will join Ray Gibbon Drive to St. Albert Trail. A future rapid transit corridor is identified to run along St. Albert

Trail and a rapid transit station with a park and ride is proposed within the Plan Area. MDP – *Flourish* and this Plan have adjusted the location of the Park-and-Ride/Transit Centre, and the TMP must be updated to reflect the new location.

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.

Phase 1

Wastewater collection system (sanitary) that would support three quarters of the Plan Area will flow under St. Albert Trail east through Erin Ridge North neighbourhood to a future NE sanitary lift station proposed in the vicinity of Element Drive North and Ernest Boulevard. The future northeast lift station would be connected with a future northwest forcemain that extends from the intersection of Sturgeon Road and Sir Winston Churchill Avenue to Coal Mine Road.

The west portion of the Plan Area would flow to a future sanitary lift station.

On the west side of St. Albert Trail, in the vicinity of 35 City Annex North, a pump house and a water reservoir are planned for the future to provide adequate level of service for water distribution for the north part of St. Albert.

Northwest Area Storm Trunk Outfall and North-Central Outlet Upgrades through the Deer Ridge Neighbourhood are needed to support future development in the north portion of the City. In addition, Carrot Creek storm trunk outfall development would also support development.

The current stormwater management release rate is 2.5 litres, per second, per hectare (L/s/ha) for Sturgeon River and 1.8L/s/ha for Carrot

Creek, of which both are under review. Additional studies showing the impact on downstream stormwater facilities must be completed if release rates are altered.

Currently, there is very limited servicing capacity within the existing infrastructure. The existing capacities do not have the ability to support the complete development of Jensen Lakes. Necessary off-site work is outlined within the Utility Master Plan and delineated in the Off-Site Levy Bylaw, as amended.

Phase 2

The UMP is in the process of being amended and will reflect stormwater servicing to the north within the Phase 2 amendment area.

2.0 SITE ANALYSIS

2.1 Natural and Cultural Features

2.1.1 Topography and Drainage

The area is generally flat with a wetland depression straddling SE ¼, 17-54-25-4 and Plan 392EO, Parcel A. At the north portion of Plan 782MC, Lot B is another low lying wetlands area. A third low lying wetland area straddles the NE ¼, 17-54-25-4 and NW ¼, 17-54-25-4. The portion of the wetland within the NE ¼, 17-54-25-4 was removed to the western quarter section line, which is the boundary with Sturgeon County. The ground elevation in Phase 1 ranges between 688 metres and 685 metres, and in Phase 2 ranges between 687 metres and 684 metres.

2.1.2 Sturgeon River Designated Flood Line

The lands are above the Designated Flood Line for the Sturgeon River.

2.1.3 Geotechnical Conditions

Geotechnical investigations within the Plan Area are documented within four reports prepared by CT & Associates Engineering Inc.

The geotechnical for SE ¼, 17-54-25-4 and Plan 392EO, Parcel A was completed May 2012 with fieldwork conducted on April 26 and 30, 2012. The land is undeveloped and is cultivated farmland. These two sites had 21 boreholes drilled that assessed the soils and groundwater conditions as it relates to future development of the lands. The southwest and central portion of the site has a high-water table and wet soft soil conditions found at 1.0 metres to 1.6 metres depths. Other parts of the site had groundwater located between 2.8 metres and 8.4 metres below the surface. In the east and southwest portions, two areas have fill placement.

The geotechnical for SW ¼, 17-54-25-4 and Plan 782MC, Lots A and B was completed September 2012 with fieldwork conducted on July 4, 5, 6, and 10, and on September 7, 2012. Part of SW ¼, 17-54-25-4 has a landscape business, a homestead, with the remainder of the site as

cultivated farmland. Plan 782MC, Lot A has a farmyard and a wellhead located in the northwest corner that had no production, with the remainder of the site as cultivated farmland. Plan 782MC, Lot B is cultivated farmland with a wetland in the north portion. At the south portion, adjacent to Villeneuve Road, is a crude oil pipeline that is no longer in use. These three sites had 20 boreholes drilled to assess the soils and groundwater conditions for future development. Groundwater was found below the existing ground surface at 1.8 metres and 8.1 metres. However, in areas that have depressions there were shallow water table readings at 0.1 metre and 1.3 metres.

The geotechnical for part of NW ¼, 16-54-25-4 and Plan 012 0659, Lot 1 was completed July 2013, with fieldwork conducted on June 21, 2013, with six boreholes drilled to monitor groundwater. The site is undeveloped, and is cultivated farmland. Groundwater was found at depths of 1.5 metres to 5.2 metres below the ground surface.

The geotechnical report for the NE ¼, 17-54-25-4 was completed May 2013, with fieldwork conducted on April 17 and 18, 2013. The site is predominantly cultivated farmland, with a farmstead on the eastern property boundary. Thirteen boreholes were drilled to monitor groundwater. Over the southwest, central, and northeast portions of the site, groundwater was found at depths greater than 6 metres below the surface. On the northwest portion of the site, groundwater was found at depths of less than 1.5 metres below the surface. On the southeast portion of the site, groundwater was found at depths of 1.1 metres to 2.8 metres below the surface. An update to the geotechnical evaluation was completed in March 2014, and confirmed the conditions had remained consistent.

The high-water table levels will likely require additional design work related to excavation, building footings elevations, and foundations to address the matter of drainage, soil stability, and seepage.

Areas of high ground water levels in the Plan Area may require further investigation at the time of subdivision, 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.

The following parcels require borehole testing and geotechnical review at the subdivision or Development Permit stage, by a professional engineer to outline any potential mitigation strategies:

- Plan 952 1746, Block A, with municipal address 25416 Secondary Highway 633;
- Plan 752 0339, Block 1, Lot A, with municipal address 2, 54218 Highway 2;
- Plan 457NY, Block A, with municipal address 1, 54218 Highway 2;
- Part of the NW ¼, 16-54-25-4, with municipal address 36 City Annex North;
- Plan 992 2549, Block A, Lot 1C, with municipal address 3, 54302 Highway 2;
- Plan 752 1587 Block A, Lot 1, with municipal address 4, 54302 Highway 2; and
- Plan 222 0513, Block 1, Lot 1, with municipal address 1100 St. Albert Trail.

2.1.4 Vegetation Resources

In June 2008, Stantec prepared a natural areas report for the City of St. Albert, *St. Albert Natural Areas Review and Inventory,* which served as an addendum to the *St. Albert Natural Areas Review and Inventory, 1999* prepared by Spencer Environmental Management Services Ltd. The Addendum covered the lands annexed into St. Albert in 2007.

Within Phase 1 of the Plan Area are two wetlands that are shown in the Addendum as Locally Significant Natural Areas (NW 110) central (3.5 hectares±) and (NW 111) northwest (2.97 hectares±). Both wetlands will be developed, and the developer will work with Alberta Environment and Parks (AEP) to determine the required compensation under the Water Act for the loss of wetlands. The City is not requiring protection of these wetlands.

In 2015, Spencer Environmental Management Services Ltd. prepared a natural areas update, called *St. Albert Natural Areas Assessment – 2015 update*, which detailed the natural areas in Phase 2 of the Plan Area.

Within Phase 2 of the Plan Area is an important concentration of stepping stones, wetlands, and a tree stand as a small habitat for wildlife. Stepping stones are smaller patches of habitat that can provide resources to small species and can also be used temporarily by wider-ranging species that move through the City to more suitable habitats. MDP Policy 5.1.1 requires that all development adhere to provincial and federal acts and regulations. Water Act approval was obtained to drain the wetlands within the NE ¼, 17-54-25-4, on March 24, 2015. The scope of the approval is the infilling of eight wetlands (three Class I, three Class II, and two Class III), and partial infilling of one Class IV wetland. The majority of the Environmentally Sensitive Area, and Natural Area will be removed for urban development.

2.1.5 Natural Site Assessment

Bruce Thompson & Associates Inc. prepared the Natural Area Assessment for SE ¼, 17-54-25-4 dated July 2012 and SW ¼, 17-54-25-4, Plan 782MC, Lots A and B, dated September 2013. No natural area assessment was done on Plan 012 0659, Lot 1 or Plan 952 1746, Block A.

SE ¼, 17-54-25-4 has a large central wetland with an approximate size of 3.5 hectares± and a smaller wetland southward with a size of 0.7 hectares±. Along Villeneuve Road, directly north of Dundas Place in Deer Ridge is a tree stand and the remaining sections of land are cultivated farmlands. The assessment identified the wetlands have sheet water areas that attract migrating waterfowl and shorebirds, and that provide birds with feeding, nesting, and rearing forms of habitat. There were also Red-winged and Yellow-headed Blackbirds. The area is vegetation-free with good visibility to detect predators. Wetlands are also home to chorus frogs and muskrats. Depending on the amount of snowmelt and rainfall, water levels will fluctuate, which impacts the attraction of bird migration. The tree area is a mature aspen forest that attracts nesting birds and ground birds. The assessment recommends

retaining the wetland areas with the opportunity for an ecological recreation area and that the tree stand is sustainable and is a stepping stone for wildlife.

SW ¼, 17-54-25-4, Plan 782MC, Lots A and B are in the west portion of the Jensen Lakes ASP. Within these parcels of land are five wetlands with the largest wetland located in the north portion of Plan 782MC, Lot B. This wetland also has a tree shelterbelt; both straddle lands that are newly annexed by St. Albert. Before these lands can be developed, further analysis will be required on the wetlands and tree stand. The large wetland is sustainable providing the whole wetland is retained; however, development of part of the wetland would make the remaining portion unsustainable. The whole size of the northern wetland is 3 hectares±.

NE ¼, 17-54-25-4, in Phase 2 of the Jensen Lakes ASP has nine identified wetlands, totalling 7.61 hectares±. The wetland in the northwest part of the quarter section, crosses the property line into the NW ¼, 17-54-25-4. Its total size is 8.96 hectares±, with 5.16 hectares± inside the ASP area. This wetland was removed, and compensation provided as per the Water Act.

The following parcels require a natural site assessment at the subdivision or Development Permit stage to proceed with development:

- Plan 992 2549, Block A, Lot 1C, with municipal address 3, 54302 Highway 2;
- Plan 752 1587 Block A, Lot 1, with municipal address 4, 54302 Highway 2; and
- Plan 222 0513, Block 1, Lot 1, with municipal address 1100 St. Albert Trail.

2.1.6 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA), based on the Canadian Standards Association (CSA) outlined in document Z768-01 (2006), was prepared by CT & Associates Engineering Inc., June 2013 for Villeneuve Communities Inc. for parcels SW ¼, 17-54-25-4, Plan 782MC, Lots A and B. Three potential impacts to the site include:

- An abandoned crude oil pipeline running east-west along the south property line that is adjacent to Villeneuve Road;
- An abandoned oil wellhead in the center portion of the site. The wellhead did not have actual production; and
- A stockpile of soil in the west portion placed in about 2008, material of unknown origin or environmental quality.

A Phase 1 Environmental Site Assessment (ESA), based on the Canadian Standards Association (CSA) outlined in document Z768-01 (2006), was prepared by CT & Associates Engineering Inc., June 2013 for Melcor for parcels Plan 012 0659, Lot 1 and part of NW ¼, 16-54-25-4. The site has two former crude oil pipelines that extend in a southwest-northeast and northwest direction within the north portion of the property. When the pipeline is removed, soil sampling and hydrocarbon testing are recommended.

A Phase 1 Environmental Site Assessment (ESA), based on the Canadian Standards Association (CSA) outlined in document Z768-01 (2006), was prepared by CT & Associates Engineering Inc., April 2012 for Villeneuve Communities Inc. for parcels SE ¼, 17-54-25-4, and Plan 392EO, Parcel A. Fill material was placed on the site between 2001 to 2003, from the shopping centre development that occurred at the corner of Villeneuve Road and St. Albert Trail. The fill material is not of environmental concern. There is an abandoned crude oil pipeline through the east portion of the site and along the south property line. When the pipeline is removed, soil sampling and hydrocarbon testing are recommended.

The abandoned oil wellhead in the northeast corner of Plan 782MC, Lot A, requires a reclamation certificate, and until the reclamation certificate is provided no overnight accommodations or public facility development within a 100-metre radius is permitted.

A Phase 1 Environmental Site Assessment (ESA), based on the Canadian Standards Association (CSA) outlined in document Z768-01, was prepared by CT & Associates Engineering Inc., in May 2013 for the NE ¼, 17-54-25-4. No fill material placement has occurred within the property. Around 1962, a crude oil pipeline had been constructed that

runs in a north-southeast direction through the east portion of the property. The pipeline was removed in the early 2000's. Although there were no reports of pipeline release incidents, subsurface conditions along this former pipeline location should be confirmed with soil sampling and hydrocarbon testing via a drilling program at the time of subdivision.

The following lands require environmental site assessment be provided prior to subdivision or Development Permit issuance:

- Plan 952 1746, Block A, with municipal address 25416 Secondary Highway 633;
- Plan 752 0339, Block 1, Lot A, with municipal address 2, 54218 Highway 2;
- Plan 4571NY, Parcel A, with municipal address 1, 54218 Highway 2;
- Part of the NW ¼, 16-54-25-4, with municipal address 36 City Annex North;
- Plan 992 2549, Block A, Lot 1C, with municipal address 3, 54302 Highway 2;
- Plan 752 1587 Block A, Lot 1, with municipal address 4, 54302 Highway 2; and
- Plan 222 0513, Block 1, Lot 1, with municipal address 1100 St. Albert Trail.

Reclamation certificates are required for wellheads, and to provide a determination if a 5-metre setback is sufficient. Setback requirements are determined by the Alberta Energy Regulator (AER).

2.1.7 Heritage Resources

For Phase 1, IBI Group, on behalf of Villeneuve Communities Inc., was given *Historical Resources Act* clearance to proceed with development within these parcels: 782MC, Lots A and B; SW ¼, 17-54-25-4; SE ¼, 17-54-25-4; and Plan 392EO, Parcel A. This review identified a farmstead built around 1950 to 1960 and has been photographed. The review determined that there is no historical significance with the farmstead; therefore, no further work is required. No further archaeological assessment is required as the land is cultivated fields.

For Phase 2, Select Engineering Consultants Ltd., on behalf of Melcor Developments Ltd., was given *Historical Resources Act* clearance to proceed with development within the following parcels:

- NW ¼, 16-54-25-4; and
- NE ¼, 17-54-25-4.

The following lands require *Historical Resources Act* clearance before proceeding with subdivision or Development Permit:

- Plan 992 2549, Block A, Lot 1C, with municipal address 3, 54302 Highway 2;
- Plan 752 1587 Block A, Lot 1, with municipal address 4, 54302 Highway 2; and
- Plan 222 0513, Block 1, Lot 1, with municipal address 1100 St. Albert Trail.

2.2 Current Development Patterns

The Plan Area is bordered to the north by cultivated fields and some wetlands that are located in the recently annexed land from Sturgeon County. To the east is a commercial shopping centre and St. Albert Trail, and the west boundary is Hogan Road/Range Road 255. The south boundary is Villeneuve Road and Deer Ridge neighbourhood.

Prior to the Plan Area being developed, it was predominantly in agricultural use. The area included three large wetlands, a few small tree stands, old farmstead buildings, a house and workshop, a landscape business, a church, and a cellular tower that was removed in 2014. Some constraints, as shown on Figure 9, include an oil wellhead that was never used in production in the northeast corner of Plan 782MC, Lot A; an abandoned crude oil pipeline running east-west along Villeneuve Road that crosses to the northeast part of Plan 012 0659, Lot 1; and a pipeline that splits to the north within Plan 012 0659, Lot 1; and an abandoned crude oil pipeline running north-southeast adjacent to St. Albert Trail in Phase 2 of the Plan Area. See Figure 9.

3.0 LAND USE CONCEPT

3.1 Future Land Use Map

The Future Land Use Map for Jensen Lakes is shown on Figure 2. This map consists of a series of coloured areas and symbols that define expected future land use and roadway patterns for the subject lands.

3.2 Land Use Concept: Major Development Patterns

Residential land use will dominate Jensen Lakes, with commercial use on the edges, and parks distributed throughout the Plan Area. In Phase 1, there are two schools, an existing religious assembly, a mixed-use node on the western edge, and a large private lake. Phase 2 has a Park-and-Ride/Transit Centre north of Fowler Way, with mixed-use transit-oriented development south of the intersection of St. Albert Trail and Fowler Way.

Jensen Lakes is adjacent to Villeneuve Road, with a portion of the site adjacent to St. Albert Trail. Three commercial areas will service both local and regional shopping interests. Additional pedestrian-oriented commercial will be provided within the mixed-use lands of the North TOD Centre.

In Phase 1 of the Plan Area, the residential components are predominantly low density residential, intermixed with medium density residential and a single high density site. Multiple unit structures will be located along connector and neighbourhood roadways and near the commercial areas. The existing church site remains in its current location on Villeneuve Road.

In Phase 1, there is a mixed-use node along the western edge of the Plan Area. The mixed-use node on Hogan Road, just south of Fowler Way, contains medium and high-density residential uses, as well as a commercial area, all adjacent to a park. The node is arranged around a cohesive, pedestrian-oriented network of streets.

In Phase 2 of the Plan Area, a Park-and-Ride/Transit Centre will be established. This area will feature a mix of public services, including transit and a fire hall. Further south, the North Transit Oriented Development (TOD) Centre will be established. Transit Oriented Development features compact, mixed-use development with high levels of employment or residential density, or both, to support higher order transit service, optimize transit investment, and make

development more accessible for transit users. Features typically include an interconnected road network, pedestrian-friendly built form along roads, reduced setbacks, parking at the sides or rear of buildings, and improved access between connector roads and interior blocks in residential areas.

The residential components in Phase 2 of the Plan Area are low density residential, intermixed with medium density residential. A large mixed-use area will feature higher density sites, intermixed with commercial sites. The mixed-use lands could be developed as vertical mixed-use or horizontal mixed-use sites, as regulated by the Land Use Bylaw. The multiple unit structures will be located near the Park-and-Ride/Transit Centre. Within Phase 2 it is encouraged that apartment, office, and institutional buildings include commercial or public uses on the ground floor along public streets. The North TOD Centre area extends approximately 400 metres from the south boundary of the Park-and-Ride/Transit Centre. It is expected that this style of TOD development will continue northward, enmeshing the Park-and-Ride/Transit Centre in pedestrian friendly development.

Unique to the area is a private lake and beach that will be maintained and financed by a homeowners' association. Owning a home in the Jensen Lakes neighbourhood will require being a member of the homeowners' association, which will be identified on the Certificate of Title for a property. The homeowners' association is responsible for the operations and functions of the private lake, including who may access the amenity.

All stormwater management facilities (SWMF) are wet ponds. One SWMF has been constructed in the southeast, behind the commercial site of Walmart. The second pond is in the west portion of the Plan Area and it runs north-south on both sides of Jensen Lakes Boulevard. The third pond is in Phase 2 of the Plan Area, and is located on the south side of Fowler Way. Trails will be located around a portion of each SWMF and connect to sidewalks and parks, forming part of the neighbourhood trail system.

In Phase 1, the medium density residential areas would consist of densities of approximately 40 to 90 dwelling units per net residential hectare. The low-density residential areas would have a density of 23 to 33 dwelling units per net residential hectare. The average overall net density of the residential area is 30 dwelling units per net residential hectare. The total number of dwelling units

proposed is 2,180 units. The proposed developable residential area is 72 hectares±, which is approximately 48% of the developable area for Phase 1.

In Phase 2, the mixed-use lands would consist of densities of approximately 210 to 220 dwelling units per net residential hectare. Please see Appendix A for details on other possible scenarios for the mixed-use lands. The medium-density residential areas would have densities of approximately 35 to 94 dwelling units per net residential hectare. The low-density residential areas would have densities of approximately 23 to 33 dwelling units per net residential hectare. The average overall net density of the residential area is 57 units per net residential hectare. The total number of dwelling units proposed is 1,633 units. The proposed developable residential area is approximately 29 hectares±, which is approximately 37% of the developable area for Phase 2.As the ASP is implemented, Administration will track as-built density to monitor progress against City and Edmonton Metropolitan Region Board (EMRB) density targets. Subsequent stages of subdivision and development will be evaluated to ensure they meet the overall density targets. Applications must meet the density target as outlined within the ASP, and as approved by the EMRB. Any amendments to the ASP, will require Council, and potentially EMRB approval.

3.3 Residential Land Use

Residential land uses must conform to the policies in section 14.6 of *Flourish* MDP.

3.3.1 Low Density Residential

In Phase 1, the low density residential land use will comprise of 63 hectares± of land. Based on the density range of 23 to 33 dwelling units per net residential hectare (du/nrha), the number of low-density residential units anticipated would fall between 1,450 and 1,900 units, including 506 units built or under construction as of Bylaw 47/2021.

In Phase 2, the low-density residential land use will comprise 21 hectares± of land. Based on the density range of 23 to 33 dwelling units per net residential hectare (du/nrha), the number of low-density residential units is anticipated to fall between approximately 480 to 690 units.

Low-density built form may include single-detached housing, single-detached housing with a suite, semi-detached, duplex housing, and townhousing as regulated by the Land Use Bylaw.

It is estimated that there will be 2,151 low density dwelling units, in Phases 1 and 2 combined, which is approximately 56% of the residential dwelling units in the Plan Area.

3.3.2 Medium Density Residential

Medium density residential development may consist of townhouses and apartment buildings as regulated by the Land Use Bylaw. Townhouse development within Phase 1 will have a density range of 35 to 42 dwelling units per net residential hectare (du/nrha). In Phase 1, this represents approximately 160 to 190 units, including 44 built street-oriented townhouse units on Joyal Way. In Phase 2, townhouse development will have a density range of 35 to 54 du/nrha. Approximately 70 to 110 townhouse units are anticipated in Phase 2.

Apartment development (which could include stacked townhousing) will have a density range of 40 to 94 dwelling units per net residential hectare. In Phase 1, this represents 110 to 250 units. In Phase 2, apartment development will have a density range of 40 to 125 du/nrha. Approximately 80 to 260 apartment type dwelling units are anticipated in Phase 2.

The total number of medium density residential dwelling units proposed is 360 in Phase 1, and 270 in Phase 2, for a total of 630 units. This is approximately 17% of the total number of residential dwelling units in the Plan Area.

3.3.3 High Density Residential

In Phase 1, high density residential units are proposed for the 1.8 hectare± parcel south of the commercial site located in the west corner of the Plan Area. With a density range of 94 to 141 dwelling units per net residential hectare, this site could hold 170 to 260 residential dwelling units. The number of dwelling units proposed is 236 units, which is

approximately 11% of the total number of residential units in Phase 1. There is no high density residential in Phase 2.

High-density residential forms may include apartments. 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 use architectural design features to address the streetscape. Building design should incorporate articulation and transition to reduce impact from building massing, shadowing, noise, and privacy onto adjacent buildings.

3.4 Commercial

In Phase 1, the overall developable area for commercial use is approximately 7% of the developable lands, which is approximately 11.0 hectares. The commercial lands adjacent to St. Albert Trail have an area of 7 hectares± and are accessed from St. Albert Trail and Jensen Lakes Boulevard. Another commercial site is located on the west end of the Plan Area at the corner of Hogan Road and Fowler Way with an area of approximately 4 hectares±. This commercial site, located within a mixed-use node, will serve the immediate neighbourhoods and passersby.

In Phase 2, the overall developable area for commercial use is approximately 14 hectares±, which is approximately 18% of the Phase 2 lands. These commercial lands will be accessed via the local road network. Approximately 9 hectares± of the commercial lands in Phase 2 are located within the North TOD Centre, and will require a higher floor area ratio, resulting in increased intensity of development. This is to meet the EMRB requirements of 140 people+jobs/gha.

These commercial sites are part of the Trail Corridor Areas as identified in the Municipal Development Plan. These sites must conform with the Policies in Section 14.4 of *Flourish* MDP. Within these commercial sites, MDP Policy 14.4.3 encourages the transition of Trail Corridor Areas from vehicle-oriented to transit-oriented development. MDP Policy 14.4.7 encourages undeveloped

Trail Corridor Areas to become mixed-use, transit-supportive places with a framework of interconnected streets that facilitate intensification over time.

3.5 Mixed-Use Lands

There are three mixed-use sites within Phase 2. The total amount of mixed-use land within the Plan Area is approximately 5 hectares±. In total, mixed-use lands comprise approximately 2% of the total Plan Area.

It is proposed that 3.7 hectares± of the mixed-use lands be dedicated to residential uses, and 1.2 hectares± be dedicated to commercial and institutional uses. This represents a proposed split of 75% residential to 25% commercial uses. There is some flexibility in this split, with the final ratio to be determined at the time a concept plan is submitted. Please see Appendix A for more options for the residential and commercial split of the mixed-use lands.

Within these lands is an opportunity to mix residential, institutional, and commercial uses. This may take the form of vertical mixed use, where commercial and residential are integrated in one building; or horizontal mixed use, where commercial and residential are placed adjacent to one another. It is encouraged that some of the mixed-use development be completed in the vertical mixed-use style, as MDP Policy 12.3.3, encourages that apartment buildings, offices, and institutional buildings within mixed-use areas include commercial or public uses on the ground floors along public streets.

The location of mixed-use lands in the northern portion of Phase 2, is to comply with MDP Policy 13.2.6(c) that development with more than 200 dwelling units per net hectare should be located within 400 metres of existing or planned Rapid Transit Station Areas. The 400-metre distance represents an average five minute walk for a pedestrian.

Development of concept plans within the mixed-use areas will help to address walkability, connectivity, improved streetscapes, and cohesive site planning.

3.5.1 Residential Component of Mixed-Use

Mixed-use residential units are proposed on approximately 3.7 hectares±, located in Phase 2 of the Plan Area. This represents approximately 75% of the mixed-use land. There may be a variation of

the residential lands provided, with final mix determined at concept plan stage.

With a density range of 210 to 220 dwelling units per net residential hectare, these sites could hold 780 to 815 residential dwelling units. The number of dwelling units proposed is 796 units, which is approximately 21% of the total number of residential units within the Plan Area.

3.5.2 Commercial and Institutional Component of Mixed-Use

The overall commercial use component is approximately 1.2 hectares±, which represents approximately 0.5% of developable lands within the Plan Area.

Within the commercial component of the mixed-use area, it is encouraged to promote a range of commercial uses that support the day-to-day needs of residents in the surrounding neighbourhood. Transit supportive land uses are encouraged to be located within this area. Large-format retail is discouraged within the mixed-use lands of the Plan Area, as the desire is for pedestrian-friendly compact development. Drive-throughs are discouraged within the commercial component of mixed-use land to minimize conflict with pedestrian travel.

3.6 Park-and-Ride/Transit Centre and the North Transit Oriented Development (TOD) Centre

3.6.1 Park-and-Ride/Transit Centre

To conform with *Flourish* MDP, a Park-and-Ride/Transit Centre has been identified on the northern portion of the Plan Area, within Phase 2. The Park-and-Ride/Transit Centre for this area is to be placed just north of Fowler Way, and west of St. Albert Trail, which will provide easy access to the Park-and-Ride for regional traffic. The location is shown on Figure 2A.

This approximately 7 hectare± area will provide for a mix of public services, including bus rapid transit (BRT) service, and a firehall. In the future, a portion of the lands will be used for LRT service. It is

anticipated that additional municipal/civic uses will be integrated into the Park-and-Ride/Transit Centre development.

An approximately 400-metre catchment area (or five-minute walk) around the Park-and-Ride was used to determine the approximate boundaries of the North TOD Centre within Jensen Lakes, also shown on Figure 2A.

Future Area Structure Plans that are adjacent to the Park-and-Ride/Transit Centre will also need to feature transit oriented development that meets the 140 people+jobs/gha outlined in the Growth Plan, and be designed to cohesively transition to the Park-and-Ride/Transit Centre. This 400 metre buffer is shown on Figure 2A.

Future servicing of the Park-and-Ride/Transit Centre parcels will be determined at concept plan stage.

3.6.2 North Transit Oriented Development Centre

The North Transit Oriented Development Centre has been identified on the northeastern edge of the Plan Area, just south of the Park-and-Ride/Transit Centre. This area will be a vibrant, pedestrian friendly mix of shops, services, and housing. It is envisioned as a regional live-work-play centre, that will draw in people from other neighbourhoods to use the wide range of services and amenities. Services and amenities should be accessible by foot or cycling, fostering a strong sense of place, and reducing car dependency. This area is expected to meet the aspirational density target of 140 people+jobs/gha outlined in the Growth Plan.

The high residential densities contained within the North TOD Centre will provide population to support the proposed public transit in the area. The jobs contained within the commercial and mixed-use areas will be easily accessible by walking or neighbouring public transit. The portion of the North TOD Centre in Jensen Lakes will feature three dense mixed-use sites, three commercial sites, one medium-density residential site, and a 0.4 hectare± park.

Future servicing of the commercial parcel north of Fowler Way will be determined at concept plan stage.

3.6.3 North TOD Centre Density Transition

The mixed-use area of the North Transit Oriented Development Centre will have some of the highest residential densities in St. Albert. To lessen the impact on neighbouring uses, a gradual transition in height and density as per MDP Policy 14.4.11 has been planned. The highest densities are located in the centre of the TOD, and are flanked by medium-density residential, or a stormwater management facility, before transitioning to the low-density residential pattern seen in Phase 1 of the Plan Area.

3.6.4 Market Affordable and Non-Market Housing

EMRGP Policy 3.3.3 states that priorities will be established for the location of market affordable and non-market housing within rural centres, sub-regional centres, urban centres, TOD centres, and the metropolitan core and within 800 metres of a major transit station.

Flourish MDP Policy 7.2.7 encourages partnerships between housing stakeholders, developers, and agencies to proactively increase the long-term supply of market and non-market affordable housing, in accordance with the City's housing strategies.

It is encouraged that within the North Transit Oriented Development Centre, a portion of market affordable, and non-market housing be provided.

3.7 Mixed-Use Node

To conform with *Flourish* MDP, a mixed-use node has been identified on the western edge of the Plan Area, within Phase 1. This can be seen on Figure 2A. This node includes one commercial site, one high density site, three medium density residential sites, and a 1.7 hectare± park. This node will extend west across Hogan Road, into the North Ridge Phase 2 neighbourhood.

This mixed-use node will contain a concentration of services, amenities, employment opportunities, and places to live in a compact area. This node will

be well connected to other areas of the city by walking, transit, cycling, and vehicular routes, and will serve as a destination for the immediate neighbourhood. The park will provide recreational opportunities to the many residents of the medium, and high-density residential sites within the node.

These lands must conform to the policies in Section 14.5 of the MDP.

3.8 Policies Related to the North Transit Oriented Development Centre and Mixed-Use Node

3.8.1 Accessibility and Parking

The mixed-use node and North TOD Centre both encourage walkability, and accessibility. Large areas of surface parking work against that goal. MDP Policy 14.4.12. allows for a reduction in surface parking during site redevelopment and through innovative parking options. This could be achieved by implementing shared parking agreements for complementary land uses. Minimizing surface parking areas beside public streets, and mitigating parking impacts through design and landscaping are also encouraged, as per MDP Policy 12.2.8. It is encouraged that apartment buildings include at least one level of underground parking, as per MDP Policy 12.3.7.

3.8.2 Streetscapes

The streetscapes within the mixed-use node, and the North TOD Centre should support a high level of pedestrian usability and comfort for all abilities, and must conform with *Flourish* MDP Policies in section 12.2. Amenities such as street furniture, pedestrian-scale lighting, transit shelters, and clearly marked and controlled pedestrian crossings shall be provided to encourage walking between uses. Pathways and sidewalks shall be connected. Active uses shall be encouraged at grade, with development that faces, and is accessed by public streets.

3.8.3 Building Form and Site Planning

The building form and site planning within the mixed-use node, and the North TOD Centre should be provided at a human scale, support a high level of pedestrian engagement to activate the street, encourage

walkability for residents and visitors to the area. Building form and site planning must conform to *Flourish* MDP policies in section 12.3. It is expected that pedestrian connections through larger blocks will be established, to increase connectivity and access to amenities.

3.9 Institutional

In Phase 1 of the Plan Area is an existing church, which subdivided its land in 2018, from 5.5 hectares± to 2.6 hectares± of land. The church site, designated Institutional, is owned by Western Canadian District of the Christian & Missionary Alliance.

3.10 Parks and Open Space

The parks and open space system in the Plan Area will include trails, schools, parks, and stormwater management facilities. The *Municipal Government Act (MGA)* specifies that 10% of the developable lands may be dedicated as Municipal Reserve, and MDP Policy 11.1.1 requires that the maximum entitlement of Municipal Reserve be dedicated at time of subdivision. Dedicated land may include development of schools, parks, and trails that are not associated with public utility lots.

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). The Municipal Reserve dedication in Phase 1 of the Plan Area, achieves the 10% of developable land criteria. In Phase 2, Municipal Reserve has been identified and planned for dedication from the following parcels:

- NE ¼, 17-54-25-4, with municipal address 35 City Annex North;
- Part of the NW ¼, 16-54-25-4, with municipal address 37 City Annex North;
- Plan 012 0659, Lot 1, with municipal address 38 City Annex North;
- Plan 392EO, Parcel A, with municipal address 39 City Annex North; and
- Plan 752 0339, Block 1, Lot A, with municipal address 2, 54218 Highway 2.

Ten percent (10%) Municipal Reserve dedication is owed on each of the following parcels:

- Plan 4571NY, Parcel A, with municipal address 1, 54218 Highway 2;

- Part of the NW ¼, 16-54-25-4, with municipal address 36 City Annex North;
- Plan 992 2549, Block A, Lot 1C, with municipal address 3, 54302 Highway 2;
- Plan 752 1587 Block A, Lot 1, with municipal address 4, 54302 Highway 2; and
- Plan 222 0513, Block 1, Lot 1, with municipal address 1100 St. Albert Trail.

3.10.1 Trails

A multi-use trail is being proposed along two neighbourhood roadways. Multi-use trails would be part of the road right-of-way and not receive municipal reserve credit. A multi-use trail is wider than a sidewalk and tends to be an asphalt surface. The development of the multi-use trail will be reviewed at time of Development Agreement in consultation with several City departments. Other trails proposed will provide connections between parks, neighbouring streets, and access to stormwater management facilities. Walkway connections will also be developed over infrastructure within the Plan Area.

Some trails, walkways, or parks may have Public Utility Lot (PUL) designations where there are utility rights-of-way; therefore, no municipal reserve dedication would be granted in these circumstances. The trails must be installed at the time of subdivision so that future residents are aware of trail alignments.

Pedestrian connectivity to the commercial area adjacent to St. Albert Trail is proposed and may require some coordination with the businesses. Access to Villeneuve Road is proposed at several points from the Plan Area. Villeneuve Road will be upgraded to urban standards with a sidewalk or trail on the north side. Further design considerations are needed for the south side of Villeneuve Road to determine appropriate pedestrian connectivity.

Within Phase 2, trails will provide a strong pedestrian connection throughout the mixed-use land and North TOD Centre. Trails will be

used to break up the larger mixed-use block to a more pedestrian scale. Trails will extend west to SWMF #3, and south to Phase 1.

3.10.2 Park Sites

As per MDP Policy 11.2.14, parks are encouraged to be located adjacent to higher density development.

Within Phase 1, there are seven parks ranging in size from 0.2 hectares± to 2.6 hectares±. On the eastern portion of the mixed-use node, near Hogan Road, a 1.7 hectare± park is adjacent to the medium and high density residential development.

In Phase 2, there are five parks ranging in size from 0.2 hectares± to 3.3 hectares±. All parks in Phase 2 are within 400 meters of the North TOD Centre. Between Phases 1 and 2 is a minimum of 20 metre in width, linear park that provides pedestrian access between the two phases.

A future addition to the Parks Master Plan for Jensen Lakes can identify how parks may be designed and programmed in Phase 2.

3.10.3 School/Park Site

In September 2018, Sister Alphonse Academy school at 1 Joyal Way opened. The area of land is 1.1 hectares±. In September 2019, Joseph M. Demko school at 200 Jensen Lakes Boulevard opened with an area of 1.8 hectares±. The two school sites adjoin Joyal Park, a community public park that has an area of 2.6 hectares±.

Student population analysis is based on the City of St. Albert 2018 Census. Age Composition within the 2018 Census was used to project the potential school aged children.

Table 3-1: Student Population Projection

Age	Grades	% of 2018 City of St. Albert Census age composition population 62,842	Student Generation Jensen Lake Population 9,228
5-9	K-4	6.5%	604
10-14	5-9	6.9%	641
15-19	10-12	6.6%	613
Total			**1,858**

The anticipated number of students in the Jensen Lakes neighbourhood at full build-out is approximately 1,858 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 9,228 for Jensen Lakes, and the percentage of each age/grade category. At the time of development, the most current Census for St. Albert and consultation with school boards will occur to better anticipate student population.

3.10.4 Stormwater Management Facilities (SWMFs)

Three stormwater management facilities are proposed within the Plan Area. SWMF #1 is located behind the Walmart shopping centre and will act as a buffer between the commercial use and the residential area. SWMF #2a/2b will be located in the east portion of the Plan Area extending between Fowler Way and Villeneuve Road. SWMF #2a/2b will consist of two water bodies joined by an equalizing conduit. SWMF #3 is located south of Fowler Way and east of Hogan Road. Each SWMF will have trail connections to access the surrounding residential area and a trail along a portion of each SWMF will be created when the ponds are developed.

These facilities may be connected through a combination of overland flows and buried pipes to transfer stormwater. The stormwater management facilities will be dedicated as Public Utility Lots (PULs); therefore, no Municipal Reserve credit will be given to these PUL uses. Municipal Reserve credit may be provided to trail areas adjacent to SWMFs, as per MDP Policy 10.5.5.

The design of the SWMFs will maximize the opportunity to complement or enhance the fragmented habitat in the Plan Area. This can be accomplished through plantings that are supportive of wildlife and bird life that access wetlands and marshes.

The Technical Report proposed the SWMFs using a Real Time Control system; therefore, expanded pond sizes are needed for additional storage capacity and as a safety measure during heavy rainfall events. In addition, the SWMFs cannot be too deep as that would require fencing; thus, impacting an amenity to the surrounding residential area.

3.10.5 Private Lake and Private Beach

A private freshwater recreational lake, gated walkways, and beach are proposed as recreational amenities for the homeowners in Jensen Lakes. This lake is not for stormwater management; it includes a built-in re-circulation system, treatment facility, and an operational protocol that will be managed by a homeowners' association to ensure the safe and reliable enjoyment of these private areas. The recreational opportunities may include non-motorized boats, swimming, stocked fishing, and winter skating. The private beach may include a clubhouse and an open area to accommodate private recreation activities for this neighbourhood.

The City is not responsible for the private lake, private beach, private walkways, or enforcement of exclusive use; it is the neighbourhood homeowners' association that will be financially responsible to maintain, operate, and staff this non-public neighbourhood amenity. Parking requirements for these facilities will be on private lands, not on City lands.

3.11 Development Statistics

The development statistics for the whole Plan Area are shown, quantitatively, in Table 3-2. Phase 2 of Jensen Lakes features a Park-and-Ride/Transit Centre, and the North TOD Centre in the northeastern corner of the Plan Area. The development statistics for the North TOD Centre area are shown, quantitatively,

in Tables 3-3A and 3-3B. The amount of existing build-out, at the time of Bylaw 47/2021, is shown in Table 3-4.

The developable area for Phase 1 is 152 hectares±, as there is no Environmental Reserve to be dedicated in the Plan Area. All roads, except Villeneuve Road and half of Hogan Road, are included within the developable area. The residential area is 72 hectares±, which is approximately 48% of the developable area. The commercial area is 11 hectares±, which is approximately 7%± of the developable land.

The developable area for Phase 2 is 78 hectares±, as there is no Environmental Reserve to be dedicated in the Plan Area. All roads are included within the developable area. The residential area is 29 hectares±, which is approximately 37%± of the developable area. The commercial area is 15 hectares±, which is approximately 19%± of the developable land.

The remaining developable lands are shown in the Table 3-2 Development Statistics.

The population per household fluctuates depending on the type of dwelling unit as indicated in the *City of St. Albert Census 2018*. In Phase 1, in the low-density residential units, 4,594 persons are projected, based on 2.90 persons per household. In the medium density residential units, 399 persons are projected based on 2.23 persons per household for townhouses. In the high-density residential units, 319 persons are projected based on 1.76 persons per household for apartments. In Phase 2, in the low-density residential units, 1,644 persons are projected, based on 2.90 persons per household. In the medium density residential units, 445 persons are projected, based on 2.23 or 1.76 persons per household, depending on built form. In the mixed-use units, 1,400 persons are projected, based on 1.76 persons per household for apartments. The population for Jensen Lakes is estimated at 5,727 for Phase 1, and 3,489 for Phase 2, for a total of 9,216 persons.

In terms of Phase 1, Policy 4.11, Neighbourhood Design Principles, of the now rescinded *CityPlan 2007* MDP required a minimum of 30 dwelling units per net residential hectare, which was also required by the Capital Region Board Growth Plan target in place at the time the Jensen Lakes Bylaw 1/2014 was adopted. In terms of Phase 2, Policy 13.1.3 of *Flourish* MDP requires a minimum overall density of 40 dwelling units per net residential hectare for new

neighbourhoods. Policy 13.1.5 requires the transit-oriented development portion of the Plan Area to support a minimum aspirational density of 140 people+jobs/gha in the long term. The MDP Policies align with the policies of the Edmonton Metropolitan Region Growth Plan. The ASP amendments through Bylaw 22/2019, and Bylaw 47/2021, were not required to increase the density of the existing Phase 1 area because the developed portion of the ASP is grandfathered under Section 8.2 of the Regional Evaluation Framework (REF).

In Phase 1, the total number of residential units is 2,180, of which 596 are medium or high density units, which equates to 27% of the proposed units.

In Phase 2, *Flourish* MDP Policy 14.4.6 encourages intensification to occur within 400 metres of planned Rapid Transit Station Areas, and include medium and/or high-density forms. This includes areas developed with three or more units that may include housing types such as townhousing, and apartment buildings (with or without commercial on the ground floor). The total number of residential units is 1,633, of which 1,066 are medium-density, or mixed-use units, which equates to 65% of the proposed units in Phase 2.

Table 3-2: Development Statistics

	Phase 1				Phase 2				Overall			
	Area (ha)	% of GDA	Units	Pop.	Area (ha)	% of GDA	Units	Pop.	Area (ha)	% of GDA	Units	Pop.
Gross Area	**158.1**				**78.4**				**236.5**			
Villeneuve Road and Hogan Road	6.0				0.0				6.0			
Gross Developable Area (GDA)	**152.1**	**100.0%**			**78.4**	**100.0%**			**230.5**	**100.0%**		
Walkways (PUL)	0.7	0.5%			0.2	0.3%			0.9	0.4%		
Municipal Reserve – School	3.0	1.9%			0.0	0.0%			3.0	1.3%		
Municipal Reserve – Registered	3.9	2.6%			0.0	0.0%			3.9	1.7%		
Municipal Reserve – Proposed	8.4	5.5%			6.1	7.8%			14.5	6.3%		
Municipal Reserve – To Be Identified	0.0	0.0%			1.7	2.2%			1.7	0.8%		
Stormwater Management Facility	9.7	6.4%			4.4	5.6%			14.1	6.1%		
Neighbourhood Connector Road (Fowler Way)	0.3	0.2%			2.9	3.7%			3.2	1.4%		
Internal Circulation (Local and Neighbourhood)	28.3	18.6%			12.1	15.4%			40.4	17.5%		
Private Lake & Beach	10.5	6.9%			0.0	0.0%			10.5	4.6%		
Private Walkways	1.3	0.9%			0.0	0.0%			1.3	0.6%		
Subtotal Other Uses	**66.1**	**43.5%**			**27.44**	**35.0%**			**93.5**	**40.6%**		
Commercial	11.0	7.2%			13.9	17.7%			24.9	10.8%		
Mixed-Use	0.0	0.0%			1.2	1.5%			1.2	0.5%		
Institutional (church)	2.6	1.7%			0.00	0.0%			2.6	1.1%		
Subtotal Commercial/Institutional	**13.6**	**8.9%**			**15.1**	**19.3%**			**28.7**	**12.5%**		

	Phase 1				Phase 2				Overall			
	Area (ha)	% of GDA	Units	Pop.	Area (ha)	% of GDA	Units	Pop.	Area (ha)	% of GDA	Units	Pop.
Transit Centre	**0.0**	**0.0%**			**7.1**	**9.1%**			**7.1**	**3.1%**		
Residential												
Low Density	63.4	41.7%	1,584	4,594	21.0	26.8%	567	1644	84.4	36.6%	2,151	6,238
Medium Density (townhouse)	4.5	3.0%	179	399	2.1	2.6%	86	192	6.6	2.8%	265	591
Medium Density (stacked townhouse, apartment)	2.7	1.8%	181	319	2.1	2.6%	185	325	4.8	2.1%	366	644
High Density	1.8	1.2%	236	415	0.0	0.0%	0	0	1.8	0.8%	236	415
Mixed-Use	0.0	0.0%	0	0	3.7	4.7%	796	1400	3.7	1.6%	796	1,400
Subtotal Residential	**72.4**	**47.6%**	**2,180**	**5,727**	**28.8**	**36.7%**	**1,633**	**3,561**	**101.2**	**43.9%**	**3,813**	**9,288**

Table 3-2 Notes:

- May not add up to 100% due to rounding.
- Jensen Lakes Phase 1 will achieve a minimum density of 30 dwelling units per net residential hectare.
- Jensen Lakes Phase 2 will achieve a minimum density of 40 dwelling units per net residential hectare.
- Jensen Lakes Phase 1 and 2 will achieve a combined density of 38 dwelling units per net residential hectare.
- 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; and
  - 141 du/ha for medium/high density.
- 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 (townhousing), could go to 54 du/ha if meet design criteria in the Land Use Bylaw;
  - 40-94 du/ha for medium density residential (apartments), could go to 125 du/ha if meet design criteria in Land Use Bylaw;
  - 94-141 du/ha for high density (R4) residential, could go higher if meet design criteria in Land Use Bylaw; and
  - 210-220 du/ha for mixed-use.
- Overall, there will be 140 people+jobs/gha within the North TOD Centre.
- Expected population per residential unit is:
  - 2.90 persons per low density dwelling unit;

- 2.23 persons per medium density dwelling unit (townhouse);
- 1.76 persons per medium density dwelling unit (apartment);
- 1.76 persons per high density dwelling unit; and1.76 persons per mixed-use dwelling unit.

The full statistics for the Plan Area are captured in Table 3-2, the purpose of Tables 3-3A and 3-3B are to show compliance with EMRB aspirational density targets, and the MDP requirements. Appendix A also provides more information regarding options to achieve the aspirational density targets.

Table 3-3A: North Transit Oriented Development Centre Aspirational Statistics

	TOD AREA				
	Area (ha)	**% of GHA**	**Units**	**Pop.**	**Jobs**
Gross Hectares (GHA)	**17.2**	**100%**			
Municipal Reserve – Proposed	0.4	2.4%			
Neighbourhood Connector Road (Fowler Way)	0.6	3.2%			
Internal Circulation (Local and Neighbourhood)	1.5	8.5%			
Subtotal Other Uses	**2.4**	**14.2%**			
Commercial	8.7	50.5%			711
Mixed-Use	1.2	7.0%			98
Subtotal Commercial/Institutional	**9.9**	**57.5%**			**809**
Residential					
Medium Density (stacked townhouse, apartment)	1.2	6.8%	105	185	
Mixed-Use	3.7	21.6%	796	1,400	
Subtotal Residential	**4.9**	**28.4%**	**901**	**1,585**	**809**

Table 3-3B: People+Jobs/gha

1,585	People
809	Jobs
2,395	People+Jobs
17.2	GHA
140	People+Jobs/gha

Tables 3-3A & 3-3B Notes

- May not add up to 100% due to rounding.
- Overall, there will be 140 people+jobs/gha within the North TOD Centre.
- Estimated job generation for commercial lands is:
  - 82 jobs per hectare.

The developable area for the Park-and-Ride/Transit Centre is approximately 7 hectares±. The developable area for the North Transit Oriented Development Centre is approximately 17 hectares±, which is only 7% of the Plan's developable area, but it contains some of the highest densities in St. Albert. The residential area is approximately 5 hectares±, which is approximately 2%± of the Plan's developable area. The commercial area is approximately 10 hectares±, which is approximately 4%± of the developable land. *Flourish* MDP Map 4, Priority Areas for Growth, indicates that the area around the Fowler Way and St. Albert Trail intersection is the priority area for growth and density in north St. Albert. The total number of residential units in the North TOD Centre area is 901, all of which are medium density, or mixed-use units. The estimated population within the North TOD Centre is 1,585. The North TOD Centre contains an estimated 809 jobs, based on approximately 82 jobs per hectare. In total, the North TOD Centre contains 2,395 people+jobs in a gross area of 17.2 hectares±, for a density of 140 people+jobs/gha.

Table 3-4: Phase 1 Residential Development

	Area (ha)	Units	Density (du/ha)
Low Density – Built	22.01	506	23
Low Density – Proposed	41.39	1,078	26
Low Density – Total	**63.40**	**1,584**	**25**
Medium Density (townhouse) – Built	1.13	44	39
Medium Density (townhouse) – Proposed	3.37	135	40
Medium Density (townhouse) – Total	**4.50**	**179**	**40**
Medium Density (stacked townhouse, apartment) – Built	2.03	74	36
Medium Density (stacked townhouse, apartment) – Proposed	0.67	107	160
Medium Density (stacked townhouse, apartment) – Total	**2.70**	**181**	**67**
High Density – Built	0.00	0.00	n/a
High Density – Proposed	1.80	236	131
High Density – Total	**1.80**	**236**	**131**
All Residential – Built	25.17	624	25
All Residential – Proposed	47.23	1,556	33
Residential Total	**72.40**	**2,180**	**30**

Development of Jensen Lakes Phase 1 began in 2015 and several residential Stages have been completed or are under construction. The actual numbers of units built (or being built) as of Bylaw 47/2021 are shown in Table 3-4 Phase 1 Residential Development, along with the proposed numbers for the remaining Phase 1 lands.

4.0 TRANSPORTATION

4.1 Boulevard, Crosstown, and Connector Road Network

The Transportation network for Jensen Lakes is shown on Figure 3. This map consists of a series of coloured roadways and trails that define expected future transportation network requirements to support development of the subject lands. Jensen Lakes is bounded on the north in part by Fowler Way (named in March 2013), a future southwest-northeast crosstown road. It is bounded in the east by St. Albert Trail, a north-south boulevard. It is bounded on the south by Villeneuve Road, an east-west connector. It is bounded on the west by Hogan Road (Range Road 255), a north-south connector.

The future alignment of Fowler Way will connect at the junction of Ray Gibbon Drive and Villeneuve Road, crossing through the North Ridge Phase 2 neighbourhood, and traversing the north boundary of Jensen Lakes. Fowler Way will connect to Neil Ross Road on the east side of St. Albert Trail. The final alignment of Fowler Way is subject to change, and will be based on the completion of detailed design, including consideration of stakeholder/owner engagement, and geotechnical and environmental assessments.

St. Albert Trail from Villeneuve Road to north of Fowler Way/Neil Ross Road, is in the process of being upgraded to a six-lane urbanized cross section. All-directional intersections will exist at three locations along St. Albert Trail, providing access to Jensen Lakes: Jensen Lakes Boulevard/Everitt Drive North; Fowler Way/Neil Ross Road; and an unnamed Neighbourhood Road located roughly half way between Jensen Lakes Boulevard and Fowler Way.

An existing right-in/right-out/left-in on St. Albert Trail located approximately 200 metres south of Jensen Lakes Boulevard will conditionally remain open. Conditions that may trigger closure or modification of the access include:

- High collision rates (frequency and/or severity) at the intersection and along St. Albert Trail from north of Coal Mine Road to south of Jensen Lakes Boulevard.
- Continuous public/stakeholder reported near miss or safety concerns at the intersection and along St. Albert Trail from north of Coal Mine Road to south of Jensen Lakes Boulevard.

- Reduced intersection performance at the intersection as noted by Level of Service (LOS), volume-to-capacity (v/c), vehicle delays, vehicle queuing, or a combination thereof.
- Excessive queuing on St. Albert Trail at the intersection impacting operation at either, or both the St. Albert Trail/Coal Mine Road and St. Albert Trail/Jensen Lakes Boulevard intersections.
- Other unforeseen safety or operational issues that arise at and/or within the influence of the intersection.

Furthermore, if and when LRT is constructed on the west side of St. Albert Trail, closure and removal of the intersection will be required to maintain proper vehicle and LRT operations along St. Albert Trail.

Additional access to/from Jensen Lakes via St. Albert Trail will not be permitted.

Within the Plan Area, major roadways are expected to function at acceptable levels of service (at a minimum of LOS D for intersections or LOS E for specific movements at intersections).

Villeneuve Road is currently designed and operating as a secondary highway (rural design) and is expected to be redesigned to an urban connector roadway that shall include sidewalk and/or trail. Villeneuve Road, at the time of writing this ASP, will remain open from St. Albert Trail to Hogan Road; however, the long-term plans of Villeneuve Road will involve severing the existing connection to Ray Gibbon Drive. Villeneuve Road west of Hogan Road may service applicable lands but will not be a through route from the west City boundary to St. Albert Trail.

4.2 Neighbourhood and Local Road Network

Within Phase 1, a series of neighbourhood residential roadways are provided:

- Jensen Lakes Boulevard – an east-west roadway that weaves through the neighbourhood connecting between St. Albert Trail and Hogan Road (Range Road 255).
- Jensen Gate – a north-south roadway that provides connection between Villeneuve Road and Jensen Lakes Boulevard.

- Road 1 (unnamed) – a short section of north-south roadway located roughly midway between Jensen Gates and Hogan Road that provides connection between an unnamed local road and Villeneuve Road.
- Road 2 (unnamed) – a north-south roadway that starts at Jensen Lakes Boulevard and terminates at the north area structure plan boundary, with the intent that the road will continue further north in the future as the lands north of Jensen Lakes develop.

Within Phase 2, a series of neighbourhood residential roadways are provided:

- Road 3 (unnamed) – a roadway connecting to Jensen Lakes Boulevard and heading northwest to the west Plan boundary, with the intent that the road will eventually tie into Unnamed Road 2 as the lands west of Jensen Lakes develop.
- Road 4 (unnamed) – an east-west roadway that provides connection between St. Albert Trail and Unnamed Road 3.
- Road 5 (unnamed) – a north-south roadway that provides connection between Fowler Way and Unnamed Road 3.

Within Phase 1, local roads are designed with cul-de-sacs and loops that will connect to the internal residential neighbourhood roadway network.

Within Phase 2, the number and length of local road cul-de-sacs have been minimized, and no cul-de-sacs are provided within the mixed-use node or North TOD Centre.

Within Phases 1 and 2, neighbourhood and local roadways are expected to function at acceptable levels of service (a minimum of LOS D for intersections, or LOS E for specific movements at intersections).

Sister Alphonse Academy school parking is accessed off Joyal Way. Joseph M. Demko school is accessed off Jensen Lakes Boulevard.

All-weather turnarounds on roadways may be required should roadways not be completed in a development season.

4.2.1 Alliance Church (former Service Road)

Prior to 2017, a service road ran parallel to the south boundary of the Alliance Church's land (Plan 952 1746, Block A) and north of Villeneuve

Road, which was dedicated without compensation at the time of subdivision in 1995. The total area of the service road was 0.6 hectares. Sturgeon County anticipated this land would be needed for future road widening of Villeneuve Road. St. Albert Administration determined that the 0.6 hectare section of Villeneuve Road was not needed. Through road closure Bylaw 42/2017 and a subdivision, the service road was closed and consolidated with the Church lands.

4.3 Intersection Treatments

The term intersection treatment refers to the geometry (i.e. number of lanes and/or turning bays) of an intersection, and the type of traffic control used (i.e. stop control, traffic signal control, roundabout).

Roundabouts are being considered at key high volume intersections because they are expected to operate at acceptable levels of service for the short-term and long term, encourage traffic calming, reduce speeds and shortcutting, and safely accommodate active modes along roadways.

As per the Traffic Impact Assessment completed at the time of Bylaw 47/2021, there are several roundabouts identified at key intersections, as shown on the Transportation Map (Figure 3). This includes two (2) existing roundabouts and six (6) future roundabouts. In addition, four (4) intersections within Jensen Lakes are anticipated to operate acceptably as either a roundabout or stop-controlled intersection, which are identified as potential roundabouts on Figure 3. Finally, one additional future roundabout on Fowler Way, outside the ASP area, is identified.

All future and potential roundabouts are subject to detailed design and additional traffic analysis (as needed) to determine the appropriate roundabout geometry (at future roundabout locations), and appropriate traffic control and geometry (at potential roundabout locations).

4.4 Transit

Transit routes must be established as part of the first stage of development as per *Flourish* MDP Section 8.3 Public Transit. In addition, transit stops must be within 400 metres walking distance of all residents. This distance is reduced for multiple family dwellings, institutional uses, major seniors residences, and

activity centres. Transit stops are typically proposed along major neighbourhood roadways and done in consultation with the City's Transit Department.

Phase 2 is the site of a Park-and-Ride/Transit Centre, where local transit and regional transit will connect. The future Light Rail Transit (LRT) line is proposed along St. Albert Trail, with the terminus station on the west side of St. Albert Trail just north of Fowler Way, within Phase 2. In the interim, a Park-and-Ride may be developed that may support approximately 500 vehicle stalls. As part of the Park-and-Ride, Bus Rapid Transit (BRT) service along St. Albert Trail and throughout the region may be considered.

Pedestrian access to Fowler Way is proposed at three points within the Phase 2 Plan Area. Maintaining multi-modal connectivity to the Park-and-Ride/Transit Centre is of high importance to the Plan. As per MDP Policy 8.1.9, opportunities should be explored for first and last mile mobility options for areas within the Plan Area, enabling people to connect to the future transportation system.

4.5 Pedestrian/Bicycle Links

Pedestrian and multi-modal connections include sidewalks on all streets, walkways over infrastructure, and trails around a portion of the stormwater management facilities. A 3.0 m asphalt trail will be located within Jensen Lakes Boulevard road right-of-way. Construction details of the trail and alignment will be determined through discussion with City Administration at time of subdivision.

Provisions for active mode connections, by trail or sidewalk, to the broader city network should be completed in the early stages of development, where applicable. Planning, design, and integration of active modes will incorporate considerations of Universal Accessibility.

In Phase 2, the linear park will have a trail that provides connection to the mixed-use lands and transit-oriented development site. Trail shall be placed

within the mixed-use lands of the North TOD Centre to break up larger street blocks, and encourage walkability.

Private walkways are proposed near the private lake. These private walkways will be gated, maintained, and supervised by the homeowners' association. The gates are only accessible for maintenance. The internal fences will be permeable, providing visibility from rear yards in keeping with Crime Prevention Through Environmental Design (CPTED) principles.

4.6 Noise Attenuation

Acoustical Consultants Inc. provided a study on noise attenuation dated August 13, 2013. Areas having noise levels over 65 dBA in a 24-hour period will have measures taken to address the noise. The study indicated that the highest noise factor will occur along Fowler Way, and this is where noise mitigation is needed. Noise mitigation will be required for low density and multiple family dwelling units located along Fowler Way. Noise mitigation may include 1.83 metre high fences constructed from solid double boarded wood or a dense surface masonry wall with no gaps. Landscaping may be required to soften the look of long continuous fences or walls. Noise attenuation may also be managed with berms, fencing, and landscaping.

At the time of subdivision, Development Agreement, or Development Permit, provision for noise attenuation amenities will be required at the cost of the developer. Additional requirement may be needed for residential developments adjacent to commercial developments so that noise, light, and odours from the commercial area to the residential are addressed prior to or at the time of Development Permit.

4.7 Off-Site Levies

The Jensen Lakes neighbourhood is subject to Off-site Levies. Off-Site Levies will be calculated, assessed, and collected at the time of subdivision or upon execution of a Development Agreement, in accordance with 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 the 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, to the wastewater collection system (sanitary), to the stormwater management facilities, and to the transportation network 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 not 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.

4.8 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, private walkways, private beaches, private lake, 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 Jensen Lakes:

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

4.9 Complete Streets

Jensen Lakes will implement Complete Streets Guidelines.

Complete Streets Guiding Principles:

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.

5.0 UTILITY SERVICES

5.1 Water Supply and Distribution

Phase 1

Water will be provided to Jensen Lakes through the extension of an existing 300 mm water main located on the west side of St. Albert Trail that connects at Everitt Drive North. This is an extension of an existing line on Ebony Way. There will be three looping connections located at Dennison Drive, Hogan Road, and Coal Mine Road.

Off-site water improvements are required to support Jensen Lakes and other future lands within the north annexation area. Pipe sizing will be determined at the time of subdivision to ensure an adequate level of service.

Currently, Phase 2 of the Oakmont water transmission line will require funding through developer contributions. Water mains of the appropriate sizes will be required to be carried through the development and connections will extend to the edge 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.

Phase 2

Water will be provided to Phase 2 of Jensen Lakes through the extension of the existing 200 mm watermain located at the west end of Jubilation Drive, and two existing 300 mm watermains, located on the north side of Jensen Lakes Boulevard.

5.2 Wastewater Collection System (Sanitary)

Phase 1

Phase 1 of the Plan Area will be serviced using gravity sewers and a pumping station with a forcemain. Phase 1 will drain by gravity to a pumping system that provides a 5-metre vertical lift to discharge through forcemain(s) and connect to the extension of the 900 mm trunk. The existing 900 mm trunk is located on the west side of St. Albert Trail.

The sanitary lines being extended from Ebony Way and Everitt Drive have limited wastewater capacity. The existing wastewater collection system may

support development for approximately one to two phases of development depending on the densities and timing of development.

A future connection will be extended to the Alberta Capital Region Wastewater Commission (ACRWC) pump station, which is located on Sturgeon Road and Sir Winston Churchill Avenue. The pipe sizes will be determined at time of subdivision except where sizes are noted on the wastewater collection system within this document.

The wastewater collection system components of the appropriate size and depth with adequate capacity will be required to be carried through the development and extend to the edge of the ASP boundary or acceptable termination points as determined by the City and as depicted in Figure 5.

Phase 2

Phase 2 of the Plan Area will be serviced using gravity sewers. An area of approximately 40.05 hectares± will discharge to an existing 450 mm diameter sanitary trunk located on the west end of Jubilation Drive. An area of approximately 6.31 hectares± will discharge to an existing 200 mm sanitary sewer located at the Northwest corner of Jacobs Close. The flows will be combined with the remaining south Jensen Lakes at the proposed sanitary pumping station with a force main.

The south commercial site adjacent to St. Albert Trail, approximately 5.94 hectares, and medium density residential site adjacent to Jensen Lakes Boulevard, approximately 1.23 hectares, will discharge directly into the existing 900 mm diameter sanitary trunk located on the north side of the Jensen Lakes Boulevard.

5.3 Stormwater Management

There are three stormwater management facilities within Jensen Lakes. The required release rates at the time of writing this document are 2.5 litres, per second, per hectare as per the *Big Lake Stormwater Management Plan Report May 2004*. Currently, there is no capacity within the existing stormwater conveyance system should conventional operational protocols be incorporated into the system. In order to support any development without significant construction of off-site stormwater conveyance systems, Real Time Control

system will be implemented by the developer and detailed review at time of subdivision.

SWMF #1 is a dry pond that supports the corridor commercial development (Walmart). This dry pond will be expanded into the Jensen Lakes neighbourhood and designed as a wet pond that will service approximately 95 hectares of Jensen Lakes plus the Walmart commercial site. SWMF #1 will discharge to an existing 375 mm outfall pipe located on Villeneuve Road that flows south through an easement in Deer Ridge. The proposed development timeframe of SWMF #1 is in Stage 1.

SWMF #2a/2b appears as two ponds on the future land use plan; however, this is one large pond with an equalizing conduit under the internal major neighbourhood roadway, which connects the two ponds as one SWMF. This large SWMF will support a land basin of 88 hectares±. This SWMF will connect to the outfall located at Deer Ridge Drive and Dennison Drive.

As the equalizing conduit joining SWMF #2a/2b cannot be used to travel between ponds, each pond will require a separate boat launch. Boat launches are required to support the ability for City departments (Utilities, Environment, and Public Works) to launch a boat in the SWMF via a truck and trailer travelling on a designated access from a City roadway to the SWMF. The design and construction of these accesses must be done according to City standards. SWMF #1 and #2a/2b may discharge via Real Time Controlled pumping as there is not sufficient downstream capacity. Real Time Control is managed with electronic telemetry and remote sensors installed at the outfall locations. The rate of release is restricted by the downstream capacity. The proposed development timeframe of SWMF #2a/2b is in Stages 19 and 21. This timeframe for development of SWMF #2a/2b needs to be reviewed as this SWMF supports the majority of the lands in the Jensen Lakes neighbourhood.

SWMF #3 is a wet pond proposed in the northeast portion of the Plan Area near Fowler Way. This large SWMF will support a land basin of approximately 70 hectares±. The stormwater discharge from this pond will flow north. SWMF #3 can be connected via gravity storm sewer mains to downstream ponds located in the newly annexed land to the north. The flow of the stormwater to the north is to avoid having to require a lift station be placed near SWMF #3 to pump the stormwater south. The pump station life cycle analysis report provided for this

ASP indicated the City would incur reoccurring costs related to the lift station if it were implemented.

SWMF #3 is ultimately dependent on an unconstructed SWMF in the SE ¼, 20-54-25-4, and unconstructed stormwater infrastructure in the Erin Ridge North neighbourhood. Until all of this infrastructure is constructed and operational, temporary measures will be required to ensure that the drainage originating from within Jensen Lakes Phase 2 is managed to the satisfaction of Engineering and Utilities. Any temporary measures taken are not recoverable through off-site levies and would be borne by the developer. Any necessary consultation and sign-off by relevant landowners to enable this design schematic must be obtained by the developer. Development of Jensen Lakes Phase 2 may be limited until stormwater issues are addressed.

Stormwater within the Plan Area is transported to SWMFs through pipes and as overland flows.

Stormwater pond sizes are approximations and may change in size at time of subdivision or Development Permit. A change in pond size may not require an amendment to this Area Structure Plan, providing development statistics and land use areas are not impacted. Stormwater Management for the Plan Area is as per Figure 6. Consultation with Administration will be required should a change in size be proposed for any SWMF.

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

5.3.1 Waterbody adjacent to St. Albert Trail

Within a part of the NW ¼, 16-54-25-4, with municipal address 36 City Annex North, there is a body of water. It is located just west of St. Albert Trail. This parcel of land is owned by the Province of Alberta, and it is believed that water from St. Albert Trail flows into the waterbody, which acts as an informal stormwater management facility. Further evaluation will be required to determine the long-term role of the waterbody. There was an identification of this waterbody as a wetland in the North St. Albert Trail Corridor Management Implementation Environmental

Overview report by Associated Engineering. It was noted that the waterbody is associated with the unnamed tributary to the Sturgeon River. It is anticipated that an Approval under the Water Act will be required for permanent wetland disturbance, and the application for this Approval will be supplemented by a Wetland Assessment Impact Report.

5.4 Shallow Utilities

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

Any existing overhead services must be relocated and placed underground at the time of Development.

5.5 Public Utility Lots (PULs)

A Public Utility Lot is where services such as water, wastewater, stormwater pipe, and shallow utilities 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 and 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 City Engineer and Public Works.

6.0 IMPLEMENTATION

6.1 Development Staging

Figure 11, Staging Plan illustrates approximately 23 stages of development for the Plan Area, which is anticipated to take 10 to 15 years to build-out. The east part of Phase 1 is nearing construction completion and includes two schools, a large commercial site, SWMF #1, residential housing, and a portion of Jensen Lakes Boulevard. It is anticipated that Jensen Lakes Boulevard will be developed over a number of years; therefore, the developer must provide all-weather turnaround roadways that support emergency services, solid waste collection, and transit. The south portion of Phase 2, adjacent to Jensen Lakes Boulevard, is anticipated to commence construction in 2022.

Construction of the private lake and beach began in 2019. The remaining stages will continue to be developed in an east-to-west, and south-to-north, manner.

The development staging of SWMFs #2a/2b must be reviewed as this SWMF is not shown until Stage16, but this SWMF serves a significant portion of the Plan Area.

Staging will be reviewed as subdivision applications are made to see that growth management objectives of the City as specified in the MDP, including avoiding “leap-frogging” of development in new areas and encouraging orderly, economical, and contiguous development, are addressed. Therefore, in addition to the infrastructure requirements, all development of Jensen Lakes must be contiguous and sequential in a manner as per *Flourish MDP* Policies 10.3.3, 13.1.10, and 14.6.8(a). Contiguous and sequential development is important for efficient city services such as police, fire, transit, recreation, and road maintenance.

6.2 Redistricting and Subdivision

Timing of redistricting and subdivision applications will proceed in response to servicing capacity, agreements, and market needs. Development has been completed or is underway in the east portion of the Plan Area and will continue

towards the west, and the north. Redistricting and subdivision are to align with the Area Structure Plan.

6.3 Building Inspections

The geotechnical investigations within the Plan Area indicated there are soft and wet soils. 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.

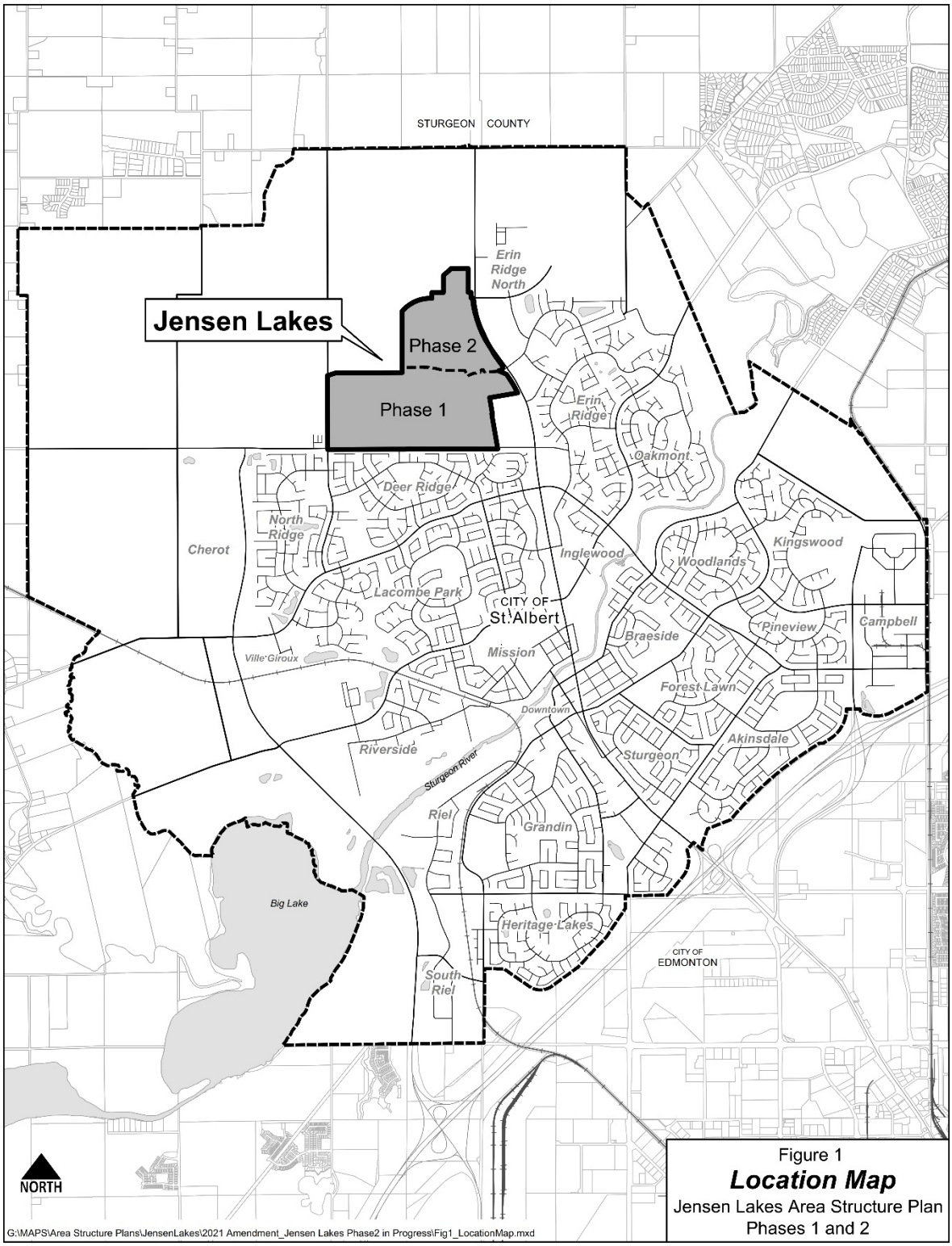
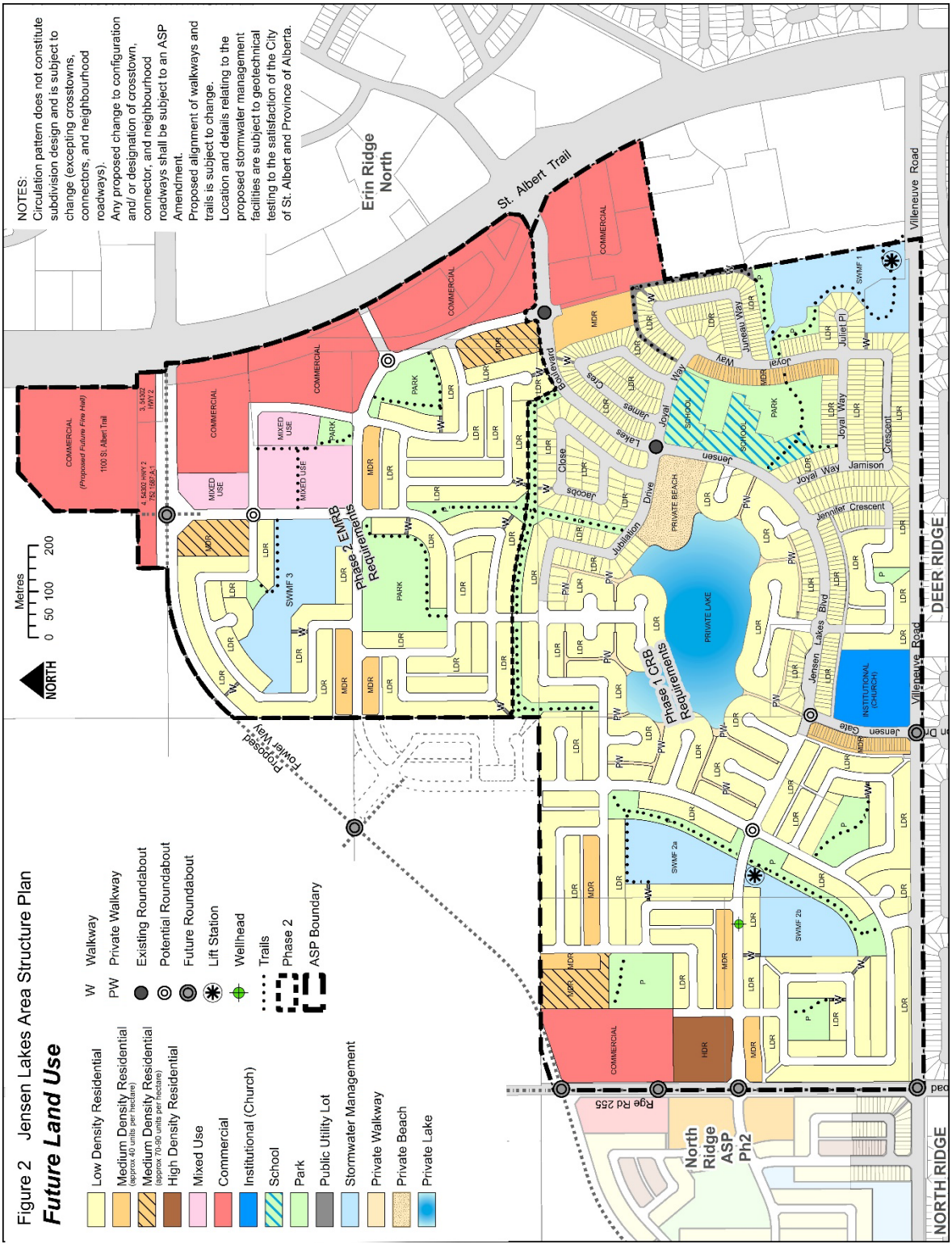
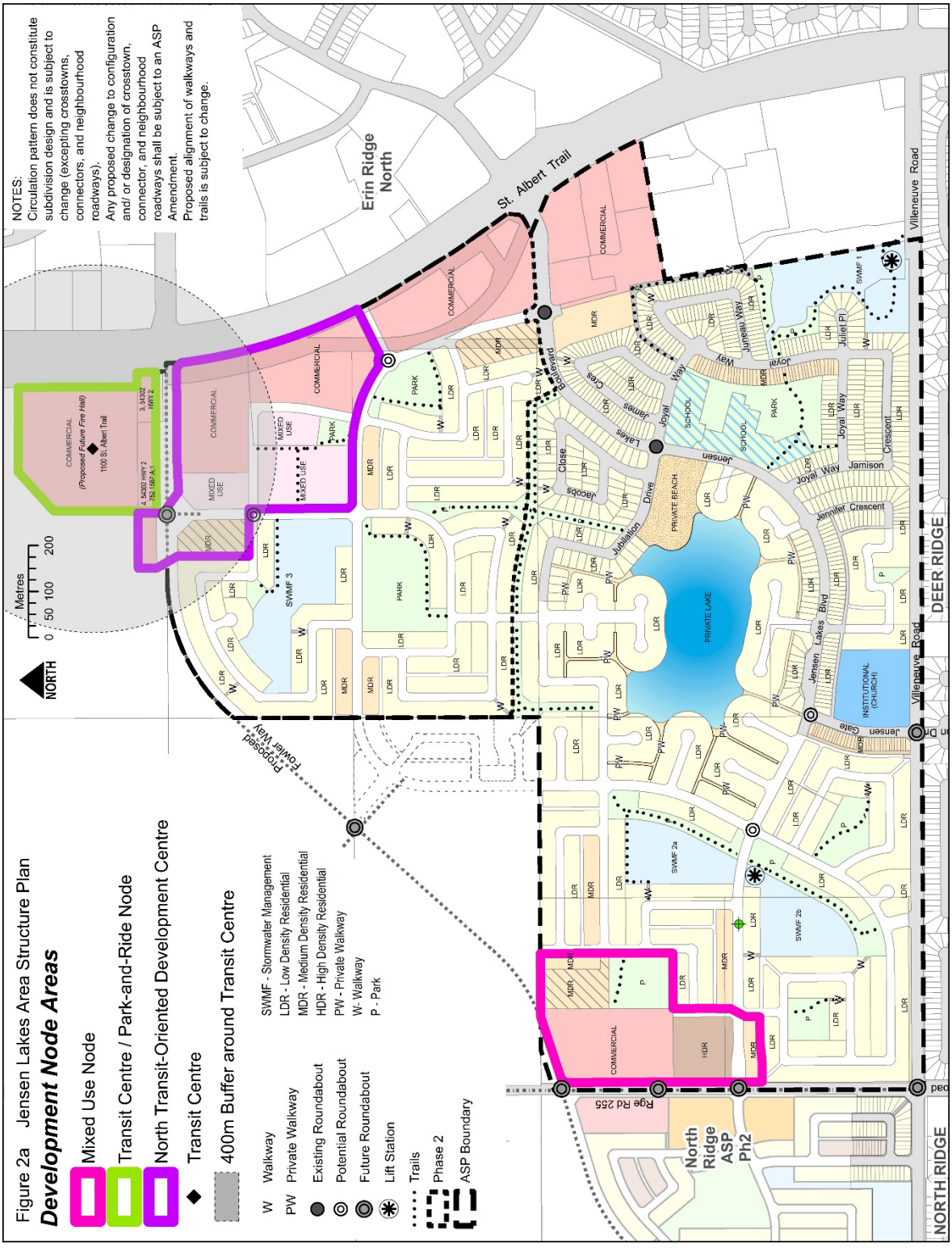
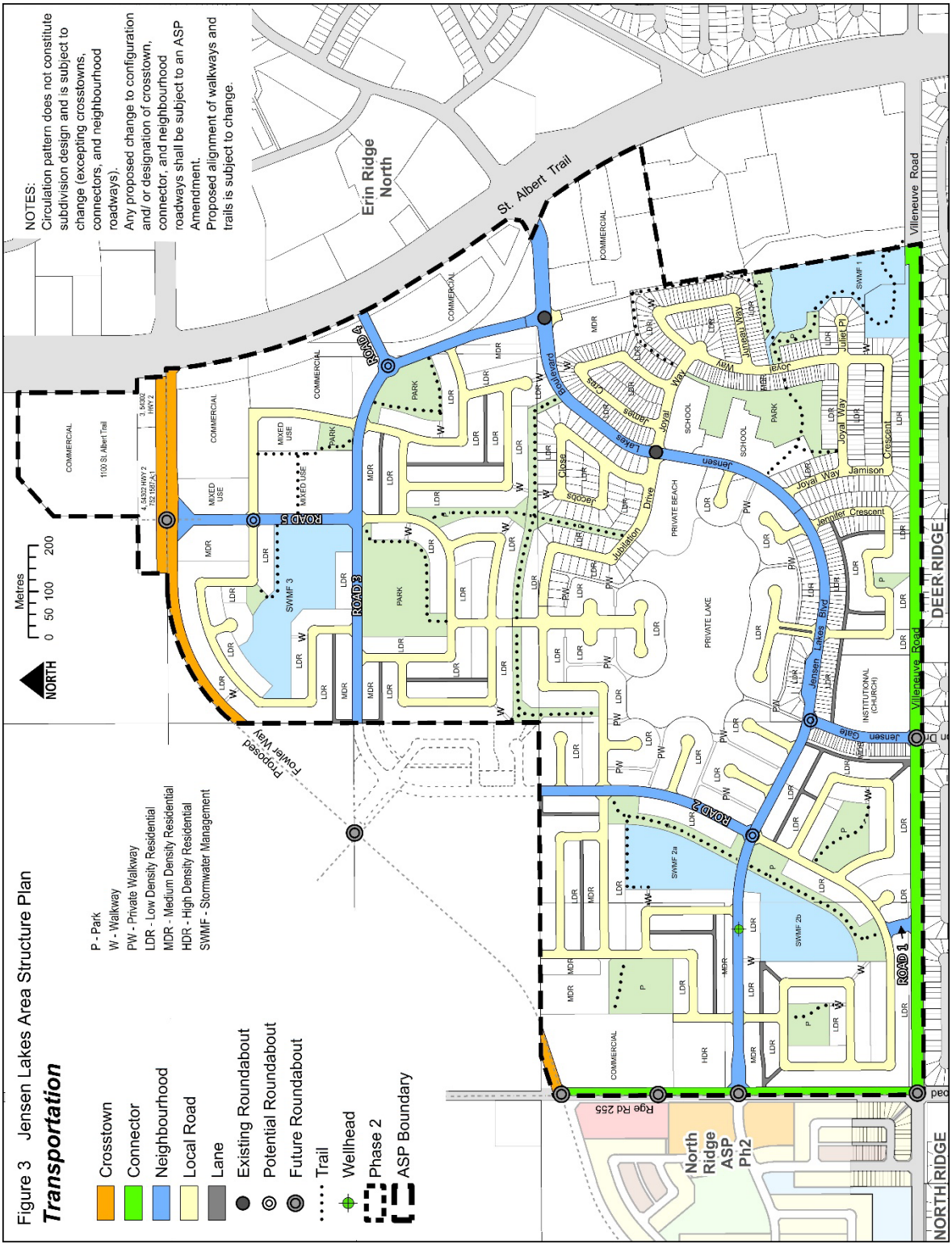
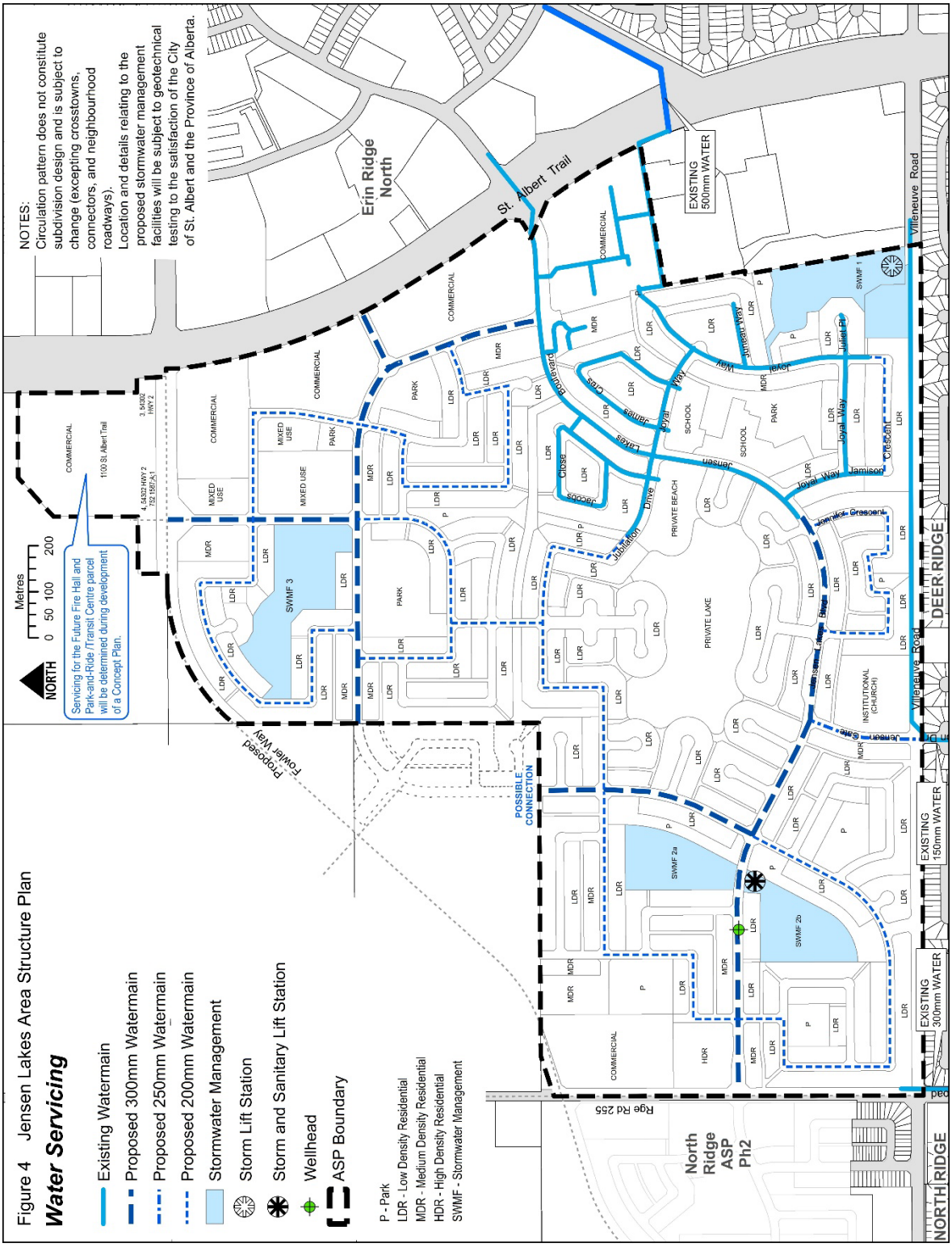


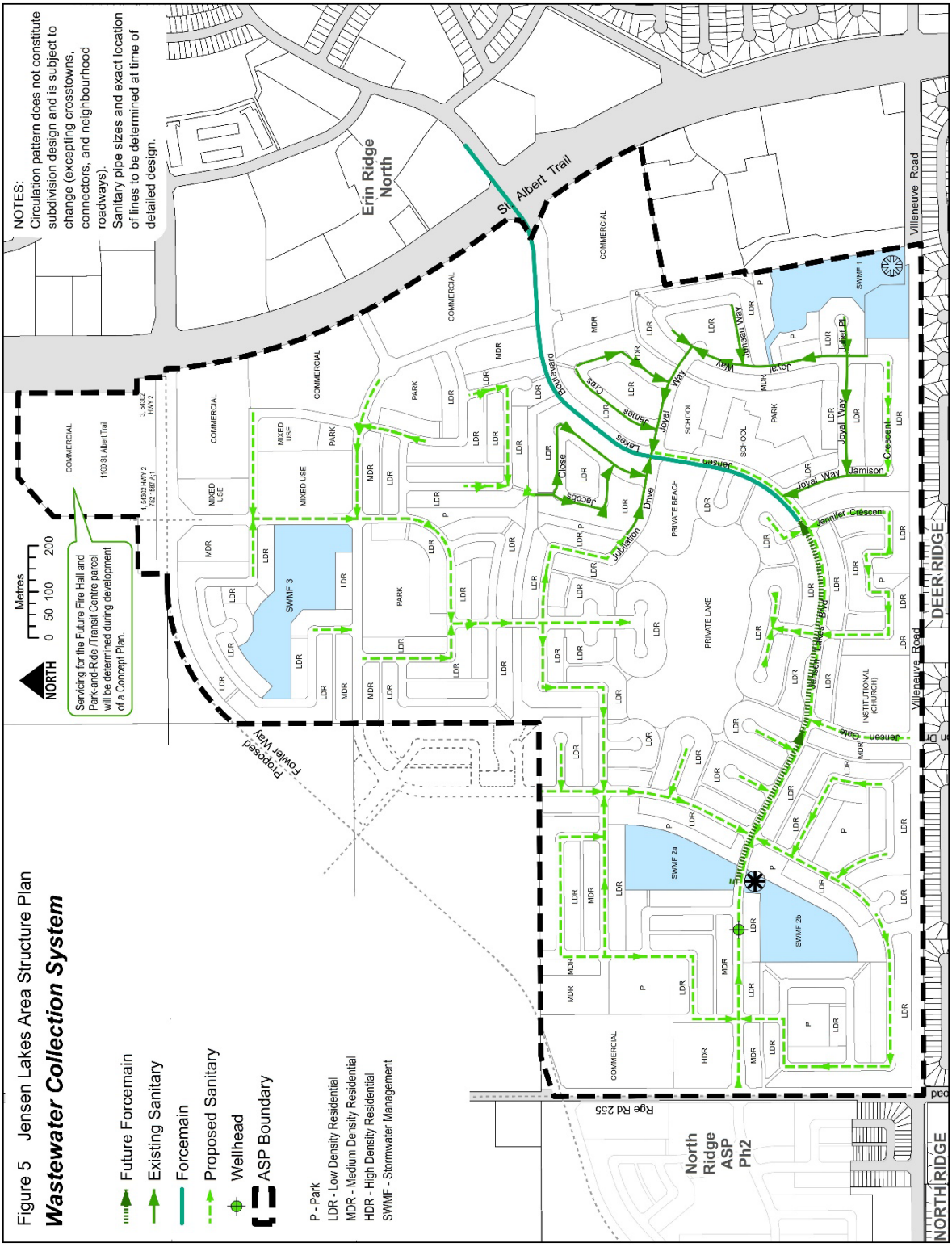
Figure 1
Location Map
Jensen Lakes Area Structure Plan
Phases 1 and 2

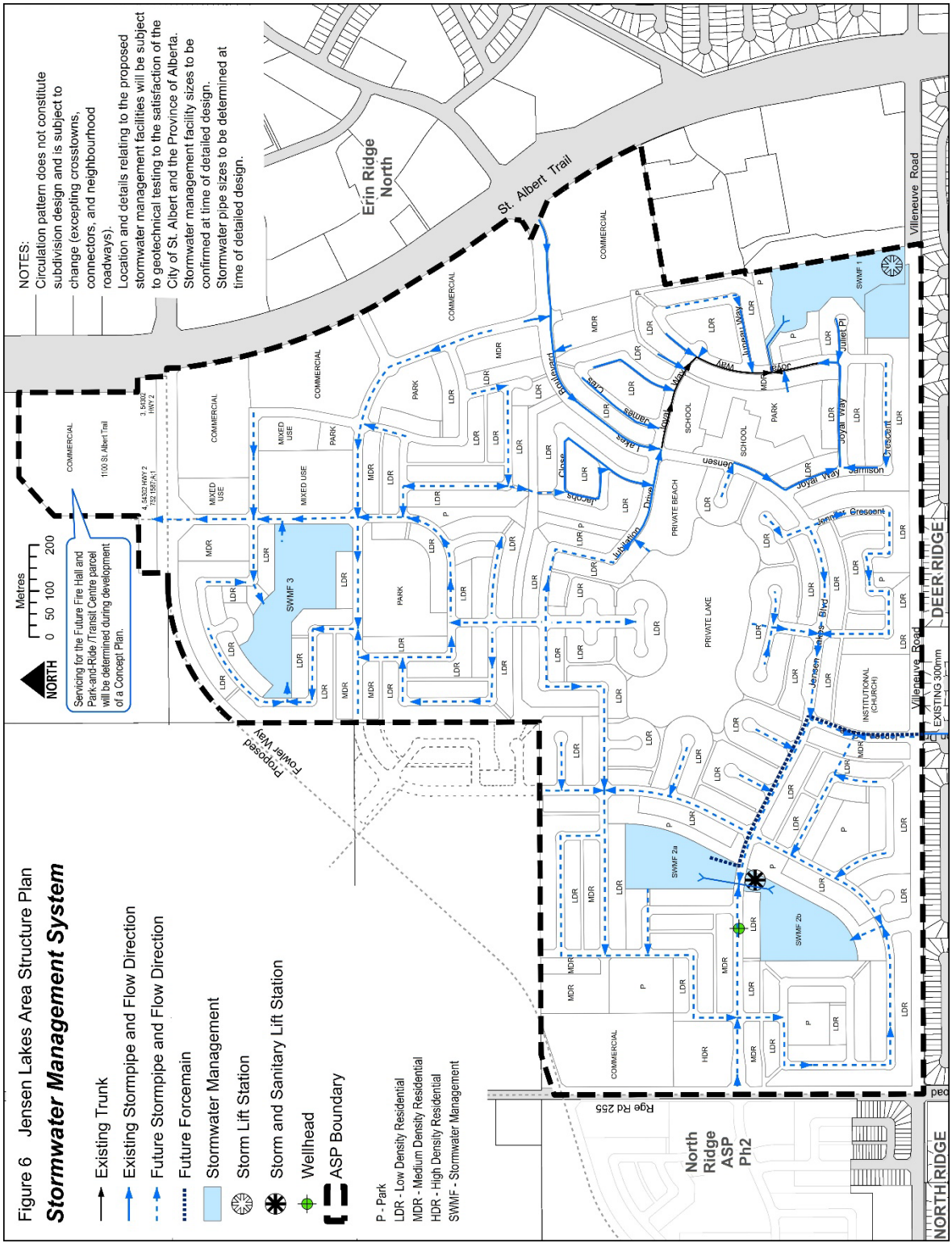

Figure 2 Jensen Lakes Area Structure Plan
Future Land Use
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstowns, connectors, and neighbourhood roadways).
Any proposed change to configuration and/ or designation of crosstown, connector, and neighbourhood roadways shall be subject to an ASP Amendment.
Proposed alignment of walkways and trails is subject to change.
Location and details relating to the proposed stormwater management facilities are subject to geotechnical testing to the satisfaction of the City of St. Albert and Province of Alberta.
Low Density Residential
Medium Density Residential (approx 40 units per hectare)
Medium Density Residential (approx 70-90 units per hectare)
High Density Residential
Mixed Use
Commercial
Institutional (Church)
School
Park
Public Utility Lot
Stormwater Management
Private Walkway
Private Beach
Private Lake
W Walkway
PW Private Walkway
Existing Roundabout
Potential Roundabout
Future Roundabout
Lift Station
Wellhead
Trails
Phase 2
ASP Boundary
NORTH
Metres
0 50 100 200
St. Albert Trail
Erin Ridge North
Villeneuve Road
DEER RIDGE
NORTH RIDGE
Proposed Power Way
Rge Rd 255
North Ridge ASP Ph2
Phase 2 EMRB Requirements
Phase 1 CRB Requirements
PRIVATE LAKE
PRIVATE BEACH
INSTITUTIONAL (CHURCH)
COMMERCIAL
MIXED USE
SWMF 1
SWMF 2a
SWMF 2b
SWMF 3
PARK
MDR
LDR
P
Jensen Lakes Blvd
Jensen Gate
Joyal Way
Jamison Crescent
Jennifer Crescent
Juniper Way
Julie (Pl)
Lakes Close
James Crescent
Jacobs Drive
Jubilation Drive
Jensen Boulevard

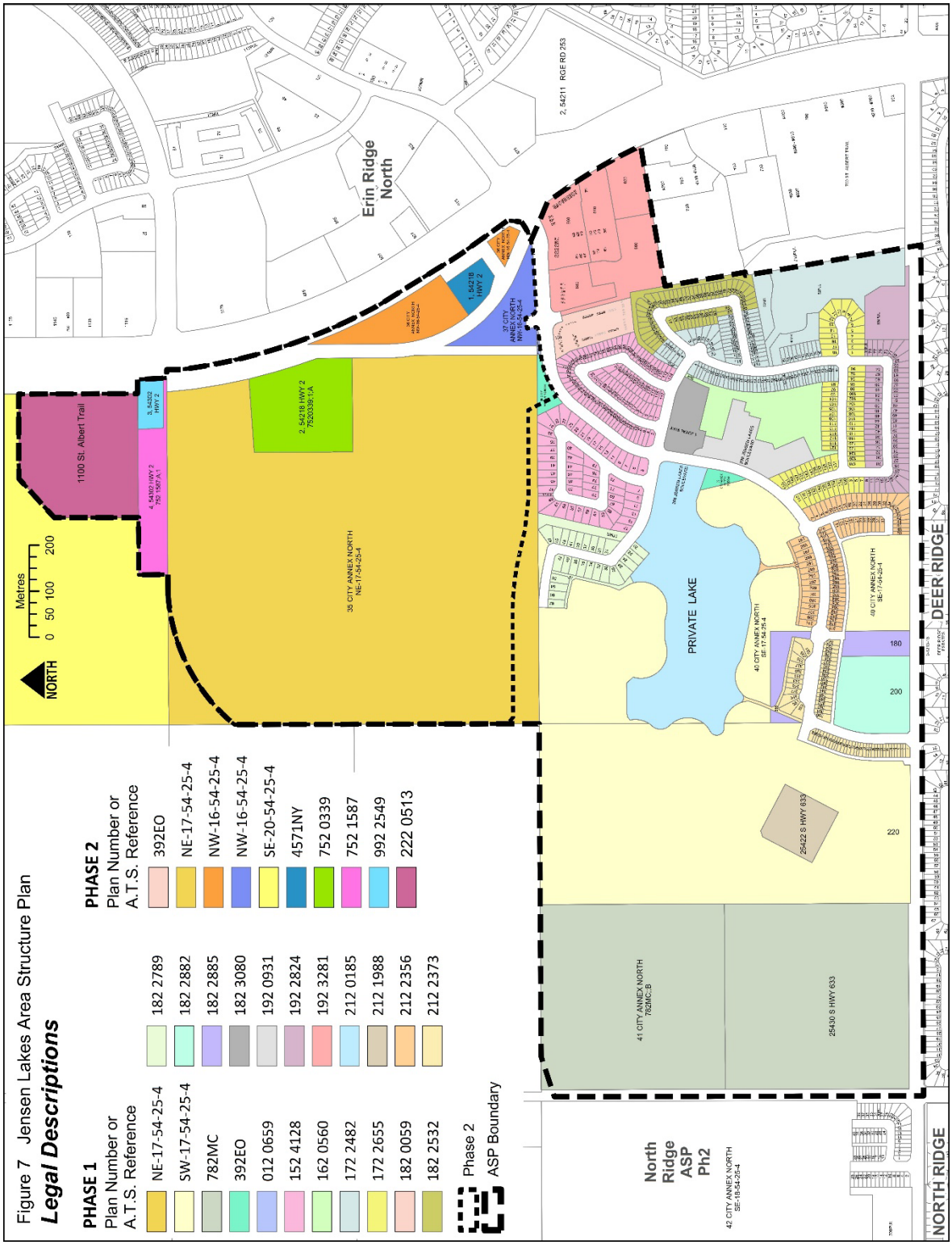

Figure 2a Jensen Lakes Area Structure Plan
Development Node Areas
Mixed Use Node
Transit Centre / Park-and-Ride Node
North Transit-Oriented Development Centre
Transit Centre
400m Buffer around Transit Centre
W Walkway
PW Private Walkway
Existing Roundabout
Potential Roundabout
Future Roundabout
Lift Station
Trails
Phase 2
ASP Boundary
SWMF - Stormwater Management
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
PW - Private Walkway
W- Walkway
P - Park
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 alignment of walkways and trails is subject to change.
NORTH
Metres
0 50 100 200
Erin Ridge North
St. Albert Trail
Villeneuve Road
DEER RIDGE
NORTH RIDGE
Proposed Fowler Way
Rge Rd 255
North Ridge ASP Ph2
PRIVATE LAKE
PRIVATE BEACH
INSTITUTIONAL (CHURCH)
COMMERCIAL
MIXED USE
PARK
SCHOOL
SWMF 1
SWMF 2a
SWMF 2b
SWMF 3

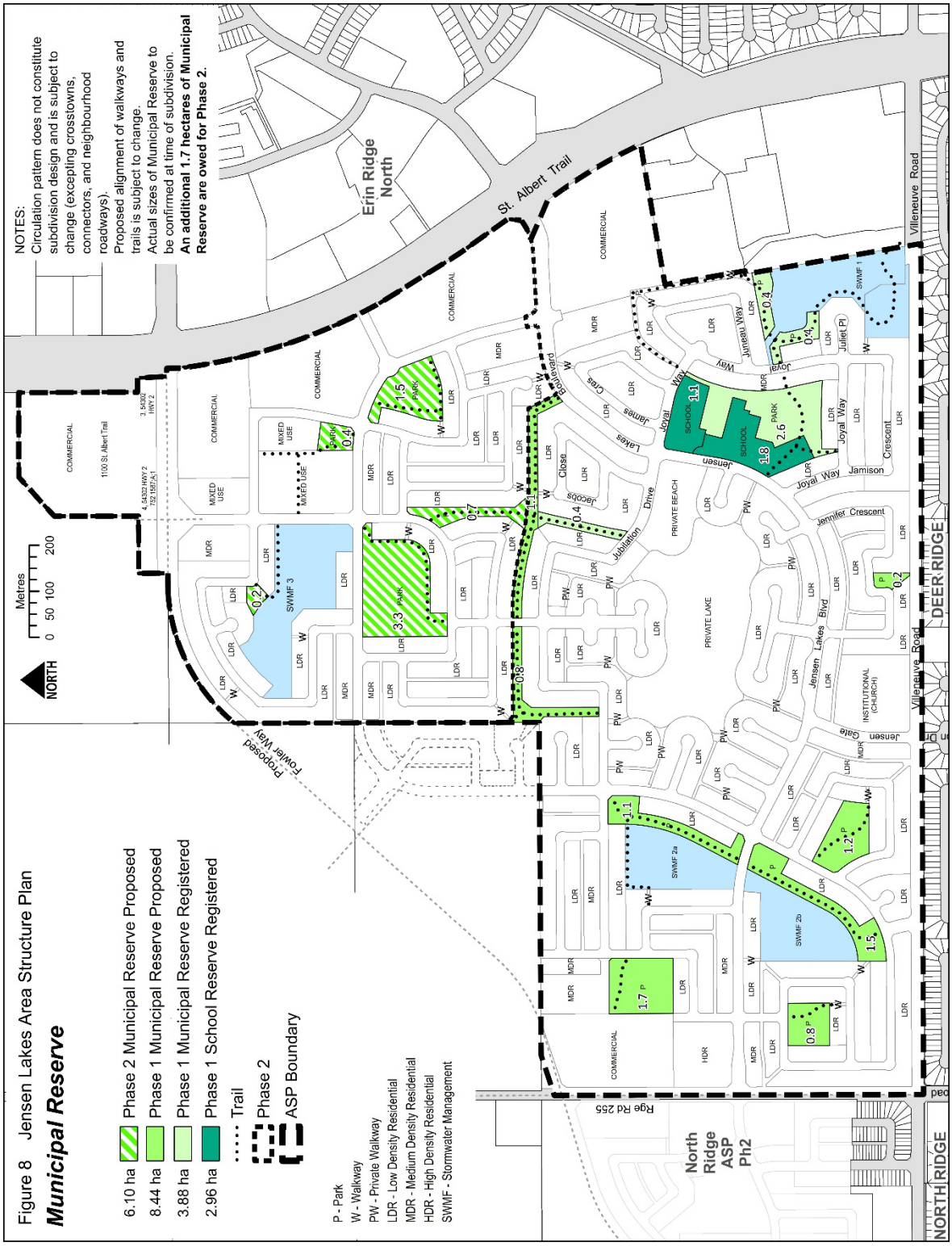

NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstowns, connectors, and neighbourhood roadways).
Any proposed change to configuration and/ or designation of crosstown, connector, and neighbourhood roadways shall be subject to an ASP Amendment.
Proposed alignment of walkways and trails is subject to change.
Figure 3 Jensen Lakes Area Structure Plan
Transportation
Crosstown
Connector
Neighbourhood
Local Road
Lane
Existing Roundabout
Potential Roundabout
Future Roundabout
Trail
Wellhead
Phase 2
ASP Boundary
P - Park
W - Walkway
PW - Private Walkway
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management
NORTH
Metres
0 50 100 200
St. Albert Trail
Erin Ridge North
Villeneuve Road
DEER RIDGE
NORTH RIDGE
North Ridge ASP Ph2
Rge Rd 255
Proposed Fowler Way
ROAD 1
ROAD 2
ROAD 3
ROAD 4
ROAD 5
Jensen Lakes Blvd
Jensen Gate
Jensen Drive
Joyal Way
Jamison Crescent
Juliet Pl
Jubilation Drive
Lakes Close
Jacobs Close
Ramps Close
Lakes Boulevard
PRIVATE LAKE
PRIVATE BEACH
SCHOOL
INSTITUTIONAL (CHURCH)
COMMERCIAL
MIXED USE
PARK
SWMF 1
SWMF 2a
SWMF 2b
SWMF 3
MDR
LDR
HDR
PW
P
W

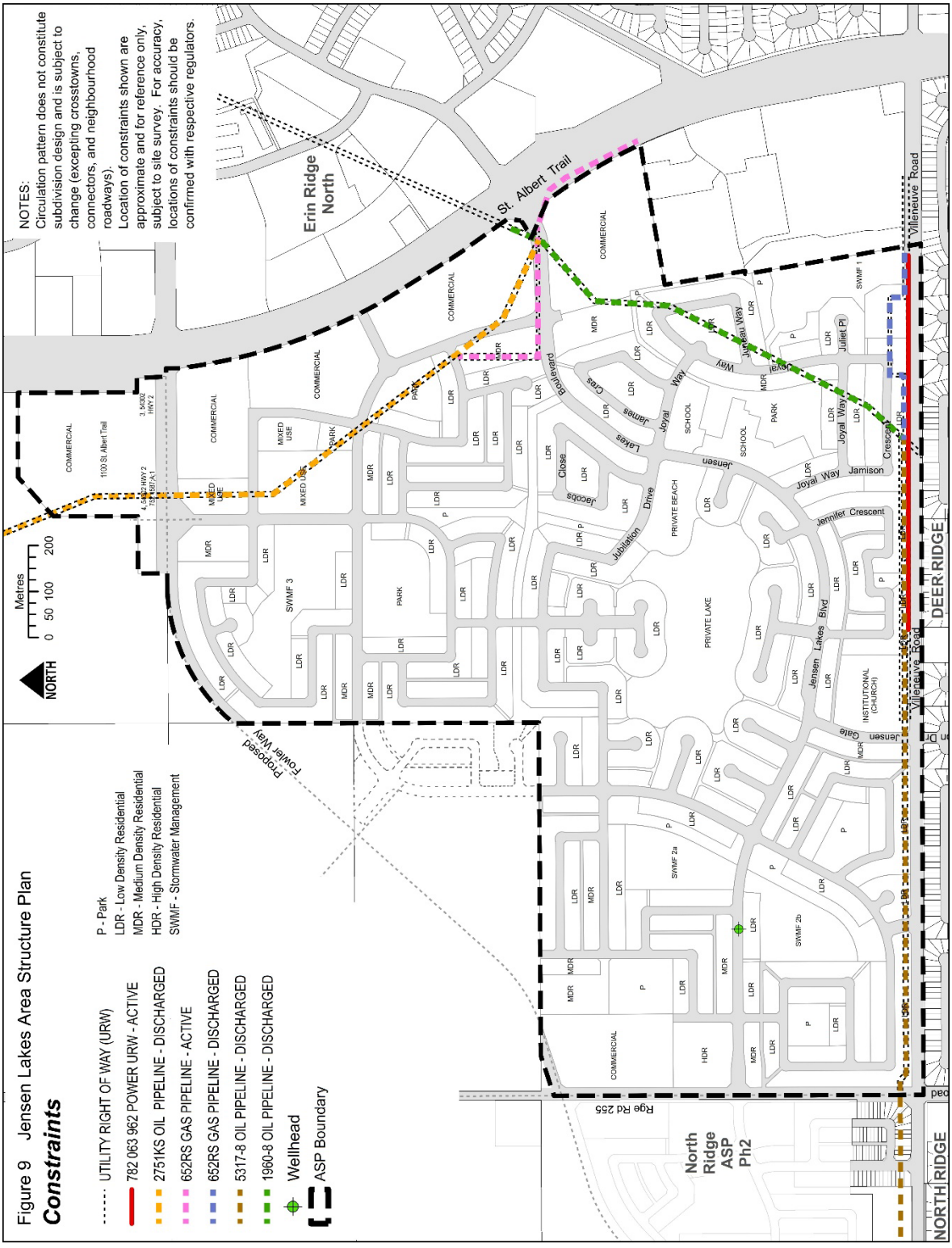

Figure 4 Jensen Lakes Area Structure Plan
Water Servicing
Existing Watermain
Proposed 300mm Watermain
Proposed 250mm Watermain
Proposed 200mm Watermain
Stormwater Management
Storm Lift Station
Storm and Sanitary Lift Station
Wellhead
ASP Boundary
P - Park
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstowns, connectors, and neighbourhood roadways).
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.
Servicing for the Future Fire Hall and Park-and-Ride /Transit Centre parcel will be determined during development of a Concept Plan.
NORTH
Metres
0 50 100 200
St. Albert Trail
Erin Ridge North
EXISTING 500mm WATER
Villeneuve Road
Proposed Fowler Way
POSSIBLE CONNECTION
EXISTING 150mm WATER
EXISTING 300mm WATER
Rge Rd 255
North Ridge ASP Ph2
DEER RIDGE
NORTH RIDGE
SWMF 1
SWMF 2a
SWMF 2b
SWMF 3
PRIVATE LAKE
PRIVATE BEACH
INSTITUTIONAL (CHURCH)
SCHOOL
PARK
COMMERCIAL
MIXED USE
Joyal Way
Jamison Crescent
Jacobs Drive
Leaves Close
Janzen Boulevard

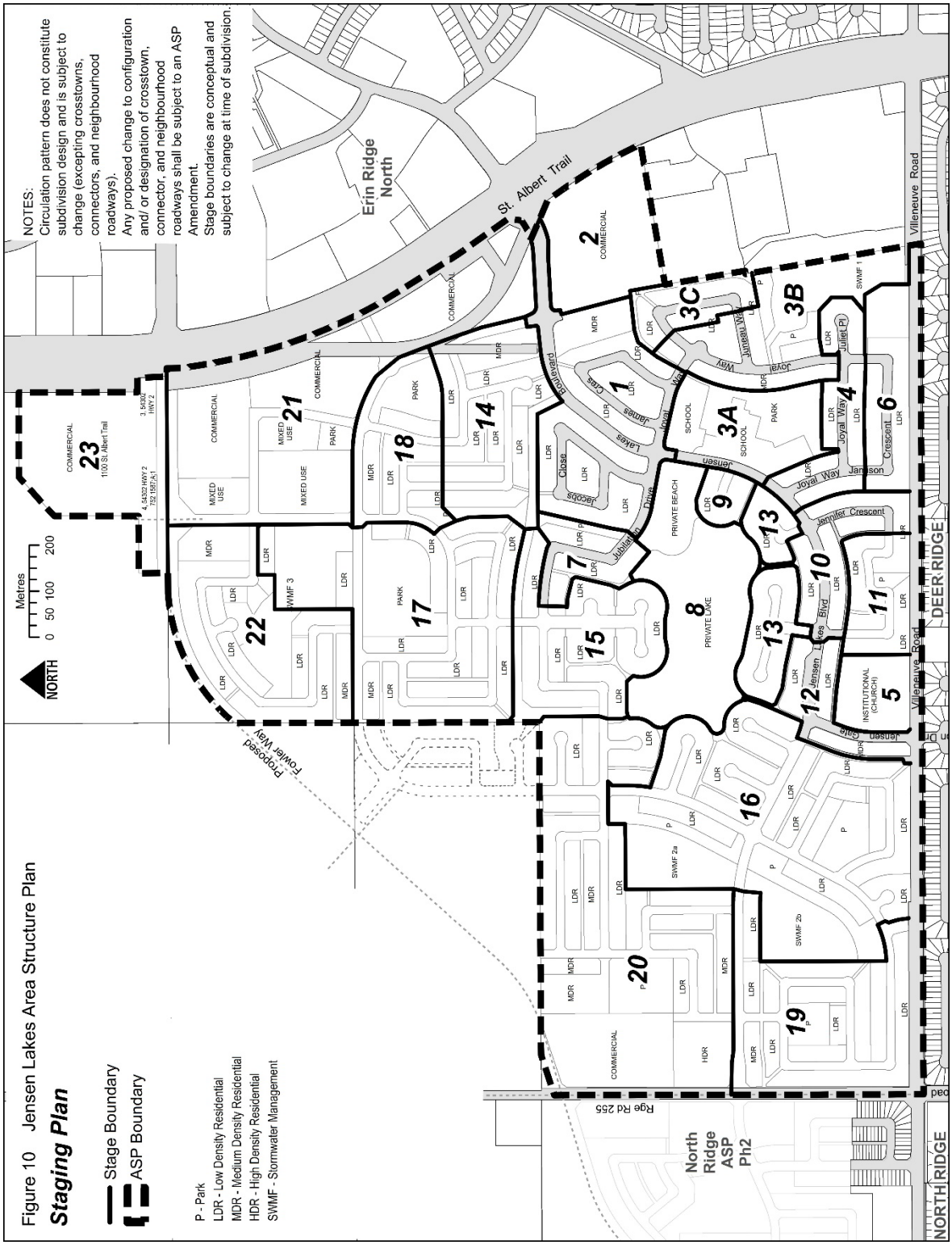

NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstowns, connectors, and neighbourhood roadways).
Sanitary pipe sizes and exact location of lines to be determined at time of detailed design.
Erin Ridge North
St. Albert Trail
Villeneuve Road
Servicing for the Future Fire Hall and Park-and-Ride / Transit Centre parcel will be determined during development of a Concept Plan.
NORTH
Metres
0 50 100 200
Proposed Fowler Way
Rge Rd 255
North Ridge ASP Ph2
DEER RIDGE
NORTH RIDGE
Figure 5 Jensen Lakes Area Structure Plan
Wastewater Collection System
Future Forcemain
Existing Sanitary
Forcemain
Proposed Sanitary
Wellhead
ASP Boundary
P - Park
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management


Figure 6 Jensen Lakes Area Structure Plan
Stormwater Management System
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstowns, connectors, and neighbourhood roadways).
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.
Servicing for the Future Fire Hall and Park-and-Ride /Transit Centre parcel will be determined during development of a Concept Plan.
NORTH
Metres
0 50 100 200
Existing Trunk
Existing Stormpipe and Flow Direction
Future Stormpipe and Flow Direction
Future Forcemain
Stormwater Management
Storm Lift Station
Storm and Sanitary Lift Station
Wellhead
ASP Boundary
P - Park
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management
St. Albert Trail
Erin Ridge North
Villeneuve Road
Proposed Fowler Way
Rge Rd 255
North Ridge ASP Ph2
DEER RIDGE
NORTH RIDGE
EXISTING 300mm
PRIVATE LAKE
PRIVATE BEACH
SWMF 1
SWMF 2a
SWMF 2b
SWMF 3
COMMERCIAL
MIXED USE
SCHOOL
INSTITUTIONAL (CHURCH)
PARK
LDR
MDR
HDR
P


Figure 7 Jensen Lakes Area Structure Plan
Legal Descriptions
PHASE 1
Plan Number or
A.T.S. Reference
NE-17-54-25-4
SW-17-54-25-4
782MC
392EO
012 0659
152 4128
162 0560
172 2482
172 2655
182 0059
182 2532
182 2789
182 2882
182 2885
182 3080
192 0931
192 2824
193 3281
212 0185
212 1988
212 2356
212 2373
PHASE 2
Plan Number or
A.T.S. Reference
392EO
NE-17-54-25-4
NW-16-54-25-4
NW-16-54-25-4
SE-20-54-25-4
4571NY
752 0339
752 1587
992 2549
222 0513
Phase 2
ASP Boundary
NORTH
Metres
0 50 100 200
1100 St. Albert Trail
35 CITY ANNEX NORTH NE-17-54-25-4
Erin Ridge North
PRIVATE LAKE
DEER RIDGE
NORTH RIDGE
North Ridge ASP Ph2
41 CITY ANNEX NORTH 782MC;B
25430 S HWY 633
25422 S HWY 633
42 CITY ANNEX NORTH SE-18-54-25-4
40 CITY ANNEX NORTH SE-17-54-25-4
180
200
220


Figure 8 Jensen Lakes Area Structure Plan
Municipal Reserve
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstowns, connectors, and neighbourhood roadways).
Proposed alignment of walkways and trails is subject to change.
Actual sizes of Municipal Reserve to be confirmed at time of subdivision.
An additional 1.7 hectares of Municipal Reserve are owed for Phase 2.
NORTH
Metres
0 50 100 200
6.10 ha Phase 2 Municipal Reserve Proposed
8.44 ha Phase 1 Municipal Reserve Proposed
3.88 ha Phase 1 Municipal Reserve Registered
2.96 ha Phase 1 School Reserve Registered
Trail
Phase 2
ASP Boundary
P - Park
W - Walkway
PW - Private Walkway
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management
St. Albert Trail
Erin Ridge North
Villeneuve Road
Proposed Fowler Way
Rge Rd 255
North Ridge ASP Ph2
DEER RIDGE
NORTH RIDGE
Jensen Lakes Blvd
Joyal Way
Jamison Crescent
Jubilation Drive
Jacobs Close
James Lakes Cres
Juneau Way
Juliet Pl
Jensen Gate
Jennifer Crescent
PRIVATE BEACH
PRIVATE LAKE
INSTITUTIONAL (CHURCH)
COMMERCIAL
MIXED USE
SCHOOL
PARK
SWMF 1
SWMF 2a
SWMF 2b
SWMF 3


Figure 9 Jensen Lakes Area Structure Plan
Constraints
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstowns, connectors, and neighbourhood roadways).
Location of constraints shown are approximate and for reference only, subject to site survey. For accuracy, locations of constraints should be confirmed with respective regulators.
NORTH
Metres
0 50 100 200
UTILITY RIGHT OF WAY (URW)
782 063 962 POWER URW - ACTIVE
2751KS OIL PIPELINE - DISCHARGED
652RS GAS PIPELINE - ACTIVE
652RS GAS PIPELINE - DISCHARGED
5317-8 OIL PIPELINE - DISCHARGED
1960-8 OIL PIPELINE - DISCHARGED
Wellhead
ASP Boundary
P - Park
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management
St. Albert Trail
Erin Ridge North
Villeneuve Road
Proposed Fowler Way
Rge Rd 255
North Ridge ASP Ph2
DEER RIDGE
NORTH RIDGE
Jensen Lakes Blvd
Jubilation Drive
Joyal Way
Jamison
Jennifer Crescent
Juliet Pl
Jensen Dale
Jacobs Close
James Lakes Crescent
Jensen Lakes Boulevard
PRIVATE LAKE
PRIVATE BEACH
INSTITUTIONAL (CHURCH)
SCHOOL
PARK
SWMF 1
SWMF 2a
SWMF 2b
SWMF 3
COMMERCIAL
MIXED USE
HDR
MDR
LDR
P


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.
Stage boundaries are conceptual and subject to change at time of subdivision.
Figure 10 Jensen Lakes Area Structure Plan
Staging Plan
Stage Boundary
ASP Boundary
P - Park
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management
NORTH
Metres
0 50 100 200
St. Albert Trail
Erin Ridge North
Villeneuve Road
Proposed Fowler Way
Rge Rd 255
North Ridge ASP Ph2
DEER RIDGE
NORTH RIDGE
Jensen Lakes Blvd
Jensen Drive
Joyal Way
Jubilation Drive
Jacobs Close
Jennifer Crescent
Juliet Pl
Jensen Gate
Villeneuve Road
COMMERCIAL
MIXED USE
SCHOOL
INSTITUTIONAL (CHURCH)
PRIVATE BEACH
PRIVATE LAKE
SWMF 1
SWMF 2a
SWMF 2b
SWMF 3
PARK
LDR
MDR
HDR

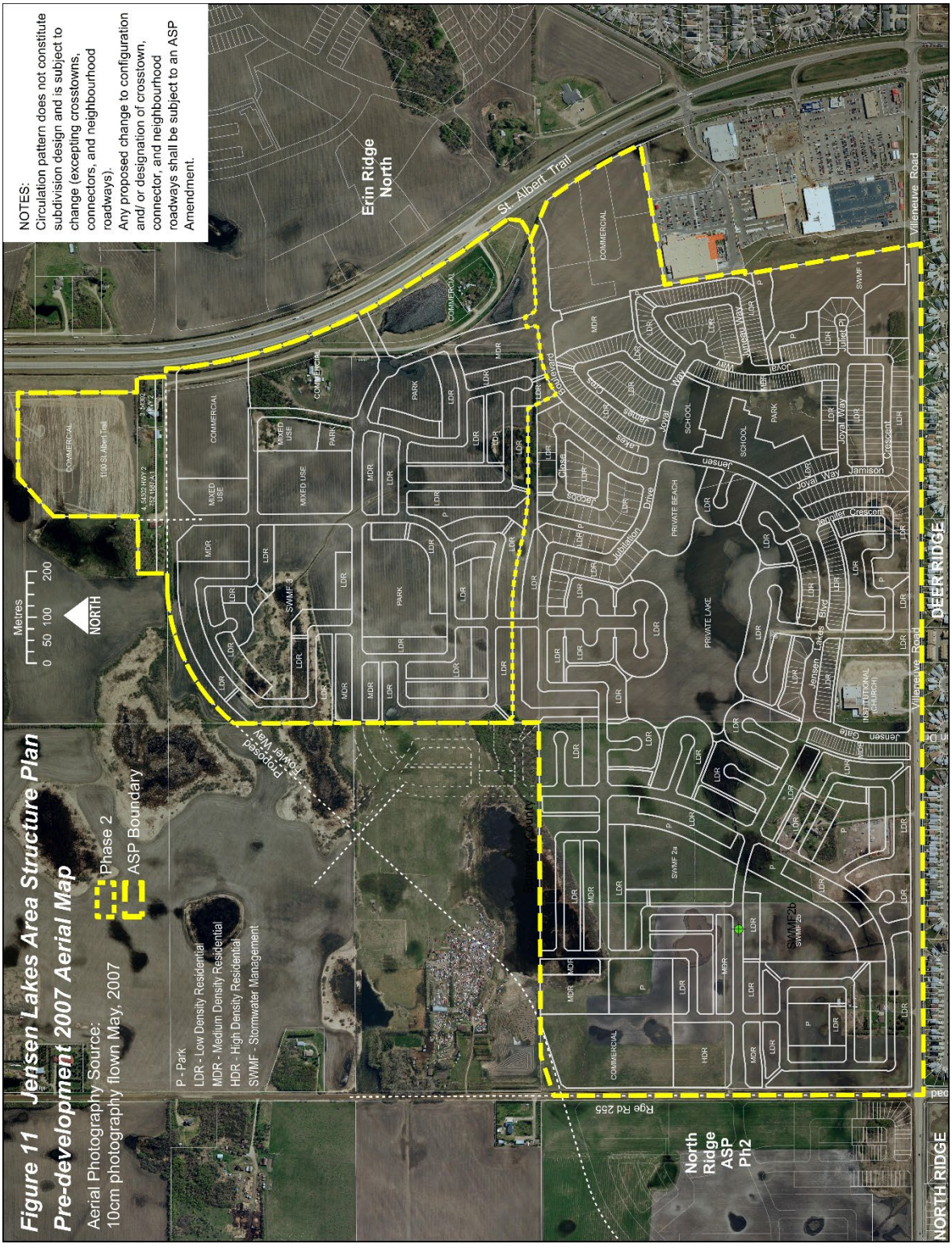

Figure 11 Jensen Lakes Area Structure Plan
Pre-development 2007 Aerial Map
Aerial Photography Source:
10cm photography flown May, 2007
Phase 2
ASP Boundary
P - Park
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management
Metres
0 50 100 200
NORTH
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.
Erin Ridge North
St. Albert Trail
Villeneuve Road
DEER RIDGE
NORTH RIDGE
North Ridge ASP Ph2
Rge Rd 255
Proposed Power Way
Jensen Gate
Jensen Lakes Blvd
Joyal Way
Jamison Crescent
Juliet Place
Jacobs Drive
Jensen Drive
Joyal Boulevard
Joyal Crescent
Joyal Lane
Joyal Terrace
Lakes Terrace
Lakes Close
Valhalla Drive
PRIVATE BEACH
PRIVATE LAKE
SCHOOL
PARK
COMMERCIAL
MIXED USE
INSTITUTIONAL (CHURCH)
SWMF 1
SWMF 2a
SWMF2b
SWMF 2b
LDR
MDR
HDR
P


Figure 11A Jensen Lakes Area Structure Plan
Current Development Aerial Map 2021 Photography
Aerial Photography Source:
10cm photography flown May, 2021
Phase 2
ASP Boundary
P - Park
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management
Metres
0 50 100 200
NORTH
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.
Erin Ridge North
St. Albert Trail
Villeneuve Road
DEER RIDGE
NORTH RIDGE
North Ridge ASP Ph2
Rge Rd 255
Proposed Transmission Line
PRIVATE LAKE
PRIVATE BEACH
COMMERCIAL
MIXED USE
SCHOOL
INSTITUTIONAL
PARK
SWMF 1
SWMF 2a
SWMF 2b
SWMF 3
LDR
MDR
HDR
P

APPENDIX A

There is flexibility in the proportion of residential to commercial uses provided within the mixed-use lands. There are several scenarios that could achieve the aspirational density target. The density of both jobs and people varies with each scenario explored below. These are for information only and do not form part of this bylaw.

Table A-1: Potential Aspirational Density Target Scenarios

	Commercial							Residential										
	Commercial			Mixed-Use - Commercial				Mixed-Use - Residential						Medium Density Residential				
Scenario	Area (ha)	Jobs Density (jobs/ha)	Jobs	%	Area (ha)	Jobs Density (jobs/ha)	Jobs	%	Area (ha)	Density (units/ha)	Units	Ppl Per Unit	People	Area (ha)	Density (units/ha)	Units	Ppl Per Unit	People
A	8.7	85	740	20%	1.0	85	83	80%	3.9	201	788	1.8	1387	1.2	90	108	1.76	190
B	8.7	85	740	25%	1.2	90	110	75%	3.7	211	775	1.8	1365	1.2	90	108	1.76	190
C	8.7	85	740	30%	1.5	95	140	70%	3.4	221	758	1.8	1334	1.2	90	108	1.76	190
D	8.7	85	740	35%	1.7	100	172	65%	3.2	232	739	1.8	1300	1.2	90	108	1.76	190
E	8.7	85	740	40%	2.0	105	206	60%	2.9	245	720	1.8	1268	1.2	90	108	1.76	190
F	8.7	85	740	50%	2.5	110	270	50%	2.5	279	684	1.8	1203	1.2	90	108	1.76	190

Table A-2: Summary of Aspirational Target Density per Scenario

	Summary			
Scenario	Total People	Total Jobs	People + Jobs	People + Jobs/gha
A	1577	823	2400	140
B	1555	850	2405	140
C	1524	879	2403	140
D	1491	911	2402	140
E	1458	945	2403	140
F	1393	1009	2402	140