Ville Giroux Area Structure Plan

Bylaw 7/2012

April 16, 2012

As Amended October 17, 2023 – Bylaw 19/2023

Ville Giroux Structure Plan Amendments

Amendment Number	Bylaw Number	1st Reading	2nd Reading	3rd Reading
Bylaw 16/2006 Repealed	Bylaw 22/2010			
Bylaw 22/2010 Repealed	Bylaw 7/2012	April 16, 2012 C222-2012	April 16, 2012 C223-2012	April 16, 2012 C225-2012
Bylaw 7/2012 Amendment #1	21/2013	Sept 16, 2013	Sept 16, 2013	Sept 16, 2013
Bylaw 7/2012 Amendment #2	19/2023	Oct 17, 2023	Oct 17, 2023	Oct 17, 2023

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1.0 INTRODUCTION

1.1 Purpose

(1) This plan establishes the conceptual land use, transportation, and servicing patterns for Ville Giroux to implement the *Municipal Development Plan (MDP)*, which designates this sector of the city as neighbourhood.

(2) Servicing standards, population analysis and other details supporting this Area Structure Plan (ASP) are referenced in the Northwest Urban Village Centre Area Structure Plan Technical Report (Technical Report), dated August 2010. In November 2022, studies were provided by Select Engineering Consultants Ltd. to update the development concept. The documents were used to prepare this Bylaw.

1.2 Authority of the Plan

The *Northwest Urban Village Centre ASP* Bylaw 16/2006 was repealed and replaced with Bylaw 7/2012 Ville Giroux Area Structure Plan. The Ville Giroux Area Structure Plan and amendments has been adopted through a bylaw passed by Council in accordance with the *Municipal Government Act*.

The MGA identifies an ASP for the purpose of providing a framework for subsequent subdivision and development of the area. The ASP is to describe the sequence of development, land use purposes, population density, and general location of transportation, public utilities, and other matters Council considers necessary. The approval of the Ville Giroux 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 (TSB), Municipal Development Plan (MDP), Land Use Bylaw (LUB), and any other documents, Municipal or otherwise, the City determines relevant to

the development. The approval of this ASP does not mean approval of any servicing agreement, future districting, subdivision, development agreement, development permit, or building permit.

- That the City reserves the right to apply any additional infrastructure servicing specification to the lands covered by this ASP in order to provide quality services to the citizens.
- That all development expenses and other costs, of every nature and kind, are expended at the developer's sole risk, and that any additional expenses incurred by the development as a result of any modification resulting from the aforesaid Engineering Standards are at the developer's expense.
- The City is not responsible financially or otherwise, to provide infrastructure to support development of this ASP.

1.3 Timeframe of the Plan

The ASP is future-oriented and depicts how Ville Giroux is expected to be developed through a series of public and private sector initiatives. The completion of Ville Giroux is expected to take 10 to 20 years (2030) for full build-out, and is dependent on servicing capacities and the market demand. Located in the northeast corner, is fire station number three which opened February 2009. 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 and updated either generally or in regard to a specific issue as determined necessary by Council or when the *Municipal Development Plan* 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

Ville Giroux 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:

- Canadian National (CN) Sangudo railway to the south;
- North Ridge Area Structure Plan, Bylaw 4/2015 as amended to the north;
- Ray Gibbon Drive to the west; and
- Lacombe Park Area Structure Plan, Bylaw 24/2003 as amended to the east.

Ville Giroux ASP was first adopted in 2006 designating lands within the city's boundary and identified lands to be annexed from Sturgeon County as a shadow area with possible land use designations. In February 2007, annexation was completed and in August 2009, the road alignment of Ray Gibbon Drive was confirmed. The additional area of land for Ville Giroux is 12.31 hectares combined with the existing area which means the total area for Ville Giroux is 30.02 hectares.

1.5 Objectives

The objectives of this ASP are to:

- establish a land use plan with higher density;
- develop a distinct urban form with clearly defined edges and a central focal point;
- create a place where the needs of daily life are met within a convenient 400-metre walking distance;
- provide a range of housing options that are predominantly medium to higher density residential, which may include mid-rise and high-rise apartments; and
- form a self-contained, integrated community with a mix of complementary land uses and activities.

The development and marketing of Ville Giroux will be dependent on future demographics, housing markets, commercial markets, and economic factors within the City of St. Albert, the Edmonton Metropolitan Region, and the Province of Alberta.

In this respect, the ASP proposes the following:

- housing choices that are predominately medium and high density to include townhouses (3 or more units), low-rise, mid-rise, and high-rise apartments. The plan area will also include a small percentage of single family and semi-detached dwelling units.
- three parks linked by linear park trails, with one park at the end of the Versailles Avenue that has a playground and spray park; one park to the east for traditional park space with active play space and naturalized landscape; and one park to the central west designed to meet residents' needs such as open space and seating areas.; Linear park trails within the area to provide active connections within the neighbourhood and increase walkability;
- a fire station;
- pedestrian linkages north to North Ridge, east to Lacombe Park and connecting to the Red Willow Trail system; and
- public transit located close to shopping with access points to the residential areas.

1.6 Property Ownership Patterns

Cidex (Cidex Group of Companies) owns the majority of the lands within the plan area. The lands were previously owned by Genstar Development Company. The City of St. Albert owns the fire station site and roadways.

1.7 Planning Context

The ASP has been prepared within the context of the statutory planning system in St. Albert, as well as other non-statutory planning and servicing initiatives, which provides guidance for the future land use and development options of Ville Giroux.

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).

1.7.2 *Municipal Development Plan (MDP)*

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. *Priority Areas for Growth, Map 4*, shows the plan area as an area for "priority areas for outward growth".

1.7.3 Existing Area Structure Plan

The original Northwest Urban Village Centre Area Structure Plan Bylaw 16/2006 was adopted on July 4, 2006, and repealed following the adoption of Bylaw 22/2010. On April 16, 2012, the NWUVC was repealed and replaced with Ville Giroux ASP Bylaw 7/2012. Bylaw 21/2013 amendment to the Ville Giroux ASP removed the mixed use (commercial and residential) to be as separate uses, and to change a medium/high density site to a medium density site. Bylaw 19/2023 amendment to the Ville Giroux ASP increased densities and changed placement of land uses in the west portion of the plan area.

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. The Urban Reserve District is a holding district for orderly transformation to future urban expansion or intensification development. Changes to the land use district will be required through an amendment to the LUB (redistricting), ahead of subdivision and development.

The ASP Future Land Use map demonstrates the base land uses. Descriptions within this document describe the expected uses and densities. Anticipated land uses are low density residential, medium density residential, high density residential, neighbourhood commercial, public parks, and stormwater management facilities (as public utility lots).

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.

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

In the Ville Giroux ASP, the proposed roadway network shows Local Residential roadways connected via Neighbourhood Residential roadways to join with Giroux Road, which is a Crosstown roadway. The Plan Area has a single entrance/egress via the intersection of Versailles Avenue and Giroux Road. All Local Residential roadways either loop back to themselves or dead-end within the neighbourhood.

1.7.6 ***Utility Master Plan (UMP)***

The Utility Master Plan (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 per second, per hectare (L/s/ha) for the Sturgeon River. Should release rates be altered, additional studies showing the impact on downstream stormwater facilities must be completed.

2.0 SITE ANALYSIS

2.1 Natural and Cultural Features

2.1.1 Topography and Drainage

The area has a gentle terrain sloping south towards the CN Railway tracks. The elevation by Giroux Road is 677.0 metres above sea level and the elevation near the CN Railway track is 665.0 metres. Overall, there is a three to four percent slope gradient with south-facing slopes.

2.1.2 Relation to Floodplains

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

2.1.3 Geotechnical Conditions

Geotechnical investigations within the plan area are documented in the report Red Willow Subdivision – Geotechnical Investigation, prepared by UMA on March 6, 2001 for Genstar Development Company Ltd. The report provides a summary of the general soil and groundwater conditions and an assessment of conditions for site development, site grading, residential construction, the construction of roadways, the installation of sewer and water systems and the construction of stormwater management facilities. Nine test holes were drilled to augment information from nine test holes drilled previously in 1993. Two drill holes were specific to Ville Giroux.

Generally, the soil profile consists of topsoil and surficial organic and clay fill overlying glaciolacustrine clay. The report presents guidelines and standards for the construction of all components of urban development. Soil conditions within the plan area are similar to those found in other developed neighbourhoods in northwest St. Albert.

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. Much of the land within the plan area has been cultivated for many years; therefore, there are no tree stands on site, no areas of significant natural area or no environmentally sensitive areas.

2.1.5 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA), based on the CSA Standard Z768-94, Phase 1 Environmental Site Assessment (1994), was completed in December 1999 for all Genstar lands in Northwest St. Albert. The ESA identified no concerns for lands within Ville Giroux.

2.1.6 Heritage Resources

A Historical Resources Inventory of the Ville Giroux lands in northwest St. Albert was completed by Aresco Ltd. in 1978. No historical sites were identified in the Ville Giroux location. In addition, there were no historical resources identified for this site on the Government of Alberta Fall 2022 Listing of Historical Resources map.

2.2 Current Development Patterns

The plan area is bordered to the north and to the east by medium density residential land use. To the south, below the CN Sangudo Rail right-of-way is low density residential, which is not yet built. Ray Gibbon Drive is the west boundary of the plan area.

The CN right-of-way defines the southern limit of the ASP area. According to CN, four trains within a 24 hour period travelled the line in July 2013 with additional local railway traffic due to use of the tracks for switching and customer needs.

3.0 LAND USE CONCEPT

3.1 Future Land Use Map

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

3.2 Land Use Concept: Major Development Patterns

Three land use forms will dominate the future Ville Giroux – commercial, residential, and a fire station.

Ville Giroux is situated in the centre of three neighbourhoods and adjacent to Ray Gibbon Drive. Commercial activity will cater to the surrounding residents and passing traffic. The plan shows a mix of uses with free standing pads for commercial retail units.

The residential component will have a population of approximately 2,311 persons with this development having a mix of low density, medium density, and high density residential which represents 46.9% of the land area for the plan. To support the commercial component of the plan, higher densities and taller buildings in the residential areas are needed and proposed.

The residential density for the site varies depending on the type of design and development. The lower density residential units have a net density of 22.5 units per hectare, the townhouse medium density residential units have a net density of 35 units/ha, low rise apartment medium density residential units have a net density of 112 units/ha, and the high density residential units have an average net density of 170 units per hectare. The net residential density in the residential area is 86.6 units per hectare. There is the potential for apartments up to 25 metres, and with additional approvals up to 65 metres where special consideration has been granted by Council.

On the edge of Lacombe Park neighbourhood and Ville Giroux is St. Albert's third fire station. The emergency vehicles at the fire hall have full and direct access to Giroux Road.

3.3 Residential Land Use

3.3.1 Low Density Residential

Low density residential will be a minor land use within the plan area. Low density residential could include single-family detached, single-family detached with basement suite, semi-detached, townhousing and duplex housing forms to a maximum of 35% of the area defined for low density residential purposes. The low density residential land use will comprise of 5.3 hectares of land with approximately 120 dwelling units. The number of low density residential dwelling units is approximately 9.8% of all the residential units.

3.3.2 Medium Density Residential

The medium density residential development has an area of 3.6 hectares±. The apartment buildings at 1 and 2 Vandelor Road, with an area of 1.8 hectares±, is developed with 198 dwelling units. Two medium density sites with a combined area of 1.8 hectares± is undeveloped and could be developed with approximately 65 townhouse units and as regulated by the Land Use Bylaw. The number of medium density residential dwelling units proposed is 263 units, which is 21.6% of the residential dwelling units.

3.3.3 High Density Residential

High density residential development has an area of 5.1 hectares±. At 10 and 12 Vandelor Road, an apartment with 210 dwelling units has been developed on the 1.4 ha± site. At 20 Vandelor Road, there is a proposal to develop the 1.7 hectares± site with a 245 unit mid-rise apartment building. The 1.9 hectares± site is proposed to be developed with two high rise apartment buildings with 380 dwelling units. High density residential may support the commercial developments and create an “urban form”. These residential units will be within 400 metres of a transit stop. Mid-rise and high-rise apartments are housing types associated with high density residential developments. The number of high density residential dwelling units proposed is 835 units, which is approximately 69% of the residential dwelling units.

3.4 Commercial Land Use

3.4.1 Commercial Land Use

Ville Giroux is seeking to create an environment where basic daily needs of residents can be addressed in the commercial section. There are two commercial areas, with both sites being south of Giroux Road. The parcel on the west side of the Versailles Avenue has an area of 3.68 hectares, and the parcel on the east side of Versailles Avenue has an area of 1.17 hectares.

The commercial area on the west side could support 7,540 m² (81,180 ft²) of commercial floor space. The parcel on the east side could support 2,635 m² (28,361 ft²) of commercial floor space and is developed with free standing pads. The commercial areas represent approximately 16% of the plan area. The street design, commercial layout and scale of buildings should be pedestrian friendly with minimal conflict between people and vehicles. The linkage between buildings should include landscaped sidewalks. This area has potential for uses such as groceries, restaurants, coffee shops, commercial school, offices, personal services, and financial services. The commercial locations will be close enough for residents to walk to; thus, reducing the reliance on the automobile. The commercial areas will also serve residents in the Lacombe Park and North Ridge neighbourhoods. At the end of Versailles Avenue, will be an urban style park. The park will be part of a view corridor that separates the commercial from some of the residential areas.

3.5 Institutional Uses

3.5.1 Religious Assembly

No specific site has been designated in the ASP for the purpose of religious assembly. Religious assembly is a discretionary use in some commercial land use districts, which means that limited opportunities may be available in the commercial section of Ville Giroux.

3.5.2 Other Institutional Uses

St. Albert's third fire station has been constructed in the northeast corner of Ville Giroux. The emergency vehicles have direct and all-directional access to Giroux Road.

3.6 Parks and Open Space

The parks and open space system will comprise three components: trails, parks, and a stormwater management facility. The area of the parks and trails provide the 10% required Municipal Reserve. The intent of Ville Giroux is to entice people to stroll along pedestrian friendly streets and walkways and to visit at the outdoor venues and plazas. The urban park spaces will provide a seamless interaction with the built environment and the surrounding open spaces.

3.6.1 Trails

Trails will provide connections between the adjoining neighbourhoods and the park spaces within the plan area. Access into Ville Giroux will be by sidewalks that will lead to the parks and trail system. Between Lacombe Park and Ville Giroux will be a trail that is a Public Utility Lot (PUL) because utility services will exist under it. Pedestrians can use the trail system for access between Lacombe Park, North Ridge, and Ville Giroux. An east-west trail system is located on the north side adjacent the CN Railway leading to both Ray Gibbon Drive and Lacombe Park Lake and connecting to the Red Willow Park. Part of the east-west trail has services under it; therefore, that portion will be a PUL and not counted as Municipal Reserve.

A linear north-south trail will connect Villemagne Road to the trail along the CN Rail. The trail width is 10 m in width, which was done to provide connectivity and to enable the west park to be larger. Municipal Reserve credit will be provided to the linear trail providing the land is unencumbered by utilities. Utility services should be within a public utility lot (PUL).

3.6.2 Urban Park Sites

Within the proposed Ville Giroux are three parks. Each park may be developed with a distinct character to fulfill the needs of the community and adjacent land uses. The Vandelor Park in the east has an area of 0.5 hectares ±, that parallels the trail in Lacombe Park neighbourhood. Some naturalized planting may be appropriate for the open spaces. The Versailles Park, with an area of 1.0 hectares±, located at the end of Versailles Avenue has a spray park and playground area with a

combination of hard and soft landscape elements; plus, a trail extending to the trail adjacent to the CN rail. The west park, with an area of 0.8 ha, is adjacent to the low density residential area and the commercial area.

The final planning of the park areas will involve the City's Recreation and Parks Department and may occur after subdivision.

3.6.3 School Site

There is no school proposed for Ville Giroux. The anticipated number of students in the neighbourhood at full build-out is approximately 461 students between the ages of 5 to 19 years. 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 number of 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 North Ridge Population 2,311
5-9	K-4	6.5%	150
10-14	5-9	6.9%	159
15-19	10-12	6.6%	152
Total			**461**

3.6.4 Stormwater Management Facilities

The stormwater management facility (SWMF) has a portion of the facility located within the southeast corner of the plan area and a portion extending into Lacombe Park. This SWMF serves as the drainage basin of the plan area. While the facility provides a utility function, it can also be an integral part of the open space system and trail system. The SWMF cannot be used as a skating rink in the winter months as the vegetation will interfere with the ice quality.

The stormwater management facility is a Public Utility Lot (PUL); therefore, no Municipal Reserve credit will be given for PUL uses. Municipal Reserve credit may be provided to trail areas, based upon City policies, to be determined at the time of subdivision.

3.7 Development Statistics

The development statistics for the plan area are shown, quantitatively, in Table 3-1.

The potential population, based on an average of 86.6 dwelling units per net residential hectare, is estimated at 2,311. Given a gross developable area of 30 hectares± for the land, approximate percentages are: 47% is residential, 16% is commercial, 14% is roads, 5% is PULs and stormwater management facility, 10% is municipal reserve, and 3% for the fire station.

The persons per household are estimated at 2.90 persons per unit for low density residential, 2.23 persons per unit for townhouse medium density residential, and 1.76 persons per unit for apartment style medium and high density residential. Based on the projected population in the plan area and the residential area, the number of persons per residential hectare would be 164 persons.

The potential number of residential dwelling units is 1,245. The plan area will have approximately 120 low density residential units, 263 medium density residential units, and 655 high density residential units.

Table 3-1: Development Statistics

	Area (ha)	**% of GDA**	**Units**	**Pop.**
Gross Area	**30.02**			
Gross Developable Area (GDA)	**30.02**	100%		
Circulation	4.23	14.1%		
Municipal Reserve (parks and trails)	3.01	10.0%		
Giroux Road (arterial)	1.63	5.4%		
Fire Station	0.81	2.7%		
Storm Water Management Facility	0.68	2.3%		
Public Utility Lots (PULs)	0.68	2.3%		
Subtotal Other Uses	**11.04**	**36.8%**		

	Area (ha)	% of GDA	Units	Pop.
Commercial	**4.85**	**16.2%**		
Residential				
Low Density Residential (mixed)	5.34	17.8%	120	348
Medium Density Residential (townhouse)	1.85	6.2%	65	145
Medium Density Residential (low rise apartment)	1.76	5.9%	198	348
High Density Residential (mid-rise apartment)	3.22	10.7%	455	801
High Density Residential (high rise apartment)	1.90	6.3%	380	669
Total Residential	**14.07**	**46.9%**	**1,218**	**2,311**

- May not add up to 100% due to rounding.
- Net residential unit per residential hectare is 86.6 units/ha (1,218 /14.07 ha).
- Residential unit per gross developable area is 40.6 units/ha (1,218/30.02 ha).
- Density figures used for Ville Giroux as shown in Table 3-
    - 23 du/ha for low density residential;
    - 35 du/ha for medium density residential (townhouse);
    - 112 du/ha for medium density residential (low rise apartment);
    - 141 du/ha for high density residential (mid rise apartment); and
    - 200 du/ha for high density residential (high rise apartment).
- 90.1% of the dwelling units (1,098) are medium and high density residential.
- Expected population per residential unit is:
    - 2.90 persons per low density dwelling unit (single-detached dwellings);
    - 2.23 persons per medium density residential (townhouse) dwelling unit; and
    - 1.76 per mixed use, medium density low-rise and high density dwelling unit (apartments).

4.0 TRANSPORTATION

4.1 Boulevard, Crosstown Road Network

Giroux Road, an east-west Crosstown (arterial) roadway, is the north boundary to the plan area which provides access to Ray Gibbon Drive (Boulevard roadway) and to St. Albert Trail (Boulevard roadway). Ray Gibbon Drive, the west boundary of the plan, provides access to Villeneuve Road to the north and 184 Street and Anthony Henday Drive in Edmonton to the south.

Old McKenney Road, a dirt rural road, and portions of Hogan Road were closed through Road Closure Bylaw 01/2007 on February 20, 2007. These lands will be part of the future developed lands.

Ray Gibbon Drive is the only route in proximity to the Ville Giroux ASP that acts as both a truck and dangerous good route; however, Villeneuve Road and Giroux Road will be designed as truck routes to enable connectivity and movement of goods within and through the city.

4.2 Neighbourhood and Local Road Network

The Neighbourhood (collector) road network is shown on Figure 3. Versailles Avenue is the north-south divided all-directional Neighbourhood roadway that is access from Giroux Road into the development and has a roundabout at the south end. The roundabout is a three-legged single lane roadway.

An emergency access only route will be in the low density residential area with a connection to Giroux Road. The emergency access will be signed and have barriers so that no through traffic will be permitted. This emergency access is required because there is only one roadway into the development. If there was an emergency, emergency services have another route to manage the situation and to move people and equipment as necessary. Internally, Villemagne Road is the east-west Neighbourhood roadway to serve the commercial and residential components. Located at the end of each internal roadway are cul-de-sacs. There is one all directional emergency access for the fire station onto Giroux Road.

Alberta Transportation has indicated that road accesses cannot occur within 400 metres Ray Gibbon Drive and the interchange. When the Northwest Urban Village Centre ASP Bylaw 16/2006 was adopted and repealed, it was thought that a right-in and right-out access would be provided into the site; however, this access will not be provided.

All other roadways within the plan area are Local roadways or lanes.

4.3 Transit

In total, there will be three bus stop locations: one on the east side of Versailles Avenue and one on the south side of Giroux Road near Versailles Avenue. There is opportunity to provide a transit pullout to enable various transit routes to meet at Ville Giroux. The transit pullout is anticipated to be on the east side of the Versailles Avenue, which is a Neighbourhood roadway. The pullout bay will hold two 12-metre buses or one 18-metre bus. A three-sided shelter should also be part of the transit stop. The proposed transit stops are to be within a 400-metre distance to most residents. Transit routes must be established as part of the first stage of the development as per *Flourish MDP* Section 8.3 Public Transit and in consultation with City's Transit Department.

4.4 Rail

For construction of Ray Gibbon Drive from Giroux Drive to Villeneuve Road, the Canadian National Railway (CNR) will have to be temporarily re-routed either slightly north or south to allow for the construction of a road underpass that would accommodate the future Ray Gibbon Drive to pass under the railway. It is anticipated that the temporary rail line placement will be south of Ville Giroux because Riverside ASP will be developed at a later date than Ville Giroux. Any new or temporary at grade crossings shall be installed with cantilevers, flashing lights and bells.

The CN Railway, Sangudo Principal Branch Line runs along the south boundary of Ville Giroux. CN recommends a number of noise attenuation, setback, and vibration mitigation measures for new development along railway lines. Review of these measures and the efficiency of applying them to development in Ville Giroux will be reviewed at the time of subdivision.

4.5 Pedestrian/Bicycle Links

The open space system and roadway system provides opportunities for an extensive network of trails to extend the Red Willow Park trail system throughout the neighbourhood. In addition, sidewalks will be developed along all internal roadways within the plan area. Linkages are proposed adjacent to the railway track, through the various residential sites, around the stormwater

management facility, and to adjoining neighbourhoods. These linkages will be public space.

4.6 Noise Attenuation

Noise attenuation along Boulevard and Crosstown routes (Ray Gibbon Drive and Giroux Road) and railway line (CN railway) will be provided by the developer as per City standards at the time of development. A study on the noise from Ray Gibbon Drive and the CN rail line may be requested at time of subdivision. The outcome of the study will identify what type of noise attenuation mitigation to implement. Some noise attenuation mitigation may include berm and or fencing at the property line of properties adjacent to Boulevard and Crosstown roadways, and the CN rail line.

4.7 Off-Site Levies

The City of St. Albert and Genstar, under an agreement for sale relating to fire station #3, dated April 30, 2007, clause 4.2, specifies that all sewer levies owing on Ville Giroux lands would be applied at the development permit stage. At the time of subdivision, there may be transportation charges. At the time of subdivision and development permit there may be water charges.

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, 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 Ville Giroux:

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

5.0 UTILITY SERVICES

5.1 Water Servicing and Distribution

Water will be provided to the Ville Giroux neighbourhood by the extension of existing or future water mains coming from North Ridge and Lacombe Park. The water servicing and distribution is noted in Figure 4.

A water network analysis will be required to verify that fire protection can be achieved for each stage of development. The network analysis must confirm the anticipated pressure zones and if pressure reducing valves will be necessary. Water looping will be required to ensure reliable service to multi-unit sites.

5.2 Wastewater Collection System (Sanitary)

Figure 5 illustrates the permanent or ultimate wastewater collection system (sanitary sewer) for Ville Giroux. The existing sanitary sewer trunk line has been extended west along the north edge of the CN Railway, and extend through a PUL under Ray Gibbon Drive to service lands on the west side. The sewer truck line will also service the plan area.

5.3 Stormwater Management

UMA Engineering Ltd., on behalf of Genstar Development Company Limited, updated "Northwest St. Albert Drainage Master Plan" (Drainage Master Plan) in October 2006 and submitted it to the City of St. Albert and Alberta Environment. In addition, the maximum allowable discharge from a new development for the Big Lake Drainage Basin is 2.5 litres, per second, per hectare. The Drainage Master Plan outlined the concept for stormwater management for the lands located within North Ridge, Lacombe Park, Riverside, and Ville Giroux. A stormwater management facility (SWMF) is developed just north of the tracks to accommodate drainage from Lacombe Park and Ville Giroux and is approximately 63,000 m^3 in size. All drainage from the north side of the tracks will have a release rate of approximately 2.5 litres, per second, per hectare and will be confirmed at time of subdivision.

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.
SWMF may be developed as wetlands incorporating vegetated swales, forebays, shallow and high marshes, as well as low flow channels. Naturalized

planting will be installed to provide a riparian edge to the ponds. Wetland vegetation will be planted, and wetland soils will be distributed throughout the wetland below normal water level. It is anticipated that stormwater quality will be improved during the extended detention time provided by a circuitous route through the wetland and from nutrient absorption by the emergent vegetation.

5.4 Shallow Utilities

Power, gas, and communication franchise systems will service the area using existing facilities along Giroux Road.

Overhead services along the Old McKenney Road were relocated and placed underground with the extension of Giroux Road.

Telus requires the extension of a fibre duct line from Morgan Crescent to Giroux Road. Atco Gas and Shaw will also require a right-of-way to complete long range planning looping of their facilities. The intent is to use a right-of-way along the north side of the railway tracks through Lacombe Park and Ville Giroux.

5.5 Public Utility Lots (PULs)

A Public Utility Lot is where services such as water, wastewater, stormwater pipes, and shallow services are located. The size of a PUL will vary based on the number of utility services and pipe sizes accommodated. PULs can typically range between 6 metres to 9 metres in width. PULs do not receive Municipal Reserve credit. Emergency access to a site will be classed as a public utility lot and width of access will be determined in consultations with the city engineer and Public Works.

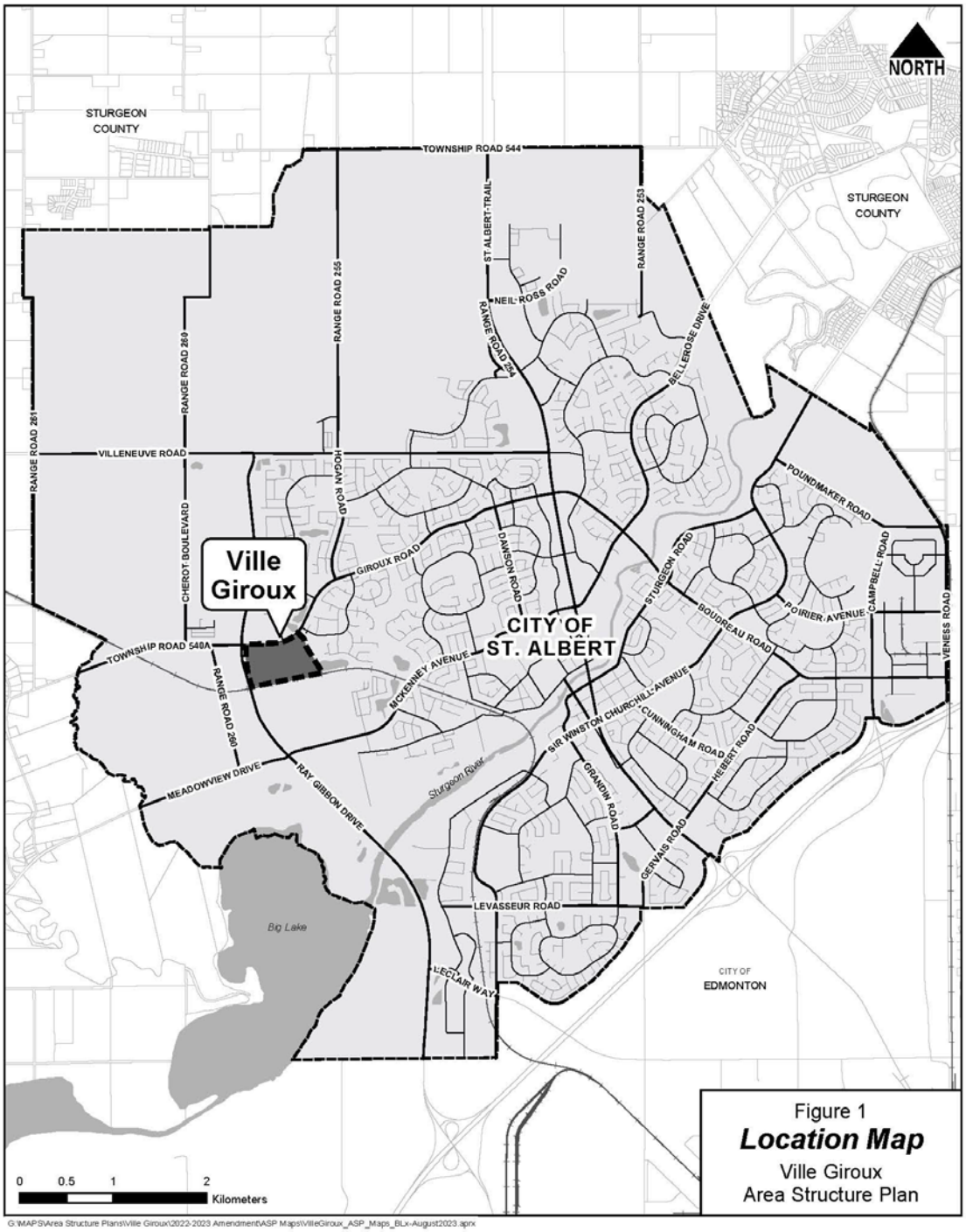
6.0 IMPLEMENTATION

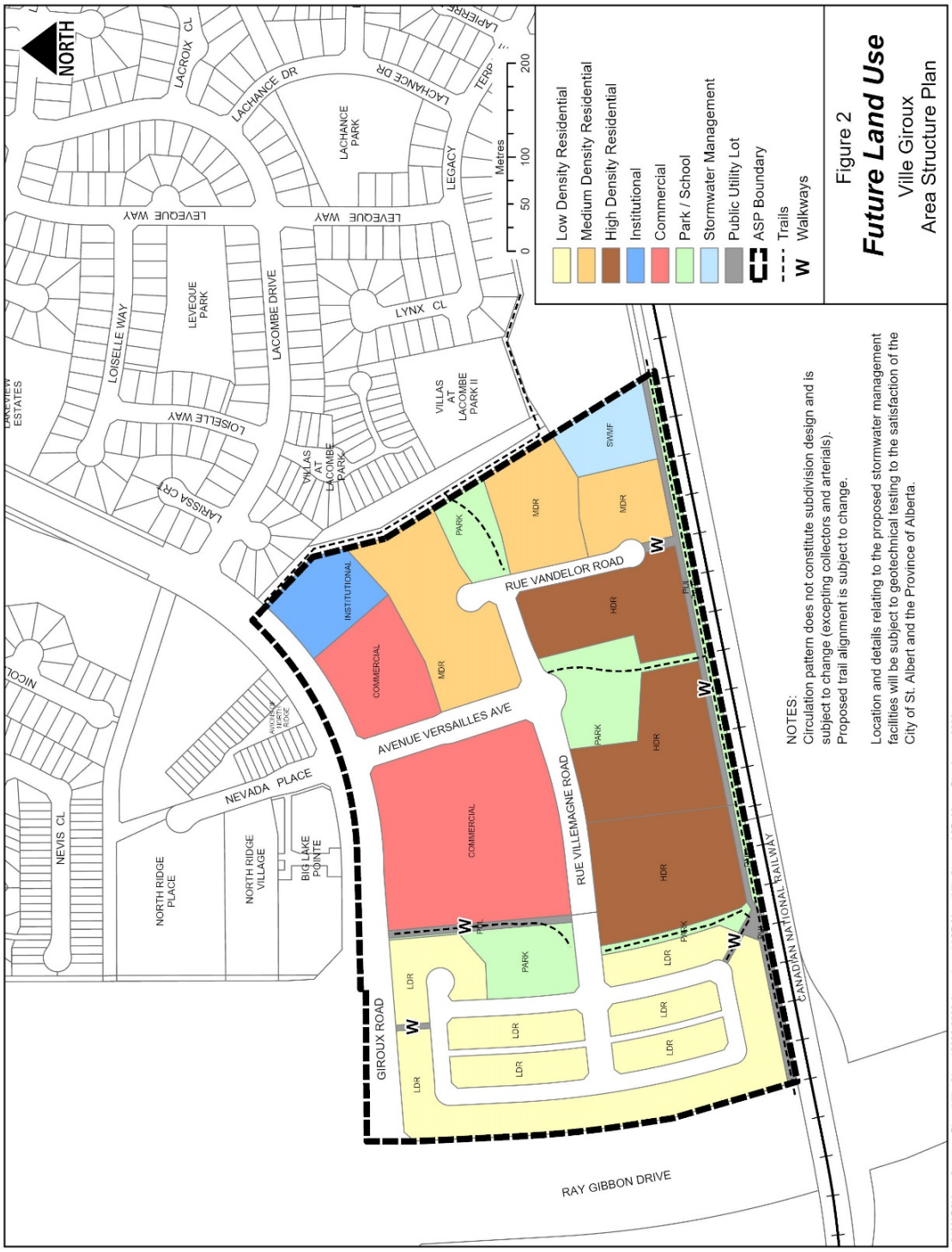
6.1 Development Staging

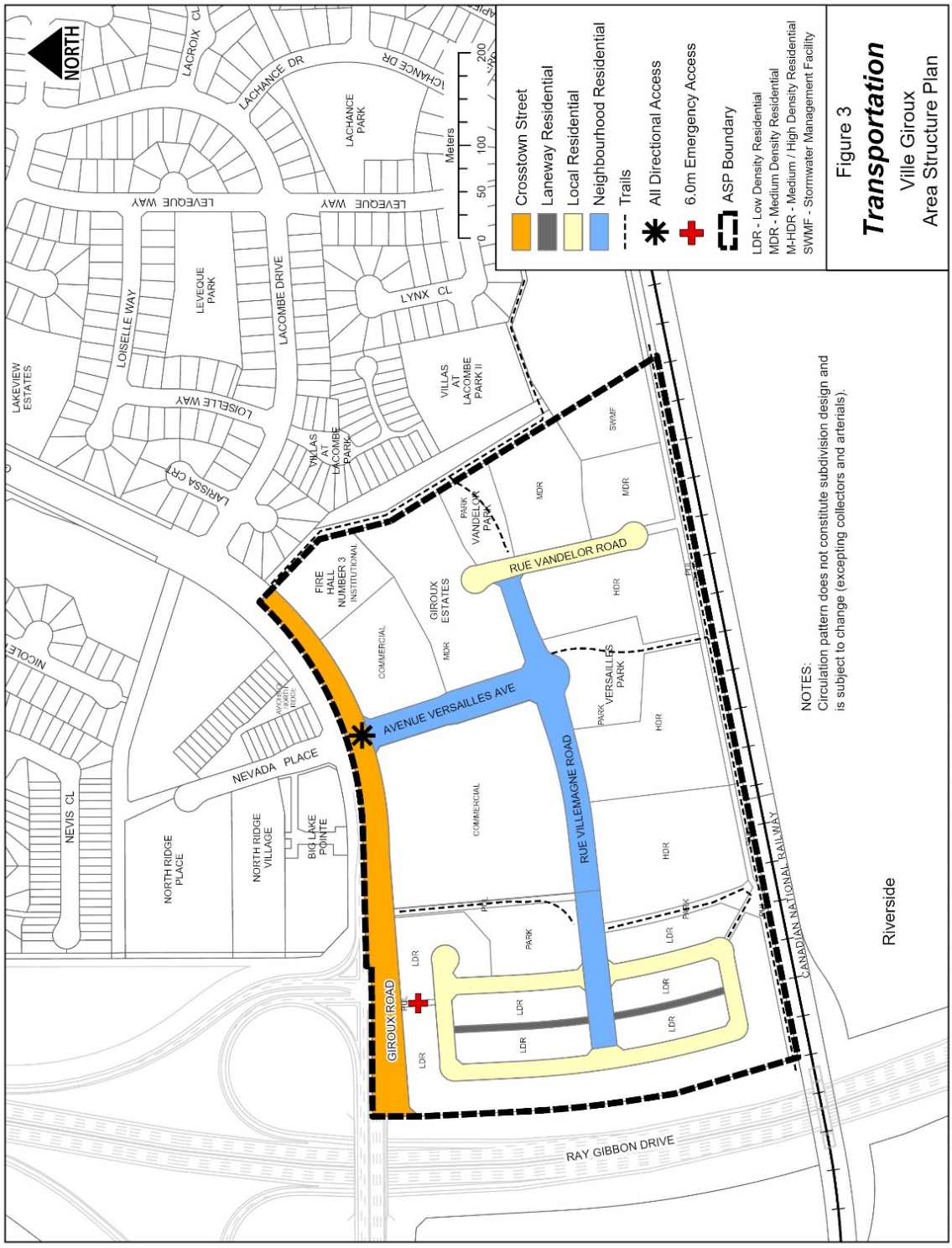
Figure 8, Staging Plan, illustrates eight (8) stages of development for the plan area. Development of the plan area is approximately 50% completed as of 2023. The fire hall opened in 2009, the apartments at 1, 2, and 10 Vandelor Road are complete, as 4 Versailles Avenue with Shoppes at Giroux. The remainder of the plan area is anticipated to take until 20xx to full build-out. The sequence of development for the residential and commercial components will be determined by market conditions, the timing of infrastructure upgrades, and in a contiguous and sequential 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.

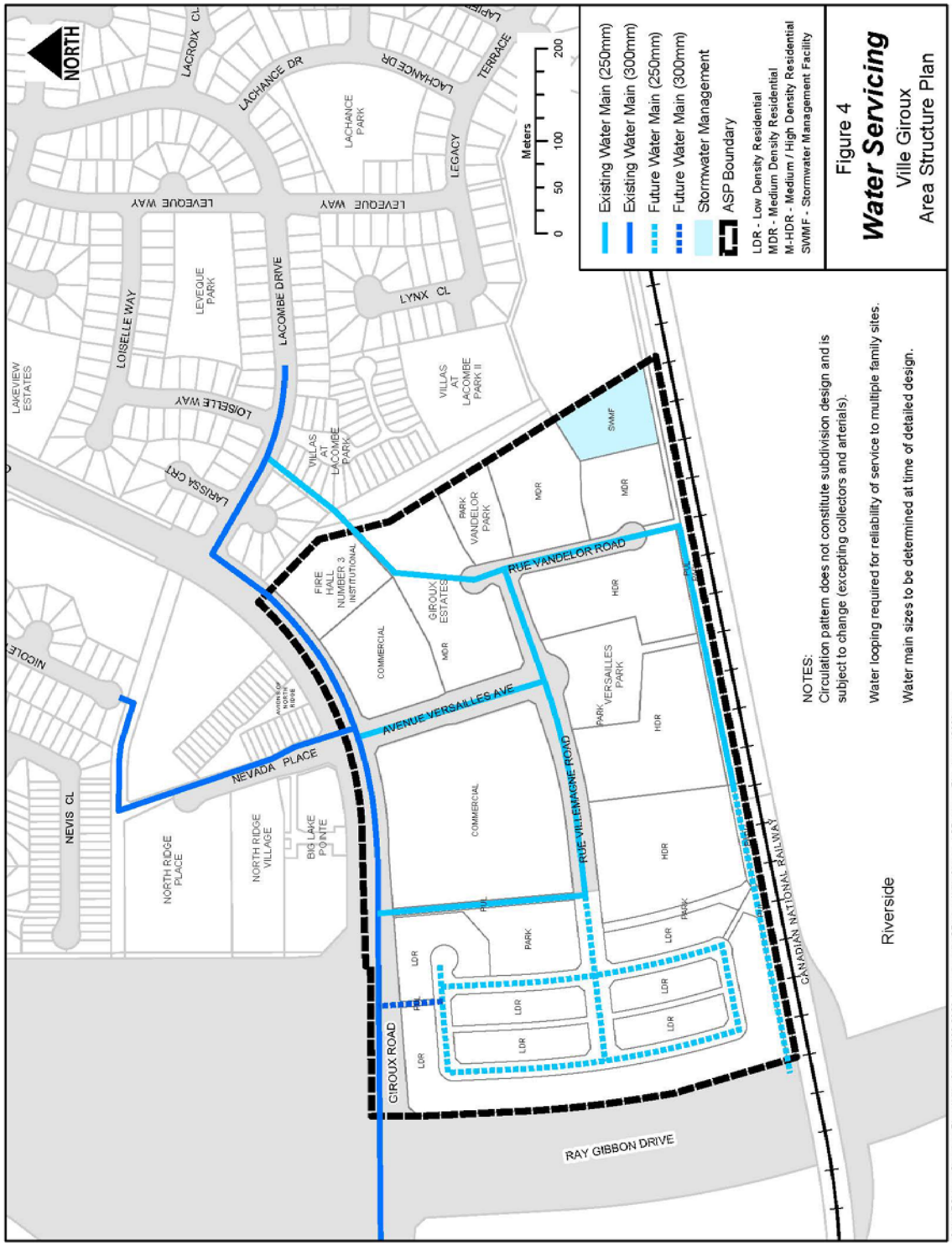
6.2 Redistricting and Subdivision

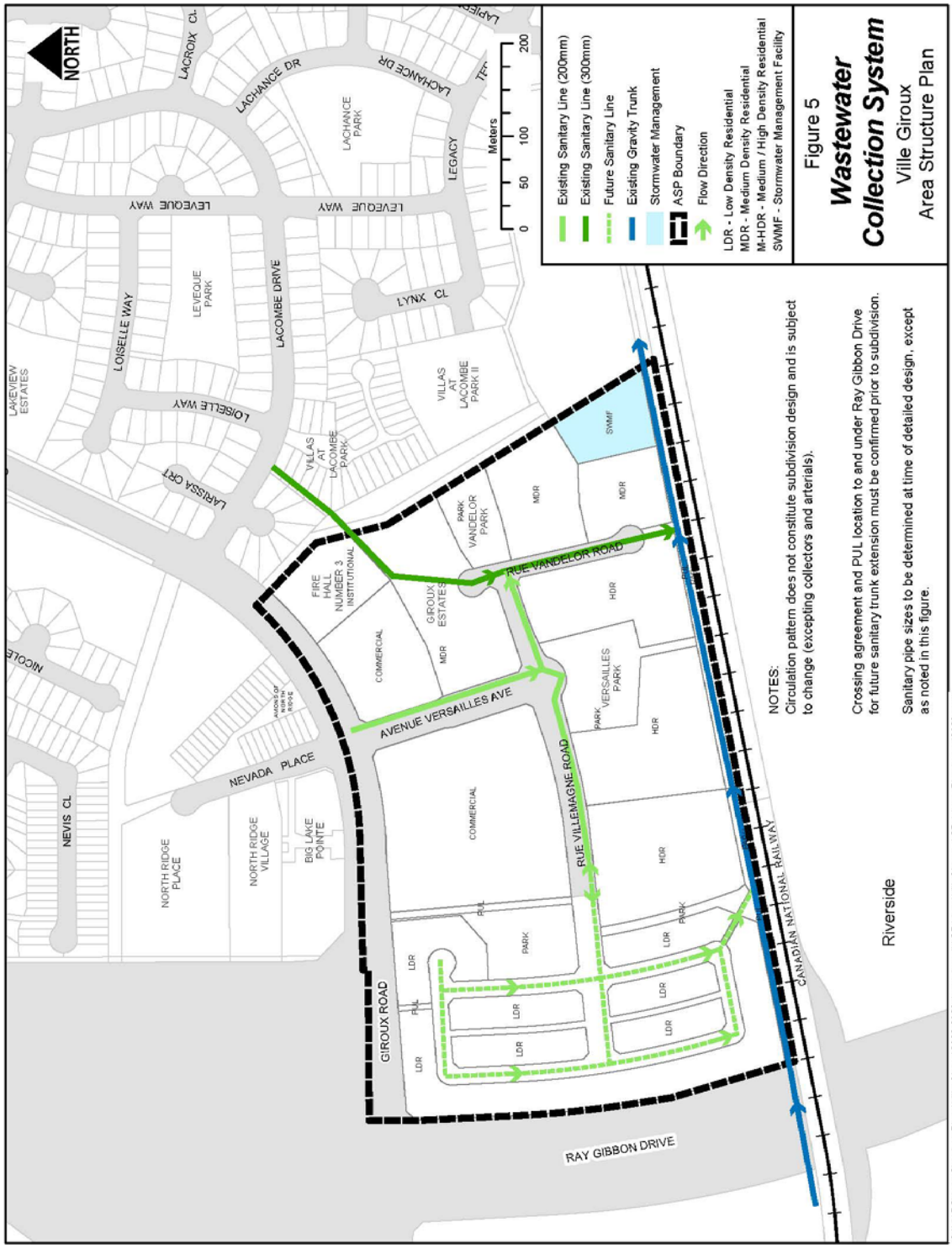
Most of the parcels are districted. Timing of redistricting and subdivision applications will proceed in response to servicing capacity, agreements, and market needs. Redistricting and subdivisions are to align with the Area Structure Plan.

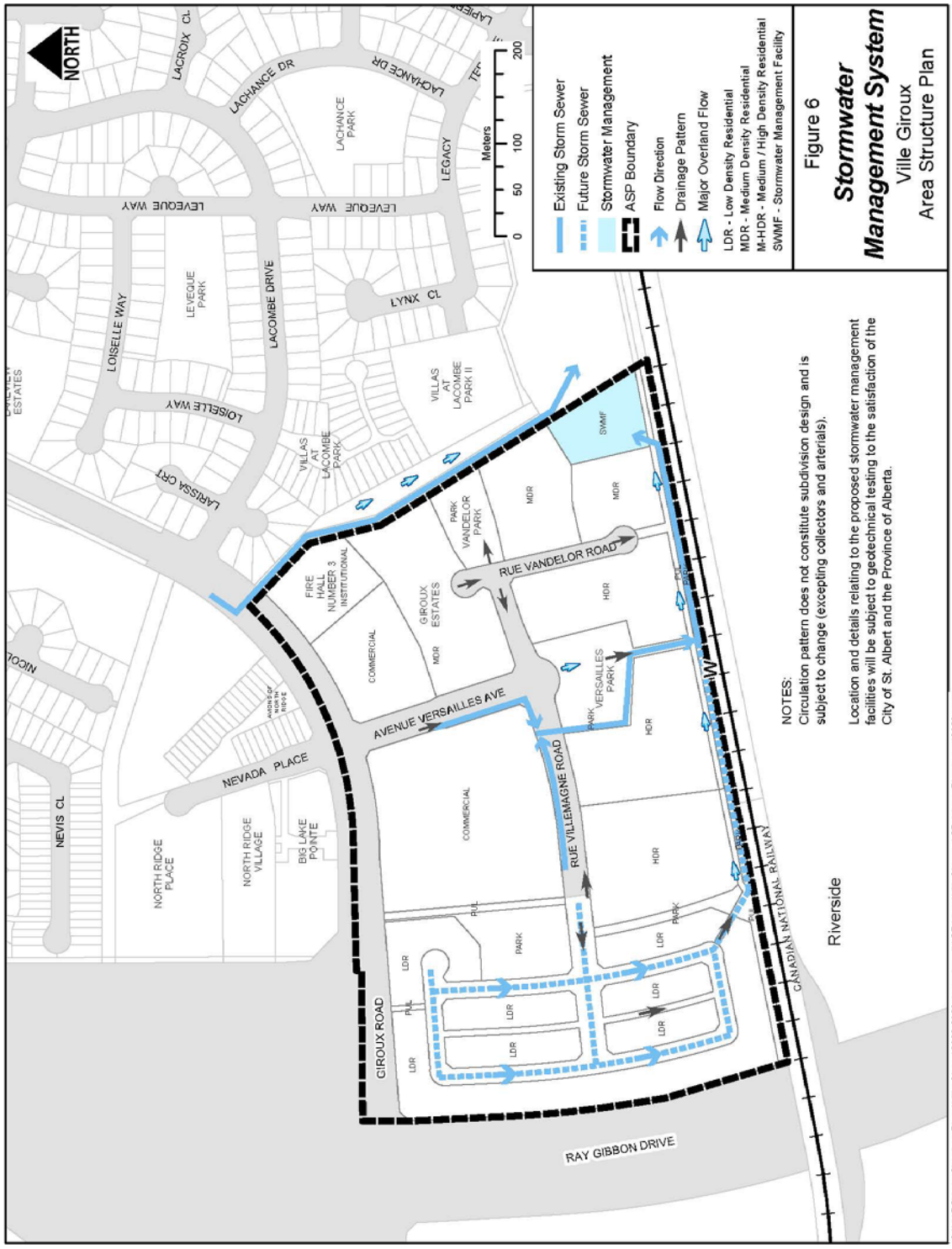

NORTH
STURGEON COUNTY
TOWNSHIP ROAD 544
STURGEON COUNTY
ST ALBERT TRAIL
RANGE ROAD 253
NEIL ROSS ROAD
RANGE ROAD 254
BELLEROSE DRIVE
RANGE ROAD 255
RANGE ROAD 260
RANGE ROAD 261
VILLENEUVE ROAD
HOGAN ROAD
POUNDMAKER ROAD
CHEROT BOULEVARD
Ville Giroux
GIROUX ROAD
DAWSON ROAD
CITY OF ST. ALBERT
STURGEON ROAD
BOUDREAU ROAD
POIRIER AVENUE
CAMPBELL ROAD
VENESS ROAD
TOWNSHIP ROAD 540A
RANGE ROAD 260
MCKERNEY AVENUE
SIR WINSTON CHURCHILL AVENUE
CUNNINGHAM ROAD
HEBERT ROAD
MEADOWVIEW DRIVE
RAY GIBBON DRIVE
Sturgeon River
GRANDIN ROAD
GERVAIS ROAD
LEVASSEUR ROAD
Big Lake
LECLAIR WAY
CITY OF EDMONTON
0 0.5 1 2
Kilometers
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Figure 1
Location Map
Ville Giroux
Area Structure Plan

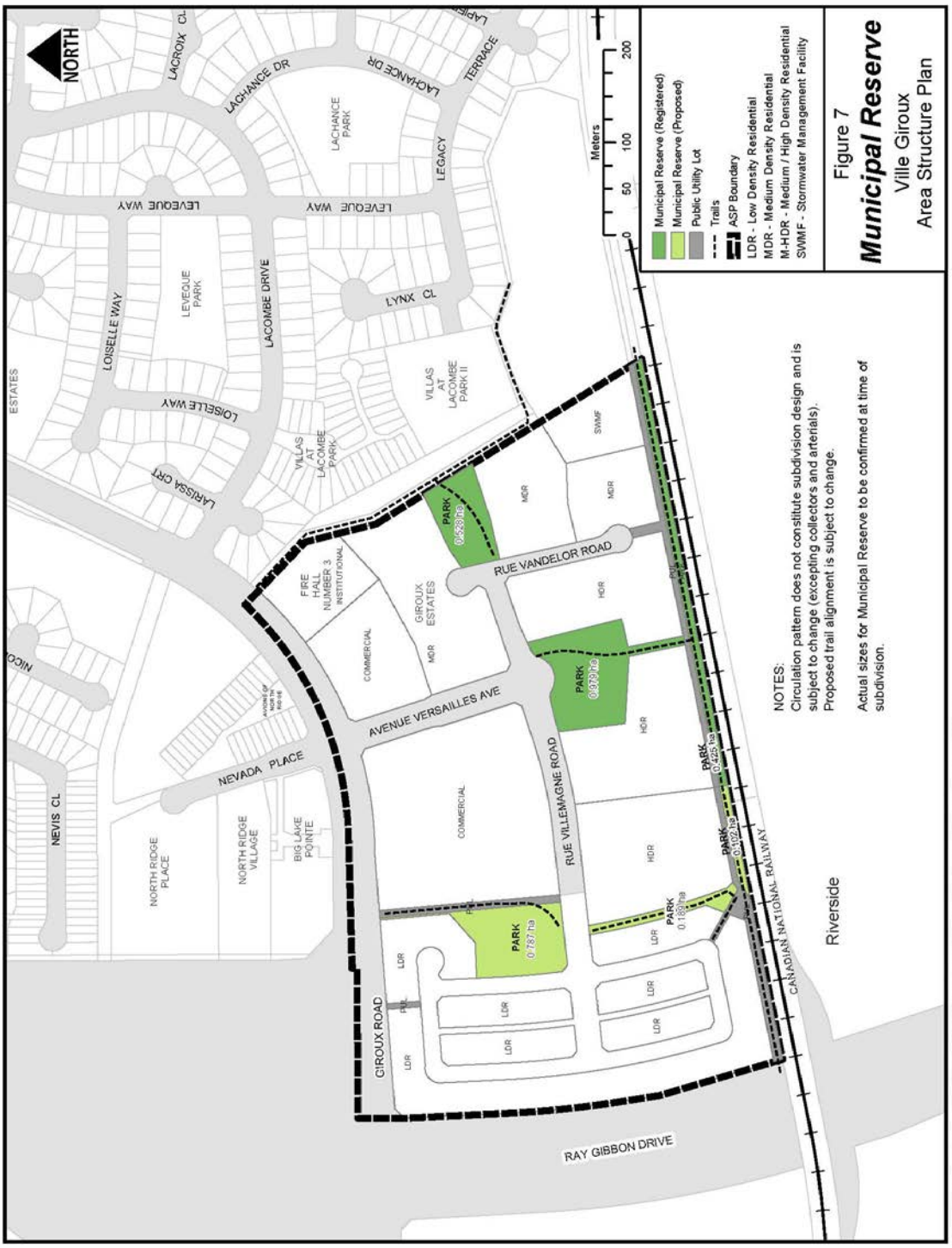

NORTH
Metres
0
50
100
200
Low Density Residential
Medium Density Residential
High Density Residential
Institutional
Commercial
Park / School
Stormwater Management
Public Utility Lot
ASP Boundary
Trails
Walkways
Figure 2
Future Land Use
Ville Giroux
Area Structure Plan
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Proposed trail alignment is subject to change.
Location and details relating to the proposed stormwater management facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
G:\MAPS\Area Structure Plans\Ville Giroux\2022-2023 Amendment\ASP Maps\VilleGiroux_ASP_Maps_BLx-August2023.aprx
LACROIX CL
LACHANCE DR
LACHANCE PARK
LEGACY
LEVEQUE WAY
LEVEQUE PARK
LACOMBE DRIVE
LOISELLE WAY
LARISSA CRT
LYNX CL
VILLAS AT LACOMBE PARK II
VILLAS AT LACOMBE PARK
LAKEVIEW ESTATES
NICOL
NEVADA PLACE
NEVIS CL
NORTH RIDGE PLACE
NORTH RIDGE VILLAGE
BIG LAKE POINTE
RAY GIBBON DRIVE
GIROUX ROAD
AVENUE VERSAILLES AVE
RUE VILLEMAGNE ROAD
RUE VANDELOR ROAD
CANADIAN NATIONAL RAILWAY
INSTITUTIONAL
COMMERCIAL
MDR
HDR
LDR
PARK
SWMF
PUL
W

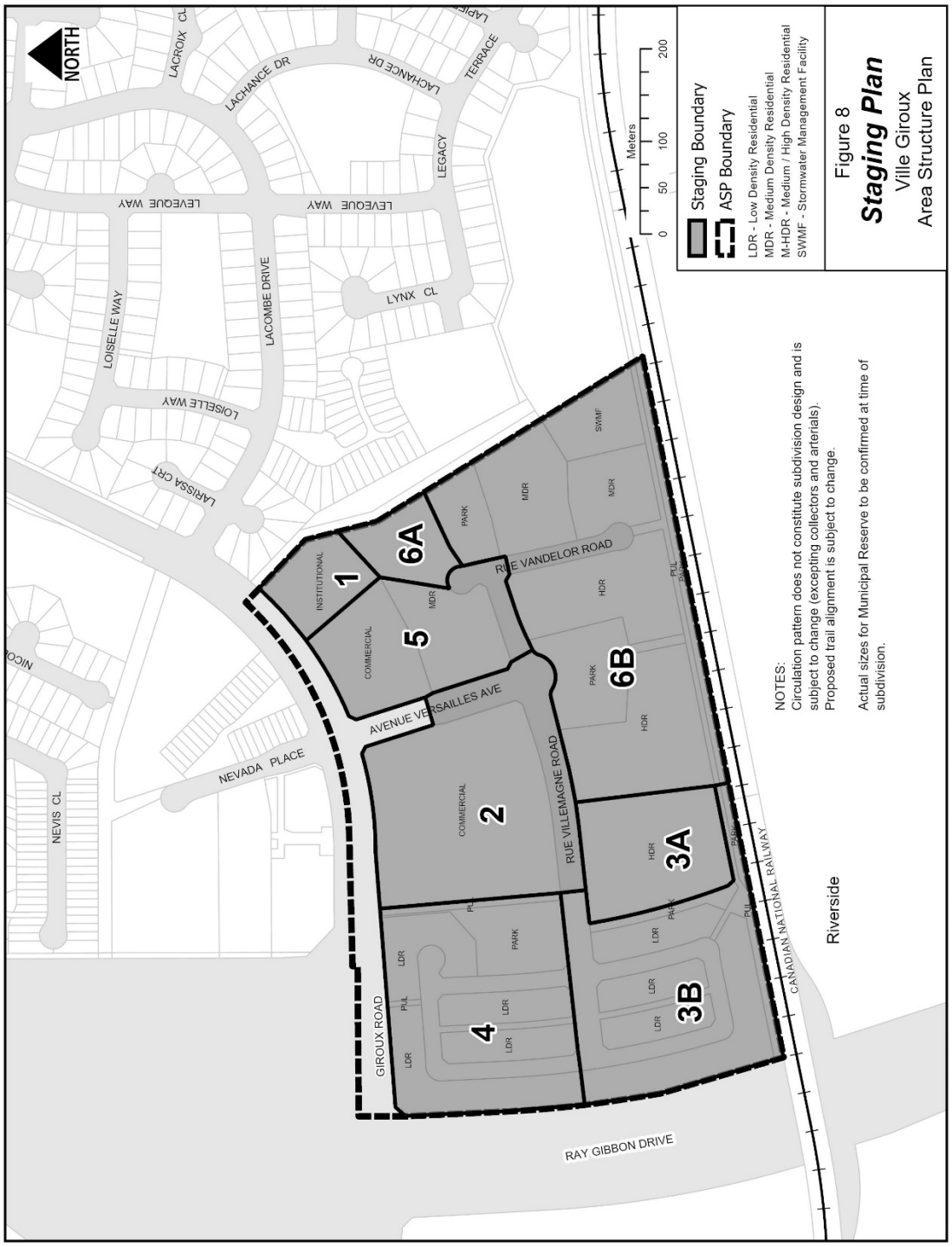

NORTH
Meters
0
50
100
200
Crosstown Street
Laneway Residential
Local Residential
Neighbourhood Residential
Trails
All Directional Access
6.0m Emergency Access
ASP Boundary
LDR - Low Density Residential
MDR - Medium Density Residential
M-HDR - Medium / High Density Residential
SWMF - Stormwater Management Facility
Figure 3
Transportation
Ville Giroux
Area Structure Plan
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
RUE VANDELOR ROAD
AVENUE VERSAILLES AVE
RUE VILLEMAGNE ROAD
GIROUX ROAD
RAY GIBBON DRIVE
CANADIAN NATIONAL RAILWAY
Riverside
LACHANCE DR
LACHANCE PARK
LEVEQUE WAY
LEVEQUE PARK
LACOMBE DRIVE
LYNX CL
LOISELLE WAY
LAKEVIEW ESTATES
LARISSA CRT
VILLAS AT LACOMBE PARK II
VILLAS AT LACOMBE PARK
FIRE HALL NUMBER 3
INSTITUTIONAL
GIROUX ESTATES
VANDELOR PARK
VERSAILLES PARK
COMMERCIAL
MDR
HDR
LDR
PARK
SWMF
NEVADA PLACE
NEVIS CL
NORTH RIDGE PLACE
NORTH RIDGE VILLAGE
BIG LAKE POINTE
G:\MAPS\Area Structure Plans\Ville Giroux\2022-2023 Amendment\ASP Maps\VilleGiroux_ASP_Maps_BLx-August2023.aprx

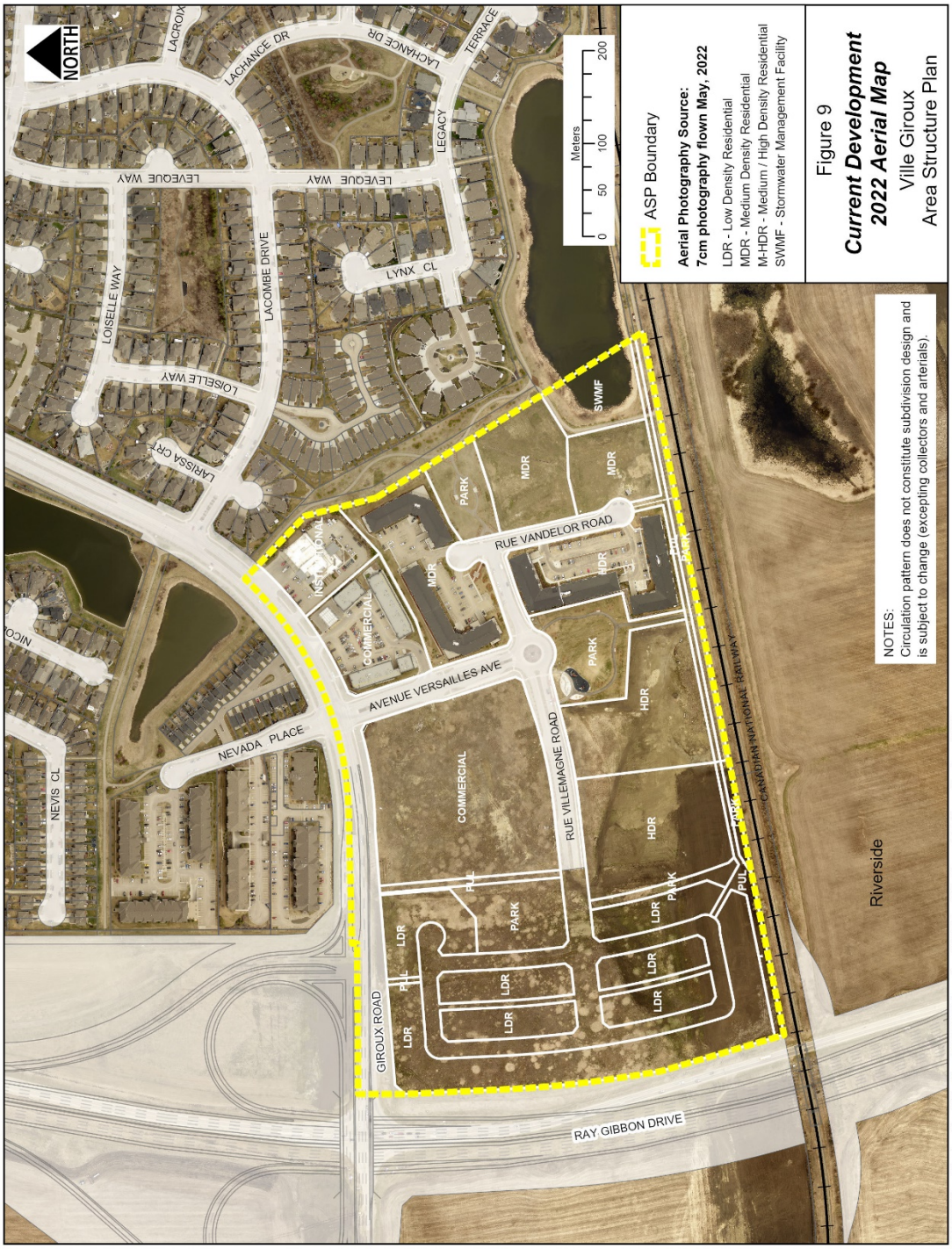

NORTH
LACROIX CL
LACHANCE DR
LACHANCE PARK
LEGACY
TERRACE
LEVEQUE WAY
LEVEQUE PARK
LOISELLE WAY
LACOMBE DRIVE
LYNX CL
LAKEVIEW ESTATES
LARISSA CRT
VILLAS AT LACOMBE PARK
VILLAS AT LACOMBE PARK II
SWMF
PARK
VANDELOR PARK
MDR
RUE VANDELOR ROAD
FIRE HALL NUMBER 3
INSTITUTIONAL
GIROUX ESTATES
COMMERCIAL
HDR
VERSAILLES PARK
AVENUE VERSAILLES AVE
NICOLET
NEVADA PLACE
NEVIS CL
NORTH RIDGE PLACE
NORTH RIDGE VILLAGE
BIG LAKE POINTE
RUE VILLENEUVE ROAD
LDR
CIROUX ROAD
RAY GIBBON DRIVE
CANADIAN NATIONAL RAILWAY
Riverside
Meters
0
50
100
200
Existing Water Main (250mm)
Existing Water Main (300mm)
Future Water Main (250mm)
Future Water Main (300mm)
Stormwater Management
ASP Boundary
LDR - Low Density Residential
MDR - Medium Density Residential
M-HDR - Medium / High Density Residential
SWMF - Stormwater Management Facility
Figure 4
Water Servicing
Ville Giroux
Area Structure Plan
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Water looping required for reliability of service to multiple family sites.
Water main sizes to be determined at time of detailed design.
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NORTH
Meters
0
50
100
200
Existing Sanitary Line (200mm)
Existing Sanitary Line (300mm)
Future Sanitary Line
Existing Gravity Trunk
Stormwater Management
ASP Boundary
Flow Direction
LDR - Low Density Residential
MDR - Medium Density Residential
M-HDR - Medium / High Density Residential
SWMF - Stormwater Management Facility
Figure 5
Wastewater Collection System
Ville Giroux Area Structure Plan
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Crossing agreement and PUL location to and under Ray Gibbon Drive for future sanitary trunk extension must be confirmed prior to subdivision.
Sanitary pipe sizes to be determined at time of detailed design, except as noted in this figure.
LACROIX CL
LACHANCE DR
LACHANCE PARK
LEGACY
LEVEQUE WAY
LEVEQUE PARK
LACOMBE DRIVE
LOISELLE WAY
LYNX CL
LAKEVIEW ESTATES
VILLAS AT LACOMBE PARK II
VILLAS AT LACOMBE PARK
LARISSA CRT
NICOLE
NEVADA PLACE
NEVIS CL
NORTH RIDGE PLACE
NORTH RIDGE VILLAGE
BIG LAKE POINTE
FIRE HALL NUMBER 3
INSTITUTIONAL
PARK
VANDELOR PARK
RUE VANDELOR ROAD
GIROUX ESTATES
COMMERCIAL
MDR
HDR
SWMF
AVENUE VERSAILLES AVE
VERSAILLES PARK
RUE VILLEMAGNE ROAD
PUL
LDR
GIROUX ROAD
RAY GIBBON DRIVE
CANADIAN NATIONAL RAILWAY
Riverside
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NORTH
Existing Storm Sewer
Future Storm Sewer
Stormwater Management
ASP Boundary
Flow Direction
Drainage Pattern
Major Overland Flow
LDR - Low Density Residential
MDR - Medium Density Residential
M-HDR - Medium / High Density Residential
SWMF - Stormwater Management Facility
Meters
0
50
100
200
Figure 6
Stormwater Management System
Ville Giroux
Area Structure Plan
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Location and details relating to the proposed stormwater management facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
RUE VANDELOR ROAD
AVENUE VERSAILLES AVE
RUE VILLEMAGNE ROAD
GIROUX ROAD
RAY GIBBON DRIVE
NEVADA PLACE
NEVIS CL
LACHANCE DR
LEVEQUE WAY
LACOMBE DRIVE
LOISELLE WAY
LARISSA CRT
LYNX CL
LEGACY
LACROIX CL
LEVEQUE PARK
LACHANCE PARK
VILLAS AT LACOMBE PARK
VILLAS AT LACOMBE PARK II
FIRE HALL NUMBER 3
GIROUX ESTATES
VANDELOR PARK
VERSAILLES PARK
NORTH RIDGE PLACE
NORTH RIDGE VILLAGE
BIG LAKE POINTE
COMMERCIAL
MDR
HDR
LDR
PARK
SWMF
CANADIAN NATIONAL RAILWAY
Riverside
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NORTH
Meters
0
50
100
200
Municipal Reserve (Registered)
Municipal Reserve (Proposed)
Public Utility Lot
Trails
ASP Boundary
LDR - Low Density Residential
MDR - Medium Density Residential
M-HDR - Medium / High Density Residential
SWMF - Stormwater Management Facility
Figure 7
Municipal Reserve
Ville Giroux
Area Structure Plan
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Proposed trail alignment is subject to change.
Actual sizes for Municipal Reserve to be confirmed at time of subdivision.
RUE VANDELOR ROAD
AVENUE VERSAILLES AVE
RUE VILLEMAGNE ROAD
GIROUX ROAD
RAY GIBBON DRIVE
NEVADA PLACE
NEVIS CL
LACHANCE DR
LACHANCE PARK
LEGACY TERRACE
LEVEQUE WAY
LEVEQUE PARK
LACOMBE DRIVE
LOISELLE WAY
LARISSA CRT
LYNX CL
VILLAS AT LACOMBE PARK
VILLAS AT LACOMBE PARK II
FIRE HALL NUMBER 3
INSTITUTIONAL
GIROUX ESTATES
COMMERCIAL
MDR
HDR
SWMF
LDR
PARK
0.289 ha
PARK
0.979 ha
PARK
0.425 ha
PARK
0.092 ha
PARK
0.189 ha
PARK
0.787 ha
NORTH RIDGE PLACE
NORTH RIDGE VILLAGE
BIG LAKE POINTE
CANADIAN NATIONAL RAILWAY
Riverside
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NORTH
LACROIX CL
LACHANCE DR
LACHANCE DR
TERRACE
LEGACY
LEVEQUE WAY
LEVEQUE WAY
LOISELLE WAY
LOISELLE WAY
LACOMBE DRIVE
LYNX CL
LARISSA CRT
NEVADA PLACE
NEVIS CL
GIROUX ROAD
AVENUE VERSAILLES AVE
RUE VANDELOR ROAD
RUE VILLEMAGNE ROAD
RAY GIBBON DRIVE
CANADIAN NATIONAL RAILWAY
Riverside
1
INSTITUTIONAL
2
COMMERCIAL
3A
HDR
3B
LDR
4
LDR
5
COMMERCIAL
6A
MDR
6B
HDR
PARK
PUL
SWMF
0 50 100 200
Meters
Staging Boundary
ASP Boundary
LDR - Low Density Residential
MDR - Medium Density Residential
M-HDR - Medium / High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
Proposed trail alignment is subject to change.
Actual sizes for Municipal Reserve to be confirmed at time of subdivision.
Figure 8
Staging Plan
Ville Giroux
Area Structure Plan
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NORTH
LACROIX
LACHANCE DR
LACHANCE DR
TERRACE
LEGACY
LEVEQUE WAY
LEVEQUE WAY
LYNX CL
LACOMBE DRIVE
LOISELLE WAY
LOISELLE WAY
LARISSA CRT
NEVADA PLACE
NEVIS CL
AVENUE VERSAILLES AVE
RUE VANDELOR ROAD
RUE VILLEMAGNE ROAD
GIROUX ROAD
RAY GIBBON DRIVE
CANADIAN NATIONAL RAILWAY
Riverside
INSTITUTIONAL
COMMERCIAL
COMMERCIAL
PARK
PARK
PARK
PARK
PARK
MDR
MDR
MDR
MDR
HDR
HDR
HDR
LDR
LDR
LDR
LDR
LDR
LDR
LDR
PUL
PUL
PUL
SWMF
Meters
0
50
100
200
ASP Boundary
Aerial Photography Source:
7cm photography flown May, 2022
LDR - Low Density Residential
MDR - Medium Density Residential
M-HDR - Medium / High Density Residential
SWMF - Stormwater Management Facility
Figure 9
Current Development
2022 Aerial Map
Ville Giroux
Area Structure Plan
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting collectors and arterials).
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