Schedule A

SOUTH RIEL
Area Structure Plan
Bylaw 27/2015

As amended July 5, 2021 – Bylaw 31/2021

CITY OF ST. ALBERT

BYLAW 31/2021

SOUTH RIEL AREA STRUCTURE PLAN AMENDMENT

Being Amendment 3 to the South Riel Area Structure Plan Bylaw 27/2015

The Council of the City of St. Albert, duly assembled, hereby ENACTS AS FOLLOWS:

1. Bylaw 27/2015, being the South Riel Area Structure Plan Bylaw, is amended by replacing Schedule "A", South Riel Area Structure Plan with Schedule "A", as attached hereto.

2. The Chief Administrative Officer is authorized to issue a consolidated version of Bylaw 27/2015 that incorporates the amendments made by this amending bylaw and otherwise conforms with the requirements of section 69 of the Municipal Government Act.

EFFECTIVE DATE

3. This bylaw comes into effect when it is passed.

READ a First time this 8 day of June, 2021.

READ a Second time this 5 day of July, 2021.

READ a Third time this 5 day of July, 2021.

SIGNED AND PASSED this 6th day of July 2021.

C. Heron
MAYOR

CHIEF LEGISLATIVE OFFICER

Schedule "A"
Is the South Riel ASP document

South Riel Area Structure Plan Amendments

Amendment Number	Bylaw Number	1st Reading	2nd Reading	3rd Reading
Original	27/2015	August 24, 2015	August 24, 2015	September 8, 2015
1	29/2015	September 28, 2015	September 28, 2015	September 28, 2015
2	14/2019	April 1, 2019	April 23, 2019	April 23, 2019
3	31/2021	June 8, 2021	July 5, 2021	July 5, 2021

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1.0 INTRODUCTION

1.1 Purpose

(1) This plan establishes the conceptual land use, transportation, and servicing patterns for the South Riel area to implement the *Municipal Development Plan (MDP)*, which designates this sector of the City for mixed-use employment area, mixed-use node, and neighbourhood.

(2) Servicing standards, population analysis, and other details supporting this Area Structure Plan (ASP) are referenced in:

- The *South Riel Area Structure Plan Technical Report*, dated August 2007. The 2011 amendment to this ASP is supported by an updated Traffic Impact Assessment;
- The amendments for Bylaw 27/2015 are referenced in:
  - *The South Riel ASP Amendment Technical Report* prepared by WSP Canada Inc., for the residential lands located between Levasseur Road, CN Railway, Riel Drive, and LeClair Way, dated March 2015.
- The amendments for Bylaw 29/2015 are referenced in:
  - *The South Riel ASP Amendment Technical Report* prepared by WSP Canada Inc., for the commercial and industrial/commercial lands located between LeClair Way, CN Railway, Ray Gibbon Drive, and the City Boundary, dated February 2015.
- The amendments for Bylaw 14/2019 are referenced in:
  - *The South Riel ASP Amendment Technical Report* prepared by Invistec Consulting Ltd. for the residential and residential/commercial lands located between LeClair Way, CN Railway, Levasseur Road, and Riel Drive, dated December 2018.

1.2 Authority of the Plan

The *South Riel Area Structure Plan* and amendments have 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, proposed land uses, population density, and general location of transportation routes, public utilities, and may contain other matters Council considers necessary. The approval of the South Riel Area Structure Plan does not guarantee development rights. At the time of subdivision or development, detailed engineering drawings 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 of St. Albert Engineering Standards, Utility Master Plan (UMP), Transportation Master Plan (TMP), Transportation System Bylaw (TSB), Municipal Development Plan (MDP), Land Use Bylaw (LUB), and any other documents, Municipal or otherwise, the City determines relevant to the development. The approval of this ASP does not constitute approval of any servicing agreement, future districting, subdivision, development agreement, development permit, or building permit.
- That the City reserves the right to apply any additional infrastructure servicing specification to the lands covered by this ASP in order to provide quality services to the citizens.
- That all development expenses and other costs, of every nature and kind, are at the developer's sole risk, and that any additional expenses incurred by the development as a result of any modification resulting from the aforesaid Engineering Standards are at the developer's expense.
- The City is not responsible financially or otherwise, to provide infrastructure to support development of this ASP.

1.3 Timeframe of the Plan

This ASP is future-oriented and depicts how South Riel will be developed over a period of time through a series of public and private sector initiatives. The first stage of development was the Enjoy Centre that opened in the spring of 2011. The completion of the industrial and commercial portion is expected to take 5 to 7 years. The residential portion has undergone revisions since the original

ASP was created; it is expected to take 10 to 15 years to complete, with construction proposed to start in 2019.

While the plan envisions a desired future, changes to the plan may be required to respond to new circumstances and market demands. Thus, to ensure that it remains current and relevant, the plan may be reviewed and updated 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 impacts to surrounding land uses (existing or proposed) and the overall statistics for the neighbourhood are still achieved. While proposed roads and walkways are shown in order to illustrate possible alignments, the local road alignments and walkway locations are subject to verification and possible realignment at the time of subdivision.

1.4.2 Application of the Plan

The South Riel ASP shall apply to the area shown on Figure 1. The area is located in the southwest quadrant of St. Albert, and is bounded by:

- Canadian National (CN) Rail Line (Sangudo subdivision) to the east;
- Ray Gibbon Drive to the west;
- Levasseur Road to the north; and
- City boundary to the south.

The ASP area encompasses 91.36 hectares ± (225.75 acres±) of land.

1.5 Objectives

The objectives of this ASP are to:

- provide a range of innovative and unique housing forms to cater to all ranges of the market, including new homeowners, families, older adults, and residents looking to downsize;
- develop a safe and enjoyable pedestrian-oriented neighbourhood with strong linkages throughout, to surrounding neighbourhoods, and to amenities;
- develop residential and mixed-use buildings clustered around green spaces to increase the community's sense of place and interaction between neighbours;
- connect all residential development with internal and external networks of trails and pathways to reduce car-dependency and promote healthy lifestyles;
- create opportunity for access and employment between the residential and business park areas of South Riel;
- create synergies between adjacent businesses and residential development;
- connect businesses with the transportation network of Ray Gibbon Drive and the Anthony Henday;
- generate employment opportunities through the development of commercial and industrial sites;
- develop a well-planned competitive light industrial business park; and
- create opportunities for year-round recreational activities for all ages and interests.

1.6 Property Ownership Patterns

The land within the ASP boundary is owned by a number of corporations, including South Riel Development Ltd., bcIMC Realty Corporation c/o Quadreal Property Group LP, Bellevue Village Properties GP Inc., and TEC Investment Properties Inc. AltaLink Management Ltd., owns a power line right-of-way, which traverses diagonally through the property. The City of St. Albert owns road rights-of-way for Riel Drive, and public utility lots. Figure 7 provides 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 in St. Albert, as well as other non-statutory master planning and servicing initiatives, which provide guidance for the future land use and development options of South Riel.

1.7.1 Edmonton Metropolitan Region Growth Plan

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

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 for mixed-use employment area, mixed-use node, and neighbourhood.

1.7.3 Existing Area Structure Plan

The original version of the South Riel Area Structure Plan was adopted on September 18, 2007, and was amended in September 2011. The South Riel Area Structure Plan Bylaw 21/2007, as amended was repealed and replaced by Bylaw 27/2015. Bylaw 27/2015 addressed amendments to the residential land uses in September 2015, and amended by Bylaw 29/2015 addressed amendments to the commercial and industrial/commercial land uses in October 2015. Bylaw 14/2019, focused on the residential lands located south of Levasseur Road, west of Riel Drive, east of the CN Railway, and north of LeClair Way. Bylaw 31/2021, focused on 25 Richardson Drive to change commercial to industrial/commercial.

1.7.4 Land Use Bylaw

The City's Land Use Bylaw, Bylaw 9/2005, as amended, controls development of the lands within the neighbourhood. All of the lands within the plan area have been redistricted. Changes to the land use district require an amendment to the Land Use Bylaw, prior to subdivision and development. The power line right-of-way is districted Direct Control.

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.

The TMP (2015) (Figure 4-1) shows the proposed road network. It identifies future road widening on Ray Gibbon Drive, along with a potential interchange at the intersection of Ray Gibbon Drive and LeClair Way. A future neighbourhood roadway (formerly called collector roadway) is proposed throughout the south portion of the South Riel Plan Area to service the commercial and industrial lands south of LeClair Way.

There are no additional neighbourhood residential road networks or internal road segments acknowledged for the residential development areas of the South Riel Area Structure Plan.

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. The current stormwater management release rate is 2.5 litres/second/hectare (L/s/ha) for the Sturgeon River.

2.0 SITE ANALYSIS

2.1 Natural and Cultural Features

2.1.1 Topography and Drainage

The area has a gentle slope downhill from east to west, with the natural drainage towards Big Lake. Elevations range from 651 metres to 682 metres above sea level. The topography and natural drainage pattern will have some implications for the design of municipal infrastructure.

2.1.2 Relation to Designated Flood Line

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

2.1.3 Geotechnical Conditions

Geotechnical investigations within the Plan Area are documented in the report Geotechnical Investigation Proposed South Riel Subdivision, prepared by J.R. Paine & Associates, February 2007 for the IBI Group. The report provides a summary of the general soil and groundwater conditions, and an assessment of conditions for site development, site grading, building foundations, underground utilities, surface utilities, cement types, groundwater issues, and storm water management facilities. A total of 16 test holes were drilled to a depth of 7.3 metres.

Generally, the soil conditions at this site consist of surficial topsoil, underlain by a very silty clay, or clayey silt material. The Groundwater table in the area is generally low, with all test holes being dry to a depth of 7.3 metres. The report presents guidelines and standards for the construction of all components of urban development. The soil samples indicated from negligible to severe concentrations of soil sulphates in the site subsoils, and suggest cement types to alleviate soil sulphate issues.

Based upon the findings of the 2007 Geotechnical Investigation, it is anticipated that any development within Midtown over 4 storeys, will require further site-specific geotechnical investigation.

2.1.4 Vegetation Resources

The Natural Areas Assessment for the South Riel Area Structure Plan prepared by Westworth and Associates included a reconnaissance level vegetation survey. The assessment looked at four environmentally sensitive areas, one significant natural area, and seventeen small natural areas. The survey found that there were no rare vascular plants found during the study. Most of the site is dominated by several species of willow and trembling aspen. The understory consists mainly of prickly rose, red osier dogwood, stinging and marsh nettle, and American vetch. The wetlands were dominated by reed canary grass, slough and tickle grass, with some nettle and thistle. Most of the area shows signs of invasion by non-native species.

2.1.5 Natural Site Assessment

Westworth Associates Environmental Ltd., prepared a Natural Area Assessment for the South Riel Area Structure Plan dated February 2007. The report noted that most of the remaining natural areas are associated with small depressions that are too wet for agricultural use. Although such areas could be classified as a wetland, their small size limits their value as wildlife habitat. The report notes that the remaining natural areas in this location have limited sustainability within an urban environment, although some opportunities exist to incorporate some of the natural features into stormwater management facilities or into park and open spaces.

The report notes that an environmental assessment for the West Regional Road (Ray Gibbon Drive) conducted by Spencer Environmental Management Services Ltd., during 2003 identified a rare moss species. This moss species is located throughout the site and is typically found near the bases of trees and mature shrubs in moist habitats. Stantec Consulting Ltd., was contracted to undertake a collection and transplant program for the rare moss species identified. Samples were taken and sent to bryologist Dr. Richard Caners of the Alberta Biodiversity Monitoring Institute at the Royal Alberta Museum the week of February 3, 2014 for analysis. The transplant site is located at the Sandy Lake Wilderness Area in Sturgeon County. A monitoring program has been established to monitor the success of transplants.

2.1.6 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA), based on the CSA Standard Z768-94 publication, Phase 1, Environmental Site Assessment, was completed in March 2006 for the subject property in St. Albert. The ESA identified no concerns for the South Riel lands, and noted that no further environmental investigation is necessary. An abandoned well head is located in the southwest corner of the Plan Area. It has been reclaimed according to the requirements of Alberta Environment. The setback requirement from this former well head is a five (5) metres minimum radius.

2.1.7 Heritage Resources

A Historical Resources Impact Assessment of the South Riel lands in southwest St. Albert was completed by Walt Kowal Consulting in September 2005. The study concluded that the lands do not contain any archaeological, palaeontological, or historic period sites that are of historical importance and recommended that no further historical resources impact assessment or mitigation work are warranted.

2.2 Current Development Patterns

The Plan Area is bordered to the north by the Riel Business Park and park area, and to the east by low-density residential land use in Heritage Lakes. The completed LeClair Way (137 Avenue) bisects the center of the Plan Area. To the south, the lands are located adjacent to the Anthony Henday Transportation Utility Corridor and other lands within the City of Edmonton zoned as AG – Agricultural Zone and DC2 – Site Specific Development Control Zone. Ray Gibbon Drive forms the westerly boundary, and land west of this right-of-way is identified for future industrial development under the City's Municipal Development Plan. The AltaLink Transmission Powerline runs through the Plan Area, extends to the City of Edmonton and is delineated with a 36.58 metres (120 feet) wide right-of-way. A 10 metres (32.8 feet) wide Atco and Telus pipeline right-of-way runs parallel to the CN Railway within the CN Railway setback. The CN Railway is the eastern border of the Plan Area.

3.0 LAND USE CONCEPT

3.1 Future Land Use Map

The Future Land Use Map for South Riel is shown in Figure 2 which depicts future land use and roadway patterns for the subject lands. This map consists of a series of areas and symbols that define expected future land use and roadway patterns for the subject lands.

3.2 Land Use Concept: Major Development Patterns

Multiple land uses are proposed for South Riel including: residential, commercial, mixed-use (residential and commercial), and industrial. The compact urban residential form and the variety of commercial, office, and industrial opportunities are proposed to complement each other. There is a prospect for some residents to live and work in the same neighbourhood, with the potential to walk to work and access daily amenities or to utilize live-work units.

The form and siting of land uses in the future South Riel area is influenced by the location of major transportation corridors in the vicinity of the lands, being: Ray Gibbon Drive to the west; the CN Railway to the east, and LeClair Way bisecting the Plan Area. A major electrical corridor traverses the site in a north-easterly/south-westerly direction. The location of these corridors imposes certain constraints to development, but also provides opportunity given the locational advantage the roadways will provide with the region in the future. The development area bounded by Riel Drive, LeClair Way, the CN Railway, and Levasseur Road, is identified within this ASP as “Midtown.”

Residential will be located on both sides of Riel Drive, with the majority of housing concentrated on the east side of Riel Drive. The overall density for the ASP is 81 du/nrha. The number of Midtown residential dwelling units proposed is 769. The proposed developable residential area is 9.49 hectares±, representing 10.39% of the gross developable area for the Plan Area. The number of dwelling units on the west side of Riel Drive proposed is 350. The proposed developable residential area is 3.15 hectares±, representing 3.45% of the gross developable area for the Plan Area.

The commercial and commercial/industrial lands located in the southern portion of the Plan Area will provide goods, services, and employment to the

community and the surrounding region. There are 5.64 hectares± of commercial, and 45.85 hectares± of commercial/industrial lands.

3.3 Residential Land Use

The residential lands will provide housing choices to cater to a mix of age, income, social groups, as well as tenure. Tenure includes, bare land condominium, condominium, and rental. Developments may include private roadways and private amenities. The housing forms proposed are compact, with walkable connections to surrounding neighbourhoods and services. Residential is proposed on both sides of Riel Drive.

On the east side of Riel Drive, is the Midtown development. Midtown contains three character areas, which have a mix of housing product with slight differences between each character area. Midtown will be developed to be a high-quality urban design site with appropriate building massing. The site will provide a seamless transition between different building heights and types.

3.3.1 Mix-Use Residential with Commercial

The mixed-use development provides the opportunity to create a single structure development with commercial on the main floor with residential dwelling units above the commercial development. At 151 Riel Drive, 350 residential dwelling units are anticipated on the 3.15 hectare site. These units are 3.45% of the total residential units within the Plan Area.

3.3.2 Midtown Residential Area A

Located along Riel Drive and north of the AltaLink transmission powerline, Area A is in the central portion of the Plan Area. Area A is approximately 2.16 hectares. The type of housing form anticipated will pre-dominantly be townhouses with a mix of duplex and semi-detached dwelling units. The townhousing forms may be street-oriented, back-to-back, and stacked. The estimated building height is four storeys. The overall density of Midtown Residential Area A is 40 du/nrha.

3.3.3 Midtown Residential Area B

Located along Levasseur Road and the CN rail line in the northeast and east portion of the Plan Area, Area B is approximately 5.4 hectares. Some of the units will be adjacent to a linear public park. Dwelling units

may be clustered around and fronting a common/private green space. The mix of housing style anticipated is duplex, semi-detached, apartment, and townhousing. Townhousing forms include street-oriented, back-to-back, and stacked. The estimated building height is five storeys. Building placement concerns may be mitigated by articulation of buildings, spacing between buildings, and differentiation of building facades. The building massing and form of development in this area must be configured so as to mitigate impacts on the adjacent Heritage Lakes residential neighbourhood. The overall density for Midtown Residential Area B is 60 du/nrha.

3.3.4 Midtown Mixed-Use Area C

Located between LeClair Way, Riel Drive, the CN rail line, and the AltaLink transmission powerline in the southeast portion of the Plan Area, Area C is approximately 4.5 hectares. Some of the units will be adjacent to a public park. Dwelling units are anticipated to be pre-dominantly apartments. The type of housing-form mix may consist of up to ten apartment buildings, with a range of heights from six to twelve storeys; stacked townhousing; and potential for assisted living complex(es). The overall density for Midtown Mix-Use Area C is 186 du/nrha.

Assisted living complex(es) provides support services such as meals and laundry within a group living arrangement. Should the supportive/assisted living be developed as sleeping units, which does not have a full kitchen, the units per hectares statistics will need to be adjusted, because a sleep unit is not a dwelling unit. It is anticipated that approximately 1.68 ha of Area C will be dedicated to assisted living.

Mixed-use buildings may include dwelling units, with retail/commercial on the ground level, and office use located ideally on the 2nd and 3rd floors. The building massing and form of development in this area must be configured so as to mitigate impacts on the adjacent Heritage Lakes residential neighbourhood.

3.4 Commercial Land Use

There are two (2) parcels of land designated as commercial, and one (1) parcel designated as mixed-use. The total area of commercial land is 5.64

hectares±. The mixed-use parcel (part of Midtown) is 0.89 hectares± of commercial land, with access from LeClair Way onto Riel Drive. One 2.41 hectare± commercial parcel is located south of LeClair Way and is planned as a small regional commercial/local commercial centre, with access from LeClair Way onto Richardson Drive. A second 2.34 hectare± commercial parcel is located on the northwest corner of the intersection of Riel Drive and LeClair Way, and is planned as commercial with a built form to include a mix of freestanding pads, box stores, and malls. It would permit residential units to be located above commercial. No access will be permitted from Ray Gibbon Drive. A high standard of site design, architectural elements, and landscaping will need to be incorporated to ensure an attractive addition to the City. Design Guidelines have been developed in order to direct development for the commercial lands south of LeClair Way.

Mitigation measures may be required to address noise, light, and odour issues created by the commercial uses, to ensure the adjacent and adjoining dwelling units are not impacted. The building design should be created to be compatible with the residential uses. The building massing and form of development in this area must be configured so as to mitigate impacts on the adjacent Heritage Lakes residential neighbourhood.

3.4.1 Midtown Mixed-Use Area C

Located at the southeast corner of the Plan Area, adjacent to LeClair Way within Area C is the mixed-use commercial area. The commercial area (non-residential) anticipates 35,000 ft.2 (3,252 m2) of commercial space. The commercial area may include small scale retail such as coffee shop, restaurant, personal services, and specialty shops geared to cater to the residents in the South Riel neighbourhood. There is opportunity for office use, ideally on the second and third floors of the commercial building(s) or mixed-use building(s).

3.5 Industrial/Commercial (Light Industrial) Land Use

Industrial development will be situated in both the northwest and southeast sectors of the Plan Area, providing 45.85 hectares± of industrial/commercial land development. One 4.49 hectare± site located at 101 Riel Drive accommodates a multi-use facility that includes a greenhouse, retail, restaurant, offices, grocery shops, and spa.

The remainder of the Industrial/Commercial land that is located in the southeast of the Plan Area does not require, nor are they dependent upon, exposure to Ray Gibbon Drive. These industrial/commercial lands are ideally located so that industrial type uses will not negatively impact residential land uses. Design Guidelines have been developed in order to direct development for the commercial/industrial lands south of LeClair Way.

3.6 Parks and Open Space

The parks and open space system in the Plan Area will include trails, parks, open space, and stormwater management facilities. The Municipal Government Act and the Municipal Development Plan specify that 10% of the developable lands be dedicated as Municipal Reserve, which can be used for development of school, parks, and those trails accepted by the City, and are not associated with public utility lots. The municipal reserve anticipated from this Plan Area is 9.14 hectares±; however, the actual land area will be less, based on land agreements and Municipal Reserve provided as cash-in-lieu.

Municipal Reserves that have been collected include:

- 1.93 hectares± of land dedicated (prior to the South Riel Area Structure Plan being created in 2007) to the Lois Hole Provincial Park that were not within the ASP boundary. An agreement with the City considered this area a deferral of Municipal Reserve from what then became South Riel, which the same party owned at the time;
- 0.65 hectares± has been dedicated adjacent to the stormwater management facility north of 101 Riel Drive with reference to 91MR; and
- An additional 0.8 hectares± was collected from 7 City Annex as a combination of cash in-lieu and credit around the stormwater management facility.

The remaining Municipal Reserves owing (5.6 hectares± for 6 City Annex lands) will be provided as 2.42 hectares± in land, and the balance of land (3.18 hectares±) to be provided as cash-in-lieu at fair market value. The amount of cash-in-lieu paid at time of subdivision will be a percentage based on the area of land being subdivided versus the Midtown site area. Cash-in-lieu will be required at this percentage even when Municipal Reserve is dedicated in the subdivision. Exact amounts dedicated as land and paid in cash will be determined at time of subdivision. A Municipal Reserve shortfall

of 0.156 hectares± is noted, and may be required as cash-in-lieu from 6 City Annex.

Municipal Reserve parcels cannot be crossed by a private road, this is to ensure public access is maintained.

No development can occur under the AltaLink transmission power line that passes through the Plan Area. The land under the power lines will be open space, with an area of 2.46 hectares±, and registered as a Public Utility Lot (PUL).

3.6.1 Trails

A multi-use trail is located along Riel Drive as part of the road right-of-way. The power line right-of-way may also be used as part of the trail system; however, neither will 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 stormwater management facilities. Walkway connections will also be developed over infrastructure located within PUL's within the Plan Area. Common walkways will be provided on private residential lands to connect the residential and mixed-use areas within Midtown with the public walkway.

Adjacent to the CN Railway is a gas line running north-south, which cannot have structures developed over it. A three-metre wide multi-use trail will be proposed on, or, adjacent to the gas line (based on approvals from the gas line company), which will connect to the open space under

AltaLink's transmission power line. Trails will be proposed adjacent to the stormwater management facilities (dependent on approval by AltaLink), municipal reserves for the trails will be considered at time of subdivision as per MDP policy.

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

3.6.2 Park Sites

The following public parks are proposed to provide open space and recreational amenities to serve residents of South Riel and the broader community:

- A connector park with an area of 0.46 hectares± providing a public connection from Levasseur Road, in the northeast corner of the Plan Area, extending throughout Area B to a neighbourhood park located on Riel Drive.
- A neighbourhood park with an area of 1.2 hectares± is located in the north portion of the Plan Area. This park is surrounded by public roadways, and is easily accessible from the Residential Areas A & B and the broader community.
- An urban square/plaza with an area of 0.48 hectares± is located along a local roadway, and is within Area C. Final design of the urban square/plaza will reflect the density and build environment it serves. To serve the higher density mixed-use area surrounding the urban square/plaza, may be partially hard surfaced and provide flexible spaces. It may also be a destination park for St. Albert residents.
- A connector park with an area of 0.29 hectares± provides an uninterrupted gateway and public pedestrian connection to the urban square/plaza from the LeClair Way and Riel Drive intersection.

The urban square/plaza and the connector park are to complement each other, because the connector brings people to the urban square/plaza.

At subdivision and or development of a park; linear parks must have minimum width of 17-20 metres, and at pinch points, parks must have minimum width of 15 metres.

3.6.3 Midtown Amenity Area

Common amenity areas will be required throughout the Midtown residential areas due to the reduced lot sizes, increased lot coverages, and high-density residential development. Greenspaces distributed throughout the residential areas will provide space for pedestrian

connectivity in-lieu of walkways along private roads. Common amenity areas are in addition to the Municipal Reserve contributions.

3.6.4 Stormwater Management Facilities (SWMF)

Two stormwater management facilities (SWMFs) are built within the South Riel ASP to serve the drainage basin of the Plan Area. The facilities are located at the northwest corner, and centrally at the intersection of Ray Gibbon Drive and LeClair Way. Open spaces around the facilities will provide aesthetic value to the areas. Additionally, the northwest facility also functions as an outdoor area for residents' enjoyment.

The majority of the area for stormwater management facilities will be provided as public utility lots. Municipal Reserve credit may be provided to upland areas, based upon City policies, to be determined at the time of subdivision of adjacent lands.

3.6.5 School Site

A school site has not been designated as part of this ASP. Three local school divisions (Greater St. Albert Catholic Schools, St. Albert Public Schools, and Greater North Central Francophone Schools) operating within the City all noted that they did not require a school site in the South Riel Plan Area.

Table 3-1: Student Population Projection

Age	Grades	% of 2018 City of St. Albert Census age composition population 62,842	Student Generation South Riel Population 2,442
5-9	K-4	6.5%	159
10-14	5-9	6.9%	169
15-19	10-12	6.6%	162
Total			**490**

The maximum anticipated number of students in the South Riel neighbourhood at full build-out is around 490 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 maximum anticipated population of 2,442 for South Riel, and the percentage of each age/grade category. At time of development, the most current Census for St. Albert will be referenced, and consultation with school boards will occur to better anticipate student population.

3.7 Development Statistics

The development statistics for the Plan Area are shown, quantitatively, in Table 3-2. The gross area of the Plan Area is 91.36 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 12.64 hectares±, which is 13.83%± of the developable area. The largest land uses in the Plan Area are made up of Commercial, and Commercial and Industrial land uses, which together total 51.49 hectares± or 56.36% of the gross developable area. 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. For the residential units, 890 persons are projected based on an assumed average of 2.17 persons per household. In the mixed-use residential units, 1,237 persons are projected, based on an assumed 1.73 persons per household. The supportive housing units are projected at 315 persons, based on an assumed 1.50 persons per unit. The population for South Riel is estimated at 2,442 at build-out.

The Edmonton Metropolitan Growth Plan and MDP policies 13.1.3 and 14.6.8 require a minimum of 40 du/nrda for greenfield development. The South Riel ASP proposes a density of 81 dwelling units per net residential hectare. Midtown proposes Area A will be developed at 40 du/nrha, Area B will be developed at 60 du/nrha, and Area C will be developed at 186 du/nrha. MDP policy 7.1.3 encourages intensification through innovative and emerging housing types that are compatible with existing and planned Neighbourhoods.

Table 3-2: Development Statistics

	Area (hectares	% of GDA	Units	Pop.
Gross Area	**91.4**			
Gross Developable Area (GDA)	**91.4**	**100**		
Municipal Reserve (includes trails not over utilities and park)	3.1	3.4		
Stormwater Management (PUL)	6.6	7.2		
Power line right-of-way	2.4	2.6		
Pipeline and Telus right-of-way	1.6	1.8		
Neighbourhood roadway	2.1	2.3		
Connector roadway (Riel & Richardson)	5.9	6.5		
Crosstown roadway (LeClair Way)	4.0	4.4		
Subtotal Other Uses	**25.7**	**28.1**		
Commercial	2.4	2.6		
Commercial Mixed-Use Bellevue Village	2.3	2.5		
Commercial Mixed-Use Area C	0.9	1.0		
Industrial/Commercial	45.9	50.2		
Subtotal Commercial/Institutional	**51.5**	**56.3**		
Supportive Housing	1.7	1.9	*210	315
Subtotal Supportive Housing	**1.7**	**1.9**	*210	315
Residential				
Residential Area A	2.2	2.4	86	187
Residential Area B	5.4	5.9	324	703
Residential Mixed-Use Area C	1.9	2.1	359	621
Residential Mixed-Use Bellevue Village	3.2	3.5	350	616
Subtotal Residential	**12.7**	**13.9**	**1,119**	**2,442**

Table 3-2 Notes:

- May not add up to 100% due to rounding.
- Development Statistics reflect 3.20 hectares± to be dedicated as cash-in-lieu based on fair market value and an additional 0.96 hectares± to be dedicated in land or as cash-in-lieu.
- Overall, there will be 81 dwelling units per net residential hectare in Midtown.
    - Of the 769 units, 100% is medium and high density residential.
- Residential breakdown consists of:
    - 40 du/ha for Area A;
    - 60 du/ha for Area B;
    - 186 du/ha for Area C; and
    - 111 du/ha for 151 Riel Drive.
- Of the net residential hectare, 20%± may be used for private roadways as internal circulation
- Expected population per residential unit based on St. Albert's 2018 Census is:
    - 2.17 persons per medium density dwelling unit;
    - 1.73 persons per medium/high dwelling unit; and
    - 1.50 persons per supportive housing unit.

*Supportive Housing is not included in the dwelling unit count, because the units do not have full kitchens. Population statistics include supportive housing.

4.0 TRANSPORTATION

The Transportation network for South Riel is shown on Figure 3. This map consists of a series of coloured roadways and trails that define expected future transportation patterns for the subject lands.

While the Traffic Impact Analysis (TIA) has been completed for full build-out, there are significant short-term challenges with traffic. Therefore, as part of an application for subdivision or development permit for each development stage, the City may require an addendum to the TIA indicating the specific traffic impacts of that stage including:

- Proposed increase in traffic flows due to proposed development within that particular stage.
- Impact on the Level of Service of the intersection at Riel Drive and LeClair Way.

Should a proposed development exceed these standards, additional roadway improvements may form part of the conditions of subdivision or development.

4.1 Crosstown and Connector Road Network

The South Riel ASP is served by Levasseur Road and Riel Drive on the north and northwest, and LeClair Way (137 Avenue) at the centre of the ASP. It should be noted that there is no road access along the southern perimeter of the Plan Area adjacent to the City of Edmonton. All access to the southern portion of the Plan Area will be through internal subdivision roads from LeClair Way and Riel Drive. LeClair Way (137 Avenue) is the major east-west crosstown connection between Ray Gibbon Drive and lands located to the east of the ASP area. Sir Winston Churchill/184 Street south of 137 Avenue and is now closed and not accessible. Ray Gibbon Drive is the west boundary of the

ASP, no direct access to parcels within the Plan Area will be permitted from Ray Gibbon Drive.

Ray Gibbon Drive at LeClair Way connects the ASP area south to the Anthony Henday Drive in Edmonton, and north through St. Albert. Ray Gibbon Drive is part of the truck route/dangerous goods route network.

4.2 Neighbourhood Residential and Local Residential Road Network

The neighbourhood residential and local residential road network is illustrated conceptually in Figure 3. The proposed road network has been designed to connect land use destinations within the ASP area and integrate them with the existing transportation system. Richardson Drive, extends south from LeClair Way into the Commercial and Commercial and Industrial lands. Riel Drive is the main north-south connector for South Riel. The Midtown residential portion proposes three access points to Riel Drive, and one access point to LeClair Way. All public roads will be built to Complete Streets Standards.

The industrial/commercial portion has two access points off LeClair Way that form a loop road with a portion of the roadway extending south to the closed 137 Avenue. The roadway extension is being provided should road access be needed to lands south of this ASP and City boundary. One access point aligns with Riel Drive and the other access point aligns on LeClair Way with the residential and mixed-use access point located on the north side of LeClair Way.

Within the residential and mixed-use areas, private roadways will be used to provide access from private properties such as condominiums and homeowners association sites to public roads. Private roadways will be designed to limit dead ends, and access points onto public roadways must meet TAC standards. Private roadways are not maintained by the City. Traffic calming measures such as roundabouts may be required. The neighbourhood residential and local residential road network will support connectivity within the site and to other neighbourhoods. The Enjoy Centre has two access points off Riel Drive which align with the proposed accesses on the Midtown site. Bellevue Village has two private accesses off Riel Drive. The south access aligns with the south Midtown access; however, the north access does not align with the Midtown site.

The neighbourhood residential road crosses parcel 2648MC; RWY; 53, which is the utility right-of-way owned by AltaLink Management Ltd. If AltaLink denies an agreement for roadway crossing, an amendment is required to this Area Structure Plan.

4.3 Transit

Transit routes have been established along Riel Drive. . Transit stops must be within 400 metres walking distance of all residents as per MDP policy 8.3.7. This distance is reduced for multiple family dwelling, institutional uses, major seniors' residencies, and activity centres. Transit stops are typically proposed along major collector roadways and done in consultation with the City's Transit Department.

4.4 Rail

The CN rail crossing has been relocated east of the Plan Area on LeClair Way. CN recommends a number of noise attenuation, setback and vibration mitigation measures for new development along railway lines. These measures will be reviewed at the time of subdivision for efficiency of applying them to development in South Riel. Mitigation measures are the responsibility of the developer in consultation with the railway company.

4.5 Pedestrian/Bicycle Links

The multi-use trail system is shown on Figure 2, Future Land Use Map. The sidewalks, multi-use trails, and municipal reserve will provide pedestrian and bicycle connectivity. Connections to the Red Willow Trail system will be provided with linkages across Levasseur Road. Connections to the Lois Hole Provincial Park will be provided through linkages along LeClair Way and across Riel Drive.

4.6 Noise Attenuation

Noise attenuation along Ray Gibbon Drive, Levasseur Road, LeClair Way, Riel Drive, and the railway line will be provided by the developer as per City policy. The developer may also consider additional mitigation measures such as building materials that reduce sound.

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 requirements may be needed for residential developments adjacent to commercial developments so that noise, light, and odours from the commercial area to the residential area are addressed prior to, or at the time of the Development Permit. Additional noise and vibration studies and mitigation methods may be required for buildings exceeding four

(4) storeys in height due to the increased potential for sound bouncing off taller buildings to adjacent single family residential.

4.7 Off-Site-Levies

The South Riel 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 interim plan of infrastructure capacity improvements.

4.8 Crime Prevention Through Environmental Design (CPTED)

Decisions relating to transportation design, street pattern, access, noise barriers, public open spaces, parks, the power line corridor, multi-use trails and walkways in the built environment shall consider CPTED principles to create a safe and secure neighbourhood. The following basic strategies, respecting existing City standards, will be used during the development of South Riel:

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

4.9 Ray Gibbon Drive

Ray Gibbon Drive is currently two lanes of traffic. With full build-out of South Riel, four lanes of traffic movement will be anticipated as well as upgrades to the intersection at LeClair Way and Ray Gibbon Drive. For ultimate build-out, an interchange will be required at Ray Gibbon Drive and LeClair Way.

5.0 UTILITY SERVICES

5.1 Water Supply and Distribution

Water is provided to the South Riel area by the extension of water mains along the northern and eastern edges of the ASP area. Internal looping is required as staged development occurs. A water network analysis has been submitted that verifies how fire protection will be provided for each stage of development. A booster station is required to support the development until the South Reservoir is commissioned to support the area.

The water servicing scheme will also accommodate network extensions to the lands west of Ray Gibbon Drive and, to the lands south of LeClair Way.

5.2 Wastewater Collection System (Sanitary)

Figure 5 illustrates the sanitary sewer servicing concept for South Riel. A gravity system can be used in this area. The system needs to be sized to accommodate future flows from lands located to the west of Ray Gibbon Drive. This development requires the completion of a downstream project called Project 9, which is needed for servicing capacity. Project 9, an Off-Site Leviable infrastructure component supporting growth within the City, is a large diameter wastewater trunk line extending eastward from St. Albert Trail to the Capital Region lift station located on Sturgeon Road and Sir Winston Churchill Avenue.

5.3 Stormwater Management

There are two stormwater management facilities (SWMF) within the South Riel ASP to serve the drainage basin of the Plan Area. The facilities are located at the northwest corner and, centrally at the intersection of Ray Gibbon Drive and LeClair Way.

Sediment control measures will be incorporated into the overall stormwater management system. Storm ponds, strategic settling ponds, or mechanical settling devices will be used to allow removal of suspended solids.

The size of the SWMFs will be meeting the storage requirements necessary to accommodate the required release rate of 2.5 litres/second/hectare. 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.

5.4 Shallow Utilities

Power, gas, and communication franchise systems will service the area through agreements established with the developers by the utility providers. 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 excluding the transmission line.

5.5 Public Utility Lots (PULs)

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

6.0 IMPLEMENTATION

6.1 Development Staging

Development will proceed typically from north to south along Riel Drive and servicing infrastructure into the ASP area and from the east to facilitate the looping of water services. The first stage of development extended Riel Drive south to LeClair Way and to Ray Gibbon Drive. This created a temporary at-grade intersection to be eventually replaced by a full interchange. The first stage of development was completed in 2011.

Development has occurred in the northwest portion of the Plan Area with the extension of Riel Drive from Levasseur Road to LeClair Way; the development of a storm water management facility; and 101 Riel Drive, an industrial/ commercial site that was completed in 2011. The anticipated development of the remainder of South Riel could see simultaneous development activities. The Midtown residential portion will develop as stages 3a, 3b, and 3c as shown on Figure 10 – Staging. The site at 151 Riel Drive can occur without any dependency on development of the residential or industrial/commercial areas.

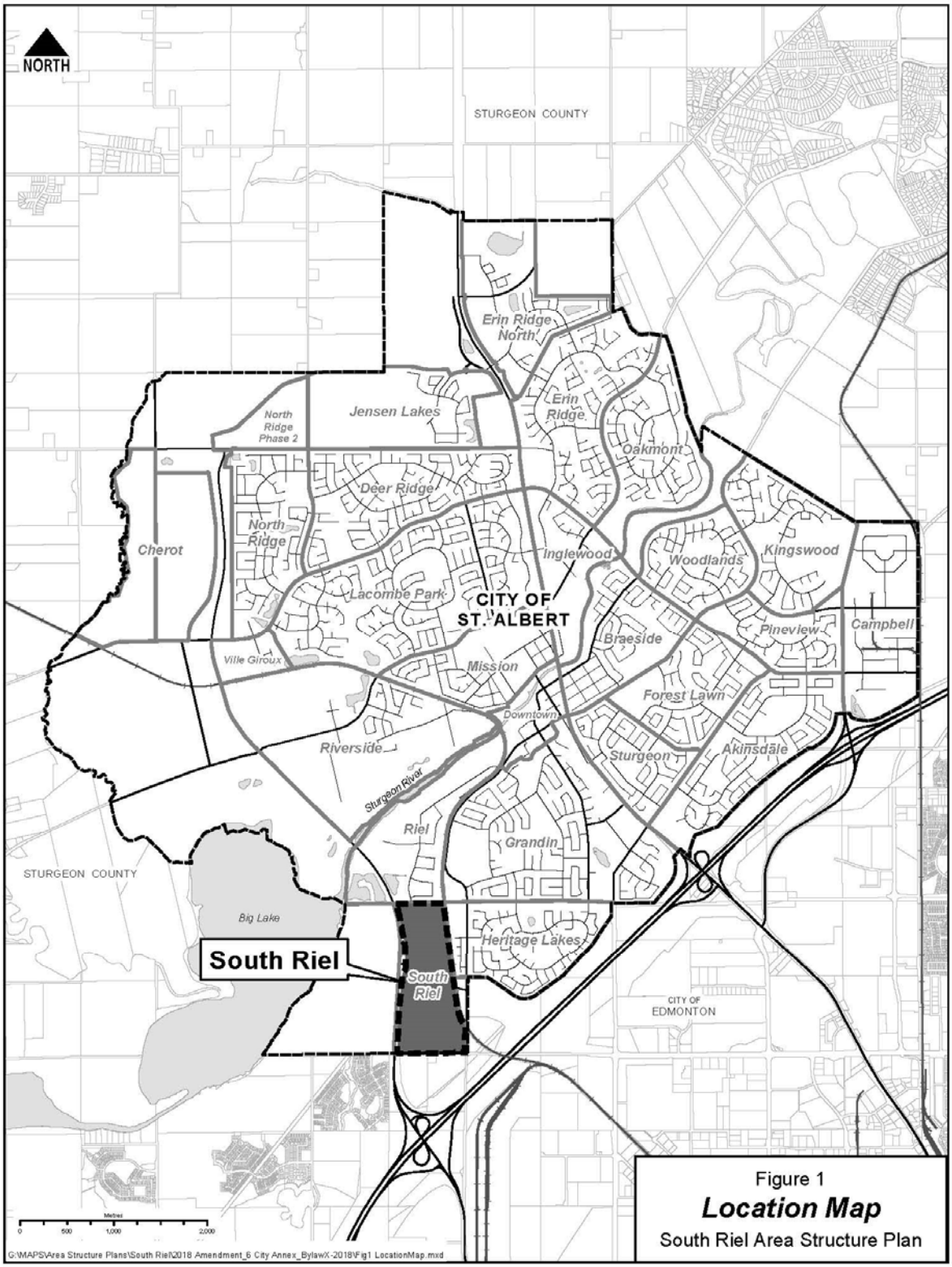
6.2 Redistricting and Subdivision

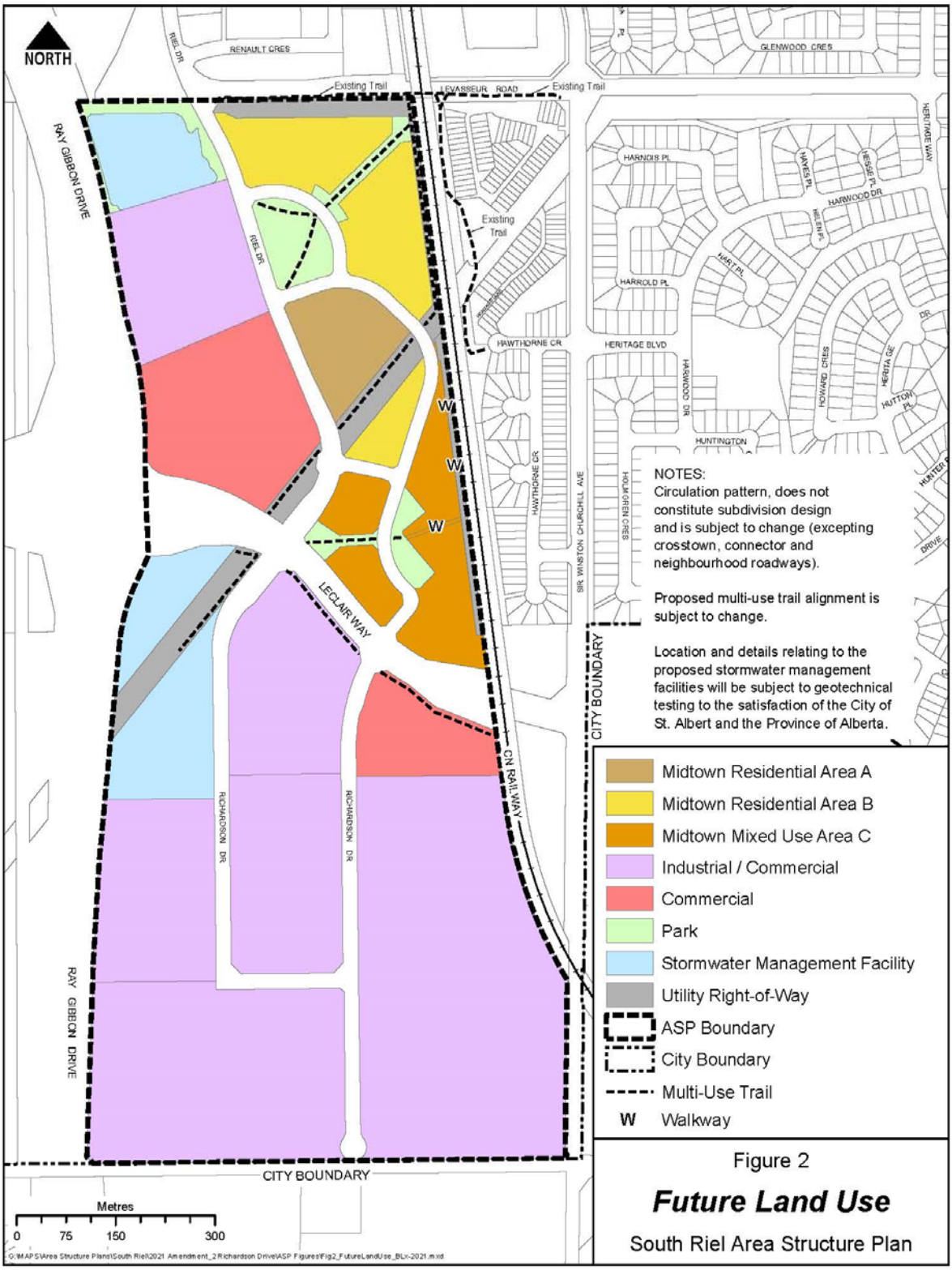
Timing of redistricting and subdivision applications are based on response to servicing capacity, agreements, and market needs. Development will occur generally from the north to south and in accordance with MDP policies.

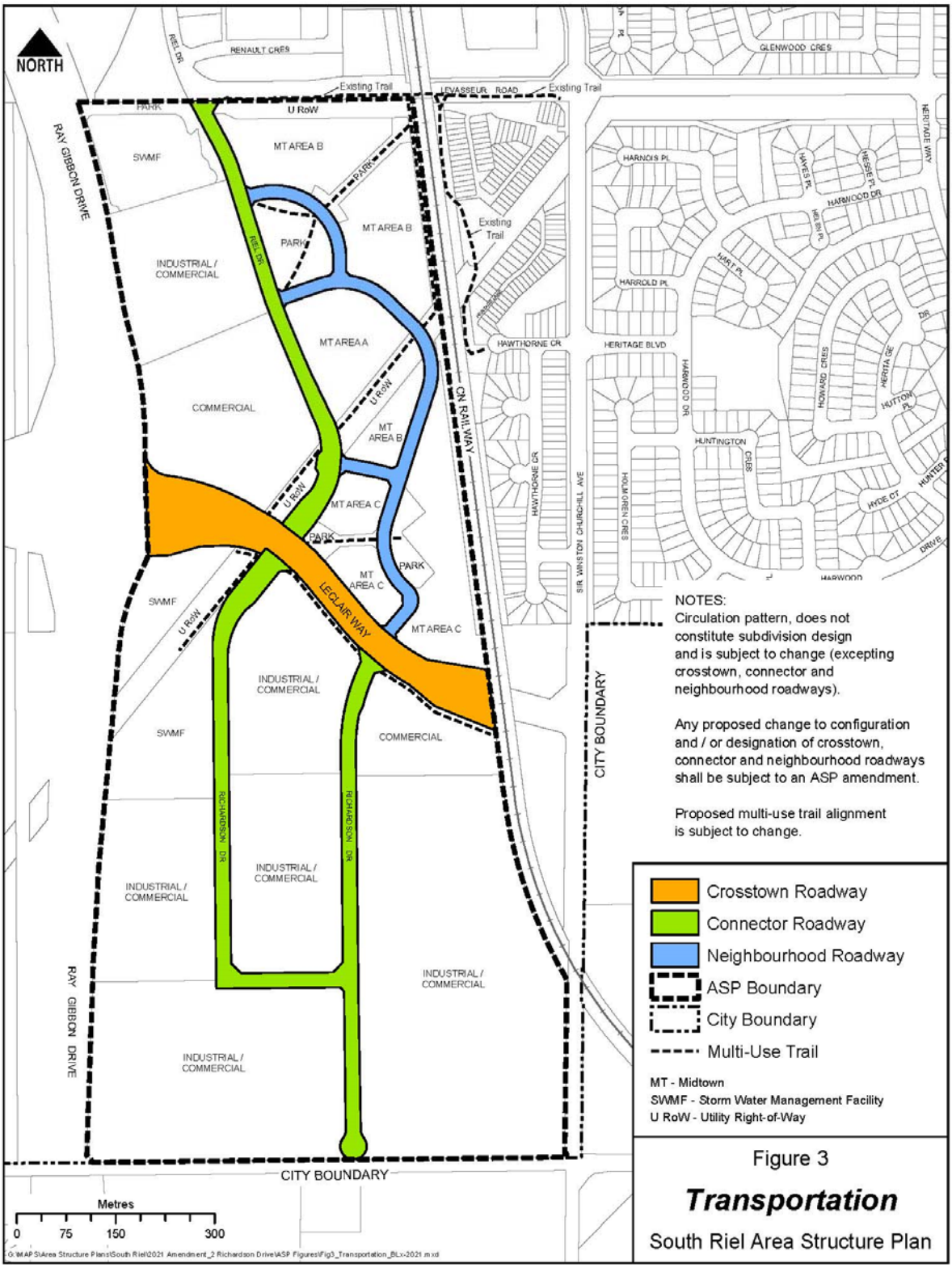
6.3 Building Inspections & Geotechnical Reports

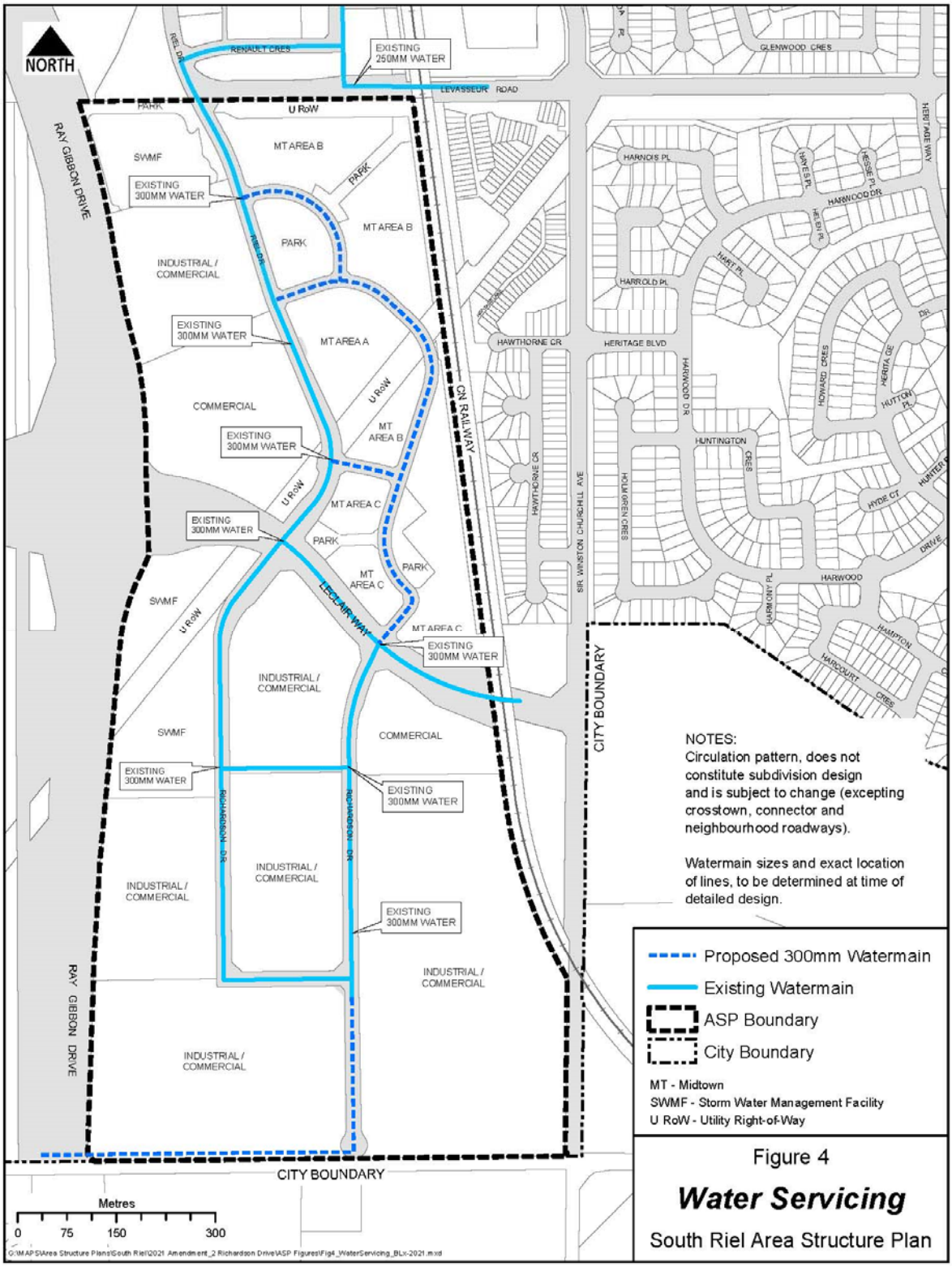
The geotechnical investigations did not identify soil issues. At the time of a building permit, additional geotechnical study may be required should conditions show soil issues and or high water table levels.

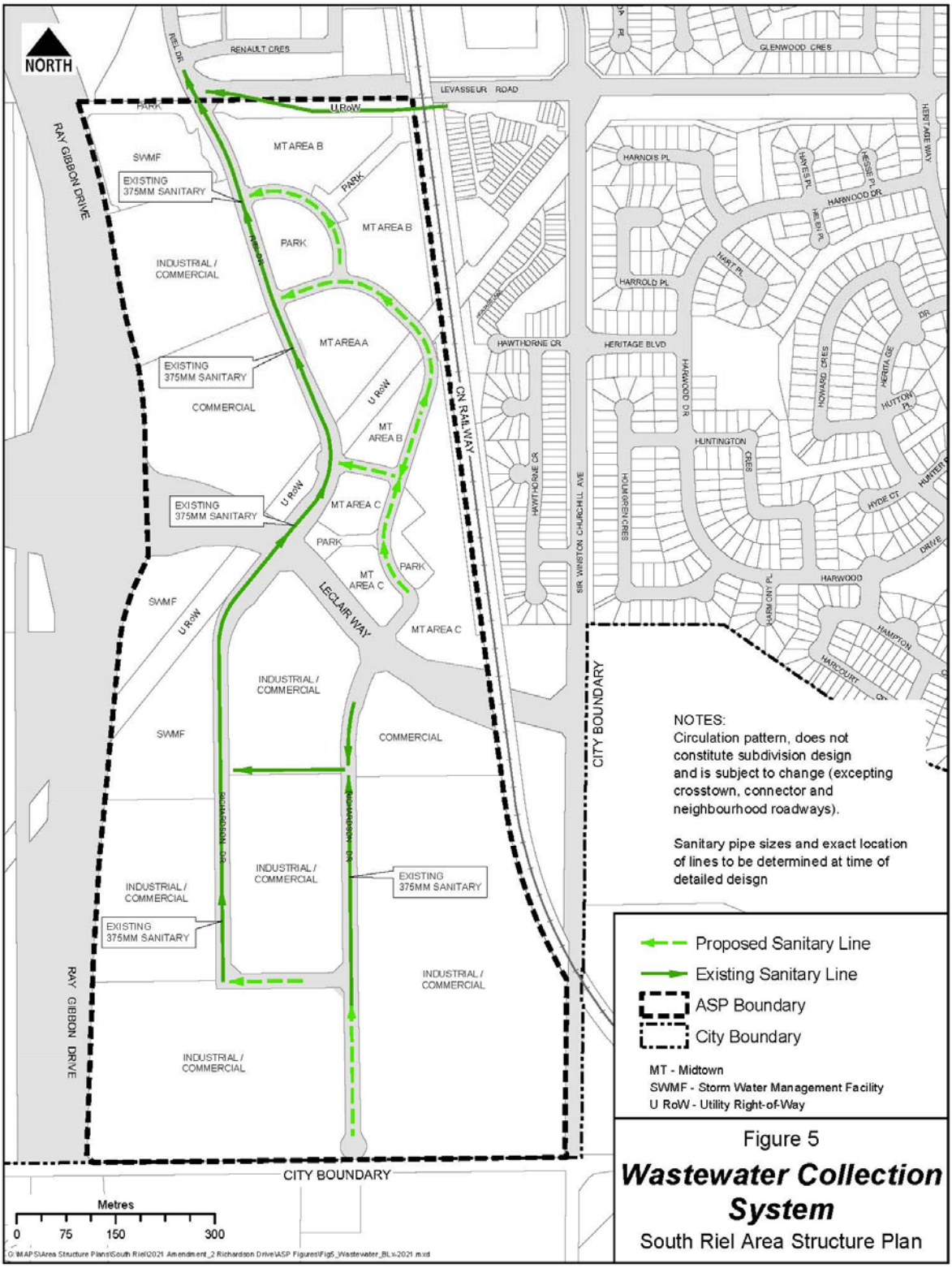
A geotechnical report was completed in 2007 and contemplated residential development up to four storeys. Any development over four storeys may require additional geotechnical studies to confirm taller buildings can be supported on the land. If a geotechnical report does not support taller buildings/high density an amendment to this ASP will be required.

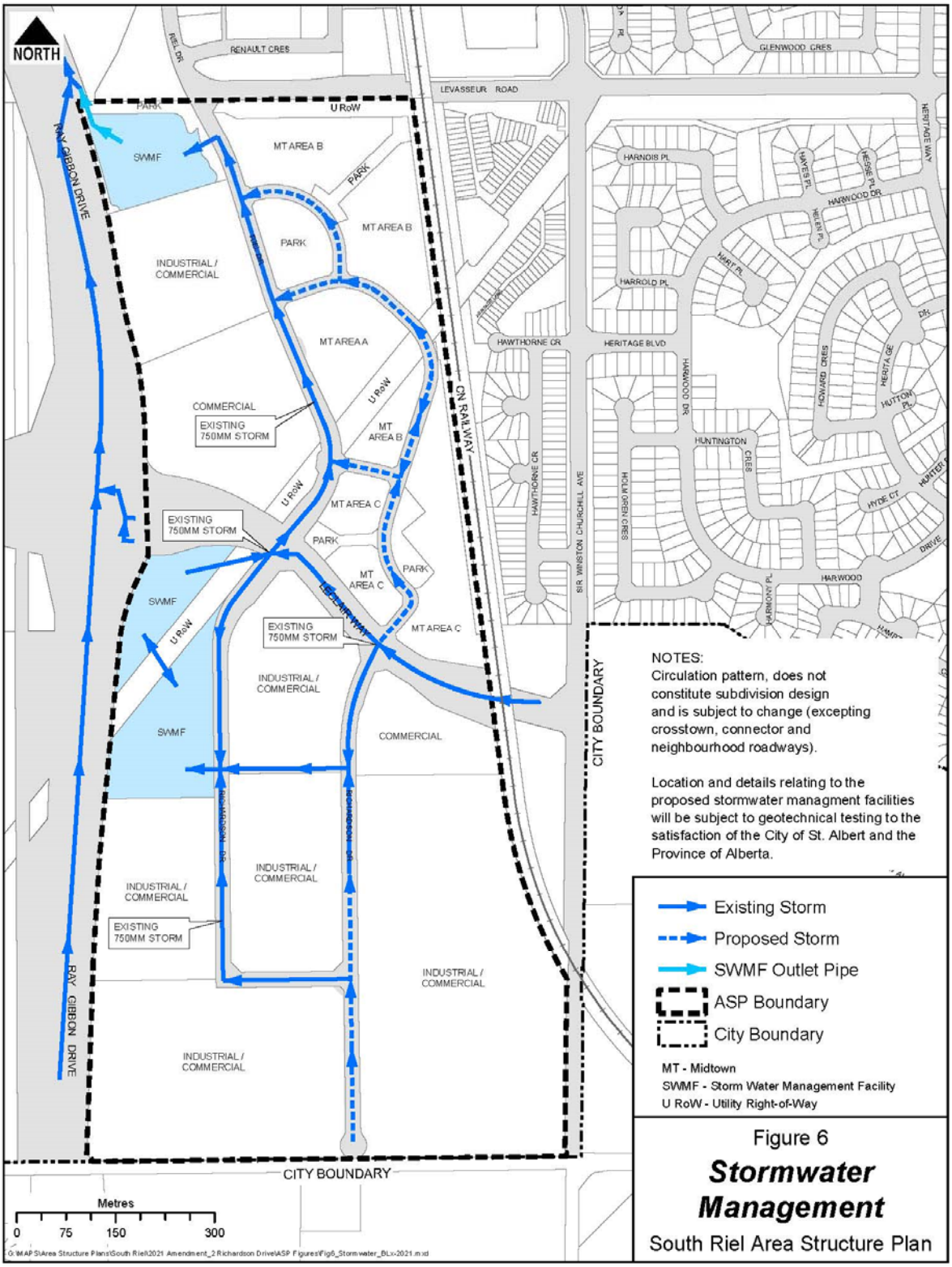

NORTH
STURGEON COUNTY
Erin Ridge North
Erin Ridge
Jensen Lakes
North Ridge Phase 2
Oakmont
Deer Ridge
North Ridge
Cherot
Inglewood
Woodlands
Kingswood
Lacombe Park
CITY OF ST. ALBERT
Braeside
Pineview
Campbell
Ville Giroux
Mission
Forest Lawn
Downtown
Riverside
Sturgeon
Akinsdale
Sturgeon River
Riel
Grandin
STURGEON COUNTY
Big Lake
Heritage Lakes
South Riel
South Riel
CITY OF EDMONTON
Figure 1
Location Map
South Riel Area Structure Plan

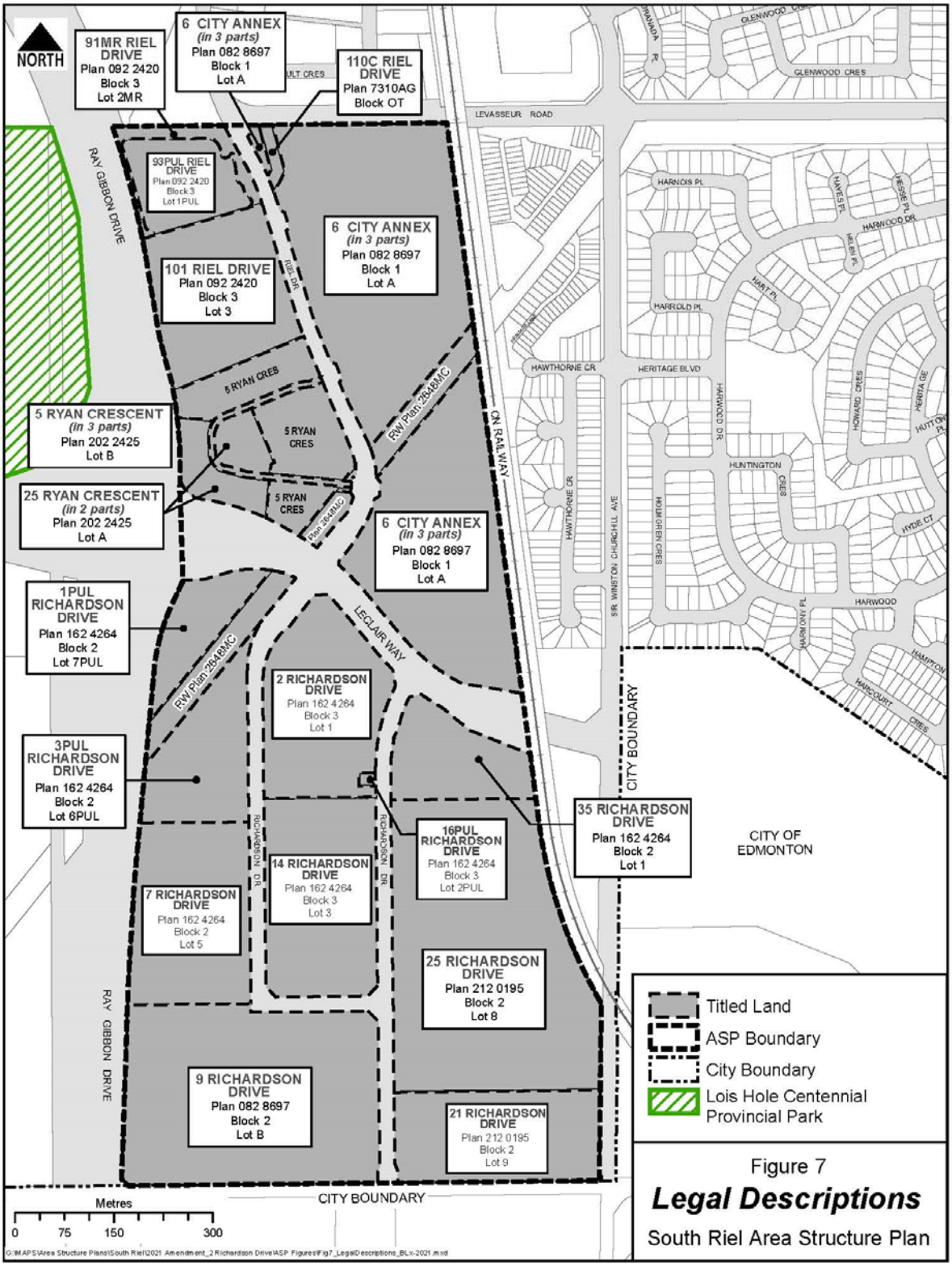

NORTH
RENAULT CRES
RIEL DR
Existing Trail
LEVASSEUR ROAD
Existing Trail
RAY GIBBON DRIVE
GLENWOOD CRES
HERITAGE WAY
HARNOIS PL
HAYES PL
HARWOOD DR
HELEN PL
HARROLD PL
HART PL
Existing Trail
HAWTHORNE CR
HERITAGE BLVD
HOWARD CRES
HERITAGE
HUTTON PL
HUNTINGTON
HAWTHORNE CR
SIR WINSTON CHURCHILL AVE
HOWARD CRES
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown, connector and neighbourhood roadways).
Proposed multi-use trail alignment is subject to change.
Location and details relating to the proposed stormwater management facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
CITY BOUNDARY
LECLAIR WAY
CN RAILWAY
RICHARDSON DR
RICHARDSON DR
RAY GIBBON DRIVE
CITY BOUNDARY
Midtown Residential Area A
Midtown Residential Area B
Midtown Mixed Use Area C
Industrial / Commercial
Commercial
Park
Stormwater Management Facility
Utility Right-of-Way
ASP Boundary
City Boundary
Multi-Use Trail
W Walkway
Metres
0 75 150 300
Figure 2
Future Land Use
South Riel Area Structure Plan


NORTH
RENAULT CRES
REIL DR
Existing Trail
LEVASSEUR ROAD
Existing Trail
GLENWOOD CRES
PARK
U RoW
RAY GIBBON DRIVE
SWMF
MT AREA B
PARK
MT AREA B
PARK
REIL DR
INDUSTRIAL / COMMERCIAL
Existing Trail
HARNOIS PL
HAYES PL
HESSE PL
HARWOOD DR
HERITAGE WAY
HARROLD PL
HART PL
HAWTHORNE CR
HERITAGE BLVD
HOWARD CRES
HUTTON PL
HUNTINGTON CRES
HYDE CT
MT AREA A
COMMERCIAL
U RoW
MT AREA B
CN RAILWAY
U RoW
MT AREA C
PARK
PARK
MT AREA C
LECLAIR WAY
SIR WINSTON CHURCHILL AVE
HAWTHORNE CR
HOLMGREN CRES
SWMF
U RoW
INDUSTRIAL / COMMERCIAL
COMMERCIAL
SWMF
RICHARDSON DR
RICHARDSON DR
INDUSTRIAL / COMMERCIAL
INDUSTRIAL / COMMERCIAL
INDUSTRIAL / COMMERCIAL
RAY GIBBON DRIVE
INDUSTRIAL / COMMERCIAL
CITY BOUNDARY
CITY BOUNDARY
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown, connector 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 multi-use trail alignment is subject to change.
Crosstown Roadway
Connector Roadway
Neighbourhood Roadway
ASP Boundary
City Boundary
Multi-Use Trail
MT - Midtown
SWMF - Storm Water Management Facility
U RoW - Utility Right-of-Way
Metres
0
75
150
300
G:\MAPS\Area Structure Plans\South Riel\2021 Amendment_2 Richardson Drive\ASP Figures\Fig3_Transportation_BLx-2021.mxd
Figure 3
Transportation
South Riel Area Structure Plan


NORTH
RAY GIBBON DRIVE
RENAULT CRES
EXISTING 250MM WATER
LEVASSEUR ROAD
GLENWOOD CRES
HERITAGE WAY
HARNOIS PL
HAYES PL
HARWOOD DR
HARROLD PL
HAWTHORNE CR
HERITAGE BLVD
HOWARD CRES
HUTTON PL
HUNTINGTON CRES
HYDE CT
HARWOOD PL
HARMONY PL
HAMPTON
HARCOURT CRES
SIR WINSTON CHURCHILL AVE
CN RAILWAY
CITY BOUNDARY
LECLAIR WAY
RIEL DR
RICHARDSON DR
U RoW
PARK
SWMF
MT AREA A
MT AREA B
MT AREA C
EXISTING 300MM WATER
INDUSTRIAL / COMMERCIAL
COMMERCIAL
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown, connector and neighbourhood roadways).
Watermain sizes and exact location of lines, to be determined at time of detailed design.
Proposed 300mm Watermain
Existing Watermain
ASP Boundary
City Boundary
MT - Midtown
SWMF - Storm Water Management Facility
U RoW - Utility Right-of-Way
Figure 4
Water Servicing
South Riel Area Structure Plan
Metres
0 75 150 300
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NORTH
RENAULT CRES
LEVASSEUR ROAD
GLENWOOD CRES
RAY GIBBON DRIVE
U RoW
SWMF
MT AREA B
EXISTING 375MM SANITARY
PARK
INDUSTRIAL / COMMERCIAL
MT AREA A
COMMERCIAL
MT AREA C
LECLAIR WAY
CN RAILWAY
HARNOIS PL
HARWOOD DR
HARROLD PL
HAWTHORNE CR
HERITAGE BLVD
HUNTINGTON CRES
SIR WINSTON CHURCHILL AVE
HARWOOD
CITY BOUNDARY
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown, connector and neighbourhood roadways).
Sanitary pipe sizes and exact location of lines to be determined at time of detailed deisgn
Proposed Sanitary Line
Existing Sanitary Line
ASP Boundary
City Boundary
MT - Midtown
SWMF - Storm Water Management Facility
U RoW - Utility Right-of-Way
Metres
0 75 150 300
Figure 5
Wastewater Collection System
South Riel Area Structure Plan


NORTH
RAY GIBBON DRIVE
RENAULT CRES
LEVASSEUR ROAD
GLENWOOD CRES
U RoW
SWMF
MT AREA B
PARK
INDUSTRIAL / COMMERCIAL
MT AREA A
COMMERCIAL
EXISTING 750MM STORM
MT AREA C
CN RAILWAY
HARNOIS PL
HARWOOD DR
HAYES PL
HELEN PL
HART PL
HARROLD PL
HAWTHORNE CR
HERITAGE BLVD
HUNTINGTON CRES
HOWARD CRES
HUTTON PL
HYDE CT
HARWOOD PL
HARMONY PL
SIR WINSTON CHURCHILL AVE
CITY BOUNDARY
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown, connector and neighbourhood roadways).
Location and details relating to the proposed stormwater managment facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
Existing Storm
Proposed Storm
SWMF Outlet Pipe
ASP Boundary
City Boundary
MT - Midtown
SWMF - Storm Water Management Facility
U RoW - Utility Right-of-Way
Metres
0
75
150
300
Figure 6
Stormwater Management
South Riel Area Structure Plan


NORTH
91MR RIEL DRIVE
Plan 092 2420
Block 3
Lot 2MR
6 CITY ANNEX
(in 3 parts)
Plan 082 8697
Block 1
Lot A
110C RIEL DRIVE
Plan 7310AG
Block OT
93PUL RIEL DRIVE
Plan 092 2420
Block 3
Lot 1PUL
101 RIEL DRIVE
Plan 092 2420
Block 3
Lot 3
5 RYAN CRESCENT
(in 3 parts)
Plan 202 2425
Lot B
25 RYAN CRESCENT
(in 2 parts)
Plan 202 2425
Lot A
1PUL RICHARDSON DRIVE
Plan 162 4264
Block 2
Lot 7PUL
3PUL RICHARDSON DRIVE
Plan 162 4264
Block 2
Lot 6PUL
2 RICHARDSON DRIVE
Plan 162 4264
Block 3
Lot 1
16PUL RICHARDSON DRIVE
Plan 162 4264
Block 3
Lot 2PUL
14 RICHARDSON DRIVE
Plan 162 4264
Block 3
Lot 3
7 RICHARDSON DRIVE
Plan 162 4264
Block 2
Lot 5
35 RICHARDSON DRIVE
Plan 162 4264
Block 2
Lot 1
25 RICHARDSON DRIVE
Plan 212 0195
Block 2
Lot 8
9 RICHARDSON DRIVE
Plan 082 8697
Block 2
Lot B
21 RICHARDSON DRIVE
Plan 212 0195
Block 2
Lot 9
RAY GIBBON DRIVE
RIEL DR
5 RYAN CRES
RW Plan 2648MC
CN RAILWAY
LECLAIR WAY
RICHARDSON DR
CITY BOUNDARY
LEVASSEUR ROAD
GLENWOOD CRES
HARNOIS PL
HARWOOD DR
HARROLD PL
HAWTHORNE CR
HERITAGE BLVD
HUNTINGTON CRES
HARWOOD
CITY OF EDMONTON
Titled Land
ASP Boundary
City Boundary
Lois Hole Centennial Provincial Park
Metres
0 75 150 300
Figure 7
Legal Descriptions
South Riel Area Structure Plan

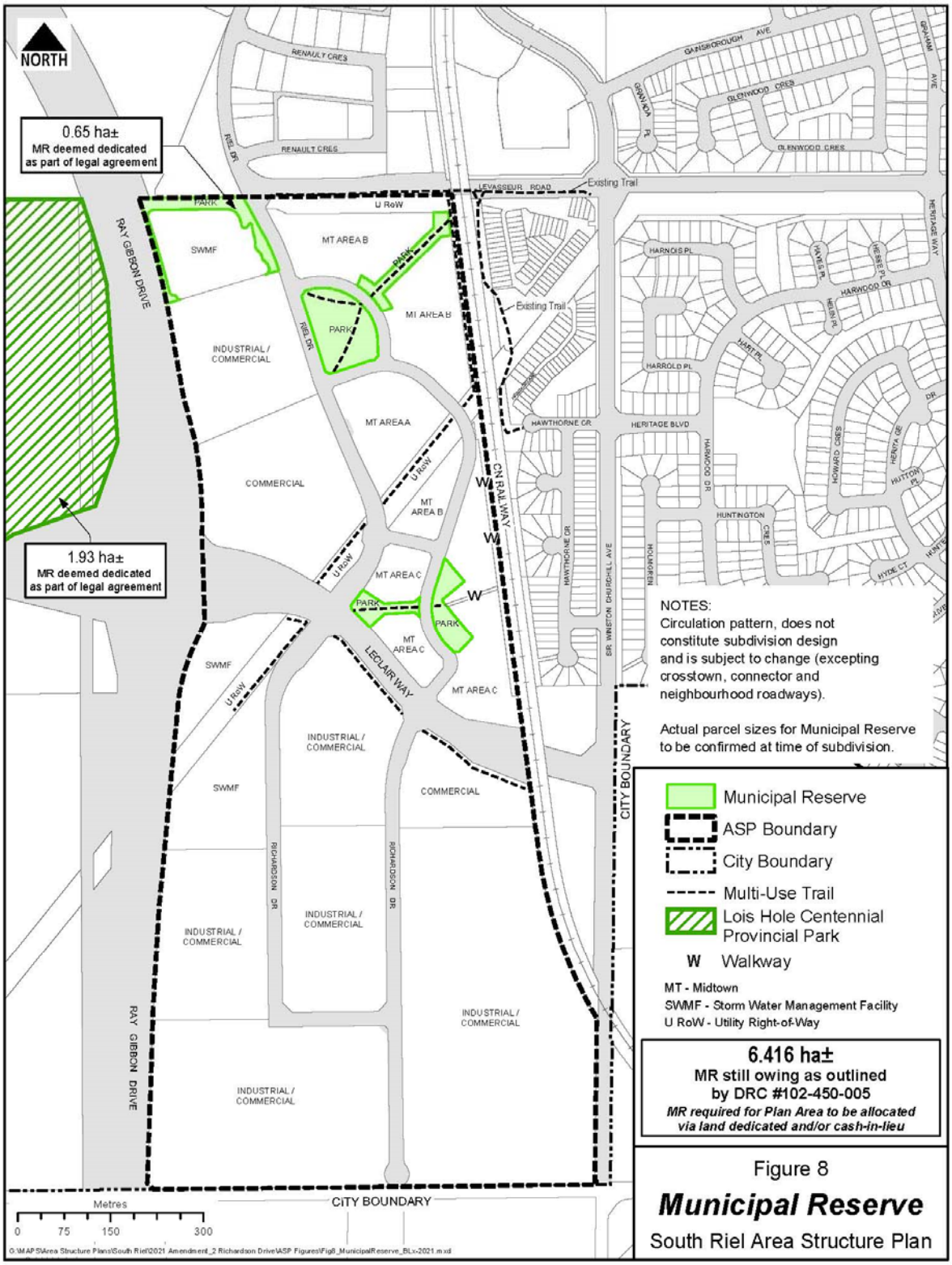
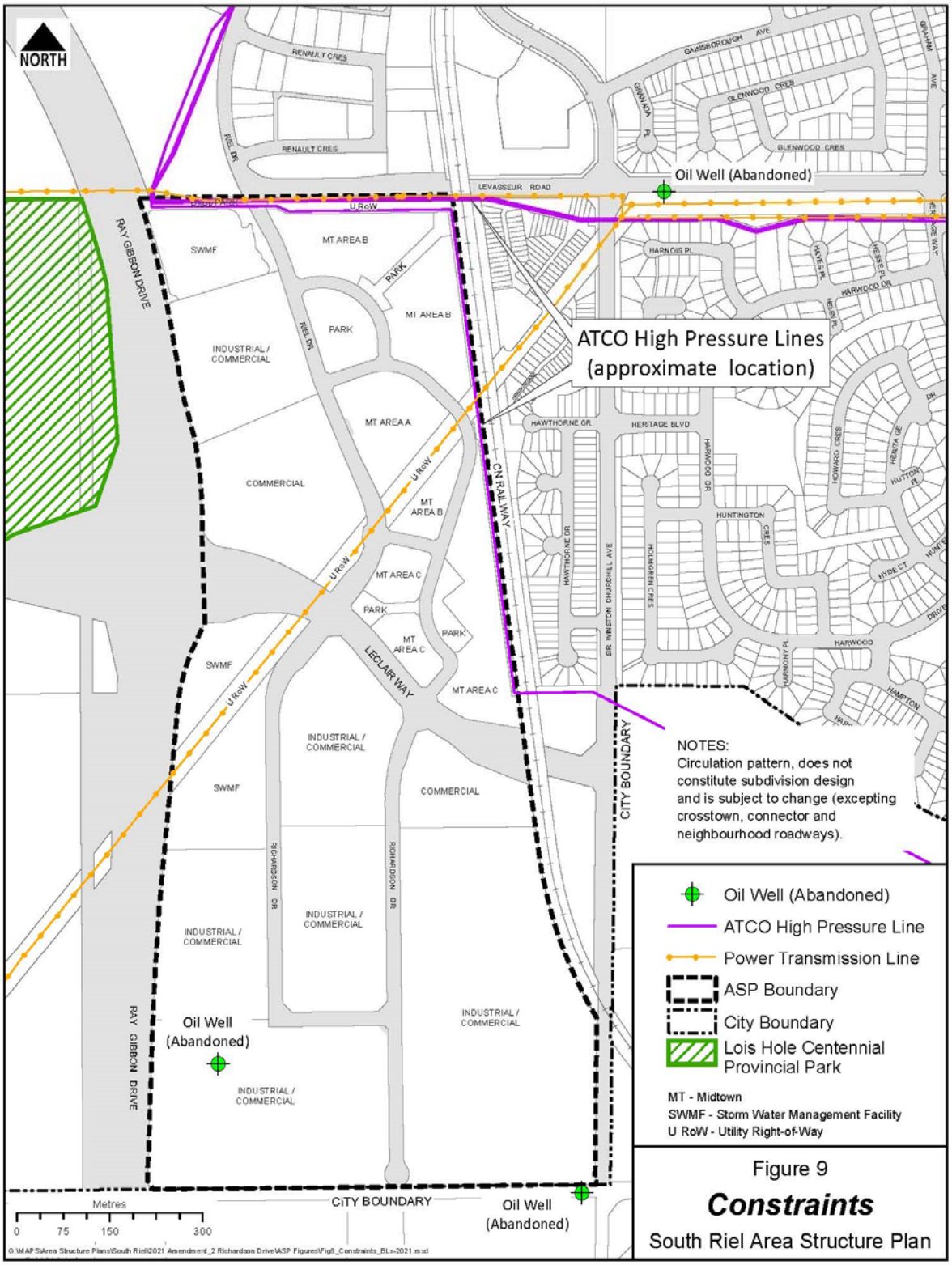
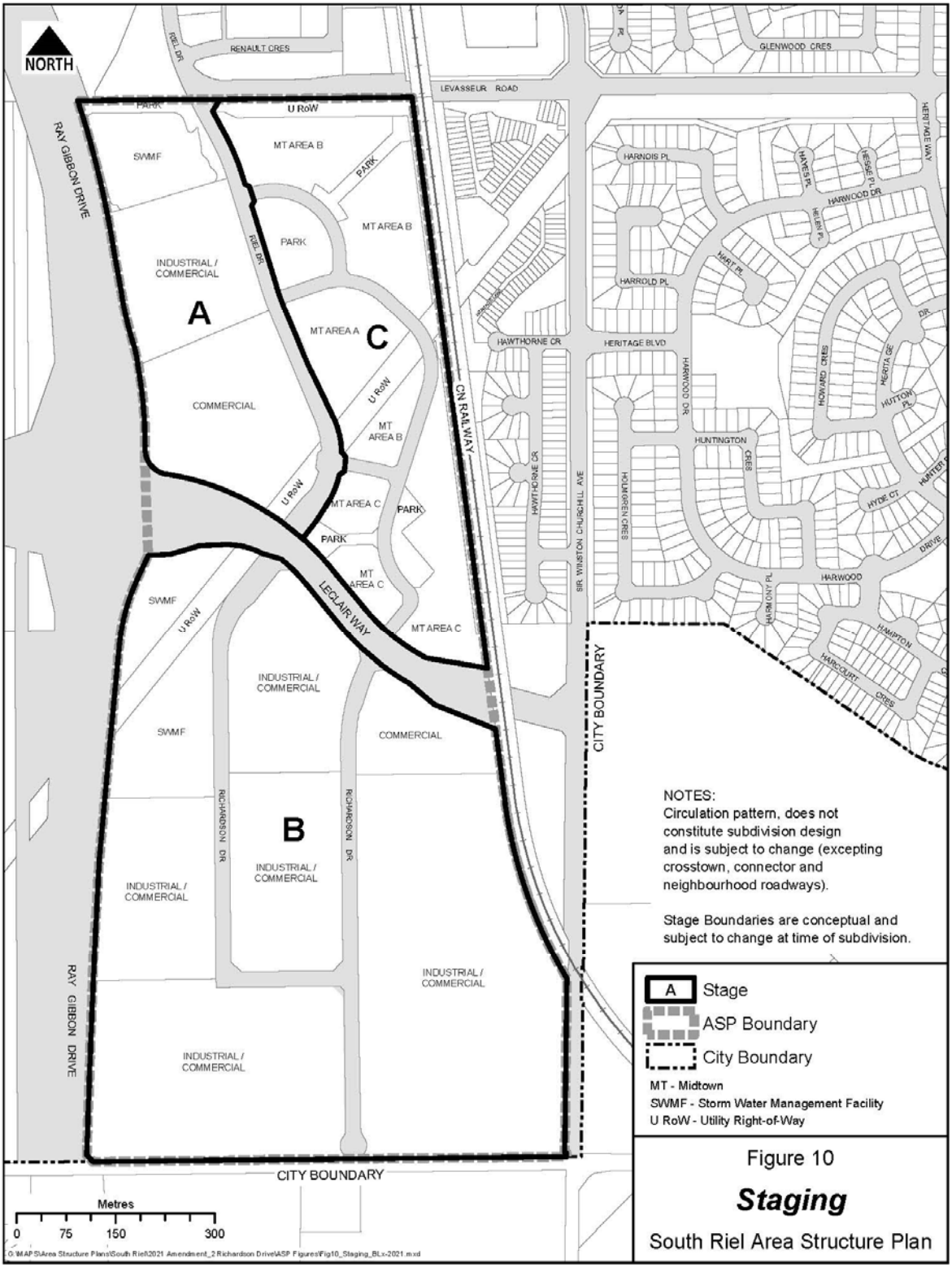


Figure 8

Municipal Reserve

South Riel Area Structure Plan


NORTH
RENAULT CRES
GAINSBOROUGH AVE
GLENWOOD CRES
GRAHAM AVE
LEVASSEUR ROAD
Oil Well (Abandoned)
U RoW
RAY GIBBON DRIVE
SWMF
MT AREA B
PARK
INDUSTRIAL / COMMERCIAL
RIEL DR
COMMERCIAL
MT AREA A
MT AREA C
LECLAIR WAY
CN RAILWAY
ATCO High Pressure Lines
(approximate location)
HARNOIS PL
HARWOOD DR
HAWTHORNE DR
HERITAGE BLVD
HOWARD CRES
HUNTINGTON CRES
HYDE CT
HARMONY PL
HAMPTON
SIR WINSTON CHURCHILL AVE
CITY BOUNDARY
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown, connector and neighbourhood roadways).
RICHARDSON DR
Oil Well (Abandoned)
ATCO High Pressure Line
Power Transmission Line
ASP Boundary
City Boundary
Lois Hole Centennial Provincial Park
MT - Midtown
SWMF - Storm Water Management Facility
U RoW - Utility Right-of-Way
Metres
0 75 150 300
Figure 9
Constraints
South Riel Area Structure Plan


NORTH
RENAULT CRES
LEVASSEUR ROAD
GLENWOOD CRES
RAY GIBBON DRIVE
U RoW
SWMF
MT AREA B
PARK
INDUSTRIAL / COMMERCIAL
A
MT AREA A
C
COMMERCIAL
MT AREA B
MT AREA C
CN RAILWAY
LECLAIR WAY
INDUSTRIAL / COMMERCIAL
B
RICHARDSON DR
HARNOIS PL
HARWOOD DR
HARROLD PL
HAWTHORNE CR
HERITAGE BLVD
HUNTINGTON CRES
HYDE CT
HARWOOD
HAMPTON
HARCOURT CRES
SIR WINSTON CHURCHILL AVE
CITY BOUNDARY
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown, connector and neighbourhood roadways).
Stage Boundaries are conceptual and subject to change at time of subdivision.
A Stage
ASP Boundary
City Boundary
MT - Midtown
SWMF - Storm Water Management Facility
U RoW - Utility Right-of-Way
Figure 10
Staging
South Riel Area Structure Plan
Metres
0 75 150 300


NORTH
RENAULT CRES
RIEL DR
LEVASSEUR ROAD
GLENWOOD CRES
PARK
U RoW
SWMF
MT AREA B
RAY GIBBON DRIVE
PARK
MT AREA B
PARK
INDUSTRIAL / COMMERCIAL
RIEL DR
MT AREA A
HAWTHORNE CR
HERITAGE BLVD
HARNO'S PL
HAYES PL
HESSE PL
HARWOOD DR
HEBER PL
HART PL
HARROLD PL
HERITAGE WAY
HERITAGE RD
HUTTON PL
HUNTINGTON CRES
HUNTER
HYDE CT
DRIVE
HARWOOD
HARMONY PL
HAMPTON
HARCOURT CRES
CN RAILWAY
HARWOOD DR
HOLMGREN CRES
S.R. WINSTON CHURCHILL AVE
COMMERCIAL
U RoW
MT AREA B
U RoW
MT AREA C
PARK
PARK
MT AREA C
SWMF
U RoW
LECLAIR WAY
MT AREA C
INDUSTRIAL / COMMERCIAL
CITY BOUNDARY
SWMF
COMMERCIAL
RICHARDSON DR
RICHARDSON DR
INDUSTRIAL / COMMERCIAL
INDUSTRIAL / COMMERCIAL
INDUSTRIAL / COMMERCIAL
RAY GIBBON DRIVE
INDUSTRIAL / COMMERCIAL
CITY BOUNDARY
Metres
0 75 150 300
G:\MAPS\Area Structure Plans\South Riel\2021 Amendment_2 Richardson Drive\ASP Figures\Fig11_Aerial_BLx-2021.mxd
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown, connector and neighbourhood roadways).
ASP Boundary
City Boundary
Aerial Photography Source:
7cm Imagery Flown 2020
MT - Midtown
SWMF - Storm Water Management Facility
U RoW - Utility Right-of-Way
Figure 11
Aerial Photo
South Riel Area Structure Plan