File #: PH-25-006, **Version:** 1

TAMRMS#: B06

X.X

REQUEST FOR DECISION

Bylaw 8/2025 - Riverside ASP Amendment (1st, 2nd & 3rd Readings)
Bylaw 9/2025 - Land Use Bylaw Schedule A and Text Amendment (1st, 2nd & 3rd Readings)
Bylaw 10/2025 - Land Use Bylaw Schedule A Amendment (1st, 2nd & 3rd Readings)

Presented by: Eric Schultz, Planner, Planning and Development Department

RECOMMENDED MOTION(S)

Closure of Public Hearing

1. That the Public Hearing on Bylaws 8/2025, 9/2025, and 10/2025 be closed.

Bylaw 8/2025 Riverside ASP Amendment

1. That Bylaw 8/2025, being amendment 6 to the Riverside Area Structure Plan, be read a first time.

2. That Bylaw 8/2025 be read a second time.

3. That unanimous consent be given for consideration of third reading of Bylaw 8/2025.

4. That Bylaw 8/2025 be read a third time.

Bylaw 9/2025 Land Use Bylaw Schedule A and MDR Text Amendment (Select)

1. That Bylaw 9/2025, being amendment 5 to the Land Use Bylaw 18/2024, be read a first time.

2. That Bylaw 9/2025 be read a second time.

3. That unanimous consent be given for consideration of third reading of Bylaw 9/2025.

4. That Bylaw 9/2025 be read a third time.

Bylaw 10/2025 Land Use Bylaw Schedule A Amendment (Clarity)

1. That Bylaw 10/2025, being amendment 6 to the Land Use Bylaw 18/2024, be read a first time.

2. That Bylaw 10/2025 be read a second time.

3. That unanimous consent be given for consideration of third reading of Bylaw 9/2025.

4. That Bylaw 10/2025 be read a third time.

SUMMARY

This report discusses proposed amendments to the Riverside Area Structure Plan Bylaw 1/2012 and two amendments to the Land Use Bylaw 18/2024, Schedule A.

The purpose of these amendments is to reconfigure land uses, placing higher-density development closer to major transportation and transit corridors; reconfigure Municipal Reserve land, transforming it into future programmable parks and enhancing resident access to open space; and improve connectivity by formalizing east/west roadway connections, enabling better movement within the community

ALIGNMENT TO COUNCIL DIRECTION OR MANDATORY STATUTORY PROVISION

The Municipal Government Act, section 692(1)(e) and 692(1)(f) require that a public hearing be held prior to second reading of a proposed land use bylaw or a proposed bylaw amending a statutory plan or land use bylaw.

The amendment conforms with Flourish (Municipal Development Plan) Policy 14. Land Use and Development, which states:

> The policies in this section guide land use and development, according to the land use designations on Map 3: Urban Structure and General Land Use. Together, Map 3 and the policies guide the preparation of, and updates to, Area Structure Plans, Area Redevelopment Plans, and development guidelines.

Map 3: Urban Structure and General Land Use shows this area as Neighbourhoods, which are defined as:

> “predominantly residential areas, as identified on Map 3, made up of low-rise housing, along with schools, parks, shops, and services. Many existing Neighbourhoods will evolve by adding new housing that respects the established character, while new Neighbourhoods will include a greater variety of housing types.”

Map 3 also shows the area containing one Mixed-Use Node, which are defined as:

> “areas within Neighbourhoods that contain a range of commercial uses, apartment buildings, townhouses, and community services, all arranged within a cohesive, pedestrian-oriented network of streets and open spaces.”

BACKGROUND AND DISCUSSION

Riverside is a residential neighbourhood located in the northwest quadrant of St. Albert. It is bordered by the CN tracks to the north and northeast, the Sturgeon River to the south, and Ray Gibbon Drive to the west and southwest.

The Riverside Area Structure Plan (ASP) was first approved on January 23, 2012, and last amended on December 17, 2024. Previously, this neighbourhood was part of the Timberlea ASP, which was first approved on October 18, 2005, until it was repealed and replaced by the Riverside ASP. The neighborhood has been steadily building out over the last decade and is anticipated to continue to build out over the next decade. As such, over this period, there have been amendments to the Riverside ASP and more are anticipated as build out continues over the years.

On August 21, 2024, Clarity Development Advisory, on behalf of Leder Investments Ltd., submitted applications to amend the Riverside ASP Bylaw 1/2012 and to amend the Land Use Bylaw 18/2024, Schedule A. The purpose of these amendments was to change a single site from medium density residential to high density residential, to enable development of a proposed senior housing complex.

On November 7, 2024, Select Engineering Consultants Inc., on behalf of Genstar Titleco Limited, submitted applications to amend the Riverside ASP and to amend the Land Use Bylaw 18/2024, Schedule A. The purpose of these amendments was to redistribute residential densities within the plan area including removing a high-density site, adding a new public park and removing a linear park, and adding a new east-west connector road in the southern portion of Riverside.

In December, both applicants agreed to combine their ASP amendments into one bylaw (Bylaw 8/2025). This allowed for service capacity planning to account for both applications together, improving accuracy and consistency. It also ensured that the development statistics align with the envisioned land use designations for the ASP. The Land Use Bylaw amendments are not combined and are presented as separate amendments.

Please refer to attachments Bylaw 8/2025, Bylaw 9/2025, Bylaw 10/2025, and the *Location Map (Figure 1)*.

The legal description and municipal addresses of the lands affected by these applications are shown in Table 1.

Table 1: Legal Descriptions and Addresses

Legal Description	**Address**
Plan 152 4950, Blk 5, Lot 4	4 Genstar Annex
Plan 152 4950, Blk 2, Lot 10	10 Genstar Annex
Plan 152 4950, Blk 1, Lot 8	8 Genstar Annex
Plan 152 4950, Blk 5, Lot 3	3 Genstar Annex
Plan 212 0072, Blk 2, Lots 1-14	205 - 231 Rankin Drive
Plan 6079MC, Lot OT	14C Genstar Annex

Plan 212 2956, Blk 5, Lot 5	4 Redspur Drive

Municipal Development Plan
The Municipal Development Plan (MDP) shows the area as Neighbourhoods and Mixed-Use Nodes.

> Neighbourhoods are predominantly residential areas made up of low-rise housing, along with schools, parks, local shops, and services.
>
> Mixed-Use nodes are areas within Neighbourhoods that contain a range of commercial uses, apartment buildings, townhouses, and community services.

The Riverside ASP amendment and the Land Use Bylaw amendments all conform to the MDP.

The following is a brief review of applicable MDP policies:

> 7.1.1. Address housing needs by monitoring changes in the local housing market and encouraging and enabling housing forms that respond to emerging housing needs.
>
> 7.1.3. Encourage intensification through innovative and emerging housing types that are compatible with existing and planned Neighbourhoods
>
> 8.2.2. Require street networks to be designed with high interconnectivity and small block sizes for new development and major redevelopment plans so that they support connectivity, walkability, and transit use.
>
> 11.2.2. Ensure municipal parks or other public open space are located within 400 metres of residences.

Bylaw 8/2025 Area Structure Plan (ASP) Amendment
The proposed Riverside ASP amendments represent both applicants' proposed amendments.

The ASP amendment is proposing changes to four areas in Riverside. Please refer to *ASP Comparison Map (Figure 2)*.

1. Northwest Park
The park (Municipal Reserve) located in the northwest has been reconfigured, providing improved street frontage. Minor changes have also been made to the local road network.

2. Southwest Park / Medium-Density Residential
A new park (Municipal Reserve) is being added in the southwest. It will have an area of 0.74 hectares± (1.83 acres±), with frontage from two different roads. Minor changes have also been made to the local road network. Some proposed low-density residential is changing to medium-density residential.

3. High-Density Residential Site and SWMF
A 1.49 hectares± (3.68 acres±) site located at the northwest corner of McKenney Avenue and

Redspur Drive is changing from medium-density residential to high-density residential. The proposed stormwater management facility shape would enable more low density residential.

4. Residential Density Reconfiguration / Connector Road / Linear Park

The current ASP shows two high-density residential sites south of Rankin Drive, with a connector park running between them, and a strip of medium-density residential on the east side. This amendment would change some of the high-density residential to low-density residential, and change the medium-density residential site to low-density residential. The north-south connector park would be removed, which had a proposed trail to the Grey Nuns White Spruce Park. There will still be north-south connection to the Grey Nuns White Spruce Park through the trail proposed adjacent to the drainage channel and through roadway connections. A new east-west connector local road has been added between Raven Point and Redpoll Wynd, which was shown in the ASP as potential future roadway.

Density

The Land Use Bylaw (LUB) in Section 1.6 requires districts to adhere to density requirements in the ASP, which is a minimum 30 dwelling units per net hectare, as required by the Capital Region Board at the time the existing ASP was approved. The build-out of the remaining portion of this ASP will meet this minimum density requirement.

Under these proposed amendments, some of the higher-density residential sites have been relocated closer to McKenney Avenue, resulting in more lower-density residential located in the interior of the neighborhood. This would result in an overall planned density of 33.0 dwellings per net residential hectare (du/nrha), which is a decrease from the current density of 33.3 du/nhra, and represents the removal of 29 units. Under the former Edmonton Metropolitan Region Board (EMRB) regulations, this decrease in density would have required a referral to the EMRB.

As of the end of 2024, 1,658 units on 50.7 hectares± of residential land have been developed or have been approved for development. This is a density of 32.7 du/nhra.

The approval of the Riverside ASP amendments is needed before each of the redistricting proposals can be approved.

Redistricting (Bylaw 9/2025 and bylaw 10/2025)

The proposed redistrictings are consistent with the proposed amendments to the Riverside ASP. Redistricting of these lands is necessary to enable subdivisions and permits for the envisioned development.

Bylaw 9/2025 and Bylaw 10/2025 are independent, meaning that if one is not approved, the other may still be approved.

Bylaw 9/2025 Land Use Bylaw Amendment (Select)

North of McKenney Avenue, most of the lands subject to this application are currently designated Future Urban Development (FUD) in the Land Use Bylaw Schedule A. They would be redistricted to Small-Lot Residential (SLR) and Laned-Lot Residential (LLR), as well as one large Park (PRK) parcel that would be a stormwater management facility. One Laned-Lot Residential (LLR) site would change to Small-Lot Residential (SLR). One Small-Lot Residential (SLR) site would change to Laned-Lot Residential (LLR) as part of an administrative cleanup.

South of McKenney Avenue, the proposed park site would be redistricted from Small-Lot Residential (SLR) to Park (PRK). The eastern High-Density Residential (HDR) site and part of the western HDR site would be change to Small-Lot Residential (SLR). The connector park would be absorbed by the parcels it is adjacent to.

The Land Use Bylaw text amendment is within Part 5.6 MDR - Medium-Density Residential District, Figure 5.6 Sites for Dwelling (Townhousing - Single) in accordance with an Area Structure Plan; the Riverside ASP image would be deleted. The deletion of the Riverside ASP image is the result of the proposed low-density residential for this area in the Riverside ASP, and the proposed SLR District will determine the built form of housing.

A small High-Density Residential (HDR) site located along Rankin Drive would be changed to Medium-Density Residential (MDR) as part of an administrative cleanup. This site has been developed with townhousing.

The administrative cleanup is happening because when the Land Use Bylaw 18/2024 was adopted, a few parcels were labeled incorrectly. These applications present the opportunity to assign districting on the land to align what was there under Land Use Bylaw 9/2005.

The proposed land use districts are shown in Table 2. Please refer to the *Proposed Redistricting Map - Select (Figure 3)*.

Table 2: Proposed Land District Changes - Select

Proposed District	**Area of Land**	**Some Permitted Land Uses**
Small-Lot Residential (SLR)	14.44 hectares± (35.68 acres±)	Single-detached house, Semi-detached dwelling
Laned-Lot Residential (LLR)	3.03 hectares± (7.49 acres±)	Single-detached house, Semi-detached dwelling, Townhousing (plex, single)
Medium-Density Residential (MDR)	0.59 hectares± (1.46 acres±)	Townhousing (plex, single), apartment
High-Density Residential (HDR)	0.28 hectares± (0.69 acres±)	Apartment
Public Park (PRK)	5.63 hectares± (8.99 acres±)	Park, to support the existing stormwater management facility

This proposed Land Use Bylaw amendment would redistrict a total of 23.97 hectares± (59.23 acres±) of land. A majority of the land is currently Future Urban Development (FUD) District, which is a holding district until urban development occurs on the land.

Bylaw 10/2025 Land Use Bylaw Amendment (Clarity)

The proposed high-density residential site would be redistricted from Medium-Density Residential (MDR) to High-Density Residential (HDR). The address is 4 Redspur Drive, located on the northwest

corner of Redspur Drive and the site area is 1.49 hectares± (3.68 acres±). Please refer to the *Proposed Redistricting Map - Clarity (Figure 4)*.

The landowner, Leder Investments Ltd., has indicated their intention to develop a seniors housing complex on the site. This site falls within Riverside's mixed-use node.

The maximum number of units and height of a building on this site as a Medium-Density Residential (MDR) district is 140 units and 15.0 m. As a High-Density Residential district, the maximum number of units and height are 208 units and 25.0 m. The Development Authority can grant a density bonus and/or a height bonus under certain conditions.

Internal Circulation Comments

1. Stormwater Management Facility (SWMF)
The change in shape and slight decrease in the SWMF size meets Engineering requirements.

2. Transportation Impact Assessment (TIA)
The TIA report with updates was reviewed by Transportation Engineering and no concerns were raised. It was noted that the TIA concludes that the change in density is not anticipated to have a noticeable impact on operations at Rose Gate/Redspur Drive/McKenney Avenue.

3. Utility Constraints for 4 Redspur Drive
An updated Servicing Brief for sanitary and storm water was reviewed by Utilities. No concerns were raised. The water network analysis showed that a single 250 mm water pipe is insufficient to meet the increased fire flow demand associated with the change from medium to high density and that a looped network with a second water pipe may be required to address this issue. Future site servicing must be able to meet the requirements of the proposed development and will be detailed in the Development Agreement, in consultation with the City Engineer.

4. New Intersection Performance
The addition of the new east-west connector road would create a new intersection at Redpoll Wynd. Recreation and Parks asked how access to a parking lot planned for Grey Nuns White Spruce Park, directly east of the intersection will function. This would be addressed at the time of detailed design, prior to subdivision.

Other Comments
Recreation and Parks prepared an updated Open Space Evaluation. Based on the evaluation, the proposed changes to Municipal Reserve meet expectations. The removal of MR near high-density residential is not a preferred change, but the alteration from Connector Park to Neighbourhood Park enables functionality, allowing for the addition of amenities requiring larger spaces that will support community well-being and is therefore acceptable.

Economic Development was supportive of providing adequate housing options for our aging community.

The full comments can be found in the attachments *Circulation Comments - Select* and *Circulation Comments - Clarity*.

STAKEHOLDER COMMUNICATIONS OR ENGAGEMENT

Clarity Application
On April 8, 2024, Morada Developments held an in-person open house at the St. Albert Legion to present a proposal for Living Well Riverside, a luxury senior's apartment. This meeting was intended to gather feedback about the concept. Three residents attended and discussed the proposal with the presenter.

On June 8, 2024, Clarity Development Advisory held a virtual public meeting to present the proposed amendments in a planning context. Two residents attended virtually, no questions were asked.

The Clarity application was circulated on September 4, 2024, to internal departments, external referral agencies, and property owners within a 100-metre radius.

A notification sign for the Clarity application was erected at the northwest corner of McKenney Avenue and Redspur Drive on September 12, 2024.

Select Application
The Select application was circulated on December 18, 2024, to internal departments, external referral agencies, and property owners within a 100-metre radius.

Two notification signs were erected at the northeast corner of McKenney Avenue and Redspur Drive on January 14, 2025.

On February 18, 2025, Genstar Development Company held an in-person open house at the St. Albert Legion to present the proposed amendments and provide an overview of the planning process. Ten residents attended. A transcript of the meeting was made available on the Cultivate the Conversation page.

Public Hearing
The public hearing is scheduled for May 6, 2025. A public hearing notice was posted on the City website, and a full page Citylights advertisement appeared on both April 17 and April 24, 2025.

Cultivate The Conversation
The City uses a public engagement platform called Cultivate the Conversation. The site enables Planning to post information about applications for residents to view, and includes a feedback tool that allows residents to post comments or ask questions.

A page was created for the Clarity application in April 2024 and another page was created for the Select application in January 2025. Between the two applications a total of 33 comments were submitted, from 25 unique commenters, as some people left more than one comment.

The ASP amendment applications were combined, so the comments from both pages were combined. A breakdown of the concerns and the number of unique commenters who raised that concern can be found in Table 4.

Table 4: Summary of Comments - Riverside ASP Amendments

Note: # is **Number Responses Expressing This Concern**

Concern	#	Example	Response
Density	23	Too many units / apartments in the area already	These changes move the higher density close to major transportation corridors and transit, and place it within the Mixed -Use Node. There is no significant change to the overall density in the neighbourhood.
Traffic	22	Congestion, difficulty exiting the neighbourhood	There is currently construction underway at the intersection of McKenney Avenue and Redspur Drive. An updated Traffic Impact Assessment showed no significant change to traffic volumes once construction is complete.
Parking	12	Overflow street parking, blocked sightlines, big vehicles	Transportation is aware of the issue and the City is in the process of installing “no parking” signs along the first 100 m of Red Spur Drive north of McKenney Avenue.
Safety	11	Near-misses, visibility problems, worry about kids/pedestrians	The intersection at McKenney Avenue and Redspur Drive has been signalized, with a visible crosswalk and a push button for an audible signal. The pedestrian crossing time is calculated based on industry guidelines using the recommended walking speed for seniors.
Property Values	3	Fear of declining values	For lots located in the interior of the neighbourhood, there is no supportive market evidence showing an increase in height would influence developer’s pricing.

The full text of all comments received can be found in the attachment *Cultivate the Conversation Feedback*.

IMPACTS OF RECOMMENDATION(S)

The recommended approval of these applications will enable continued development of the Riverside neighbourhood.

Financial:
None at this time.

Compliance & Legal:

- First reading of bylaws is not a debatable motion and is required in order to table a bylaw for Council's consideration.

- If a proposed development relates to more than one proposed bylaw, as in this instance, council may hold a single public hearing instead of a separate public hearing for each bylaw (MGA, s. 692(2)).

- The public hearing and first, second, and third readings of Bylaws 8/2025, 9/2025, and 10/2025 are scheduled for the same day. The Municipal Government Act provides that a proposed bylaw must not have more than two readings at a council meeting unless the council members present unanimously agree to consider third reading at the same meeting.

  If unanimous consent for third reading of Bylaw 8/2025, Bylaw 9/2025, or Bylaw 10/2025 is not granted on May 6, 2025, after first and second reading, third reading of the applicable bylaw(s) will occur at one of the next regular Council meetings (either on May 20, 2025 or June 3, 2025). During that time between May 6, 2025, and third reading, Council members will be unable to accept further written or verbal submissions germane to this matter, and will not be able to ask for new, substantive information on the subject matter prior to third reading (MGA, s. 187; Procedure Bylaw, Schedule E, s. 19).

- Bylaw 8/2025 must be considered and approved before Bylaw 9/2025 or Bylaw 10/2025 can be approved.

- If Bylaw 8/2025 is approved, then the same procedure applies independently to Bylaw 9/2025 and Bylaw 10/2025.

Program or Service:
None at this time.

Organizational:
The approval of Bylaws 8/2025, 9/2025, and 10/2025 will have immediate impact on the Planning and Engineering Department, as subdivision plans, and engineering drawings will have to be reviewed, and development agreements negotiated to enable development. Other various departments may also need to conduct inspections and be involved in meetings with the developer / consultants.

Risks:
None at this time.

ALIGNMENT TO PRIORITIES IN COUNCIL'S STRATEGIC PLAN

Strategic Priority One, Economic Prosperity:
Support plans and agreements that foster development in St. Albert, including mature neighbourhoods, and build affordability in all new development. This strategy includes an update to the Land Use Bylaw and completion of the Infill Strategy.

ALIGNMENT TO LEVELS OF SERVICE DELIVERY

Current Planning Application Processing:
Processing and coordination of the approval of Statutory plans and amendments, subdivisions and condominium applications.

IMPACTS OF ALTERNATIVES CONSIDERED

If Council does not wish to support the recommendation, the following alternatives could be considered:

Alternative 1: Defeat second or third reading of Bylaw 8/2025 after closure of the Public Hearing. Bylaw 9/2025 and Bylaw 10/2025 would not be able to proceed. An implication of defeating this Bylaw would be that the applicants cannot re-apply within six months.

Alternative 2: Defeat second or third reading of Bylaw 9/2025 after closure of the Public Hearing and approval of Bylaw 8/2025. An implication of defeating this Bylaw would be that the applicant cannot re-apply within six months.

Alternative 3: Defeat second or third reading of Bylaw 10/2025 after closure of the Public Hearing and approval of Bylaw 8/2025. An implication of defeating this Bylaw would be that the applicant cannot re-apply within six months.

Financial:
None at this time.

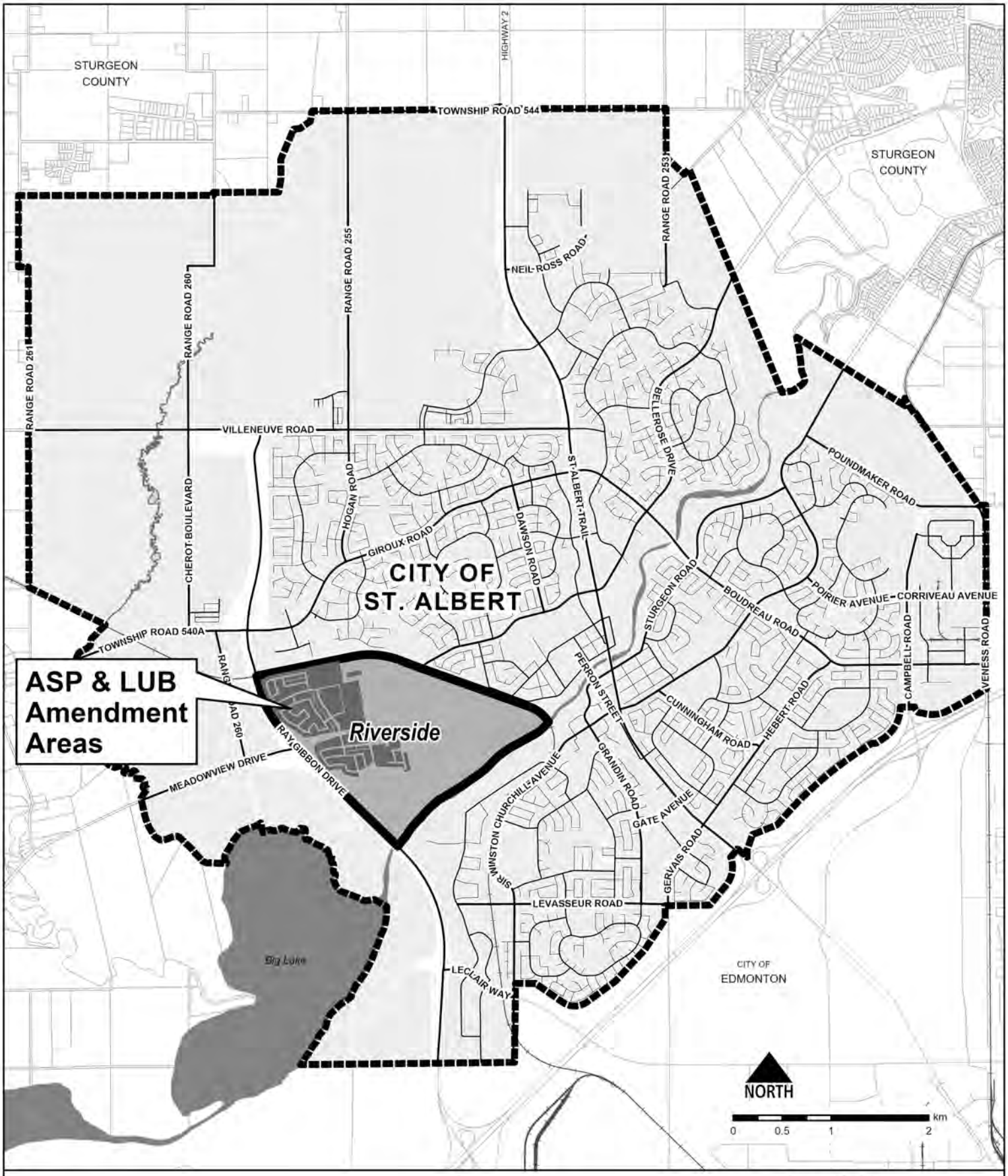
Compliance & Legal:
None at this time.

Program or Service:
None at this time.

Organizational:
None at this time.

Risks
None at this time.

Report Date: May 6, 2025
Author(s): Eric Schultz
Department: Planning and Development
Department Director: Kristina Peter
Managing Director: Adryan Slaght
Chief Administrative Officer: Bill Fletcher



City of St. Albert Cultivate Life

Location Map

Riverside Neighbourhood
Area Structure Plan & Land Use Bylaw
Proposed West Lands Amendment Areas

Document Path: G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LUB amends\Circulation Maps\Riverside_2025_ASP-LUB_CirculationMaps.aprx

Figure 1

CITY OF ST. ALBERT

BYLAW 08/2025

RIVERSIDE AREA STRUCTURE PLAN AMENDMENT

Being Amendment 6 to the Riverside Area Structure Plan Bylaw 1/2012

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

1. Bylaw 1/2012, being the Riverside Area Structure Plan, is hereby amended by replacing Schedule “A”, Riverside Area Structure Plan, with Schedule “A” attached hereto.

2. The Chief Administrative Officer is authorized to consolidate Bylaw 1/2012.

EFFECTIVE DATE

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

READ a First time this ___ day of _____ 2025.

READ a Second time this ___ day of _____ 2025.

READ a Third time this ___ day of _____ 2025.

SIGNED AND PASSED this ____ day of _____ 2025.

_____
MAYOR

_____
CHIEF LEGISLATIVE OFFICER

Schedule “A”
Is the Riverside ASP document

Schedule A

Riverside Area Structure Plan

Bylaw 1/2012

Consolidated by Bylaw ~~24/2024~~8/2025

(Approved ~~December 17, 2024~~May 6/2025)

Riverside Area Structure Plan Amendments

Amendment Number	Bylaw Number	1st Reading	2nd Reading	3rd Reading
Original – Timberlea Area Structure Plan	26/2005	October 18, 2005	October 18, 2005	November 21, 2005
Repealed	26/2005	January 23, 2012	January 23, 2012	January 23, 2012
Timberlea Area Structure Plan	1/2012	January 23, 2012	January 23, 2012	January 23, 2012
1 – Riverside Area Structure Plan	2/2012	January 23, 2012	January 23, 2012	January 30, 2012
2	4/2016	March 7, 2016	March 7, 2016	March 21, 2016
3	02/2020	February 3, 2020	March 2, 2020	March 2, 2020
4	46/2021	September 13, 2021	December 20, 2021	December 20, 2021
5	24/2024	December 17, 2024	December 17, 2024	December 17, 2024
6	8/2025	May 6, 2025	May 6, 2025	May 6, 2025

TABLE OF CONTENTS **Page**

1.0 INTRODUCTION 1
1.1 Purpose 1
1.2 Authority of the Plan 1
1.3 Timeframe of the Plan 2
1.4 Interpretation of the Plan 3
1.4.1 Map Interpretation 3
1.4.2 Application of the Plan 3
1.5 Objectives 4
1.6 Property Ownership Patterns 4
1.7 Planning Context 5
1.7.1 *Edmonton Metropolitan Region Growth Plan* 5
1.7.2 *Municipal Development Plan* ..... 6~~5~~
1.7.3 Existing Area Structure Plan 6
1.7.4 *Land Use Bylaw* 6
1.7.5 *Transportation Master Plan (TMP)* 7
1.7.6 *Utilities Master Plan (UMP)* ..... 8~~7~~
1.7.7 Red Willow Park West Master Plan Update (2018) 8
1.7.8 *Grey Nuns White Spruce Park Recommended Management Plan (May 2014)* 9
1.7.9 *Guidelines for the Protection of Natural Areas in the Timberlea Neighbourhood* ..... 10~~9~~
1.7.10 St. Albert Heritage Site Functional Plan ..... 10~~9~~
2.0 SITE ANALYSIS 11
2.1 Natural and Cultural Features 11
2.1.1 Topography and Drainage 11
2.1.2 Sturgeon River Designated Flood Line 11
2.1.3 Geotechnical Conditions 11

2.1.4 Vegetation Resources 12
2.1.5 Natural Areas Assessment 13
2.1.6 Natural Areas Assessment Recommendations 15
2.1.7 Environmental Site Assessment 16
2.1.8 Heritage Resources 17
2.2 Current Development Patterns 17
3.0 LAND USE CONCEPT 19
3.1 Future Land Use Map 19
3.2 Land Use Concept: Major Development Patterns 19
3.3 Residential Land Use 20
3.3.1 Low Density Residential 20
3.3.2 Medium Density Residential 21
3.3.3 High Density Residential 21
3.3.4 Supportive Housing 22
3.4 Commercial 22
3.5 Mixed-Use Node 23
3.6 Parks and Open Space 23
3.6.1 Red Willow Park ..... 24~~23~~
3.6.2 Heritage Park & Meadowview Ball Diamonds ..... 25~~24~~
3.6.3 Open Space Linkages 25
3.6.4 School/Park Sites 26
Table 3-1: Student Population Projection 27
3.6.5 Neighbourhood Parks 28
3.6.6 Stormwater Management Facilities 28
3.7 Institutional Uses 29
3.7.1 Institutional Uses 29
3.8 Development Statistics ..... 30~~29~~
Table 3-2: Development Statistics ..... 32~~30~~
4.0 TRANSPORTATION ..... 34~~32~~

4.1 Boulevard Crosstown and Collector Road Network 3432
4.2 Neighbourhood and Local Road Network 3432
4.3 Transit 3634
4.4 Rail 3634
4.5 Pedestrian/Bicycle Links 3635
4.6 Noise Attenuation 3735
4.7 Off-Site Levies 3836
4.7.1 Notes 3836
4.8 Complete Streets 3937
4.9 Crime Prevention Through Environmental Design (CPTED) 3937
4.10 Timing of Development – McKenney Avenue Crossing 4038
4.11 Potential Future Roadways and Intersections 4038
4.11.1 Roadway Connection for High Density Sites 4038
4.11.2 Meadowview Lane 4038
5.0 UTILITY SERVICES 4139
5.1 Water Servicing 4139
5.2 Wastewater Collection System 4139
5.3 Stormwater Management 4240
5.4 Shallow Utilities 4341
5.5 Public Utility Lots (PULs) 4442
5.6 Design Brief 4442
6.0 IMPLEMENTATION 4543
6.1 Development Staging 4543
6.2 Redistricting and Subdivision 4543
6.3 Building Inspections 4543

LIST OF FIGURES Page

Figure 1	Location Map	44
Figure 2	Future Land Use	45
Figure 3	Transportation	46
Figure 4	Water Servicing	47
Figure 5	Wastewater Collection System	48
Figure 6	Stormwater Management	49
Figure 7	Legal Descriptions	50
Figure 8	Municipal Reserve	51
Figure 9	Constraints	52
Figure 10	Staging Plan	53
Figure 11A	Aerial Map	54
Figure 11B	Historical Aerial Map	55
Figure 12	Natural Areas	56
Figure 13	Heritage Site	57
Figure 13A	Heritage Sites Functional Plan Concept	58
Figure 14	Former Historic River Lots	59

1.0 INTRODUCTION

1.1 Purpose

(1) This plan establishes the conceptual land use, transportation, and servicing patterns for the Riverside neighbourhood to implement the *Municipal Development Plan (MDP)*, which designates this sector of the city as neighbourhood, mixed-use node, and major open space.

(2) The plan works in concert with the *Red Willow Park Master Plan* and the Grey Nuns White Spruce Park (GNWSP) Management Plan, and the implementing policies to provide for appropriate pedestrian access, preservation of natural areas, and land management adjacent to the Sturgeon River and to the GNWSP.

(3) Servicing standards, population analysis, and other details supporting this Area Structure Plan (ASP) are referenced in the *Timberlea Area Structure Plan Technical Report* (Technical Report), dated May 2005, the Riverside Technical Report dated June 2019, ~~and~~May 1, 2024, and November 6, 2024, which was prepared by Select Engineering Consultants Ltd. Riverside Technical report, dated August 2024, which was prepared Clarity Development Advisory. These documents were used to prepare this Bylaw.

1.2 Authority of the Plan

This Riverside ASP Bylaw 1/2012 was renamed by Bylaw 2/2012. It was originally known as the Timberlea ASP. The *Timberlea ASP Bylaw 26/2005* was repealed and replaced by Bylaw 1/2012, which was passed by Council in accordance with the *Municipal Government Act (MGA)*.

The MGA identifies an ASP for the purpose of providing a framework for subsequent subdivision and development of the area. The ASP is to describe sequence of development, land use purposes, population density, and general location of transportation, public utilities, and other matters Council considers necessary. The approval of the Riverside 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 Area Structure Plan is future-oriented and depicts how Riverside is expected to be developed by ~~2030~~ 2035 and through a series of public and private sector initiatives. The completion of the Riverside neighbourhood is dependent on servicing capacities and market demand. While the plan envisions a desired future, changes to the plan may be required to respond to new circumstances. Thus, to ensure that it remains current and relevant, the plan may be reviewed 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 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 road 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 *Riverside 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 subdivision railroad to the north and northeast;
- Sturgeon River to the south; and
- Ray Gibbon Drive to the west and southwest.

The ASP area encompasses a gross area of 284.4 hectares± and a net developable area of 218.6 hectares±. Approximately 47 hectares of land in Riverside has been dedicated and registered as Environmental Reserve; in addition, approximately 14 hectares has been dedicated and registered as Municipal Reserve.

1.5 Objectives

The objectives of this ASP are to:

- create a land use plan that maximizes the amenity value of a location near the Sturgeon River;
- integrate the land use and circulation pattern with Ray Gibbon Drive;
- offer a wide range of housing options reflecting present and future market and demographic conditions in St. Albert;
- create a satisfactory interface with Red Willow Park, Grey Nuns White Spruce Park, and Heritage Park;
- provide a framework for an innovative neighbourhood development that will anticipate future demographic, market, and economic factors;
- incorporate the natural areas as a place for nature-lovers and future generations;
- develop a strong pedestrian orientation and linked network of walkways, trails, and public green spaces; and
- establish a Mixed-use Node that will provide a safe, accessible, focal point of commercial and higher density nodes in the heart of the neighbourhood.

1.6 Property Ownership Patterns

In the past, lands within the boundary of Riverside were described using the early River Lot settlement pattern, where the narrow river lots extended, which were officially surveyed in 1883, perpendicular to the Sturgeon River, (see Figure 14, Former Historic River Lots). In October 2015, the River Lots in the central and west portion of the Plan Area were consolidated and subdivided; thus, changing the river lots to parcels with plan, block, and lot numbers.

The lands within the Plan Area have four (4) landowners. The Plan Area also includes the road allowances for Meadowview Drive, Hogan Road, and the roadway known locally as Meadowview Lane. Some portions of these roadways will be closed, and the land integrated into the overall fabric of the neighbourhood. Other portions will be retained for uses such as roads that are renamed, open space, and walkways, as described later in this document.

Figure 7 provides the legal descriptions of the parcels of land within the Plan Area.

1.7 Planning Context

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

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 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).

The Riverside ASP proposes an unchanged net residential density of 33 dwelling units per net hectare. Since the Riverside ASP predates 2017, the density requirement of 40 dwelling units per net hectare does not apply. The Riverside ASP, however, does meet the minimum density of 30 dwelling units per net hectare, which was the required density by the Capital Region Board at the time the existing ASP was approved. This application was not required to be referred to the EMRB since it met all the requirements of the EMRB Growth Plan.

On November 22, 2024, the Government of Alberta informed the EMRB that its funding would not be renewed in Budget 2025. On January 23, 2025, the Board of EMRB voted to close the operations of the EMRB by March 31, 2025. On April 1, 2025, the Government of Alberta repealed the EMRB Regulation, and dissolved the organization. With the dissolution of the EMRB, this section of the document has been retained for content on developing the Riverside neighbourhood with prescribed densities that are supported through policies in the Municipal Development Plan.

1.7.2 *Municipal Development Plan*

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 neighbourhoods. A corridor of land along the north shore of the Sturgeon River and the Grey Nuns White Spruce Park is designated as major open spaces on Map 3.

1.7.3 Existing Area Structure Plan

The original Timberlea Area Structure Plan Bylaw 26/2005 was adopted on November 21, 2005 and repealed and replaced by Bylaw 1/2012 adopted January 23, 2012. It was later amended to be known as the Riverside ASP by Bylaw 2/2012. Bylaw 4/2016 amended the Riverside ASP to adjust the west boundary, land uses, and statistics. Bylaw 2/2020 amended the Riverside ASP to improve the road network, adding a second school site, relocating medium/high density land uses, and adding a commercial site north of McKenney Avenue. Bylaw 46/2021 amended the Riverside ASP to reduce the area of SWMF#4 (stormwater management facility), add low density residential lots, and adjusted the local road network. Bylaw 24/2024 amended the Riverside ASP to update land uses, roadway network, and servicing for River Lot 22 (27 Genstar Annex). Bylaw 8/2025 amended the Riverside ASP by repositioning high density sites and adding low density residential, removal of the linear park between Rankin Drive and Grey Nuns White Spruce Park, add a park south of Rosa Crescent and reshape the park in the northwest portion of the Plan Area, reshape SWMF#4, and add a roadway between Raven Point and Redpoll Wynd.

1.7.4 *Land Use Bylaw*

The City's *Land Use Bylaw* controls development of the lands within the neighbourhood. The Future Urban Development 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 Land Use Bylaw (redistricting), ahead of subdivision and development.

The ASP Figure 2, Future Land Use, demonstrates the base land uses and descriptions within this document describe the expected uses and densities. Land uses anticipated are - neighbourhood commercial; public and private service such as schools; low density residential; medium and high density residential with opportunity for supportive housing; public parks; trails and walkways; and stormwater management facilities (as public utility lots).

The lands districted Direct Control (DC) include: the lands located east of Meadowview Lane, lands owned by the Oblates, and the Heritage Park site consisting of the Métis Farm and the future French-Canadian Farm. Lands districted Public, Private, and Institutional Service (PSI) include: The Grain Elevator Park and Train Station as well as the future Interpretive Centre for the Heritage Park. Lower portions of the Heritage Park, on River Lots 23 and 24, are natural areas that will have trails as part of the future development of the Heritage Park. The Meadowview Ball Diamonds are adjacent to the Heritage Park with a land use district of Public Park (PRK). Portions of River Lots 19, 20, 21, and 22 have been districted for residential uses.

All privately owned lands located below the Designated Flood Line were designated as Environmental Reserve or Municipal Reserve in 2010 and 2023. The designated land includes 9.25 hectares± of the White Spruce Forest, which is within the Grey Nuns White Spruce Park. Environmental Reserve will need to be dedicated on Plan 822 2288, Lot A (20 Meadowview Lane). Municipal Reserve is owed on St. Albert OT, Lot 22 (10 Meadowview Lane); and Plan 822 2288, Lot A (20 Meadowview Lane).

1.7.5 *Transportation Master Plan (TMP)*

The Transportation Master Plan (2015) prepared by Associated Engineering for the City of St. Albert applies to these lands. The TMP shows road patterns at various population horizons. The Riverside neighbourhood crosstown roadway is McKenney Avenue, which connects to Ray Gibbon Drive on the west and eastward to St. Albert Trail.

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.

1.7.6 *Utilities Master Plan (UMP)*

The Utilities Master Plan (2020) 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.

1.7.7 Red Willow Park West Master Plan Update (2018)

The Red Willow Park West (RWPW) Master Plan Update (2018) provides a long-term vision and comprehensive plan for the development and management of Red Willow Park West. The overarching objective of the 2018 update was to create a clear vision for future park development through an innovative, user friendly and achievable RWPW Master Plan.

The guiding principles provide clear direction for maintaining ecological integrity RWPW while providing opportunities for low impact outdoor recreation. The guiding principles are as follows:

Ecological Integrity - managed to conserve environmental biodiversity and ecological integrity.

Ecosystem Management - management will recognize that is part of a larger ecosystem/watershed.

Integration - future land decisions will strive to integrate conservation, outdoor recreation, tourism, and heritage appreciation.

Shared Stewardship - through partnerships private sector, landowners, other governments, not -for -profits groups, and individual citizens.

The plan also defines the development of the Grey Nuns White Spruce Park, which is designed to protect and manage the forest as a Municipal Historic Resource, while allowing appropriate public access for enjoyment and education.

Where urban development is in proximity to the tree stands, careful consideration will be given to relative elevations and surface drainage to ensure that the tree stands are not negatively affected. Design approaches may include the creation of naturalized buffers between the tree stands and adjacent roads or residential lots.

Pedestrian access to Red Willow Park will be controlled, with no individual access points from adjacent residential areas; meaning no gates will be allowed onto the GNWSP and Red Willow Park from individual properties. A future access point is conceptually located to the west of the existing Hogan Road right-of-way, which may provide for future parking opportunities, bus turn-around, and entrance area for persons wishing to use the trail system.

1.7.8 *Grey Nuns White Spruce Park Recommended Management Plan (May 2014)*

The Grey Nuns White Spruce Park (GNWSP) is a larger area that contains the White Spruce Forest that is designated as a municipal historic resource through Bylaw 31/2011, because of its ecological and historical significance. The Management Plan provides recommendations to preserve and maintain the forest and the larger area of the GNWSP for the enjoyment of its residents for generations to come. The GNWSP is located within the boundaries of the Red Willow Park West Master Plan Updated (2018).

1.7.9 *Guidelines for the Protection of Natural Areas in the Timberlea Neighbourhood*

The *Guidelines for the Protection of Natural Areas in the Timberlea Neighbourhood (2007)* document provides best management practices to be used during construction activities within the Riverside area to avoid or mitigate potential impacts on natural areas. This plan requires an Environmental Construction Operations (ECO) Plan be submitted to the City prior to the approval of a Development Agreement or Development Permit.

1.7.10 St. Albert Heritage Site Functional Plan

The *St. Albert Heritage Site Functional Plan (January 2010)* provides the long-term vision and plan for restoration of the Heritage Site located on the eastern edge of the Riverside ASP area. The Historical concept plan is shown on Figure 13A. Changes to the St. Albert Heritage Site Functional Plan do not require an ASP amendment.

2.0 SITE ANALYSIS

2.1 Natural and Cultural Features

2.1.1 Topography and Drainage

The area has level to gently sloping terrain, sloping south towards the Sturgeon River. The land falls gradually from an elevation of 665 metres above sea level at the northwest corner to 650 metres at the Sturgeon River. Natural site drainage is generally to the south to the Sturgeon River.

2.1.2 Sturgeon River Designated Flood Line

The southern fringe of the ASP area lies below the Designated Flood Line of the Sturgeon River. No development is allowed below the Designated Flood Line. All development in the Riverside ASP must conform to the Land Use Bylaw as amended; the Designated Flood Line Regulations and Schedule A. Previously two fill sites were permitted (permit numbers DP-2006-00463 and DP-2006-000462), but no further fill sites will be permitted in the Riverside neighbourhood. These sites are shown in Figure 12, Natural Areas.

2.1.3 Geotechnical Conditions

Geotechnical investigations within the Plan Area are documented in the report *Red Willow Subdivision – Geotechnical Investigation,* March, 2001 and in a report *Timberlea Subdivision Development*, June 2006, both prepared by UMA for Genstar Development Company Ltd. The reports provide 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. An additional 16 test holes were drilled in 2006.

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.

The water table depths were between 1.2 metres to greater than 5 metres below ground surface.

Geotechnical investigations for River Lot 22 (27 Genstar Annex) are documented in the *Geotechnical Investigation Proposed LA Ventures Riverside Subdivision Part of River Lot 22 Meadowview Drive West of Meadowview Lane St. Albert, Alberta*, October 2022. Four test holes were drilled. The water table depths were between 0.2 metres above the ground surface to 2.5 metres below ground surface.

Areas of high groundwater levels in the Plan Area may require further investigation at the time of subdivision, Development Permit, and building construction stage to identify mitigation measures addressing hydro-geological concerns. If an acceptable strategy cannot be obtained, then the land may be deemed unsuitable for development.

Geotechnical studies were not conducted on 10 Meadowview Lane and 20 Meadowview Lane, and should be completed prior to development of these lands.

2.1.4 Vegetation Resources

Much of the land within the Plan Area has been extensively cultivated for many years. A number of natural and man-made planted tree stands and two low areas with intermittent water are distributed throughout the Plan Area. In addition, a zone of riparian vegetation extends continuously along the north shore of the Sturgeon River.

Based on the *St. Albert Natural Areas Review and Inventory, 1999* prepared by Spencer Environmental Management Services Ltd. eight natural areas were identified. A detailed description of the eight natural areas, along with direction as to their integration into the neighbourhood, is provided in the Technical Report 2005. Four major natural areas within the ASP area, comprising more than 38.5 hectares± are being proposed for partial or full retention and integration and will be registered as Environmental or Municipal Reserves.

The proposed stormwater management facilities provide opportunities for the creation of additional wetlands and wildlife habitat to enhance the natural resources of the Plan Area.

2.1.5 Natural Areas Assessment

A report entitled *Natural Areas Assessment for the Timberlea Area Structure Plan* was prepared by Westworth Associates Environmental Ltd. in May 2004. The Natural Areas Assessment (NAA) addressed natural areas A through F, as shown on Figure 12, Natural Areas of this ASP, focusing on sustainability of these areas that are proposed for preservation. Areas A through H are described generally as follows:

Area A: The riparian fringe along the north shore of the Sturgeon River comprised of riparian sedge, willow, and balsam poplar. Much of this area is located below the Designated Flood Line of the Sturgeon River. Most of the lands have been registered as Environmental Reserve and include a 20-metre buffer along the northern edge of the Sturgeon River riparian fringe.

Area B: This is a prominent white spruce forest, 9.25 hectares± (22.86 acres±) in size. This parcel was officially designated as Municipal Reserve and named as the "Grey Nuns White Spruce Forest" in 2011. This Municipal Reserve includes a 50-metre vegetated buffer around the white spruce stand, as recommended by the Natural Areas Assessment.

Area C: This is a balsam poplar forest with a successional understory of white spruce located above the riparian fringe of the Sturgeon River and partly below the Designated Flood Line. It is 3.27 hectares± (8.08 acres±) in size, and is designated for retention to define the interface between the residential area and Red Willow Park. This area is registered as Environmental Reserve and includes a 20-metre vegetated buffer along the northern edge of the mixed wood stand, as recommended by the Natural Areas Assessment.

Area D: This 1.19 hectares± (2.94 acres±) stand of mature and young balsam poplar, aspen poplar, and white spruce is designated for integration as a natural feature. Portions of the poplar stand will be reduced in size to allow road access to residential lots. The remaining treed portion is located above the

Designated Flood Line, and will be designated as Municipal Reserve.

Area E: Two stands of trembling aspen, balsam poplar, and spruce are located in the eastern portion of the Plan Area. They lie partly below and partly above the Designated Flood Line. Those portions below the Designated Flood Line are eligible for protection as Environmental Reserve. The areas above the Designated Flood Line are located on smaller, individual lots which may preclude preservation of the majority of the trees. The efficacy of incorporating these existing trees within future development will be determined at the time of subdivision.

Area F: This is an extensively modified area of low lying land, drainage channels and fringe woodland of willow and red osier dogwood occurring in the central portion of the Plan Area. The area has received stormwater from Mission Park and Lacombe Park for almost 30 years. In addition, a natural gas pipeline has been constructed through the area.

Portions of the low lying area will be retained in modified form for continued stormwater management. The resulting stormwater management facility in this area will be naturalized, acting as a man-made wetland. The stormwater management facility will be connected to Red Willow Park by a north-south vegetated open space corridor that will also extend north to Lacombe Lake Park.

The provincial government has reviewed this area, and has determined that it does not meet the criteria for a permanent water body, and therefore will not claim the area under Section 3 of the Public Lands Act. Mitigation requirements for removal of the wetland has been approved by the Regulatory Approvals Centre for the Province of Alberta.

Area G: This roadside shelterbelt has a limited size and attenuated shape, making integration of this natural area into the fabric of the neighbourhood particularly difficult. The existing shelterbelt provides for an avian connection between Natural

Areas F and H. Because Area H is proposed to be removed as part of the development of Riverside, the habitat value of Area G is greatly diminished. Given the other Municipal Reserve needs in the area, this area will not be retained in favour of preserving other natural areas.

Area H: This low lying area is too limited in size to warrant consideration for retention and integration into the urban development pattern. If preserved, the sustainability of the natural area is questionable without significant buffers and other mitigation measures. Because this area is not as ecologically valuable as other areas planned to be preserved within the Plan Area, and given the limited Municipal Reserve resources for the area, Area H is proposed to be removed and developed.

The provincial government has reviewed this area, has determined that it does not meet the criteria for a permanent water body, and therefore will not claim the area under Section 3 of the Public Lands Act. Mitigation requirements for removal of the wetland will be determined by Alberta Environment and Parks at the time of subdivision of the area.

2.1.6 Natural Areas Assessment Recommendations

The Natural Areas Assessment (NAA) includes several recommendations that will improve the sustainability of the preserved natural areas. The following recommendations from the NAA have been incorporated into the neighbourhood design concept, as shown on Figure 2, the Future Land Use Map:

- Reclaim the portion of Hogan Road that divides the white spruce stand;
- Maintain a portion of Natural Area
- Maintain the natural drainage pattern and flow regime to the Sturgeon River (naturalization of existing north-south drainage ditch); and
- Design all stormwater ponds as wildlife habitat; and

In addition to the above mitigation measures, the NAA recommends that the City create a management plan for retained natural areas, particularly those within Red Willow Park, to reduce the indirect effects of urban development on natural areas. In response, the City has developed a management plan entitled *"Guidelines for the Protection of Natural Areas in the Timberlea Neighbourhood"* to guide development and construction practices in Riverside. The Grey Nuns White Spruce Park (GNWSP) Recommended Management Plan was prepared in May 2014 to provide guidance on preserving and maintaining the GNWSP.

2.1.7 Environmental Site Assessment

Phase 1 Environmental Site Assessments (ESA), based on the CSA Standard Z76894, Phase 1 Environmental Site Assessment (1994), was completed in December 1999 for all Genstar lands in Northwest St. Albert. In June 2014, Genstar updated the Phase 1 ESA within Riverside including the 12.96 hectares expansion area adjacent to Ray Gibbon Drive. An ESA was conducted in May 2006 for the portion of River Lot 21 and 22 within the Plan Area. An ESA was conducted in August 2022 for a portion of River Lot 22 within the Plan Area. There are no environmental concerns within the lands owned by Genstar and L.A. Ventures Inc., within the Plan Area.

The Phase 1 Environmental Site Assessment is recommended for the balance of the lands not owned by Genstar and L.A Ventures Inc., prior to redistricting and/or subdivision approval.

There are three (3) wellheads within the Plan Area. Figure 9, Constraints, provides the location of wells, and licence numbers. These oil wells each require a reclamation certificate and a determination if a 5-metre radius setback is sufficient. Setback requirements are determined and regulated by Alberta Energy Regulator (AER). The wellheads should remain as privately held lands with appropriate physical access, according to all pertinent standards and legislation. The City will not assume ownership or liability for a wellhead.

2.1.8 Heritage Resources

A Historical Resources Inventory of Genstar lands in northwest St. Albert was completed by Aresco Ltd. in 1978. Of the five sites located within the Plan Area, three were recommended for further work "in the event of development impact" (Aresco, 1978, p. 20).

All three sites are located in the floodplain (Aresco, 1978, pp. 12 & 13) of the Sturgeon River and Big Lake. Therefore, these sites will not be subject to residential development proposed under this ASP.

Western Heritage submitted a Statement of Justification to Alberta Culture in April 2015, which included the 12.95 hectares expansion area in the west portion of the Plan Area. Historical Resources Act clearance was granted by Alberta Culture on May 15, 2015.

L.A. Venture received Historical Resources Act Approval for part of River Lot 22 on August 12, 2022.

2.2 Current Development Patterns

The Plan Area is bordered by residential urban development to the north and east. The Mission, Ville Giroux, and Lacombe Park neighbourhoods are located immediately north of the CN Sangudo Rail right-of-way. Riel Business Park occupies land immediately to the south of the Sturgeon River. Residential and roadway development has begun in this neighbourhood. Any development (construction or excavation) within proximity to high-pressure gas pipelines shall follow guidelines of the Canada Energy Board.

On the east side of Meadowview Lane is a mixture of land uses, including the Public Works satellite yard (site of the future Heritage Park Interpretive Centre), the Meadowview Ball Diamonds; plus, two restored grain elevators (designated Provincial and Municipal Historical Resources), accessory buildings to the heritage site, and replica train station. The Chevigny House and Brosseau Granary will form the French Canadian Farm, which moved from River Lot 24 to River Lot 23 in 2016.

The Cunningham and Hogan residences, located on River Lot 24, will form the nucleus of the Métis Farm. The *St. Albert Heritage Site Functional Plan (January 2010)* addresses the heritage concept. The Heritage Park is part of

the Red Willow Park, as designated within the *Red Willow Park: West Master Plan Update*.

On the west side of Meadowview Lane are two small holdings that include the Missionary Oblates' property, and a private homestead.

A high-pressure gas line runs east-west through the southern portion of the Plan Area. A gas regulating station is located immediately east of the Grey Nuns White Spruce Park. Another gas line runs north from the station to Lacombe Park. These lines will run, in large part, through areas designated for open space, and may be used as trail links.

Three rural roads are located within the Plan Area. Hogan Road runs north-south, while Rankin Drive formerly called Meadowview Drive, runs east-west, linking St. Albert with Sturgeon County to the west. Meadowview Lane runs north-south in the eastern portion of the Plan Area. The connection to Mission Avenue on the north side of the CN Rail was closed in 2016, but the ASP shows this connection will re-open.

The CN right-of-way defines the northern limit of the ASP area. According to CN, four trains within a 24 hour period travelled the CN Sangudo Rail right-of-way 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 Riverside is shown on Figure 2. 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

Two major factors affect the urban form of the future Riverside Neighbourhood: the major transportation routes, and the open space system. Ray Gibbon Drive defines the western boundary of the neighbourhood, and extension of McKenney Avenue through the neighbourhood separates it into northern and southern residential precincts. McKenney Avenue will be the primary arterial road for the neighbourhood, with collector roads looping off McKenney Avenue, which will separately serve the north and south residential areas. The Mixed-use Node designated along both sides of McKenney Avenue in the central Plan Area will serve both precincts. The commercial and higher density land uses concentrated in this area will become a major destination for residents within the community and beyond. Other smaller sites for medium density residential housing forms are also identified within the Plan Area.

Riverside proposes to integrate urban development with the existing natural features to create a unique residential environment, in concert with the *Red Willow Park Master Plan.* The registered environmental and municipal reserve boundaries create a natural transition between the residential land uses proposed in Riverside and Red Willow Park. A north-south trail along the linear stormwater channel, and pedestrian walkways on McKenney Avenue will link Red Willow Park with Lacombe Lake Park to the north, providing an opportunity for pedestrian and bicycle links with the rest of St. Albert. More active neighbourhood parks are also designed into the Plan Area.

The existing heritage buildings will form the nucleus of a Heritage Park in the eastern portion of the Plan Area. A new neighbourhood connection of Rankin Drive to Mission Avenue is proposed – by extending Rankin Drive to the east of Meadowview Lane and providing a north-south connection from Rankin Drive to Mission Avenue, with a proposed neighbourhood intersection accommodated

northwest of the St. Albert Grain Elevator Park (future Heritage Sites) on Mission Avenue. This new roadway shall provide service and improved connectivity to the Riverside community to the west, as well as access to the Meadowview Ball Diamonds and Heritage sites to the east.

3.3 Residential Land Use

3.3.1 Low Density Residential

Low density residential land use will comprise of ~~102.6~~105 hectares± of land within the Plan Area. Low density residential land use may include single-detached house, single-detached house with a secondary suite, semi-detached, duplex housing, and townhousing forms, or any combination thereof, provided the low density built forms conform to the Land Use Bylaw requirements. The maximum density for low density residential is 39 dwelling units per net hectare. The number of low density residential units anticipated is ~~2,462~~ 2,660 dwelling units. The total number of dwelling units proposed, approximately ~~61%~~ 66% of the dwelling units proposed, will be low density residential dwelling units.

As of 2018, the Land Use Bylaw and Complete Streets guidelines allows for limited number of public laneways to be incorporated into the low density residential districts. Laneways allow vehicular access and parking to the rear of lots. These lots front onto a public street, and such streetscape enables on-street parking and pedestrian connection without conflicting with driveways.

A portion of the land for Plan 822 2288, Lot A (20 Meadowview Lane), and the Heritage Park are below the designated flood line. The Land Use Bylaw has regulations about development and the designated flood line.

Any residential development backing onto the CN Rail Line must consider noise impacts from the adjacent rail corridor.

3.3.2 Medium Density Residential

Medium density residential sites are located on, or within walking distance of, transit routes and adjacent to a collector roadway. In addition, the sites are located near parks and other amenities in accordance with community well-being policies identified in the *MDP*. Medium density land uses may include ~~the development of three or more attached units that may include~~ housing types such as townhouses and apartment buildings with density range of 40 to 100 dwelling units per net residential hectare. The number of units anticipated is ~~806~~ 735 units, which is approximately ~~20~~18% of the dwelling units.

Townhouse: Townhouse development is generally designated along collector roadways with driveways and vehicular access provided from a lane or private roadway. ~~and /or in transition to medium-high density residential land uses~~. Depending on the Land Use Bylaw district, Townhouses may be developed as townhouse-single, townhouse-plex, or townhouse-complex.~~fee simple or private site specific street-oriented townhouses with rear access.~~

Townhouse / Apartment: ~~There are three m~~Medium density residential sites located within the Mixed-use Node ~~which~~ may be developed with a mix of townhouse and/or apartment. The site location will provide residents with convenient access to commercial businesses and the Red Willow Park. The projected densities applied to townhouse/apartment buildings is approximately 65 dwelling units per net hectare.

Townhouses and apartment buildings should be designed to have presence on the streetscape. This may be achieved by locating the building closer to the street and using a variety of architectural design features and building articulation to enhance the streetscape. Vehicular access for ground oriented medium density built form such as townhouses is only allowed from a rear lane.

3.3.3 High Density Residential

~~Three high density residential areas are proposed within the Mixed-use Node. These sites are located south of McKenney Avenue on either side of Rankin Drive.~~

The three High Density residential developments located within the Mixed-use Node may be developed as ~~typically include~~ apartment style development with minimum densities ~~above~~ of 100 dwelling units per net residential hectare. The number of dwelling units proposed is ~~780~~ 620 units±, which would comprise of approximately ~~20%~~ 16% of the total number of residential units in the Plan Area.

Site layout and building placement for high density built forms should also consider maximum frontage and visibility from public streets. High density developments, where possible, should front onto and be located close to the higher order neighbourhood roadways. High density developments should also use architectural design features to address the streetscape. Building design should incorporate articulation and transition to reduce impact from building massing, shadowing, noise, and privacy onto adjacent buildings.

~~To ensure improved connectivity and traffic operational consideration, a possible future east-west neighbourhood road may be required. This possible future road would connect the road network between the high-density sites south of Rankin Drive. Other options may be considered with the final configuration for roadway connections at the time of subdivision or site development.~~

3.3.4 Supportive Housing

Supportive living accommodation is a residential use that may be located within the Mixed-use Node. Supportive living accommodation provides support services such as meals and laundry, and access to on-site professional care within a group living arrangement. When a development has sleeping units that do not have a full kitchen, the sleeping units are not counted as dwelling units.

3.4 Commercial

The overall commercial use is approximately 2.6% of the developable lands, which is 5.7 hectares±. ~~Two c~~Commercial sites are ~~designated,~~ located on either side of McKenney Avenue and are within ~~in the heart of~~ the Mixed-use Node. These sites may provide sale of goods and services for the ~~whole~~ community.

Commercial uses located within the Mixed-use Node shall be complementary to the surrounding residential uses in terms of scale and compatibility. When ~~The~~ commercial area borders ~~a multiple family~~ residential ~~site~~areas, and ~~.~~ ~~There~~there is no physical separation such as a roadway from the proposed commercial uses, mitigation measures should be undertaken. Mitigation measures may be required to address noise, light, and odour issues created by the commercial uses, to ensure that the adjacent ~~multiple family~~ dwelling units and amenity area are not negatively impacted.

Connectivity for active transportation such as walking, and cycling should be considered through the provision of walkways surrounding commercial sites. Where commercial uses abut residential uses, walkways should be incorporated into the site layout and proposed building design to enable walkability between commercial and residential uses and reduce dependency on vehicular trips.

3.5 Mixed-Use Node

A ~~m~~Mixed-use ~~n~~Node, as identified in the *MDP,* is a compact area that has a mix of amenities, housing choices, and services. Riverside's ~~m~~Mixed-use ~~n~~Node is located in the central portion of the Plan Area ~~and extends north of McKenney Avenue and south to the Grey Nuns White Spruce Park~~. This node will become the social and economic heart of Riverside and provide an attractive, vibrant, and desirable place to live, work, play, and shop. This pedestrian oriented area could have a mix of commercial, higher density residential, supportive housing, with pedestrian linkages to the neighbourhood and parkland areas. The ~~m~~Mixed-use ~~n~~Node is shown on Figure 2, Future Land Use with a dashed circle.

3.6 Parks and Open Space

The parks and open space system will comprise five major components: the Red Willow Park that includes the Grey Nuns White Spruce Park, north-south open space linkages, two school/park sites, neighbourhood parks, and stormwater management facilities.

The *Municipal Government Act* and the *Municipal Development Plan* requires that 10% of the developable land area to be dedicated as Municipal Reserve (MR), which can be used as schools, parks, woodlots, and trails that are not associated with Public Utility Lots.

Parcels that are deficient in the minimum required MR dedicated are noted in section 1.7.4 – Land Use Bylaw of this Plan, and reflected in Figure 8.

The City of St. Albert Parks and Open Space Standards and Guidelines should be followed for the development of parks, open spaces and trail systems.

3.6.1 Red Willow Park

Red Willow Park will comprise an open space corridor along the north bank of the Sturgeon River, incorporating its riparian zone, adjacent tree stands, and some formerly cultivated farmland below the Designated Flood Line. The Red Willow Park boundary is consistent with the registered northern limit of the Red Willow Park.

The Grey Nuns White Spruce Park (GNWSP) is a major landscape feature wholly located within Red Willow Park boundaries. The GNWSP is designated as Municipal Reserve.

Red Willow Park may also include those portions of three adjacent tree stands above the Designated Flood Line, which will be designated as Municipal Reserve. Where urban development is in proximity to the tree stands, careful consideration will be given to relative elevations and surface drainage to ensure that the tree stands are not negatively affected. Design approaches may include the creation of naturalized buffers between the tree stands and adjacent roads or residential lots.

Pedestrian access to Red Willow Park will be controlled, with no individual access points from adjacent residential areas; meaning no gates will be allowed onto the GNWSP and Red Willow Park from individual properties. A future access point is conceptually located to the west of the Redpoll Wynd formerly the~~existing~~ Hogan Road right-of-way, which will provide future parking opportunities, a bus turn-around, and an entrance area for persons wishing to use the trail system. The City has developed the *Guidelines for the Protection of Natural Areas in the Timberlea Neighbourhood* as a natural areas management plan for Red Willow Park, which addresses best management practices during construction, buffers, and the transitioning between natural areas and urban uses. The policies adopted in this management plan will be incorporated into the conditions of adjacent subdivision or development permit approvals, as appropriate.

3.6.2 Heritage Park & Meadowview Ball Diamonds

A portion of the Plan Area east of Meadowview Lane is designated as the Heritage Park within the *Red Willow Park: West Master Plan Update* (2018).

The Heritage Park and Meadowview Ball Diamonds is 15.7 hectares±. The Meadowview Ball Diamonds consists of four fields and a club house. The Heritage Park includes a number of historically significant buildings: two restored grain elevators designated Provincial and Municipal Historical Resources, a replica of the original St. Albert Train Station, the Cunningham House, the Hogan House, the Chevigny House, and the Brosseau Granary, as shown on Figure 13A, Heritage Sites Functional Plan Concept. Significant investment is being made to restore the buildings and site as a tourist attraction and multi-use park area. The restoration plans for the site and buildings are further detailed in the *St. Albert Heritage Site Functional Plan Final Report (January 2010).*

Plans for the site also include a public amenity area suitable for public and private events, festivals, and celebrations, as well as the possibility of developing a Métis and French Canadian Farm in the future.

A new neighbourhood connection off Rankin Drive to Mission Avenue is proposed, by extending Rankin Drive to the east of Meadowview Lane and providing a north-south connection from Rankin Drive to Mission Avenue, with a proposed neighbourhood intersection accommodated northwest of the St. Albert Grain Elevator Park (future Heritage Sites) on Mission Avenue. This new roadway shall provide service and improved connectivity to the Riverside community to the west, as well as access to the Meadowview Ball Diamonds and Heritage sites to the east.

3.6.3 Open Space Linkages

In the north-central portion of the Riverside ASP, adjacent to the CN Rail and McKenney Avenue is stormwater management facility (SWMF) 1 and its associated channel that provide a stormwater link between Lacombe Park Lake and the Sturgeon River. The channel for overland flow will provide opportunities for local ponds to add interest, variety, and habitat. The north-south linkage will also include the current easement

for the intermediate pressure gas line. The stormwater linkage will be designated as a public utility lot (PUL).

This open space linkage will be a naturalized landscape to improve connectivity for wildlife movement and to minimize maintenance costs. Careful attention will be given to the gradient of the stormwater conveyance channel to provide positive drainage and avoid stagnant water wherever possible.

Other trails will connect with the north-south open space linkage, including both on-street sidewalks and off-street trail systems, in order to provide a comprehensive trail network throughout the neighbourhood. A portion of Natural Area D, which is an east-west running mixed-woods stand, will be retained as Municipal Reserve, and a trail is proposed within the tree stand. Routine assessment will need to be completed to assess the health and life of the tree stand. Trails developed within a Public Utility Lot (PUL) provide public linkages, but no Municipal Reserve designation is provided in these instances. The trails must be installed, by the developer, at the time of subdivision so that future residents are aware of trail alignments. The conceptual neighbourhood trail network is shown on Figure 2, Future Land Use and Figure 3, Transportation.

3.6.4 School/Park Sites

Two school/park sites are proposed within the Plan Area as part of the required Municipal Reserve dedication. A school/park site of 3.89 hectares± is proposed north of McKenney Avenue. Two neighbourhood roadways are adjacent to the school site with a proposed pedestrian linkage on the south-east corner. The proposed low density residential may have private rear access to reduce the number of driveways; thus, minimize pedestrian and vehicle conflict that occurs at a school site. At the time of subdivision approval and the development permit, traffic calming mitigation measures on the neighbourhood roadways adjacent to the school sites shall be considered.

A second school/park site of 3.8 hectares± is proposed east of the Mixed-use Node. This school/park site will have frontage onto both Riverside Drive and Rankin Drive. Low density residential developments will back onto this site.

Parks shall be designed to maximize frontage onto public streets for better access and visibility. Increased visibility will create safer public spaces natural surveillance from adjacent pedestrian and vehicular traffic.

Design of school sites should consider more than one access point into the school site. Bus layby pick up/drop off area, on and off-loading area and parking areas should be accommodated within the school property. Placement and design of school buildings, sports fields, playgrounds, and parking areas should consider impact onto adjacent residential developments with regards to privacy, noise, and traffic. Emphasis shall be placed on connectivity of the school sites with integrating walkways to allow pedestrian connectivity within the school site, as well as, between the school and the park site. Consideration should be given to site design, with proactive placement of pedestrian crossings aligning with desired paths of school access points. Traffic calming and reduction of conflict between road users (i.e. – no pedestrian crossings accommodated within drop off bays) should also be considered in site design. Pedestrian connectivity should be included to connect the school/park site to the rest of the adjacent neighbourhood. Design elements should consider the use of cross walks, signage, depressed curb, and tactile surfaces to facilitate accessible pedestrian connectivity.

Table 3-1: Student Population Projection

Age	Grades	% of ~~2018~~ 2024 City of St. Albert Census age composition population 64,573 ~~62,842~~	Student Generation Riverside Population 10,313 ~~10,310~~
5-9	K-4	6.1~~6.5~~%	629~~670~~
10-14	5-9	6.8~~6.9~~%	701~~711~~
15-19	10-12	6.6%	680~~681~~
Total			**2,010~~2,062~~**

The anticipated number of students in the Riverside neighbourhood at full build-out is approximately ~~2,062~~ 2,010 students between the ages of 5 to 19 years. This is based on the City of St. Albert 2024 ~~2018~~ Municipal Census population of 64,573 ~~62,841~~, the anticipated

population of ~~10,310~~ 10,313 for Riverside, and the percentage of each age/grade category. At the time of development, the most current Census for St. Albert and consultation with school boards will be taken into consideration to better anticipate student population, and determine appropriate park amenities for the community and school needs.

3.6.5 Neighbourhood Parks

In addition to Red Willow Park, the open space linkages, the school/park sites, and neighbourhood parks will be distributed through the residential area to provide passive and active recreational opportunities within walking distance of all residents. These neighbourhood parks will range in size from 0.3 hectares± to 2.0 hectares±. ~~The linear parks will have a minimum width of 20 metres.~~

3.6.6 Stormwater Management Facilities

Eight stormwater management facilities are proposed within the Plan Area. While these facilities provide a utility function, they also are integral parts of the open space system. The location and size of each facility is conceptual at this time, subject to further analysis and design prior to redistricting and subdivision. The size of each will meet the required release rates in the *Municipal Engineering Standards*.

The design of the facilities will maximize the opportunities to complement or enhance natural areas and habitat corridors (such as the north-south open space corridor). All of the stormwater management facilities will have a naturalized shoreline. Stormwater management facilities provide opportunities to create and enhance wildlife habitat, add visual amenity, and provide for a variety of passive recreational opportunities. At the time of subdivision, a stormwater management facility will be provided as a Public Utility Lot (PUL); therefore, no Municipal Reserve credit will be given for PUL uses. Two stormwater management facilities will be located below the Designated Flood Line, and are subject to Alberta Environment and Parks standards and City approval and standards. Municipal Reserve credit may be provided to upland areas of stormwater management facilities, based upon City policies, to be determined at the time of subdivision.

3.7 Institutional Uses

3.7.1 Institutional Uses

At the request of the Missionary Oblates, their existing property in the northeast portion of the Plan Area has been designated for future low- and medium-density residential land use. The current institutional use will continue in the interim.

Under the Land Use Bylaw, ~~limited institutional uses~~supportive living accommodation and group home are permitted uses ~~are allowed~~ in medium density land use districts~~ as discretionary uses, including supportive housing and long-term care housing~~. In addition, group home~~s~~ ~~are~~ is ~~allowed permitttted~~permitted in low density residential land use districts. These uses may be incorporated into the Riverside neighbourhood without requiring amendments to the ASP.

3.8 Development Statistics

The development statistics for the Plan Area are shown, quantitatively, in Table 3-2.

The titled area for the boundary of the Riverside Area Structure Plan is 284.4 hectares±. Environmental Reserves in the amount of 47 hectares± have been dedicated and 1.15 hectares± still needs to be dedicated for a portion of 20 Meadowview Lane. The residential area is ~~121.5~~ 121.8 hectares±, which is 56%± of the developable area. The commercial area is 5.7 hectares±, which is 2.6%± of the developable land.

The population per household fluctuates depending on the type of dwelling unit, as indicated in the City of St. Albert Census 2024 ~~2018~~. In the low density units, of which ~~2,462~~ 2,660 units are projected, 2.80 ~~2.90~~ persons per household are anticipated. In the medium density residential areas, 735 ~~806~~ units are projected, and the number of persons per household is 2.20 ~~2.23~~. In the high density residential areas, 624 ~~780~~ units are projected at 2.00 ~~1.76~~ persons per household. Should supportive living accommodation be developed that has sleep units instead of dwelling units, sleep units are not counted as part of the number of dwelling units per net residential hectare.

Overall, the Riverside ASP will have approximately 33 dwelling units per net residential hectare. MDP policy 7.1.3 encourages innovation and emerging housing types that are compatible with existing and planned neighbourhoods. MDP policy 14.6.10 indicates the development timing of multi-unit buildings in relation to the overall residential development. The total number of residential units is 4,019 ~~4,048~~, of which 735 ~~806~~ are medium density units, ~~and~~ 624 ~~780~~ are high density units, and 2,660 ~~2,462~~ are low density units. ~~This indicates a 39% split between low density, and medium and high density units.~~

Table 3-2: Development Statistics

	Area (ha)±	% of NDA	Units	Pop.
Gross Area	**284.4**			
Hogan Road within GNWSP	1.5			
Environmental Reserve (ER) (Future)	1.2			
Environmental Reserve (ER) (includes 4.0 ha± for two SWMF as a PUL within ER) (Registered)	47.5			
Heritage Park & Meadowview Ball Diamonds	15.7			
Subtotal Non-developable Area	**65.8**			
Net Developable Area (NDA)	**218.6**	**100.0%**		
Other Uses				
N-S Gas Line Public Utility Lot (PUL)	0.9	0.4%		
Lift Station / Service Connections / Walkways (PULs) (not included 1.9 ha± PUL (utility right-of-way) within registered ER & MR)	3.1	1.4%		
Municipal reserve (includes trails not over utilities, park, school, 50% trail around SWMF not in ER) (Future)	6.9	3.2%		
Municipal Reserve (Registered)	14.3	6.5%		
Stormwater Management (PUL) (not included 4.0 ha± of two SWMFs within ER)	15.2	7.0%		
Crosstown Road - McKenney Avenue	7.8	3.6%		
Internal Circulation (non-crosstown)	43.9	20.1%		
Subtotal Other Uses	**92.1**	**41.5%**		
Commercial	5.7	2.6%		
Subtotal Commercial	**5.7**	**2.6%**		
Residential				
Low Density Residential	105.2	48.1%	2,660	7,448
Medium Density Residential	11.4	5.2%	735	1,617
High Density Residential	5.2	2.4%	624	1,248
Subtotal Residential	**121.7**	**55.7%**	**4,019**	**10,313**

Table 3-2: Development Statistics

	Area (ha)±	% of NDA	Units	Pop.
Gross Area	**284.4**			
Hogan Road within GNWSP	1.5			
Environmental Reserve (ER) (Future)	1.15			
Environmental Reserve (ER) (includes 4.0 ha± for two SWMF as a PUL within ER) (Registered)	47.45			
Heritage Park & Meadowview Ball Diamonds	15.7			
Subtotal Non-developable Area	**65.8**			
Net Developable Area (NDA)	**218.6**	**100.0%**		
Other Uses				
N-S Gas Line Public Utility Lot (PUL)	0.9	0.4%		
Lift Station / Service Connections / Walkways (PULs) (not included 1.9 ha± PUL (utility right-of-way) within registered ER & MR)	2.1	1.0%		
Municipal reserve (includes trails not over utilities, park, school, 50% trail around SWMF not in ER) (Future)	6.7	3.1%		
Municipal Reserve (Registered)	14.4	6.6%		
Stormwater Management (PUL) (not included 4.0 ha± of two SWMFs within ER)	15.7	7.2%		
Arterial Road - McKenney Avenue	7.8	3.6%		
Internal Circulation (non-arterial)	45.5	20.8%		
Subtotal Other Uses	**93.1**	**43%**		
Commercial	5.7	2.6%		
Subtotal Commercial	**5.7**	**2.6%**		
Residential				
Low Density Residential	102.6	47%	2,462	7,140
Medium Density Residential	12.4	5.7%	806	1797
High Density Residential	6.5	3.0%	780	1,373
Subtotal Residential	**121.5**	**55%**	**4,048**	**10,310**

The following density figures were used to forecast population growth shown in Table 3-2:

- 25 ~~24~~ du/ha for low density residential
- 65 du/ha for medium density residential
- 120 du/ha for high density residential

Table 3-2 Notes:

- May not add up to 100% due to rounding.
  Overall, 33 dwelling units per net residential hectare, which meets the minimum density required of 30 dwelling units per net residential hectare as per the Capital Region Board (CRB) Growth Plan of 2009.
- The Residential breakdowns consist of:
  - 23-39 du/ha for low density residential development
  - 40-100 du/ha for medium density residential development (may go up to 125 du/ha if the development meets density bonus provisions in Land Use Bylaw)
  - 100-140 du/ha for high density residential development (may be greater if the development meets provisions in Land Use Bylaw)
- Expected population per residential unit based on St. Albert's 2024 ~~2018~~ Census is:
  - ~~2.90~~ 2.80 persons per low density dwelling unit;
  - ~~2.23~~ 2.20 persons per medium density dwelling unit; ~~semi-detached, duplex, and townhouse;~~ and
  - ~~1.76~~ 2.00 persons per high density dwelling unit. ~~apartment~~
- *Supportive Living Accommodation, sleep units are not part of the dwelling unit count.
- Population statistics would include supportive living accommodation population.

4.0 TRANSPORTATION

4.1 Boulevard Crosstown and Collector Road Network

The Transportation network for Riverside is shown on Figure 3, Transportation. This map consists of a series of coloured roadways and trails that define roadway classifications to accommodate expected future transportation patterns for the subject lands. Ray Gibbon Drive is a Boulevard Roadway in the immediate vicinity of Riverside ASP. McKenney Avenue is the major east-west Crosstown (arterial) road through the ASP area, providing connections to Ray Gibbon Drive and St. Albert Trail. Ray Gibbon Drive, located on the west boundary of the ASP, provides connections to Edmonton via Anthony Henday Drive and connections north to Villeneuve Road. In addition, St. Albert Trail (Hwy 2) provides connections to Edmonton to the south and Sturgeon County to the north.

Ray Gibbon Drive and McKenney Avenue, as designated boulevard/crosstown, will be part of the truck route/dangerous goods route network.

4.2 Neighbourhood and Local Road Network

A looped neighbourhood roadway will provide two north accesses off McKenney Avenue. The proposed school site with a park north of McKenney Avenue is located on two collector roadways. The proposed access for the ~~townhouse product~~housing, in the area of the school site, may have private rear access to reduce conflict with the traffic generated by the school. Alternative road intersection design such as roundabouts should be considered at the intersection of neighbourhood to neighbourhood roadways.

There are three neighbourhood roadways connecting parcels located south of McKenney Avenue. Riverside Drive is one of the south oriented neighbourhood roadways that provides access to the second school and park site from the crosstown roadway - McKenney Avenue. The second school and park site are located at the intersection of Riverside Drive and Rankin Drive and provides east-west roadway connection. Rose Gate leads south and is adjacent to the commercial site and connects to Rankin Drive. Rankin Gate, the third neighbourhood roadway, on the west portion of the Plan Area, provides access to the residential portion located in the southwest. On the west side of the Grey Nuns White Spruce Park, Redpoll Wynd is a north-south neighbourhood

roadway to provide bus access to the park parking area. The parking area will accommodate bus turnarounds, because the looped roadway to the west narrows to a local roadway that is not designed for bus traffic.

A new neighbourhood connection of Rankin Drive to Mission Avenue is proposed by extending Rankin Drive to connect with Meadowview Lane to the east. This proposed roadway will provide a north-south connection from Rankin Drive to Mission Avenue, with an intersection accommodated northwest of the St. Albert Grain Elevator Park (future Heritage Sites) on Mission Avenue. This new roadway shall provide service and improve connectivity to the Riverside community to the west, and access to the Meadowview Ball Diamonds and heritage sites to the east.

The majority the Meadowview Drive right-of-way will be closed and integrated into the overall development plan. The majority of the roadway of Meadowview Drive is now called Rankin Drive. Hogan Road will be closed, and the lands integrated into the overall development plan. The portion of Hogan Road within the GNWSP is not part of the gross developable area and its future will be determined as part of the Red Willow West Master Plan update in 2016. The road names for remaining Meadowview Drive, Meadowview Lane, and Hogan Road may have different names in the future.

~~For the development located on the south side of the Rankin Drive (near the high density sites), additional roadway layout improvements to address traffic operation and access are required. These improvements will ensure compliance with the principles of Complete Streets, by addressing the access challenges to the high density residential site, and conformance to the design standard regarding cul-de-sacs. This may result in the need for a possible future east-west roadway connection to enable improved connectivity, traffic flow and adequate access to the high-density sites. The final location and design of the site access, along with future roadway connections, will occur during subdivision, and/ or, site development.~~

Design of the proposed roadway network is based on overall population density and trip generation of 33 dwelling units per net hectare. ~~Any increases~~ A change to development density or intensity of uses could have impacts to functional operations of the roadway network. Future amendments ~~will~~ may require an updated Traffic Impact Assessment to address this parameter, as determined by the City Engineer.

4.3 Transit

It is anticipated that the transit system will follow the crosstown road network, with loops through the neighbourhood following the connector roadway system. Transit stops are typically proposed along connector and neighbourhood roadways, and done in consultation with the City's Transit Department. Transit route planning and development must occur at the earliest stages of the neighbourhood development with the expectation that services will be introduced as per Transit Services Policy C-TS-01, as amended.

4.4 Rail

There are two existing at-grade rail crossings of the CN rail line: one crossing at McKenney Avenue and one crossing at Meadowview Lane. The proposed new neighbourhood roadway, connecting Rankin Drive to Mission Avenue, utilizing the road right-of-way of Meadowview Lane, will require a closure of the existing Meadowview Lane at-grade crossing, and design and construction of a new at-grade rail crossing to the northwest of the Heritage Sites along the new proposed roadway (west of Mission Avenue).

The CN rail line runs along the north boundary of the Plan Area. CN is federally regulated. In May 2013, CN issued Guidelines for new Development in Proximity to Railway Operations. CN recommends a number of noise attenuation, setback, and vibration mitigation measures for new development along rail lines. These guidelines will be reviewed and applied to development in Riverside at the time of subdivision, and executed at the Development Agreement stage.

In the future, the CN rail line will be temporarily rerouted slightly southwards to enable Ray Gibbon Drive to be lowered and the existing tracks to be above Ray Gibbon Drive. The temporary rerouting is 0.192 hectares± on the northwest corner of the Plan Area, and 0.236 hectares± on the west side of Ray Gibbon Drive, which is not within the Plan Area, see Figure 3, Transportation. These two areas are legally registered as roadway.

4.5 Pedestrian/Bicycle Links

The open space system and roadway system provide opportunities for an extensive network of trails to extend the Red Willow Park trail system throughout the neighbourhood. Opportunities will be created for external links

along the Sturgeon River and north to Lacombe Lake Park, and other neighbourhoods.

Pedestrian connectivity in low density areas should be promoted through the provision of mid-block connections, and to connect cul-de-sacs to connector and neighbourhood roadways.

Medium and high-density developments should be placed closer to the public street to promote accessibility using walkways to connect to the public street.

Consideration, design and implementation of pedestrian accommodation crossing the rail corridor at the new proposed at-grade rail crossing (for the proposed new roadway connecting Rankin Drive to Mission Avenue) will be made to promote and support active accommodation to the east of the community.

4.6 Noise Attenuation

Noise attenuation from Boulevard and Crosstown routes (Ray Gibbon Drive and McKenney Avenue) and rail line (CN railway) will be provided by the developer as per City standards at the time of development. In addition, noise, and vibration mitigation, as per CN Rail standards for development near rail operations, will be provided by the developer. Provision of noise attenuation amenities would be required as part of the Development Agreement process and will be reviewed at the time of subdivision, Development Agreement, or Development Permit stage. Additional requirements may be needed for residential developments adjacent to, or within, a commercial or mixed-use development so that noise, odours, and light impacts from the commercial area to the residential area are addressed prior to, or at the time of, Development Permit.

4.7 Off-Site Levies

The Riverside 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 Development Agreement, in accordance with Council policies and approved bylaw.

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 Off-Site Levies, additional costs may need to be borne by the developers to facilitate the near term plan of infrastructure capacity improvements.

4.7.1 Notes

As upgrades are required to the water supply and distribution system, to the wastewater collection system (sanitary), to the stormwater management facilities, and the transportation roadway infrastructure identified within the Off-Site Levy Bylaw, required to support a development stage, may be required to be front-ended by the developer to enable that development stage. Front-ending and recovery processes shall be consistent with approved Council Policies.

Should a developer choose to oversize without a request from the City, the oversizing will be at the cost of the developer, and the cost will not be recoverable. In addition, the City will take ownership of such oversized infrastructure and will determine how the capacity will be used.

Interim solutions are not eligible for reimbursement through the Off-Site Levy program.

4.8 Complete Streets

The Riverside neighbourhood will implement Complete Streets Guidelines that were adopted and approved by Council on October 22, 2018.
Complete Streets Guiding Principles are noted below:

1. Streets should safely accommodate users of all ages and abilities.
2. The street network should be well-connected, provide direct paths of travel, and should not act as barriers.
3. Streets should provide mobility, access to homes, businesses and schools, civic space for leisure, recreation, and other activities.
4. Streets should provide choices for all users, and be fair in their allocation of space for all users.
5. Streets should be aesthetically attractive, reflecting St. Albert's application of nature, unique architecture, and the botanical theme.
6. Streets should support the land use, economic development, environmental sustainability, personal security, public health, cost-effectiveness, and other objectives.

4.9 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 the Riverside neighbourhood:

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

4.10 Timing of Development – McKenney Avenue Crossing

All development in Riverside shall be accessed from McKenney Avenue. Development may occur on Rankin Drive only at such time as McKenney Avenue connects with Rankin Drive such as via Riverside Drive or another north-south roadway.

4.11 Potential Future Roadways and Intersections

Future potential roadway connections and intersections are shown with dashed linework in Figure 3 – Transportation, to depict the location of such roadways within the ASP. The roadways will improve connectivity and access to high density sites and access within the neighbourhood. The alignment and design details of these roadways and intersections will be determined at the subdivision stage.

~~4.11.1 Roadway Connection for High Density Sites~~

~~Refer to Section 3.3.3 – High Density Residential, for details on the roadway connection for high density sites.~~

~~4.11.2~~ 4.11.1 Meadowview Lane

Meadowview Lane is planned to be extended to connect between Mission Avenue and Rankin Drive with a new railway crossing supporting whistle cessation. This includes closure of the existing Mission Avenue/Meadowview Drive intersection. Meadowview Lane will provide alternate access to the Riverside neighbourhood, and primary access to the Meadowview Ball Diamonds, the St. Albert Grain Elevator Park, and the future Heritage Park development.

5.0 UTILITY SERVICES

5.1 Water Servicing

Water will be provided to the Riverside neighbourhood by the extension of existing or future water mains along the northern and eastern edges of the ASP as shown on Figure 4, Water Servicing. These extensions are from the Ville Giroux, Lacombe Park, and Mission neighbourhoods. Internal looping may be necessary as staged development occurs. As development occurs, analysis will be required to determine pipe size for adequate level of service and to ensure that sufficient pressures for fire protection can be achieved. Pressure Release Valves (PRVs) will be required to provide the recommended pressure range to service Riverside. Water mains of the appropriate sizes will be required to be carried through the development and connections will extend to the edge of the ASP boundary or acceptable termination points as determined by the City. The Heritage Park will have a looped waterline to Meadowview Lane.

5.2 Wastewater Collection System

Two lift stations are proposed within the Riverside ASP. The Heritage Park will have its own lift station to service only the Heritage Park that connects to the North Interceptor line on Mission Avenue. The remainder of Riverside will be gravity serviced by one lift station, located south of Rankin Drive on Redwing Wynd. The flows are directed from north-west to south-east, draining to the lift station. Force mains will be required to discharge the flows to the major sewer main constructed along St. Vital Avenue and the CN rail line that parallels Morgan Crescent. The required wastewater collection system for the Plan Area is as per Figure 5, Wastewater Collection System.

5.3 Stormwater Management

UMA Engineering Ltd., on behalf of Genstar Development Company Limited, submitted the "Northwest St. Albert Drainage Master Plan" (Drainage Master Plan) to the City of St. Albert and Alberta Environment.

Figure 6, Stormwater Management, shows the eight (8) stormwater management facilities (SWMF) and one open drainage channel within the Plan Area. The required release rates at the time of writing this document is 2.5 litres, per second, per hectare (L/s/ha) as per the Big Lake Stormwater Management Plan Report May 2004. The location and size of each facility is conceptual and subject to analysis and design approval at time of subdivision.

The SWMFs may provide opportunities for enhanced wildlife habitat, added visual amenity, and some passive types of recreational opportunities. The shorelines of the SWMFs will be naturalized. Naturalized planting may be installed to provide a riparian edge to the ponds.

SWMF 1 is located south of the CN Railway and west of McKenney Avenue and supports 40.50 hectares± of low density residential. SWMF 1 also carries the release flows from existing upstream developments in North Ridge and Lacombe Park neighbourhoods. The south outlet discharges SWMF 1 through a drainage channel. The drainage channel provides a Low Impact Development (LID) conveyance system. A concrete box culvert carries the stormwater under Rankin Drive. This channel connects to SWMF 2 and 3 at the south portion of the Plan Area. SWMF 4 is located on the north side of McKenney Avenue and will service 63.7 hectares±. SWMF 4 will release to SWMF 5 located in the south-west portion of the Plan Area. SWMF 5 will service an area of 29.8 hectares±. A portion of SWMF 5 is located within the environmental reserve. SWMF 6 will service the eastern portion of the Plan Area and is located within the environmental reserve. SWMF 7 and 8 are connected to SWMF 6. SWMF 7 and 8 are located on the southeast portion of the plan on adjacent lots - River Lot 22 (27 Genstar Annex) and Plan 822 2288, Lot A (20 Meadowview Lane) to service that section of the Plan Area. A design brief is required to inform details of stormwater servicing for 10 and 20 Meadowview Lane at a future ASP amendment and at time of subdivision.

The Heritage Park will utilize surface drainage that retains the existing contours of the land. Most of the surface area will be permeable with fields, gardens, and natural areas.

The intent is to incorporate part of the Sturgeon River flood fringe area to construct two SWMFs. Discharge to the Sturgeon River or Big Lake would consist of either a piped system or open channel flow. Either system would require a controlled discharge and Alberta Environment and Parks approval. The stormwater management concept has been discussed with Alberta Environment and Parks, and the SWMF located within the flood fringe area is acceptable. Specific details on the SWMF operation and discharge requirements will be addressed during detailed design and modelling to support the initial stage of development. Sediment control measures will be incorporated into the overall stormwater management system. Storm ponds, strategic settling ponds or mechanical settling devices such as an oil and grit intercept (OGI), will be used to allow removal of suspended solids, as per the City of St. Albert Engineering Standards.

There are four stormwater outfalls from the Riverside neighbourhood. Outfalls are located at SWMF 3, 6, and at the south end of Meadowview Lane. The SWMF 5 outfall is to Big Lake through a pipe under Ray Gibbon Drive.

Low Impact Development (LID) may include bio-retention rain gardens, bio-swales, green roofs, permeable pavements, naturalized drainage ways, and rain-way harvesting.

5.4 Shallow Utilities

Power, gas and communication franchise systems will service the area through agreements established with the developers by the providers or through existing facilities along Rankin Drive, Hogan Road, and McKenney Avenue. Shallow utilities may be located within a public utility lot (PUL) or through a utility right-of-way agreement.

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

5.5 Public Utility Lots (PULs)

A Public Utility Lot is where services such as water, wastewater, stormwater 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.

5.6 Design Brief

Any proposed development at 10 and 20 Meadowview Lane will require a design brief to be completed to the satisfaction of the City Engineering Services to demonstrate sufficient capacity for water, sanitary, and stormwater management service. A design brief may be required for any amendment to this ASP that affects water, sanitary, and stormwater services.

6.0 IMPLEMENTATION

6.1 Development Staging

Construction and development access must be from McKenney Avenue.

This development area will allow some water main looping opportunities within a short period of time to the east and west sides of McKenney Avenue.

Development could then proceed to the east, west or south in response to demand. Water main looping, site access, interim stormwater management, interim sanitary lift stations, and sanitary trunk sewer extensions will be required.

6.2 Redistricting and Subdivision

Timing of redistricting and subdivision applications will be processed in response to servicing capacity, agreements, and market need. Staging of development will be reviewed at time of subdivision to consider serviceability, and in a contiguous and sequential manner.

6.3 Building Inspections

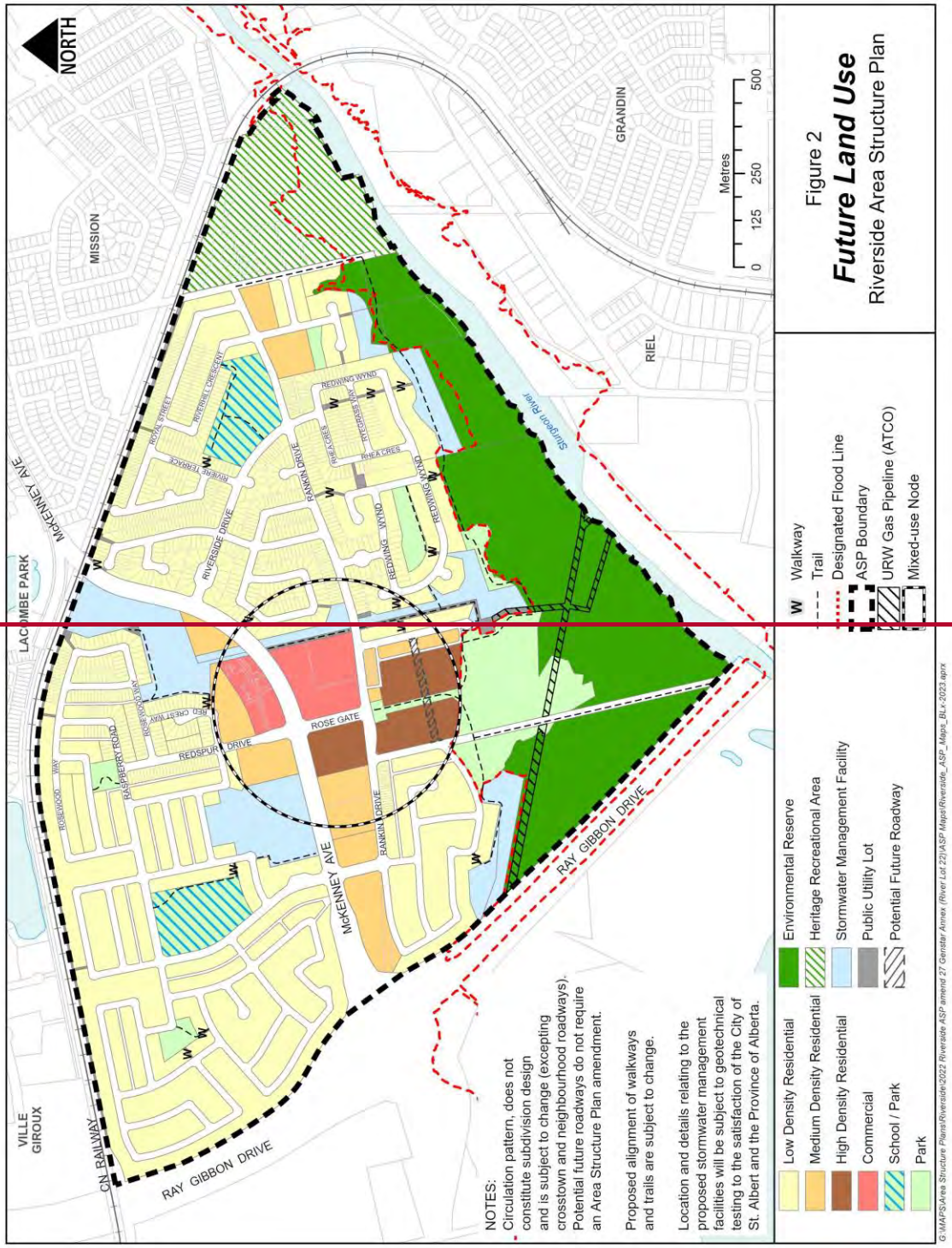
The geotechnical investigations within the Plan Area indicated there are soft and wet soils. The developer, as part of the purchase package to builders, needs to identify soil issues and indicate that further geotechnical study may be required at building permit stage.

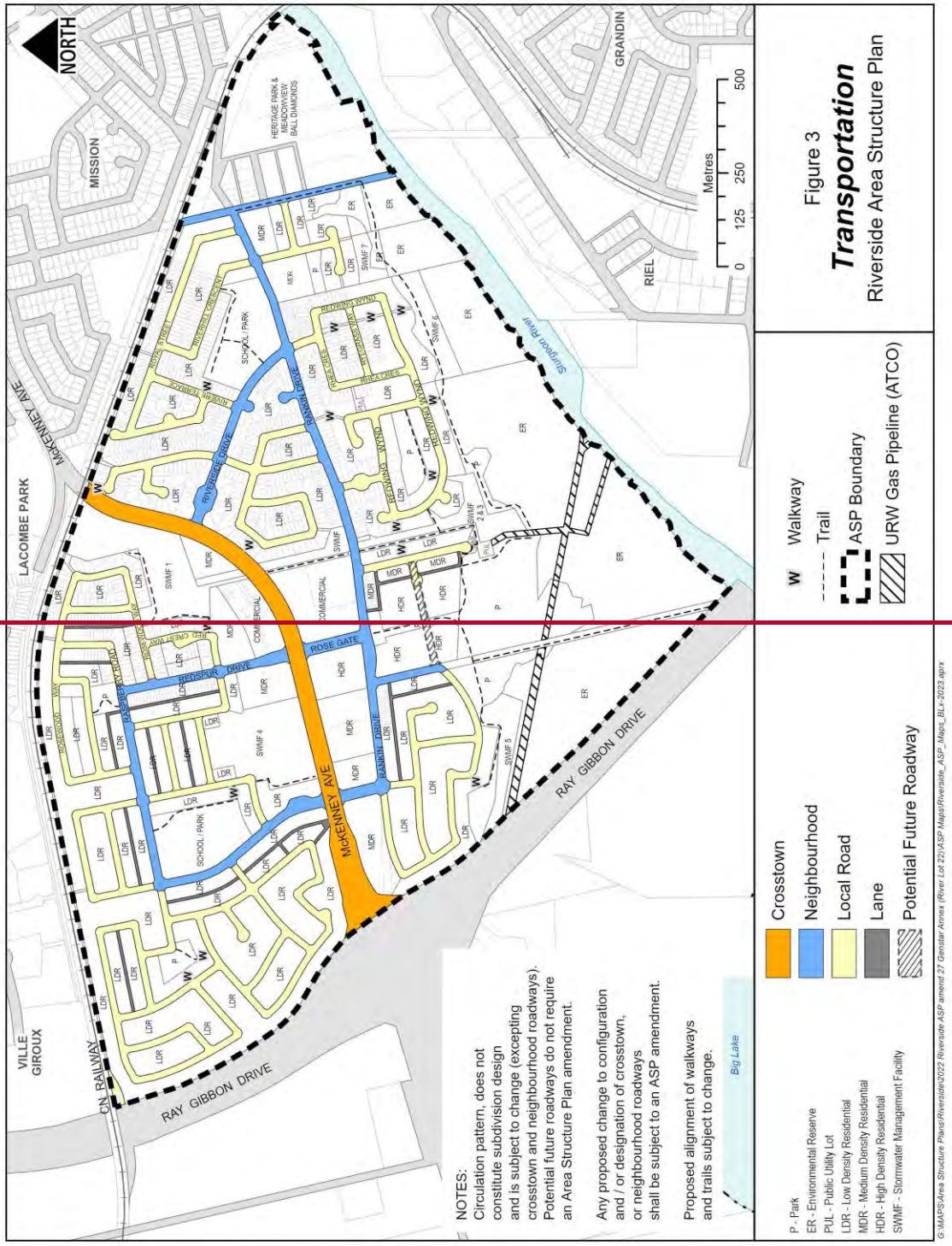
At time of subdivision, the developer and the City will consider restrictive covenants related to wet and soft soils that may impact development.

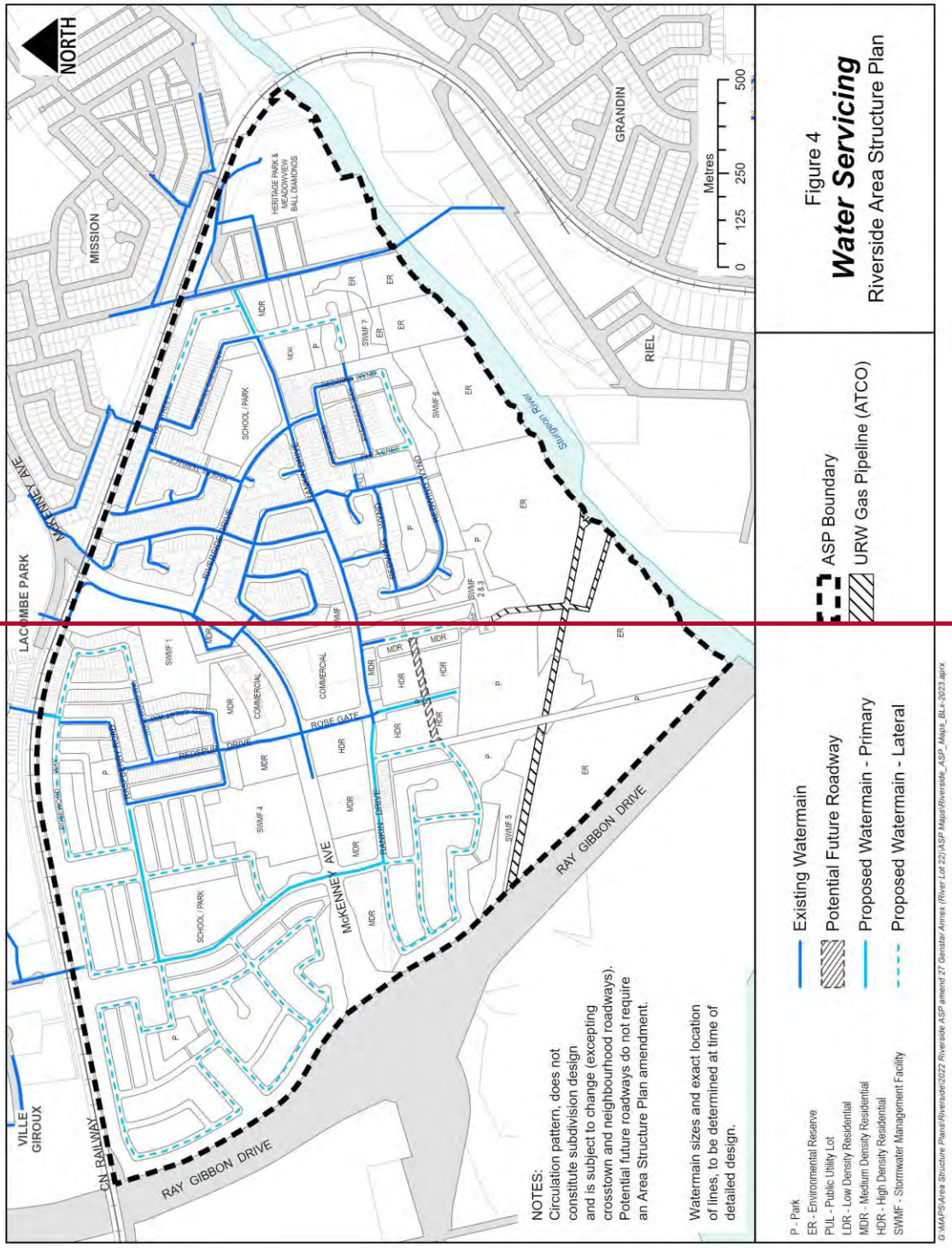
The existing maps are for reference. After the first Figure 14 are the replacement figures.

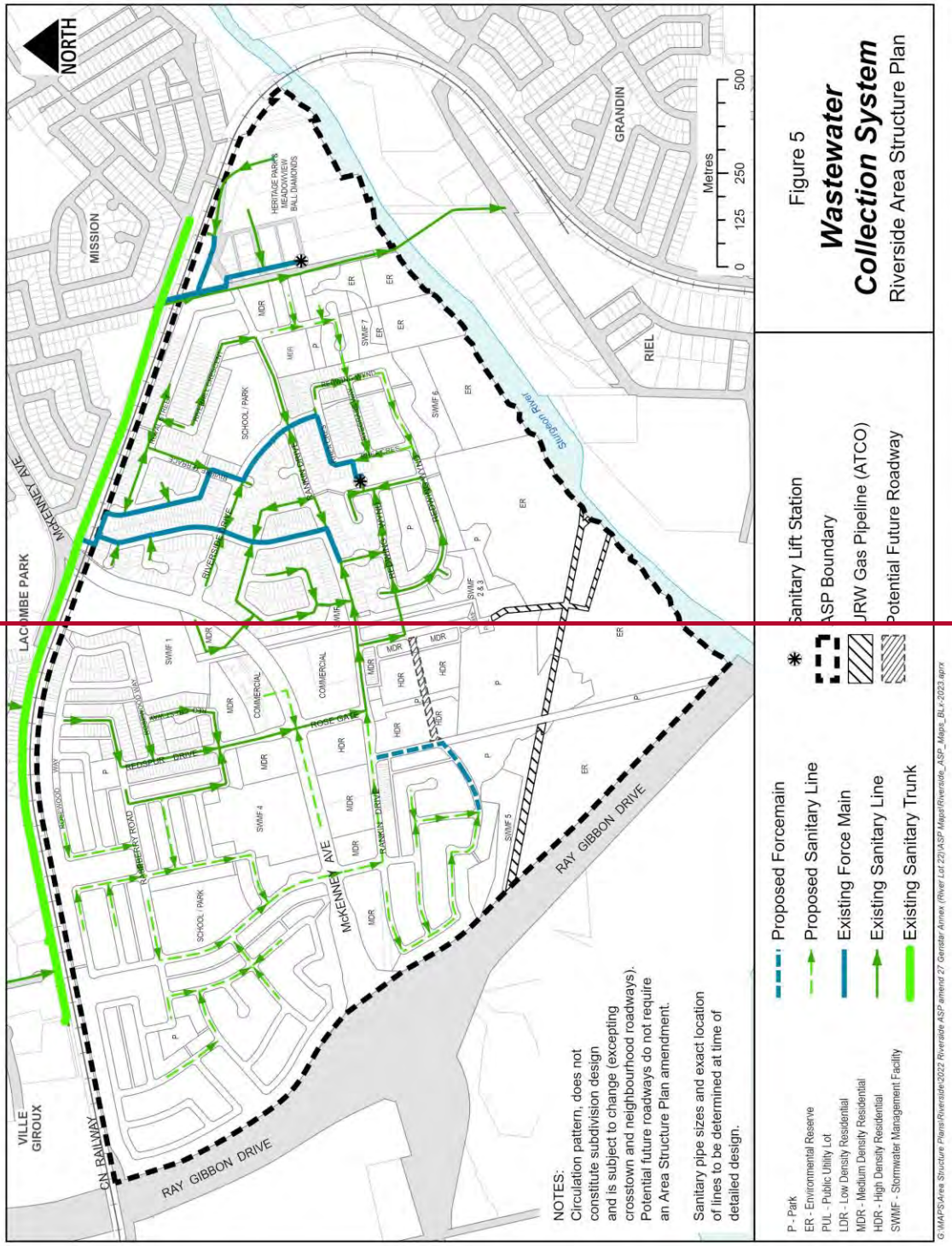


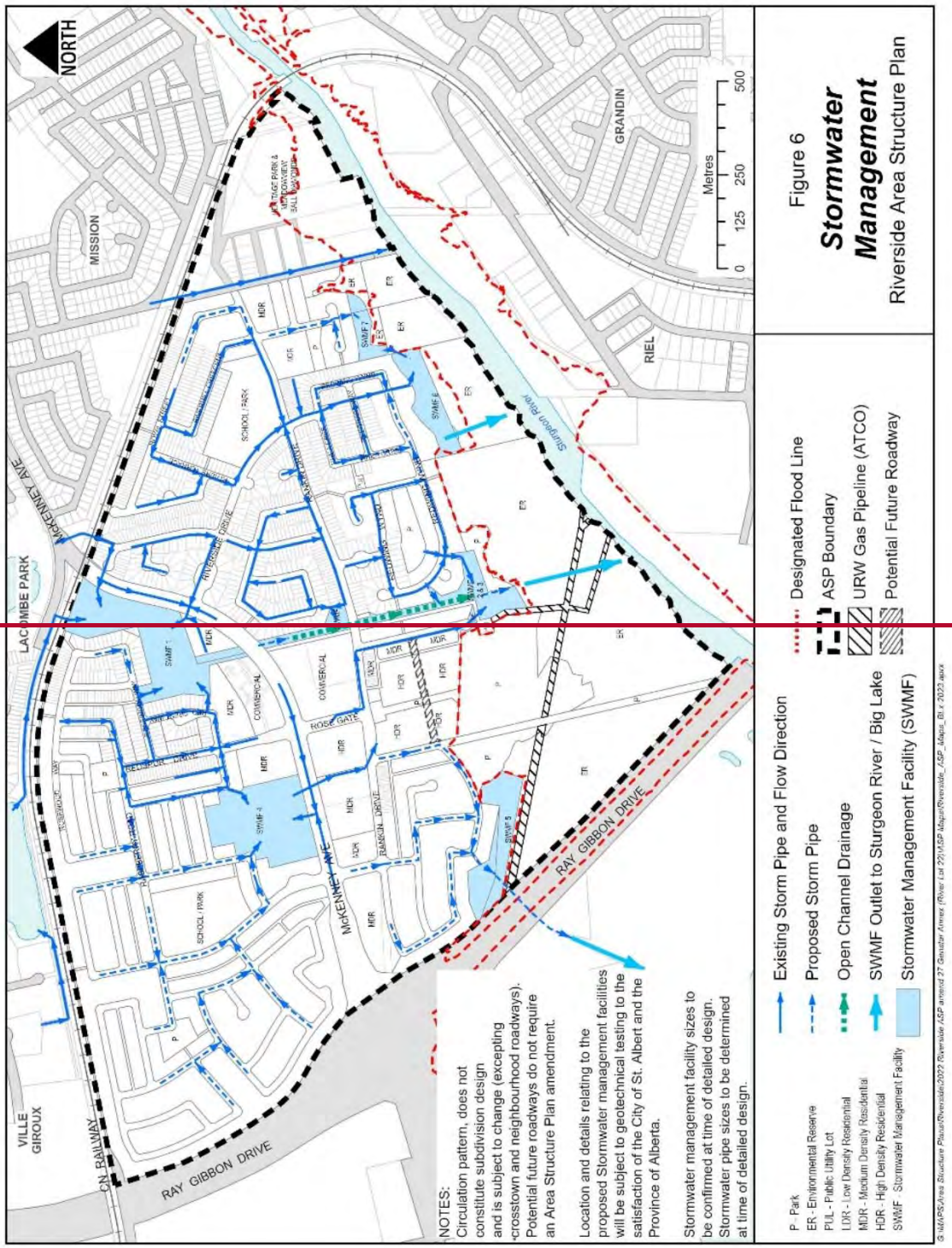
Figure 1
Location Map
Riverside Area Structure Plan

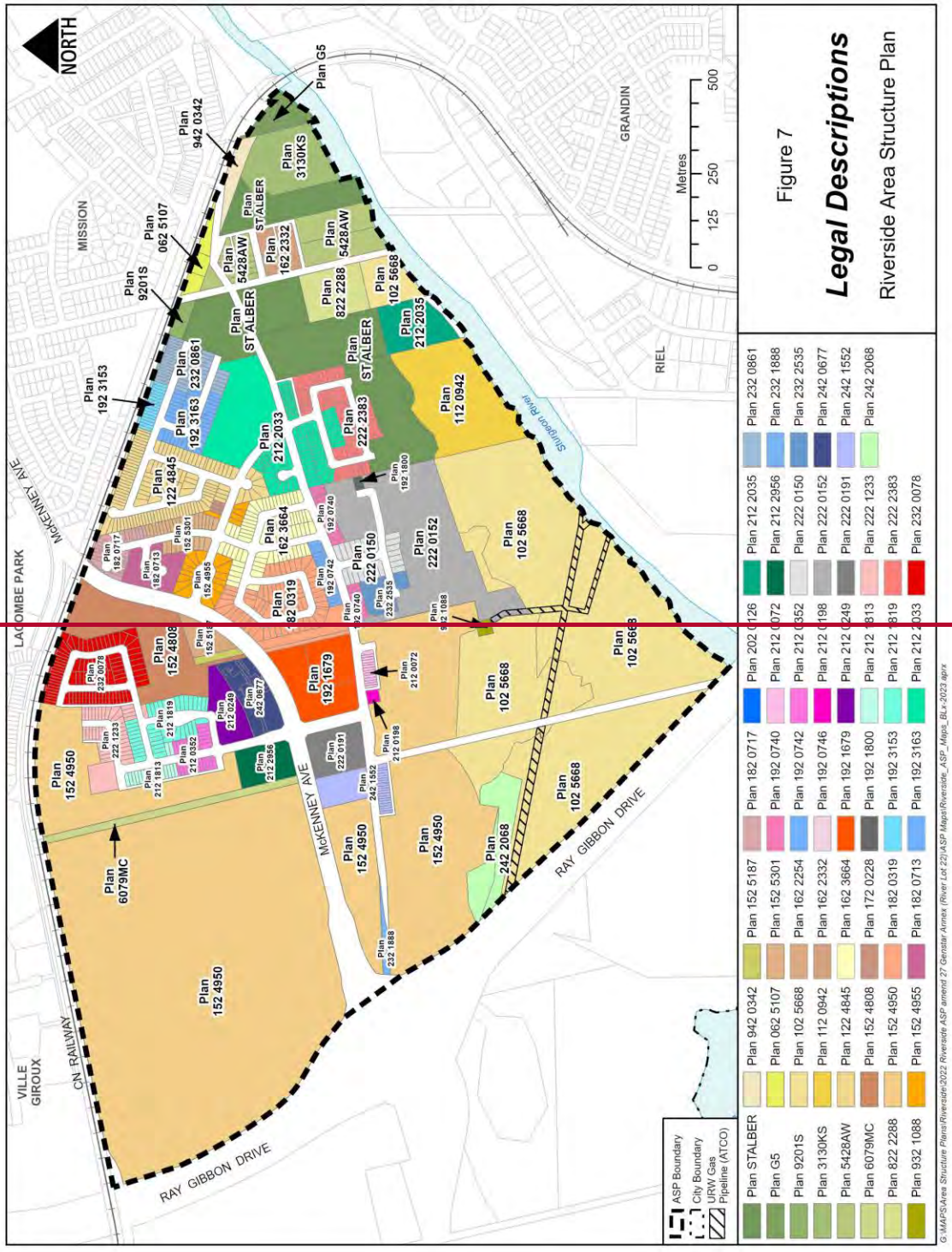

NORTH
MISSION
GRANDIN
RIEL
VILLE GIROUX
LACOMBE PARK
McKENNEY AVE
CN RAILWAY
RAY GIBBON DRIVE
ROSE GATE
REDSPUR DRIVE
RASPBERRY ROAD
RANKIN DRIVE
REDWING WYND
RHEA CRES
RIVERSIDE DRIVE
ROYAL STREET
IMPERIAL CRESCENT
RIVIERE TERRACE
Sturgeon River
Metres
0 125 250 500
Figure 2
Future Land Use
Riverside Area Structure Plan
W Walkway
Trail
Designated Flood Line
ASP Boundary
URW Gas Pipeline (ATCO)
Mixed-use Node
Low Density Residential
Medium Density Residential
High Density Residential
Commercial
School / Park
Park
Environmental Reserve
Heritage Recreational Area
Stormwater Management Facility
Public Utility Lot
Potential Future Roadway
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Proposed alignment of walkways and trails are 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\Riverside\2022 Riverside ASP amend 27 Genstar Annex (River Lot 22)\ASP Maps\Riverside_ASP_Maps_BL-x-2023.aprx

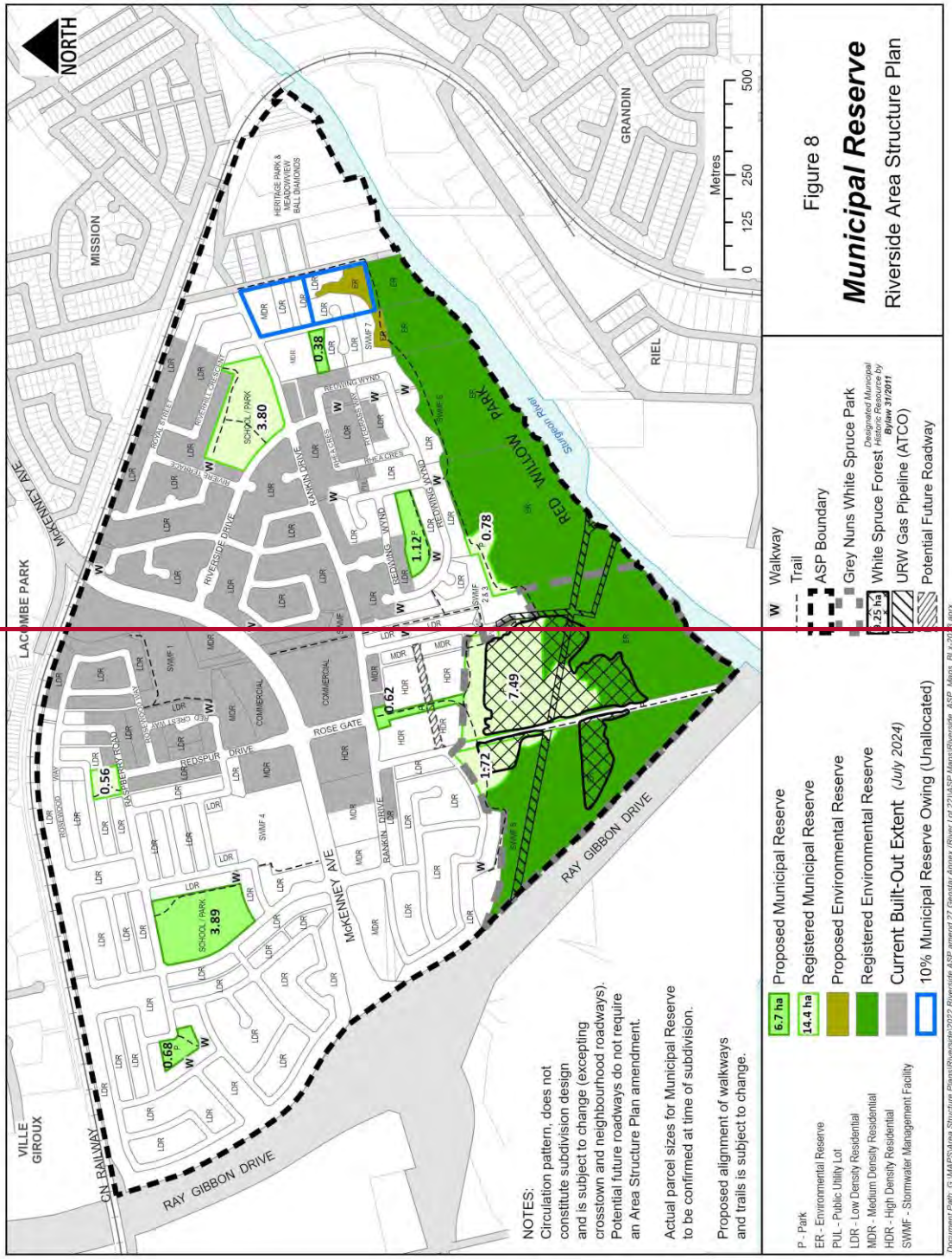

NORTH
MISSION
LACOMBE PARK
MCKENNEY AVE
VILLE GIROUX
CN RAILWAY
RAY GIBBON DRIVE
GRANDIN
RIEL
Sturgeon River
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
McKENNEY AVE
ROSE GATE
REDSPUR DRIVE
RASMUN DRIVE
RIVERSIDE DRIVE
SCHOOL / PARK
COMMERCIAL
SWMF 1
SWMF 2 & 3
SWMF 4
SWMF 5
SWMF 6
SWMF 7
Big Lake
Metres
0 125 250 500
Figure 3
Transportation
Riverside Area Structure Plan
W Walkway
Trail
ASP Boundary
URW Gas Pipeline (ATCO)
Crosstown
Neighbourhood
Local Road
Lane
Potential Future Roadway
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Any proposed change to configuration and / or designation of crosstown, or neighbourhood roadways shall be subject to an ASP amendment.
Proposed alignment of walkways and trails subject to change.
G:\MAPS\Area Structure Plans\Riverside\2022 Riverside ASP amend 27 Genstar Annex (River Lot 22)\ASP Maps\Riverside_ASP_Maps_BLx-2023.aprx

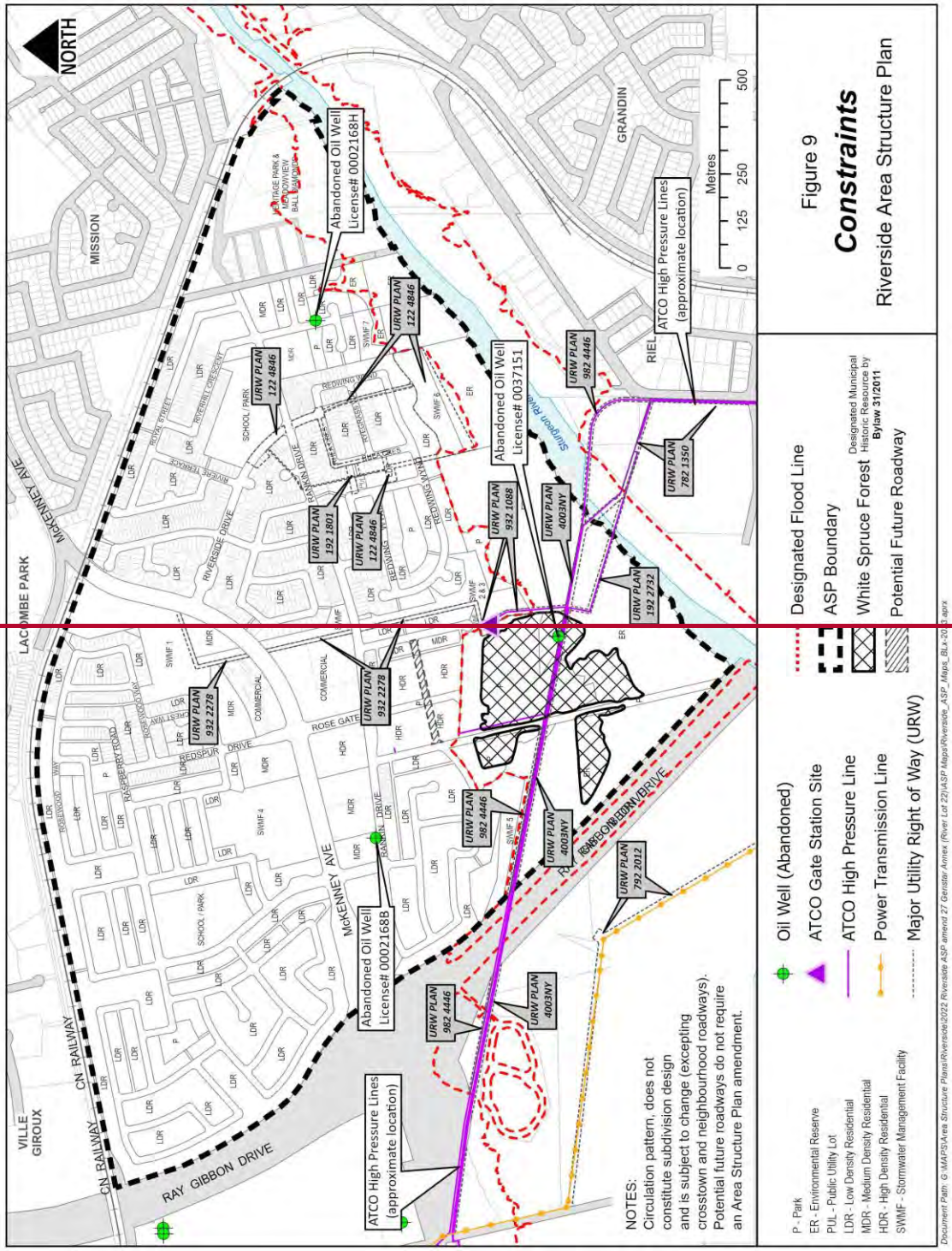

NORTH
MISSION
LACOMBE PARK
MACKENZIE AVE
VILLE GIROUX
CN RAILWAY
RAY GIBBON DRIVE
McKENNEY AVE
ROSE GATE
BERGERON DRIVE
RIEL
GRANDIN
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
SCHOOL PARK
COMMERCIAL
SWMF 1
SWMF 4
SWMF 5
SWMF 6
SWMF 7
SWMF 8
SWMF 9
Sturgeon River
0 125 250 500
Metres
Figure 4
Water Servicing
Riverside Area Structure Plan
ASP Boundary
URW Gas Pipeline (ATCO)
Existing Watermain
Potential Future Roadway
Proposed Watermain - Primary
Proposed Watermain - Lateral
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Watermain sizes and exact location of lines, to be determined at time of detailed design.
G:\MAPS\Area Structure Plans\Riverside\2022 Riverside ASP amend 27 Genstar Annex (River Lot 22)\ASP Maps\Riverside_ASP_Maps_BLx-2023.aprx

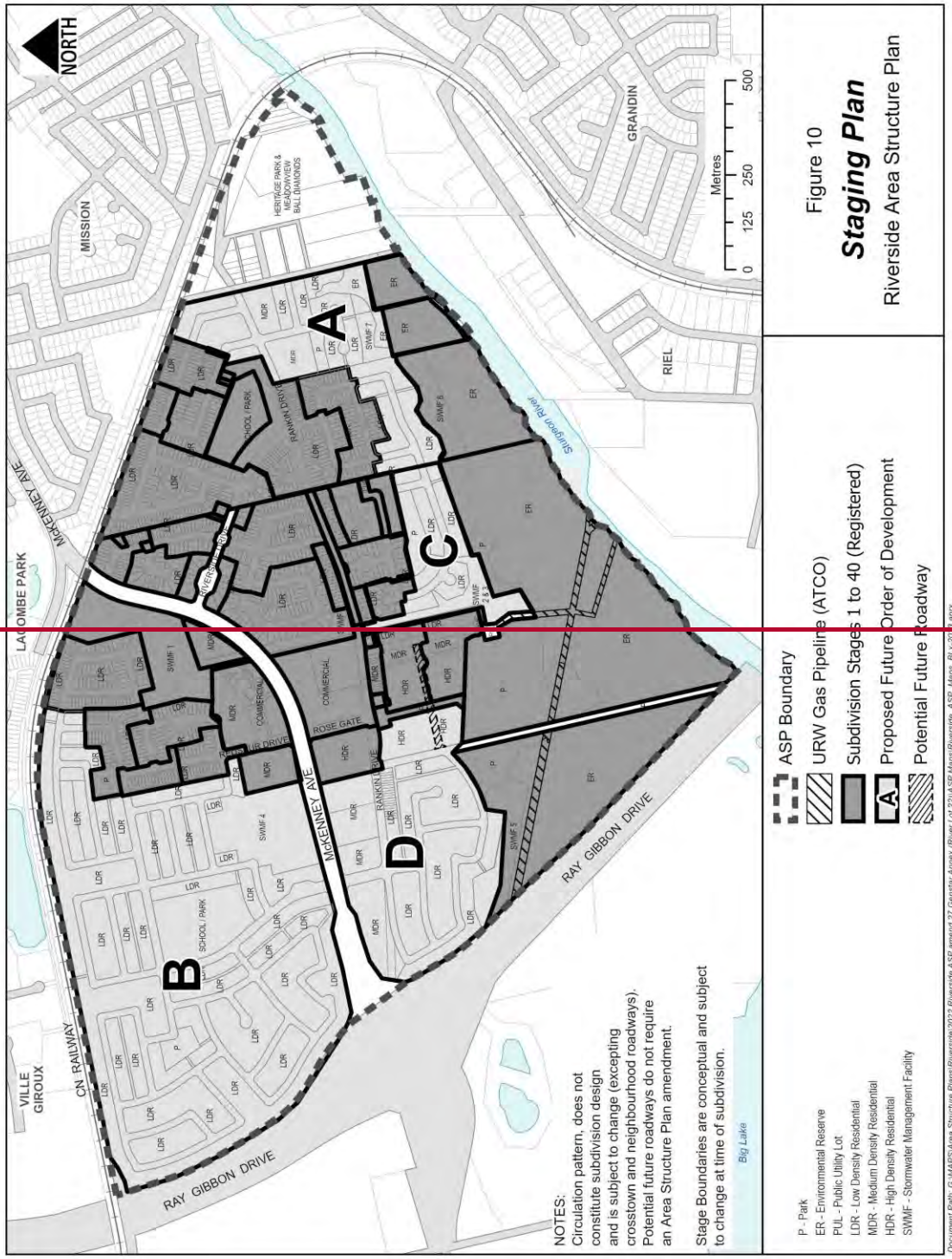

NORTH
MISSION
GRANDIN
RIEL
LACOMBE PARK
VILLE GIROUX
CN RAILWAY
McKENNEY AVE
RAY GIBBON DRIVE
ROSE GAR
RAMBERRY ROAD
RANKIN DRIVE
RIVERSIDE DRIVE
SCHOOL / PARK
COMMERCIAL
SWMF 1
SWMF 4
SWMF 5
SWMF 6
SWMF 7
SWMF 8 & 9
HERITAGE PARK MEADOWVIEW BALL DIAMONDS
Sturgeon River
0 125 250 500
Metres
Figure 5
Wastewater Collection System
Riverside Area Structure Plan
Proposed Forcemain
Proposed Sanitary Line
Existing Force Main
Existing Sanitary Line
Existing Sanitary Trunk
Sanitary Lift Station
ASP Boundary
URW Gas Pipeline (ATCO)
Potential Future Roadway
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Sanitary pipe sizes and exact location of lines to be determined at time of detailed design.
G:\MAPS\Area Structure Plans\Riverside\2022 Riverside ASP amend 27 Gensitar Annex (River Lot 22)\ASP Maps\Riverside_ASP_Maps_BL x-2023.aprx

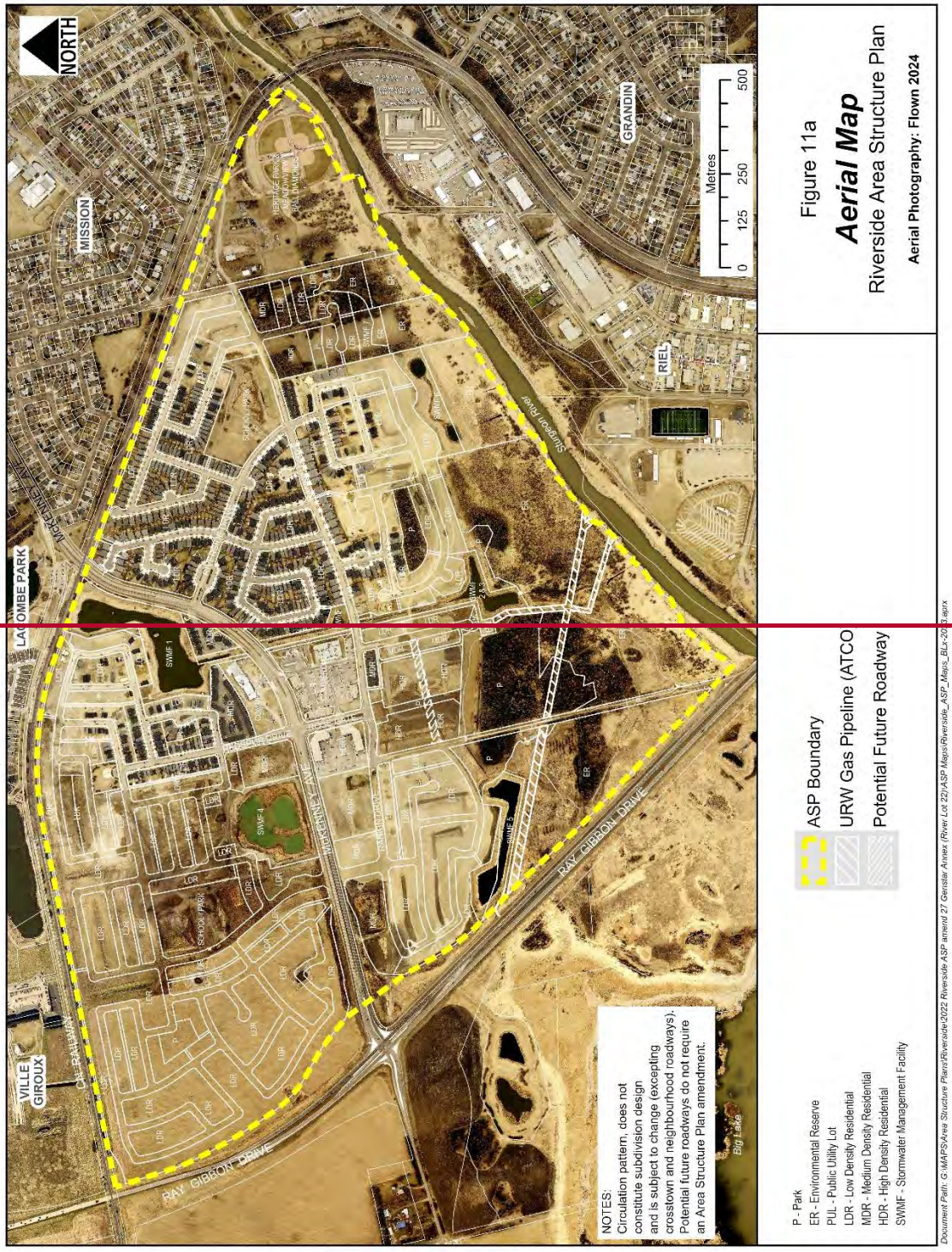

NORTH
MISSION
GRANDIN
RIEL
LACOMBE PARK
VILLE GIROUX
CN RAILWAY
MCKENNEY AVE
RAY GIBBON DRIVE
ROSE GATE
RAMSAY DRIVE
RIVERSIDE DRIVE
SCHOOL PARK
COMMERCIAL
SWMF 1
SWMF 2
SWMF 3
SWMF 4
SWMF 5
Sturgeon River
Metres
0 125 250 500
Figure 6
Stormwater Management
Riverside Area Structure Plan
Designated Flood Line
ASP Boundary
URW Gas Pipeline (ATCO)
Potential Future Roadway
Existing Storm Pipe and Flow Direction
Proposed Storm Pipe
Open Channel Drainage
SWMF Outlet to Sturgeon River / Big Lake
Stormwater Management Facility (SWMF)
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Location and details relating to the proposed Stormwater management facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
Stormwater management facility sizes to be confirmed at time of detailed design. Stormwater pipe sizes to be determined at time of detailed design.


NORTH
Figure 7
Legal Descriptions
Riverside Area Structure Plan
Metres
0
125
250
500
MISSION
GRANDIN
RIEL
LACOMBE PARK
VILLE GIROUX
CN RAILWAY
McKENNEY AVE
RAY GIBBON DRIVE
Sturgeon River
Plan G5
Plan 942 0342
Plan 062 5107
Plan 9201S
Plan 192 3153
Plan 3130KS
Plan ST/ALBER
Plan 5428AW
Plan 162 2332
Plan 822 2288
Plan 102 5668
Plan 212 2035
Plan 232 0861
Plan 192 3163
Plan 212 2033
Plan 222 2383
Plan 112 0942
Plan 122 4845
Plan 182 0717
Plan 182 0713
Plan 152 5301
Plan 152 4955
Plan 162 3664
Plan 192 0740
Plan 192 0742
Plan 222 0150
Plan 222 0152
Plan 192 1800
Plan 182 0319
Plan 232 2535
Plan 212 0198
Plan 212 0072
Plan 152 4808
Plan 232 0078
Plan 212 1819
Plan 212 1813
Plan 212 0352
Plan 212 0249
Plan 242 0677
Plan 192 1679
Plan 212 0249
Plan 222 1233
Plan 212 2956
Plan 222 0191
Plan 242 1552
Plan 212 0198
Plan 152 4950
Plan 6079MC
Plan 242 2068
Plan 232 1888
ASP Boundary
City Boundary
URW Gas Pipeline (ATCO)
Plan STALBER
Plan G5
Plan 9201S
Plan 3130KS
Plan 5428AW
Plan 6079MC
Plan 822 2288
Plan 932 1088
Plan 942 0342
Plan 062 5107
Plan 102 5668
Plan 112 0942
Plan 122 4845
Plan 152 4808
Plan 152 4950
Plan 152 4955
Plan 152 5187
Plan 152 5301
Plan 162 2254
Plan 162 2332
Plan 162 3664
Plan 172 0228
Plan 182 0319
Plan 182 0713
Plan 182 0717
Plan 192 0740
Plan 192 0742
Plan 192 0746
Plan 192 1679
Plan 192 1800
Plan 192 3153
Plan 192 3163
Plan 202 0126
Plan 212 0072
Plan 212 0198
Plan 212 0249
Plan 212 1813
Plan 212 1819
Plan 212 2033
Plan 212 2035
Plan 212 2956
Plan 222 0150
Plan 222 0152
Plan 222 0191
Plan 222 1233
Plan 222 2383
Plan 232 0078
Plan 232 0861
Plan 232 1888
Plan 232 2535
Plan 242 0677
Plan 242 1552
Plan 242 2068
G:\MAPS\Area Structure Plans\Riverside\2022 Riverside ASP amend 27 Genstar Annex (River Lot 22)\ASP Maps\Riverside_ASP_Maps_BLx-2023.aprx

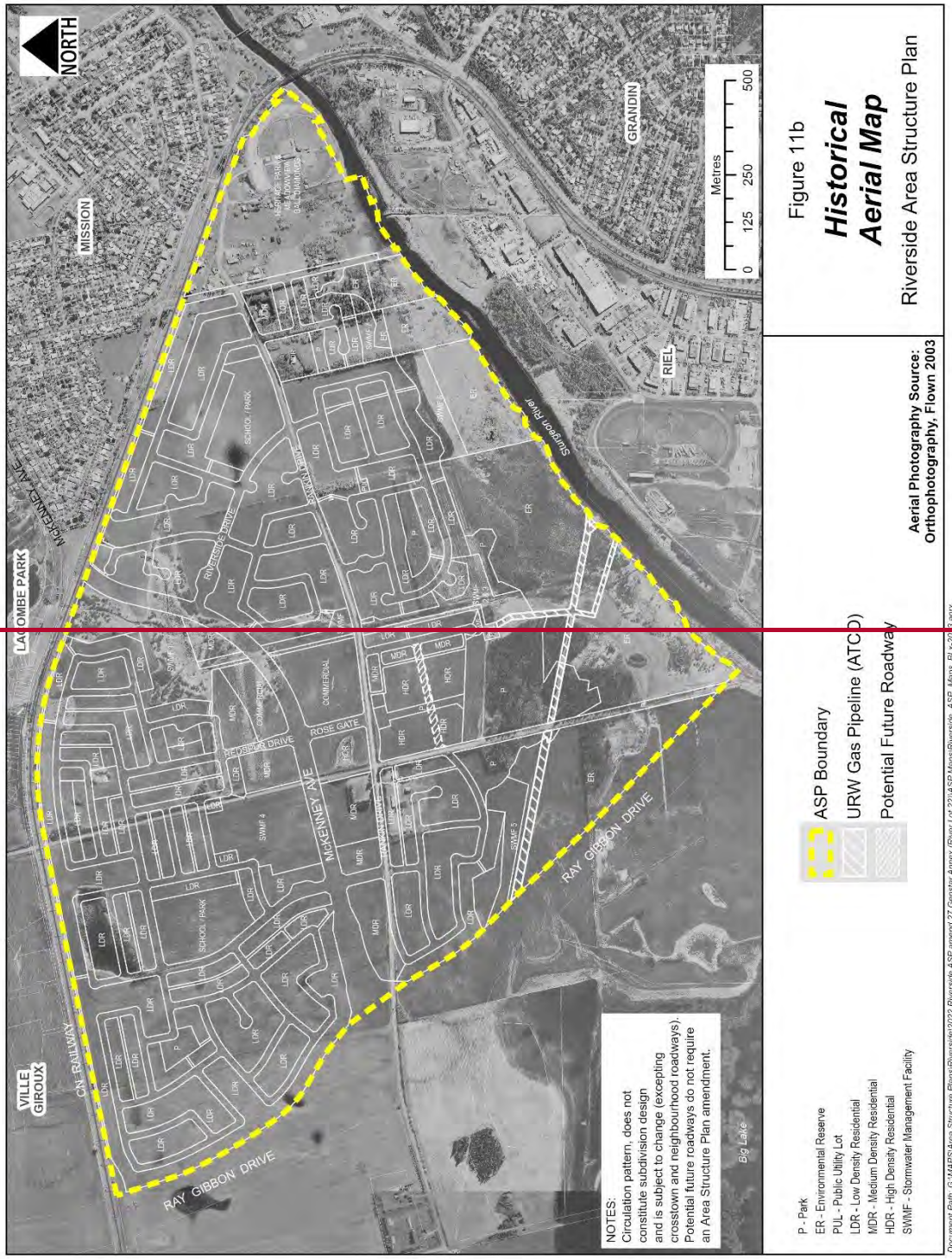

NORTH
MISSION
LACOMBE PARK
MCKENNEY AVE
VILLE GIROUX
CN RAILWAY
RAY GIBBON DRIVE
GRANDIN
RIEL
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
Sturgeon River
RED WILLOW PARK
RIVERSIDE DRIVE
RANKIN DRIVE
ROSE GATE
REDSPUR DRIVE
COMMERCIAL
SCHOOL PARK
3.89
3.80
0.78
1.12
0.62
0.56
0.38
0.68
7.49
1.72
Metres
0
125
250
500
Figure 8
Municipal Reserve
Riverside Area Structure Plan
W Walkway
Trail
ASP Boundary
Grey Nuns White Spruce Park
White Spruce Forest Historic Resource by Bylaw 31/2011
URW Gas Pipeline (ATCO)
Potential Future Roadway
6.7 ha Proposed Municipal Reserve
14.4 ha Registered Municipal Reserve
Proposed Environmental Reserve
Registered Environmental Reserve
Current Built-Out Extent (July 2024)
10% Municipal Reserve Owing (Unallocated)
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Actual parcel sizes for Municipal Reserve to be confirmed at time of subdivision.
Proposed alignment of walkways and trails is subject to change.
Document Path: G:\MAPS\Area Structure Plans\Riverside\2022 Riverside ASP amend 27 Genstar Annex (River Lot 22)\ASP Maps\Riverside_ASP_Maps_BLX-2023.aprx

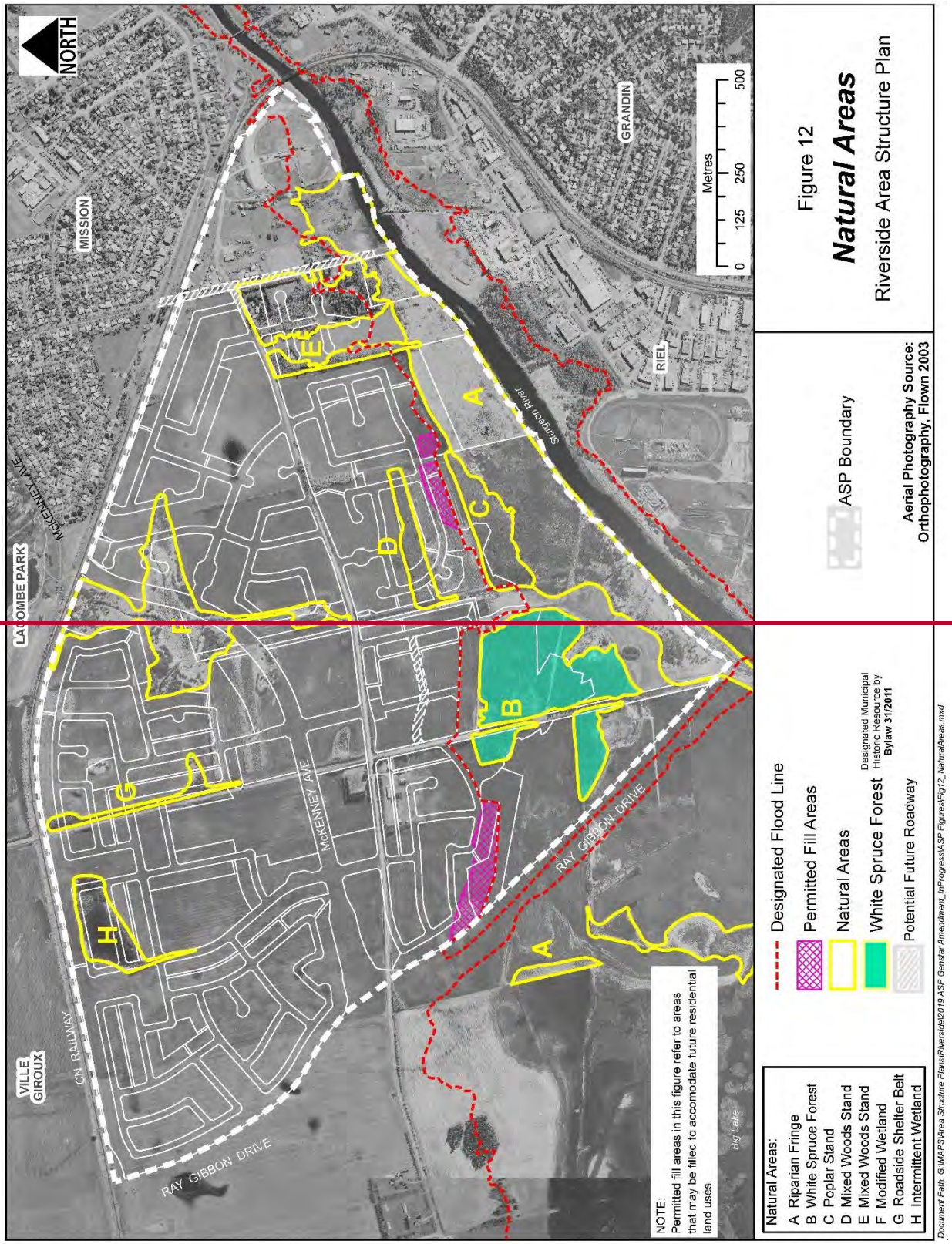

NORTH
MISSION
GRANDIN
LACOMBE PARK
MCKENNEY AVE
CN RAILWAY
VILLE GIROUX
RAY GIBBON DRIVE
RIEL
Sturgeon River
Abandoned Oil Well License# 0002168H
Abandoned Oil Well License# 0037151
Abandoned Oil Well License# 0002168B
ATCO High Pressure Lines (approximate location)
ATCO High Pressure Lines (approximate location)
Figure 9
Constraints
Riverside Area Structure Plan
Metres
0 125 250 500
Designated Flood Line
ASP Boundary
White Spruce Forest
Designated Municipal Historic Resource by Bylaw 31/2011
Potential Future Roadway
Oil Well (Abandoned)
ATCO Gate Station Site
ATCO High Pressure Line
Power Transmission Line
Major Utility Right of Way (URW)
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.

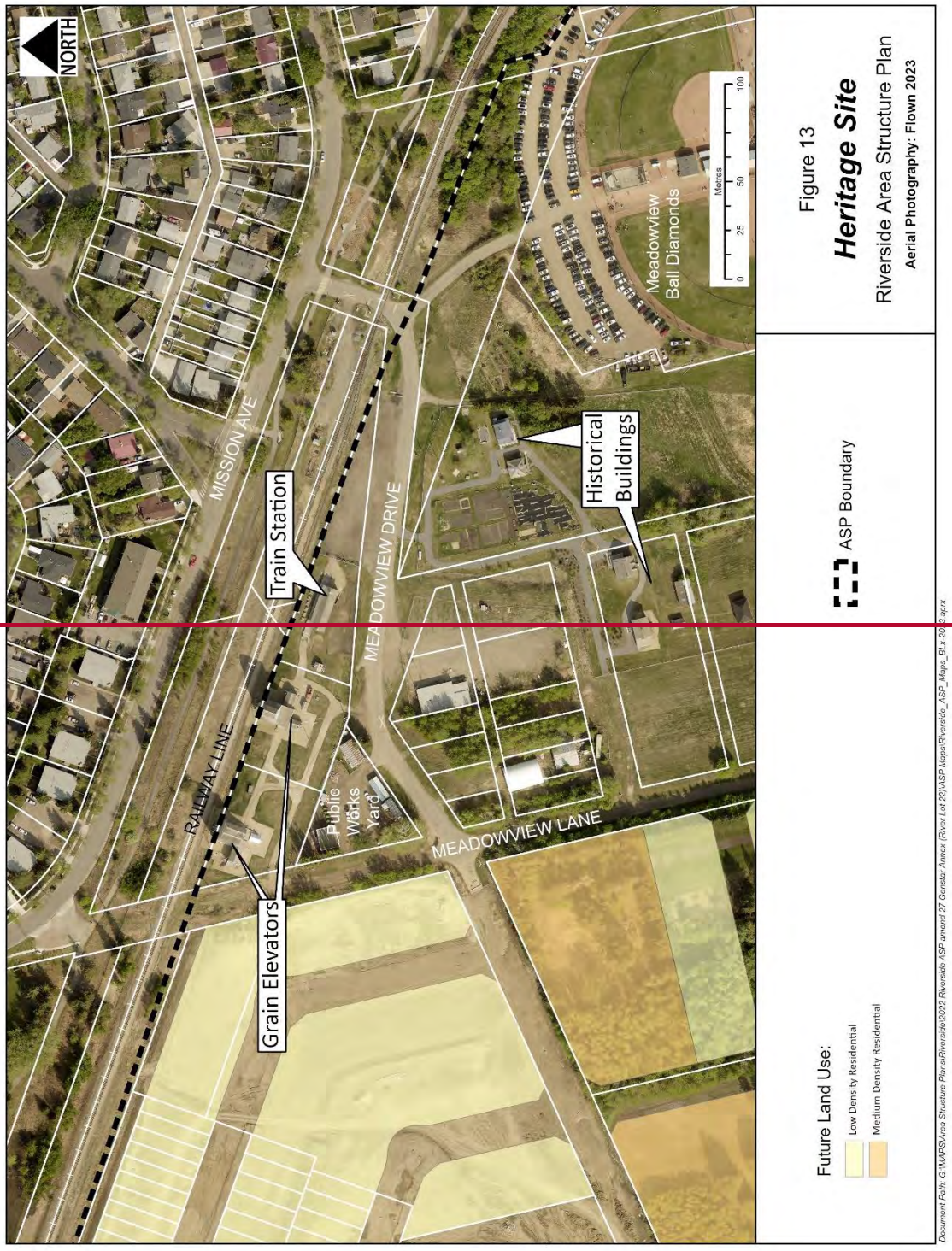

NORTH
MISSION
LACOMBE PARK
McKENNEY AVE
CN RAILWAY
VILLE GIROUX
RAY GIBBON DRIVE
GRANDIN
RIEL
Sturgeon River
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
RANKIN DRIVE
ROSE GATE
COMMERCIAL
SCHOOL PARK
SWMF 1
SWMF 4
SWMF 5
SWMF 7
SWMF 8
A
B
C
D
Big Lake
Metres
0 125 250 500
Figure 10
Staging Plan
Riverside Area Structure Plan
ASP Boundary
URW Gas Pipeline (ATCO)
Subdivision Stages 1 to 40 (Registered)
Proposed Future Order of Development
Potential Future Roadway
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Stage Boundaries are conceptual and subject to change at time of subdivision.
Document Path: G:\MAPS\Area Structure Plans\Riverside\2022 Riverside ASP amend 27 Genstar Annex (River Lot 22)\ASP Maps\Riverside_ASP_Maps_BLX-2023.aprx

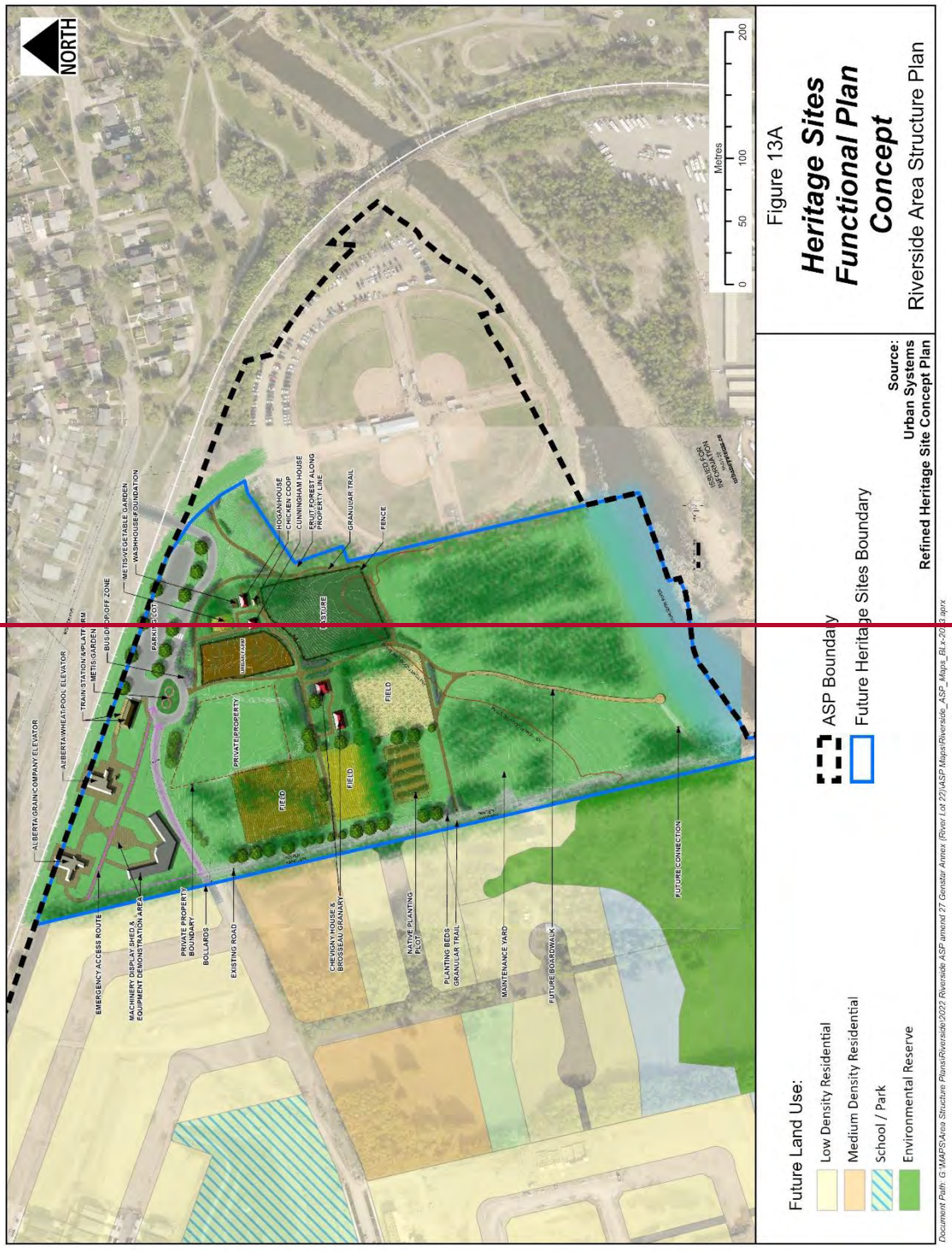


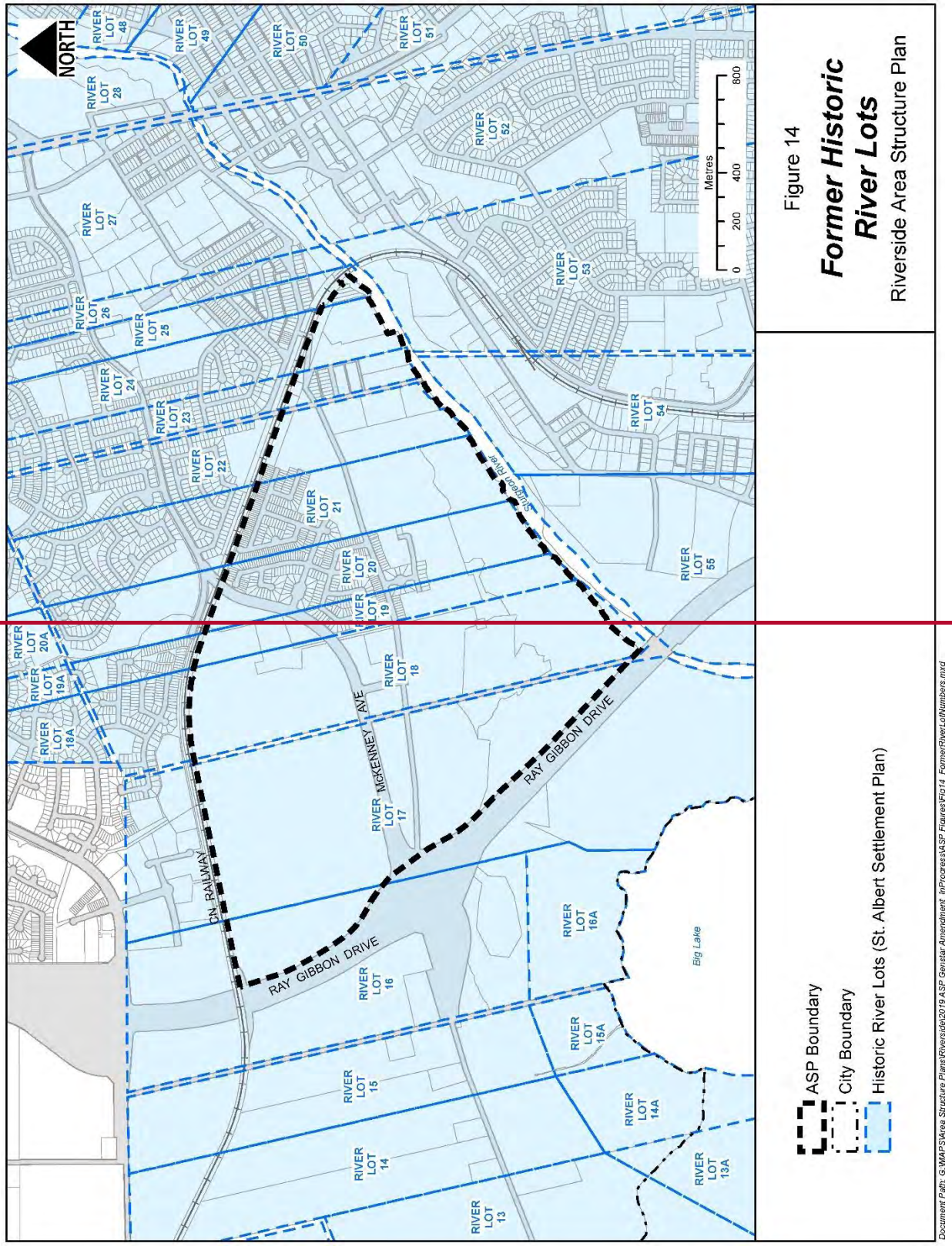
Document Path: G:\MAPS\Area Structure Plans\Riverside\2022 Riverside ASP amend 27 Gerolstar Annex (River Lot 22)\ASP Maps\Riverside_ASP_Maps_BLx-2022.aprx

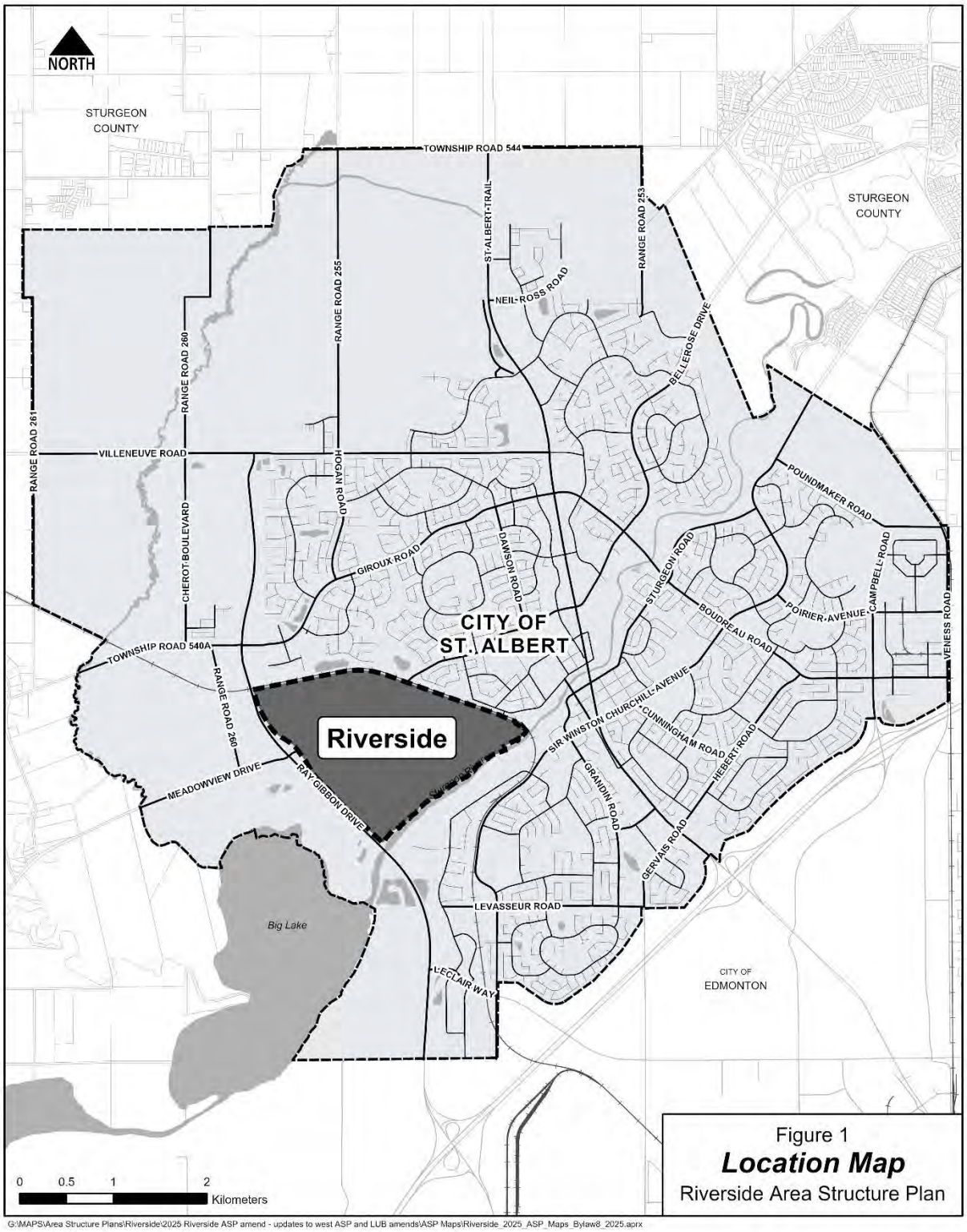

NORTH
MISSION
GRANDIN
RIEL
LACOMBE PARK
VILLE GIROUX
CN RAILWAY
McKENNEY AVE
RIVERSIDE DRIVE
ROSE GATE
RAY GIBBON DRIVE
Sturgeon River
Big Lake
SCHOOL / PARK
COMMERCIAL
SWMF 4
SWMF 5
Metres
0 125 250 500
Figure 11b
Historical Aerial Map
Riverside Area Structure Plan
Aerial Photography Source:
Orthophotography, Flown 2003
ASP Boundary
URW Gas Pipeline (ATCO)
Potential Future Roadway
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Document Path: G:\MAPS\Area Structure Plans\Riverside\2022 Riverside ASP amend '27 Genstar Annex (River Lot 22)\ASP Maps\Riverside_ASP_Maps_RLx-20...3.aprx

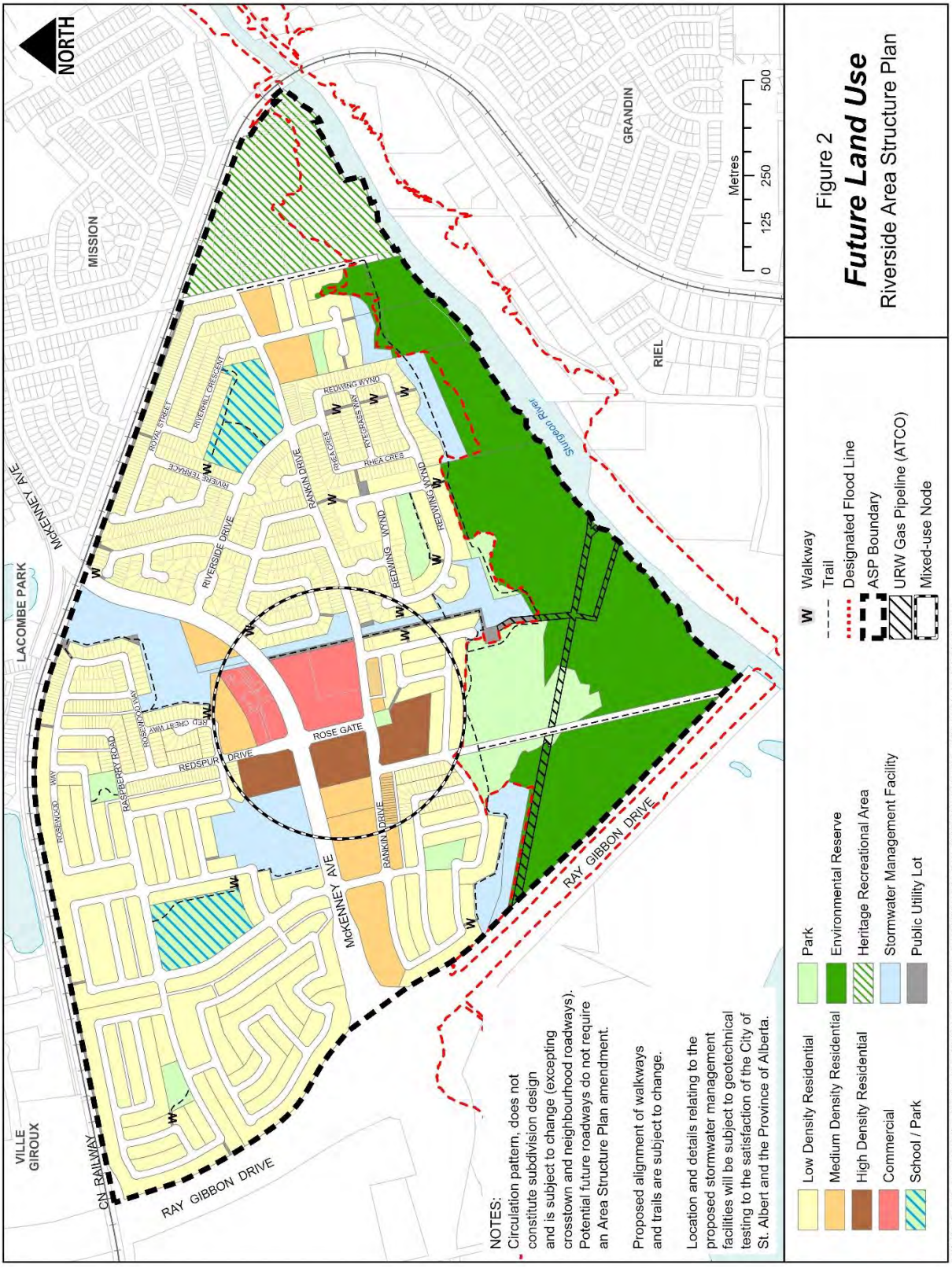

NORTH
MISSION
LACOMBE PARK
MCKENNEY AVE
VILLE GIROUX
CN RAILWAY
RAY GIBBON DRIVE
McKENNEY AVE
RAY GIBBON DRIVE
Big Lake
Sturgeon River
RIEL
GRANDIN
A
B
C
D
E
F
G
H
NOTE:
Permitted fill areas in this figure refer to areas that may be filled to accomodate future residential land uses.
Natural Areas:
A Riparian Fringe
B White Spruce Forest
C Poplar Stand
D Mixed Woods Stand
E Mixed Woods Stand
F Modified Wetland
G Roadside Shelter Belt
H Intermittent Wetland
Designated Flood Line
Permitted Fill Areas
Natural Areas
White Spruce Forest
Designated Municipal Historic Resource by Bylaw 31/2011
Potential Future Roadway
ASP Boundary
Aerial Photography Source: Orthophotography, Flown 2003
Metres
0
125
250
500
Figure 12
Natural Areas
Riverside Area Structure Plan
Document Path: G:\MAPS\Area Structure Plans\Riverside\2019 ASP Genstar Amendment_InProgress\ASP Figures\Fig12_NaturalAreas.mxd

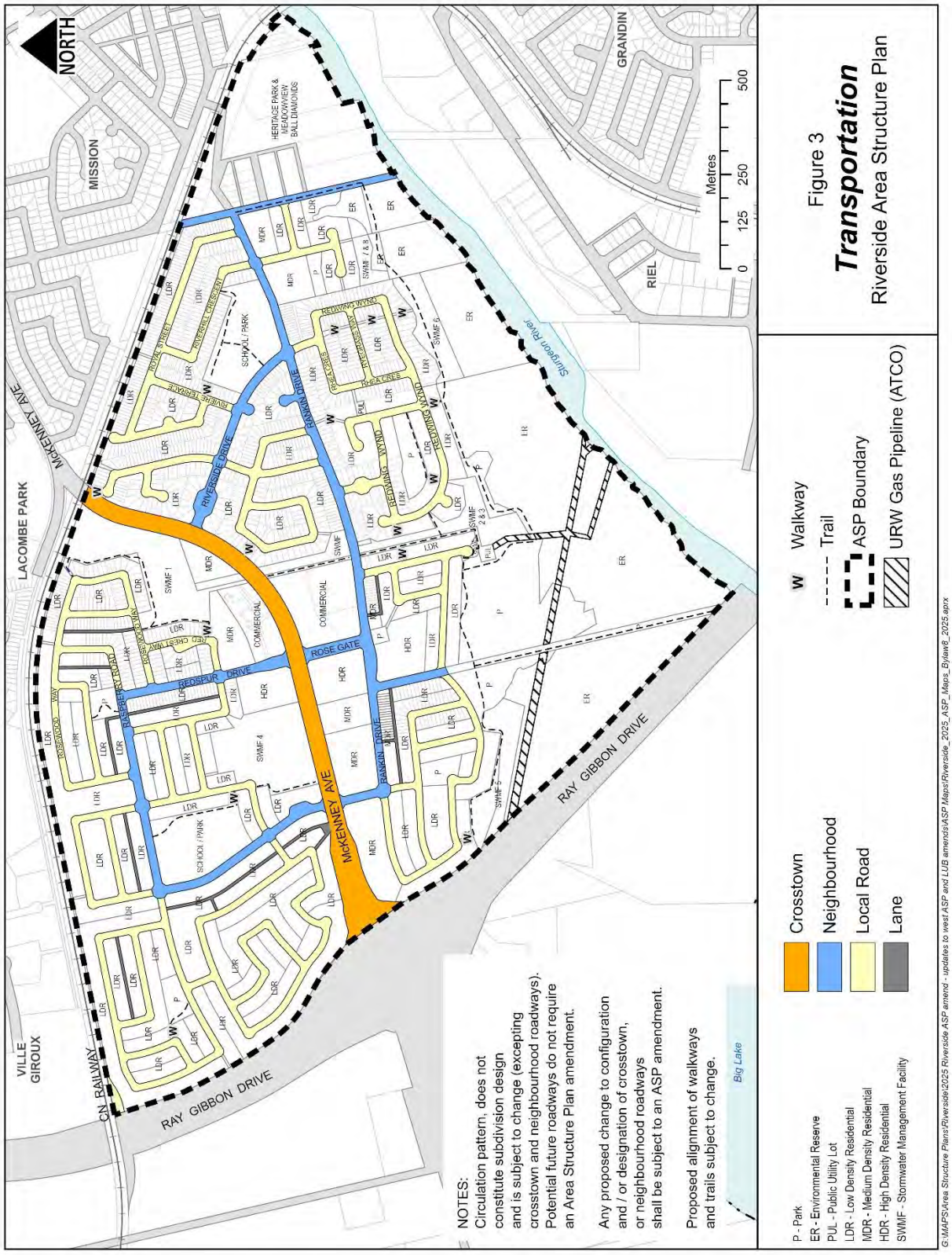

NORTH
MISSION AVE
Train Station
MEADOWVIEW DRIVE
Historical Buildings
Meadowview Ball Diamonds
Metres
0
25
50
100
RAILWAY LINE
Public Works Yard
MEADOWVIEW LANE
Grain Elevators
ASP Boundary
Future Land Use:
Low Density Residential
Medium Density Residential
Figure 13
Heritage Site
Riverside Area Structure Plan
Aerial Photography: Flown 2023
Document Path: G:\MAPS\Area Structure Plans\Riverside\2022 Riverside ASP amend 27 Genstar Annex (River Lot 22)\ASP Maps\Riverside_ASP_Maps_RLx-2023.aprx

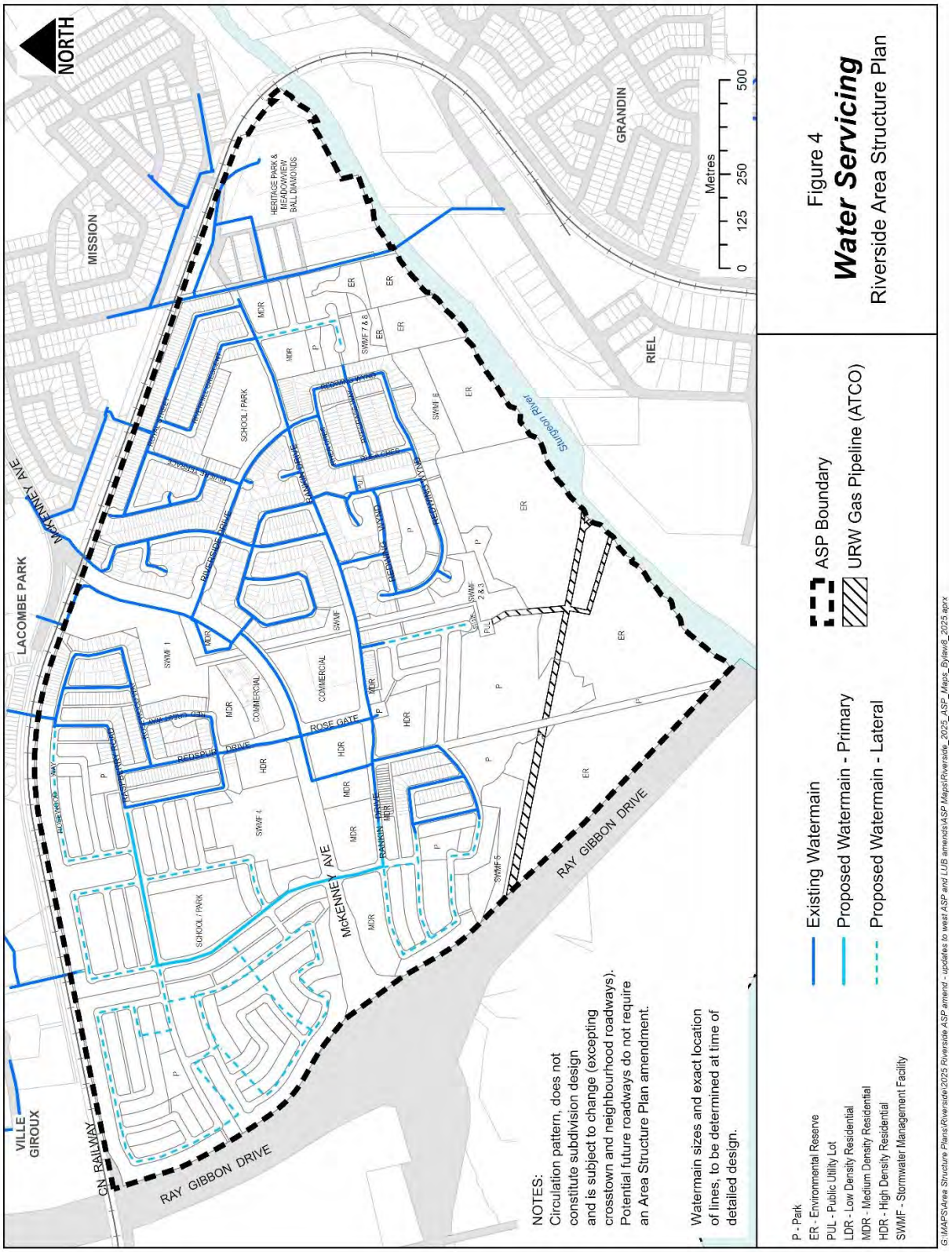

NORTH
Metres
0
50
100
200
Figure 13A
Heritage Sites Functional Plan Concept
Riverside Area Structure Plan
Source:
Urban Systems
Refined Heritage Site Concept Plan
ASP Boundary
Future Heritage Sites Boundary
Future Land Use:
Low Density Residential
Medium Density Residential
School / Park
Environmental Reserve
ALBERTA GRAIN COMPANY ELEVATOR
ALBERTA/WHEAT POOL ELEVATOR
TRAIN STATION/APLATFORM
METIS GARDEN
BUS DROP-OFF ZONE
METIS VEGETABLE GARDEN
WASHHOUSE FOUNDATION
PARKING LOT
HOGAN HOUSE
CHICKEN COOP
CUNNINGHAM HOUSE
FRUIT FOREST ALONG PROPERTY LINE
GRANULAR TRAIL
FENCE
PRIVATE PROPERTY
FIELD
FIELD
FIELD
EMERGENCY ACCESS ROUTE
MACHINERY DISPLAY SHED & EQUIPMENT DEMONSTRATION AREA
PRIVATE PROPERTY BOUNDARY
BOLLARDS
EXISTING ROAD
CHEVIGNY HOUSE & BROSSEAU GRANARY
NATIVE PLANTING PLOT
PLANTING BEDS GRANULAR TRAIL
MAINTENANCE YARD
FUTURE BOARDWALK
FUTURE CONNECTION

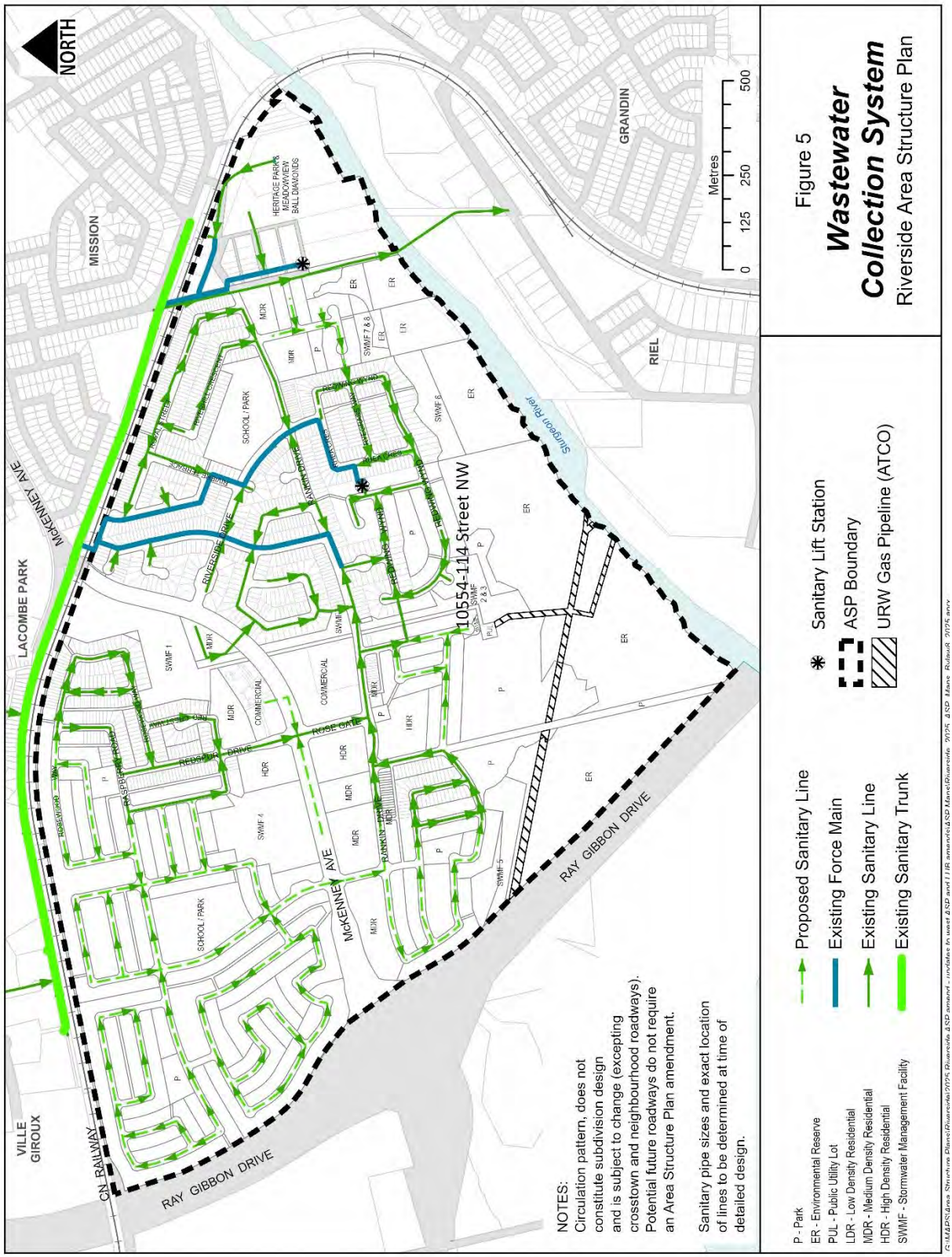

NORTH
RIVER LOT 48
RIVER LOT 49
RIVER LOT 50
RIVER LOT 51
RIVER LOT 52
RIVER LOT 53
RIVER LOT 54
RIVER LOT 55
RIVER LOT 28
RIVER LOT 27
RIVER LOT 26
RIVER LOT 25
RIVER LOT 24
RIVER LOT 23
RIVER LOT 22
RIVER LOT 21
RIVER LOT 20
RIVER LOT 19
RIVER LOT 20A
RIVER LOT 19A
RIVER LOT 18A
RIVER LOT 18
RIVER LOT 17
RIVER LOT 16A
RIVER LOT 16
RIVER LOT 15A
RIVER LOT 15
RIVER LOT 14A
RIVER LOT 14
RIVER LOT 13A
RIVER LOT 13
McKENNEY AVE
RAY GIBBON DRIVE
RAY GIBBON DRIVE
CN RAILWAY
Big Lake
Sturgeon River
0
200
400
800
Metres
Figure 14
Former Historic River Lots
Riverside Area Structure Plan
ASP Boundary
City Boundary
Historic River Lots (St. Albert Settlement Plan)
Document Path: G:\MAPS\Area Structure Plans\Riverside\2019 ASP Genstar Amendment\InProcess\ASP Figures\Fig14 FormerRiverLotNumbers.mxd

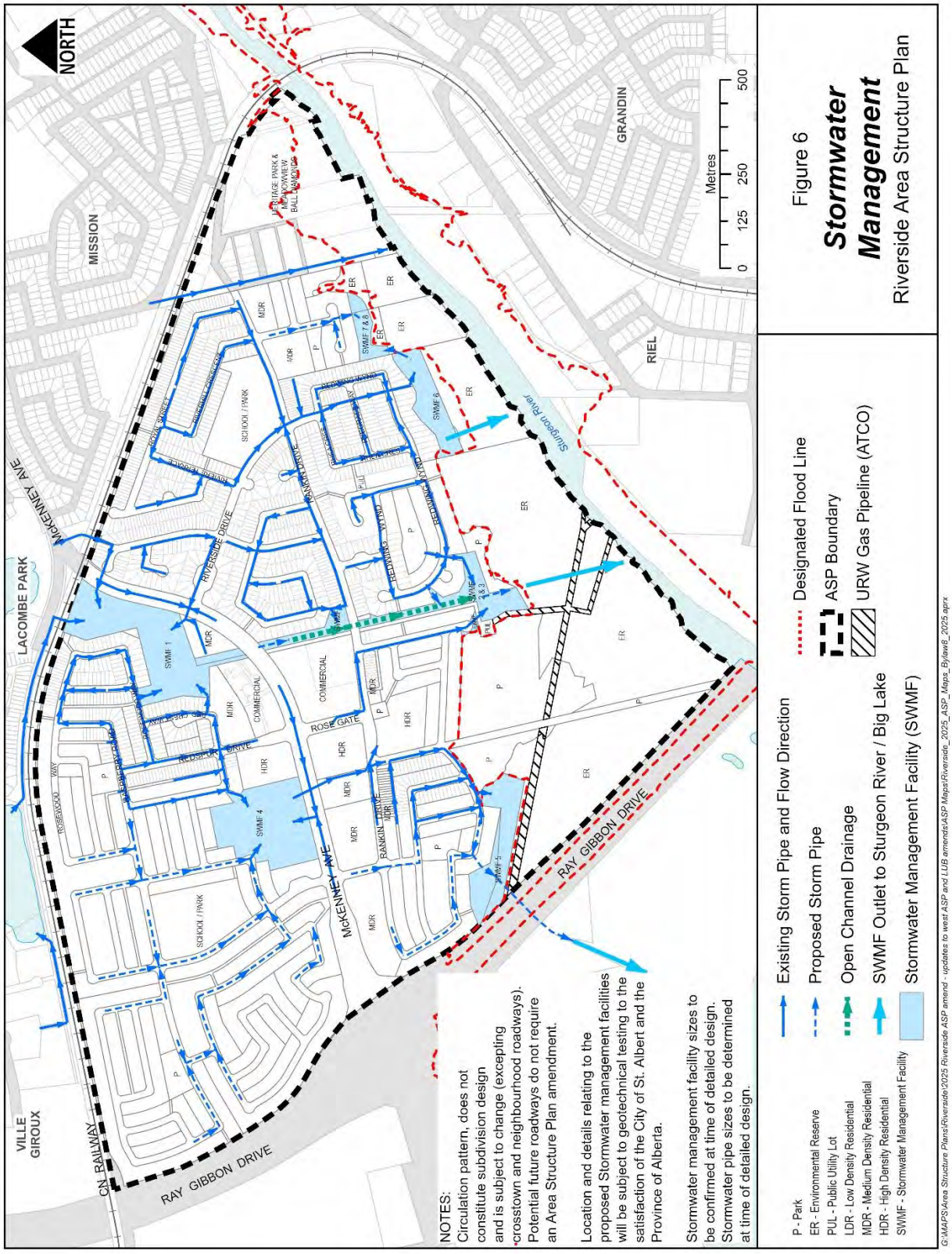

NORTH
STURGEON COUNTY
TOWNSHIP ROAD 544
RANGE ROAD 261
RANGE ROAD 260
RANGE ROAD 255
ST. ALBERT TRAIL
RANGE ROAD 253
NEIL ROSS ROAD
BELLEROSE DRIVE
VILLENEUVE ROAD
CHEROT BOULEVARD
HOOGHAN ROAD
GIROUX ROAD
DAWSON ROAD
POUNDMAKER ROAD
STURGEON ROAD
CAMPBELL ROAD
VENESS ROAD
POIRIER AVENUE
BOUDREAU ROAD
CITY OF ST. ALBERT
TOWNSHIP ROAD 540A
Riverside
SIR WINSTON CHURCHILL AVENUE
CUNNINGHAM ROAD
HEBERT ROAD
MEADOWVIEW DRIVE
RAY GIBBON DRIVE
GRANDIN ROAD
GERVAIS ROAD
LEVASSEUR ROAD
Big Lake
LECLAIR WAY
CITY OF EDMONTON
0 0.5 1 2
Kilometers
Figure 1
Location Map
Riverside Area Structure Plan
G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LUB amends\ASP Maps\Riverside_2025_ASP_Maps_Bylaw8_2025.aprx

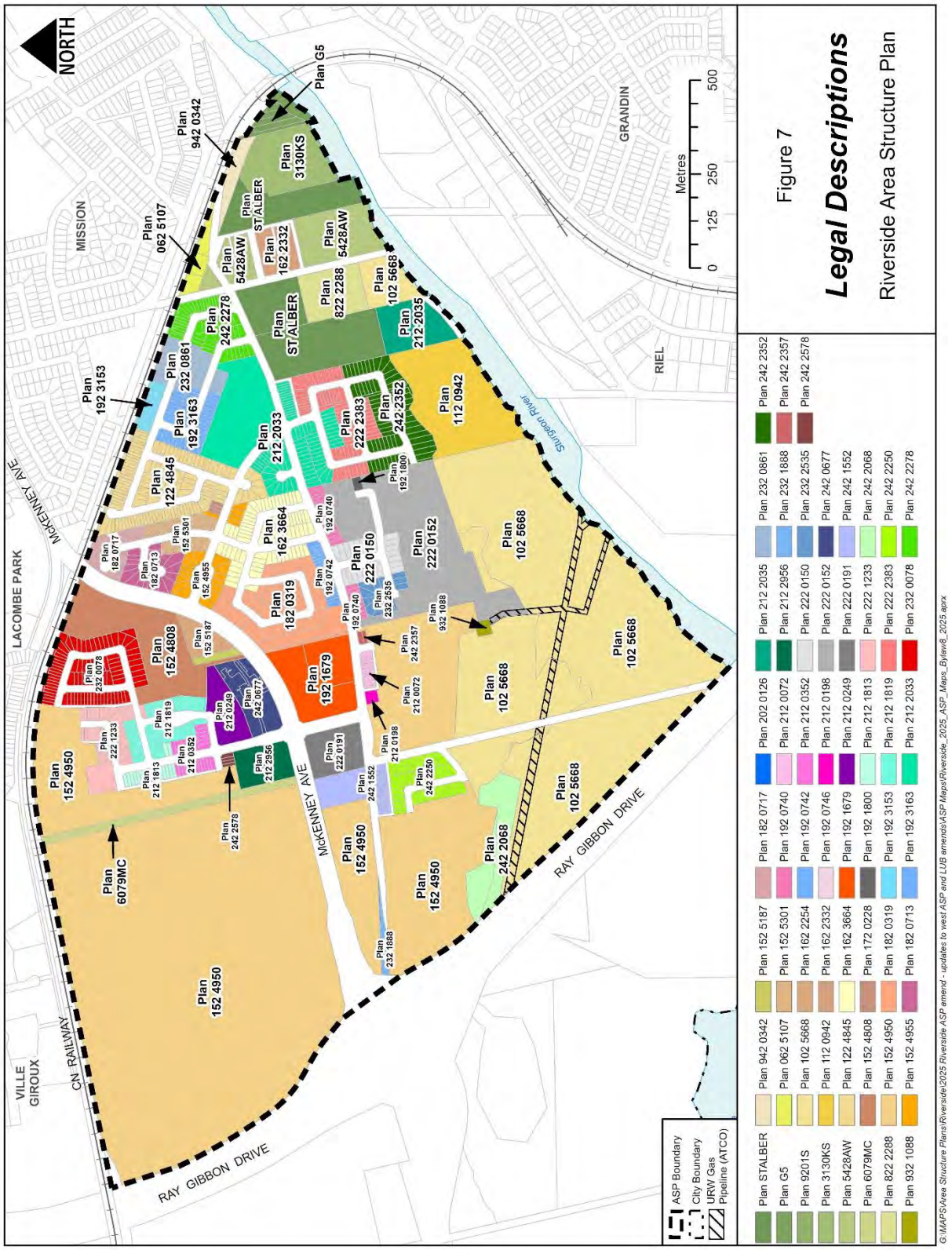

NORTH
MISSION
LACOMBE PARK
MCKENNEY AVE
GRANDIN
RIEL
Sturgeon River
Metres
0 125 250 500
Figure 2
Future Land Use
Riverside Area Structure Plan
ROSE GATE
REDSPUR DRIVE
RIVERSIDE DRIVE
RANKIN DRIVE
REDWING WYND
RHEA CRES
RIVERHILL CRESCENT
ROYAL STREET
RIVERSIDE TERRACE
RASPBERRY ROAD
ROSEWOOD WAY
MCKENNEY AVE
RAY GIBBON DRIVE
CN RAILWAY
VILLE GIROUX
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Proposed alignment of walkways and trails are 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.
Walkway
Trail
Designated Flood Line
ASP Boundary
URW Gas Pipeline (ATCO)
Mixed-use Node
Park
Environmental Reserve
Heritage Recreational Area
Stormwater Management Facility
Public Utility Lot
Low Density Residential
Medium Density Residential
High Density Residential
Commercial
School / Park
G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LIR amends\ASP Maps\Riverside_2025_ASP_Maps_Rvlew8_2025.aprx

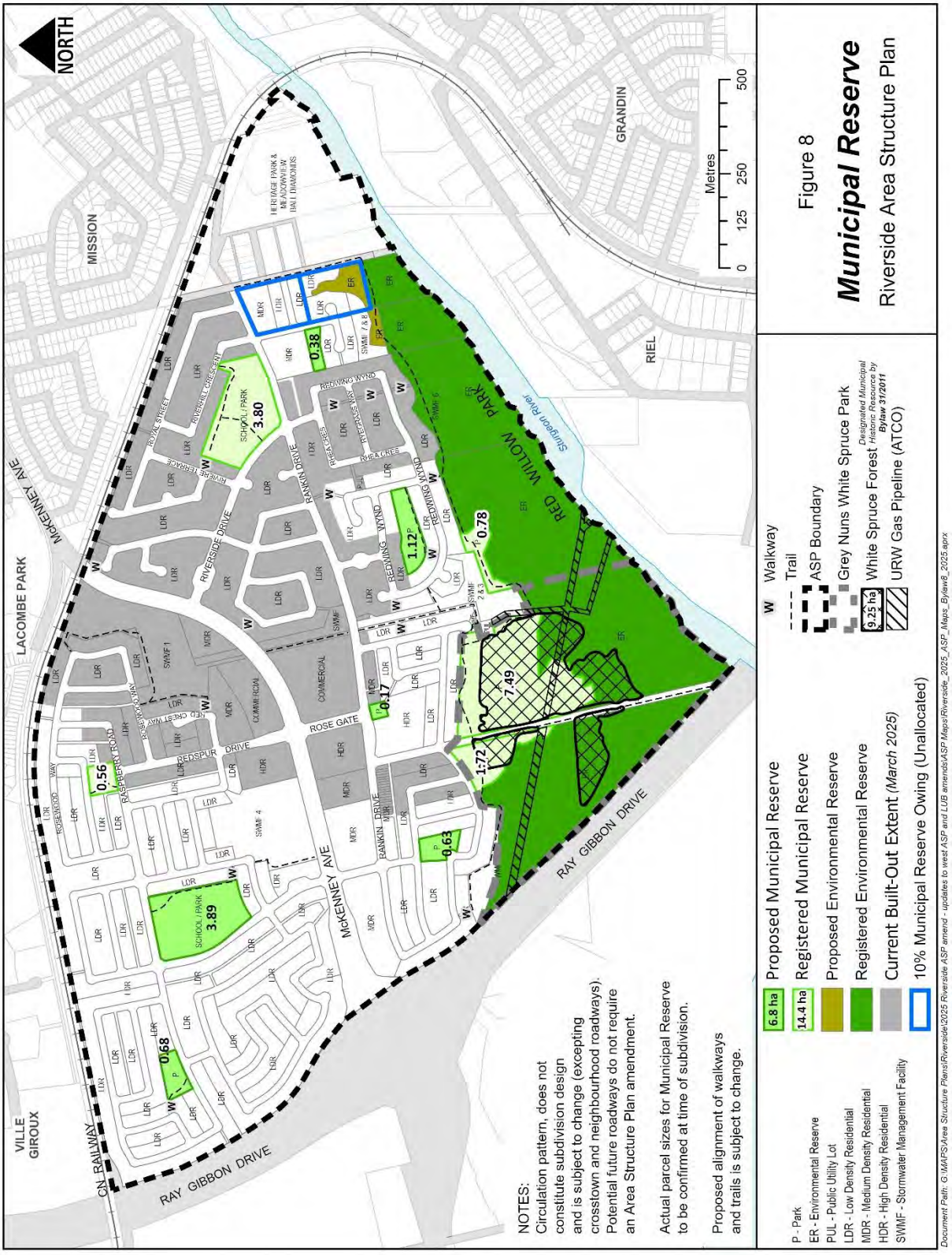

NORTH
MISSION
LACOMBE PARK
VILLE GIROUX
GRANDIN
RIEL
McKENNEY AVE
RAY GIBBON DRIVE
CN RAILWAY
Sturgeon River
Big Lake
RIVERSIDE DRIVE
RANKIN DRIVE
ROSE GATE
REDSEDGE DRIVE
RASPBERRY ROAD
REDWING WYND
SCHOOL / PARK
COMMERCIAL
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
SWMF 1
SWMF 2 & 3
SWMF 4
SWMF 5
SWMF 6
SWMF 7 & 8
LDR
MDR
HDR
ER
P
PUL
W
Metres
0
125
250
500
Figure 3
Transportation
Riverside Area Structure Plan
Walkway
Trail
ASP Boundary
URW Gas Pipeline (ATCO)
Crosstown
Neighbourhood
Local Road
Lane
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Any proposed change to configuration and / or designation of crosstown, or neighbourhood roadways shall be subject to an ASP amendment.
Proposed alignment of walkways and trails subject to change.
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LUB amends\ASP Maps\Riverside_2025_ASP_Maps_Bylaw8_2025.aprx

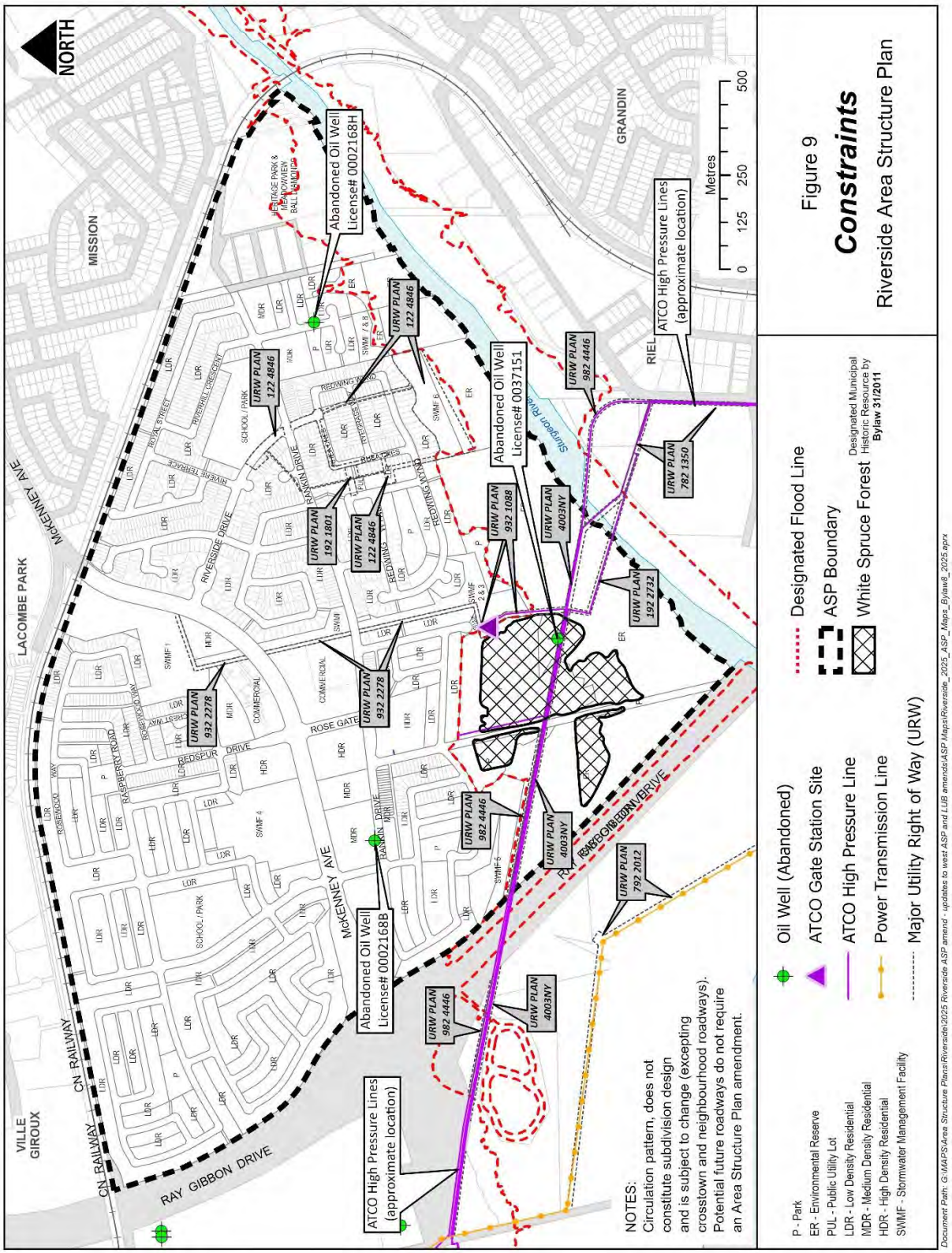

NORTH
MISSION
LACOMBE PARK
VILLE GIROUX
CN RAILWAY
RAY GIBBON DRIVE
McKENNEY AVE
MACTAVISH AVE
RIVERSIDE DRIVE
ROSE GATE
REDRUM DRIVE
RANKIN DRIVE
GRANDIN
RIEL
Sturgeon River
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
SCHOOL / PARK
COMMERCIAL
SWMF 1
SWMF 2 & 3
SWMF 4
SWMF 5
SWMF 7 & 8
SWMF 8
MDR
HDR
ER
P
PUL
Metres
0 125 250 500
Figure 4
Water Servicing
Riverside Area Structure Plan
ASP Boundary
URW Gas Pipeline (ATCO)
Existing Watermain
Proposed Watermain - Primary
Proposed Watermain - Lateral
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Watermain sizes and exact location of lines, to be determined at time of detailed design.
G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LUB amends\ASP Maps\Riverside_2025_ASP_Maps_Bylaw8_2025.aprx

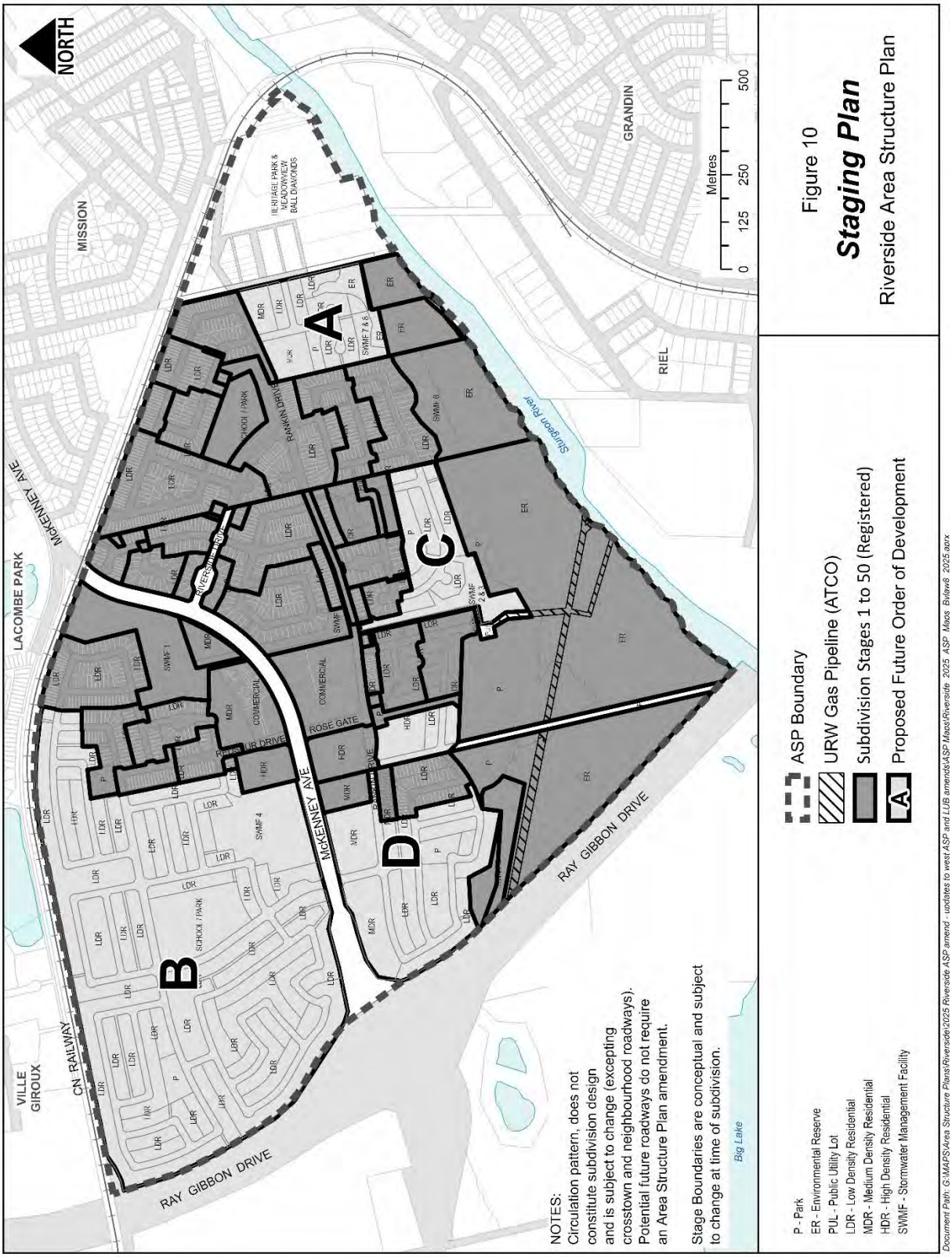

NORTH
MISSION
LACOMBE PARK
McKENNEY AVE
VILLE GIROUX
CN RAILWAY
RAY GIBBON DRIVE
GRANDIN
RIEL
Sturgeon River
10554-114 Street NW
HERITAGE PARK
MEADOWVIEW BALL DIAMONDS
RIVERSIDE DRIVE
RASPBERRY ROAD
ROSE GATE
RASPBERRY WAY
RASPBERRY CRES
RASPBERRY CRT
RASPBERRY LANE
RASPBERRY PLACE
RASPBERRY RIDGE
RASPBERRY TRAIL
RASPBERRY VIEW
RASPBERRY WYND
RASPBERRY GREEN
RASPBERRY HEIGHTS
RASPBERRY MEWS
RASPBERRY PARK
RASPBERRY POINT
RASPBERRY RISE
RASPBERRY WAY
RASPBERRY WOOD
RASPBERRY CRES
RASPBERRY CRT
RASPBERRY LANE
RASPBERRY PLACE
RASPBERRY RIDGE
RASPBERRY TRAIL
RASPBERRY VIEW
RASPBERRY WYND
RASPBERRY GREEN
RASPBERRY HEIGHTS
RASPBERRY MEWS
RASPBERRY PARK
RASPBERRY POINT
RASPBERRY RISE
RASPBERRY WAY
RASPBERRY WOOD
RASPBERRY CRES
RASPBERRY CRT
RASPBERRY LANE
RASPBERRY PLACE
RASPBERRY RIDGE
RASPBERRY TRAIL
RASPBERRY VIEW
RASPBERRY WYND
RASPBERRY GREEN
RASPBERRY HEIGHTS
RASPBERRY MEWS
RASPBERRY PARK
RASPBERRY POINT
RASPBERRY RISE
RASPBERRY WAY
RASPBERRY WOOD
SCHOOL / PARK
SCHOOL / PARK
COMMERCIAL
COMMERCIAL
SWMF 1
SWMF 2 & 3
SWMF 4
SWMF 5
SWMF 6
SWMF 7 & 8
LDR
MDR
HDR
P
ER
PUL
0 125 250 500
Metres
Figure 5
Wastewater Collection System
Riverside Area Structure Plan
Sanitary Lift Station
ASP Boundary
URW Gas Pipeline (ATCO)
Proposed Sanitary Line
Existing Force Main
Existing Sanitary Line
Existing Sanitary Trunk
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Sanitary pipe sizes and exact location of lines to be determined at time of detailed design.

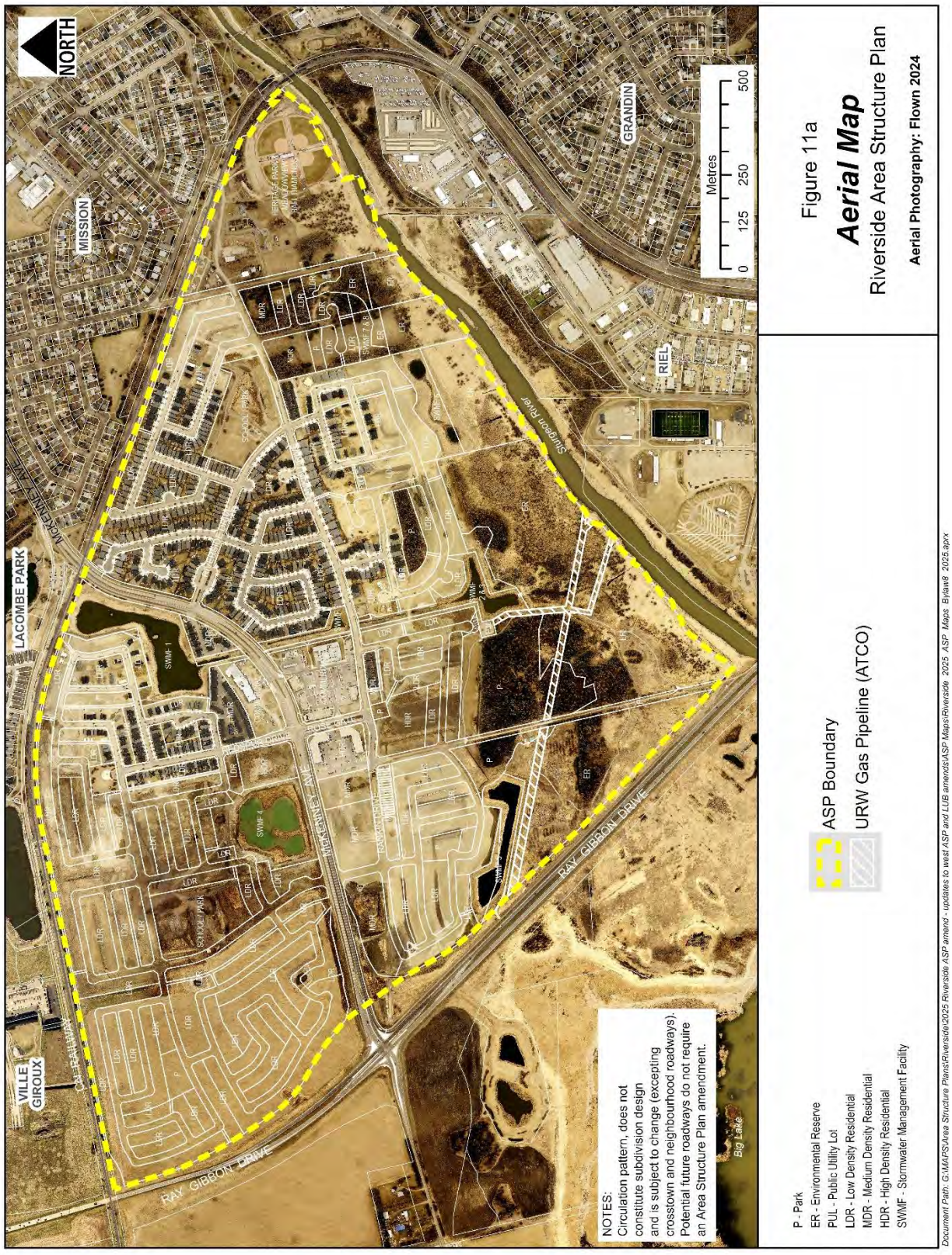

NORTH
MISSION
GRANDIN
RIEL
LACOMBE PARK
VILLE GIROUX
CN RAILWAY
McKENNEY AVE
RAY GIBBON DRIVE
RIVERSIDE DRIVE
ROSE GATE
REDSTONE DRIVE
RANKIN DRIVE
COMMERCIAL
SCHOOL / PARK
SWMF 1
SWMF 4
SWMF 6
SWMF 7 & 8
Sturgeon River
Metres
0 125 250 500
Figure 6
Stormwater Management
Riverside Area Structure Plan
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Location and details relating to the proposed Stormwater management facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
Stormwater management facility sizes to be confirmed at time of detailed design. Stormwater pipe sizes to be determined at time of detailed design.
Existing Storm Pipe and Flow Direction
Proposed Storm Pipe
Open Channel Drainage
SWMF Outlet to Sturgeon River / Big Lake
Stormwater Management Facility (SWMF)
Designated Flood Line
ASP Boundary
URW Gas Pipeline (ATCO)
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LUB amends\ASP Maps\Riverside_2025_ASP_Maps_Bylaw8_2025.aprx

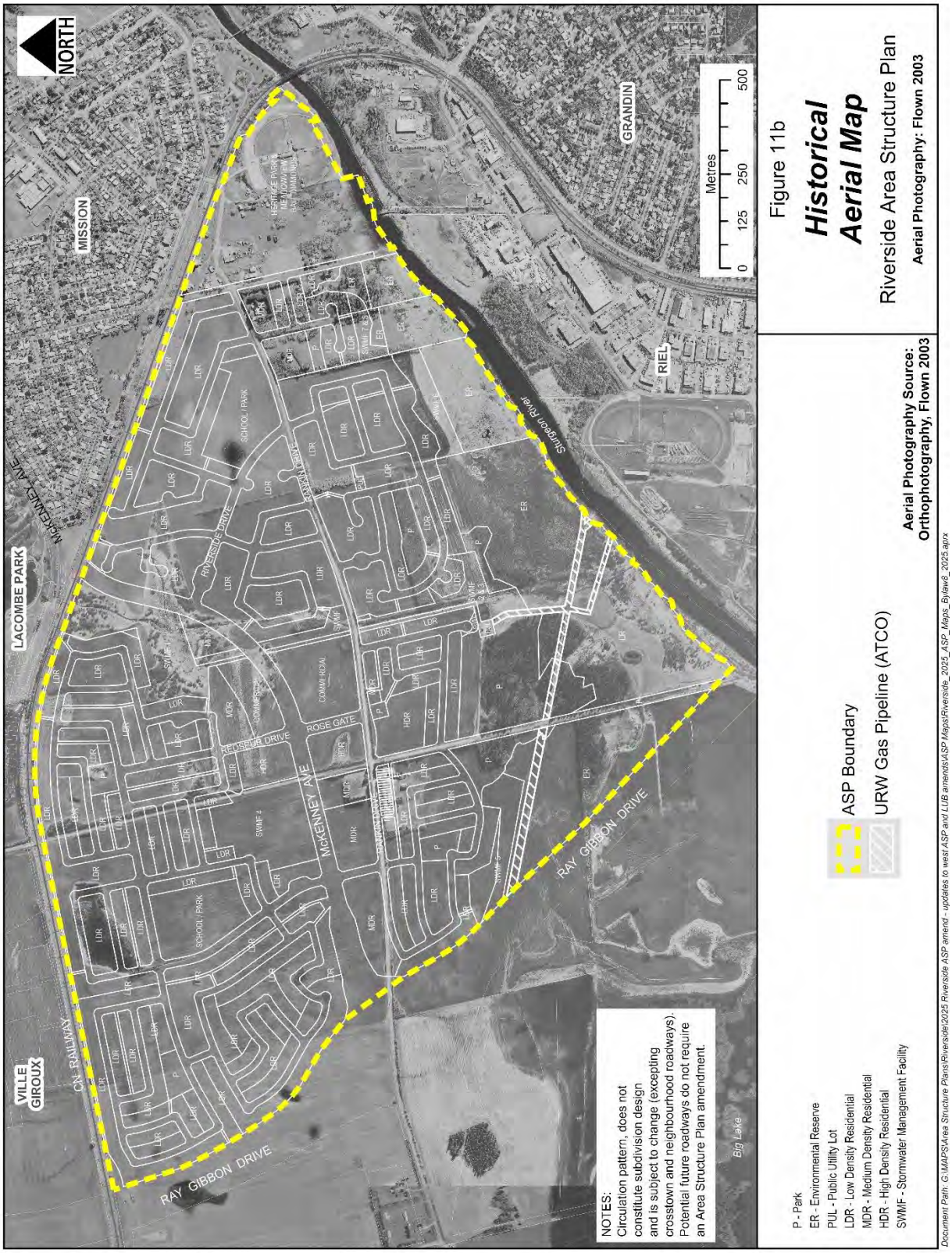

NORTH
Figure 7
Legal Descriptions
Riverside Area Structure Plan
Metres
0
125
250
500
ASP Boundary
City Boundary
URW Gas Pipeline (ATCO)
RAY GIBBON DRIVE
McKENNEY AVE
MACKENNEY AVE
CN RAILWAY
LACOMBE PARK
MISSION
GRANDIN
RIEL
VILLE GIROUX
Sturgeon River
Plan 6079MC
Plan 152 4950
Plan 102 5668
Plan 222 0152
Plan 192 1679
Plan 182 0319
Plan 162 3664
Plan 212 2033
Plan 112 0942
Plan 242 2068
Plan 152 4808
Plan 122 4845
Plan 232 0861
Plan 062 5107
Plan 942 0342
Plan 192 3153
Plan 192 3163
Plan 242 2278
Plan 822 2288
Plan 212 2035
Plan 242 2352
Plan 222 2383
Plan 3130KS
Plan 5428AW
Plan ST.ALBER
Plan 162 2332
Plan G5
Plan 9201S
Plan 932 1088
Plan 152 5187
Plan 152 5301
Plan 162 2254
Plan 162 2332
Plan 172 0228
Plan 182 0713
Plan 182 0717
Plan 192 0740
Plan 192 0742
Plan 192 0746
Plan 192 1800
Plan 202 0126
Plan 212 0072
Plan 212 0198
Plan 212 0249
Plan 212 0352
Plan 212 1813
Plan 212 1819
Plan 212 2035
Plan 212 2956
Plan 222 0150
Plan 222 0152
Plan 222 0191
Plan 222 1233
Plan 222 2383
Plan 232 0078
Plan 232 1888
Plan 232 1888
Plan 232 2535
Plan 242 0677
Plan 242 1552
Plan 242 2068
Plan 242 2250
Plan 242 2352
Plan 242 2357
Plan 242 2578
G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LUB amends\ASP Maps\Riverside_2025_ASP_Maps_Bylaw8_2025.aprx

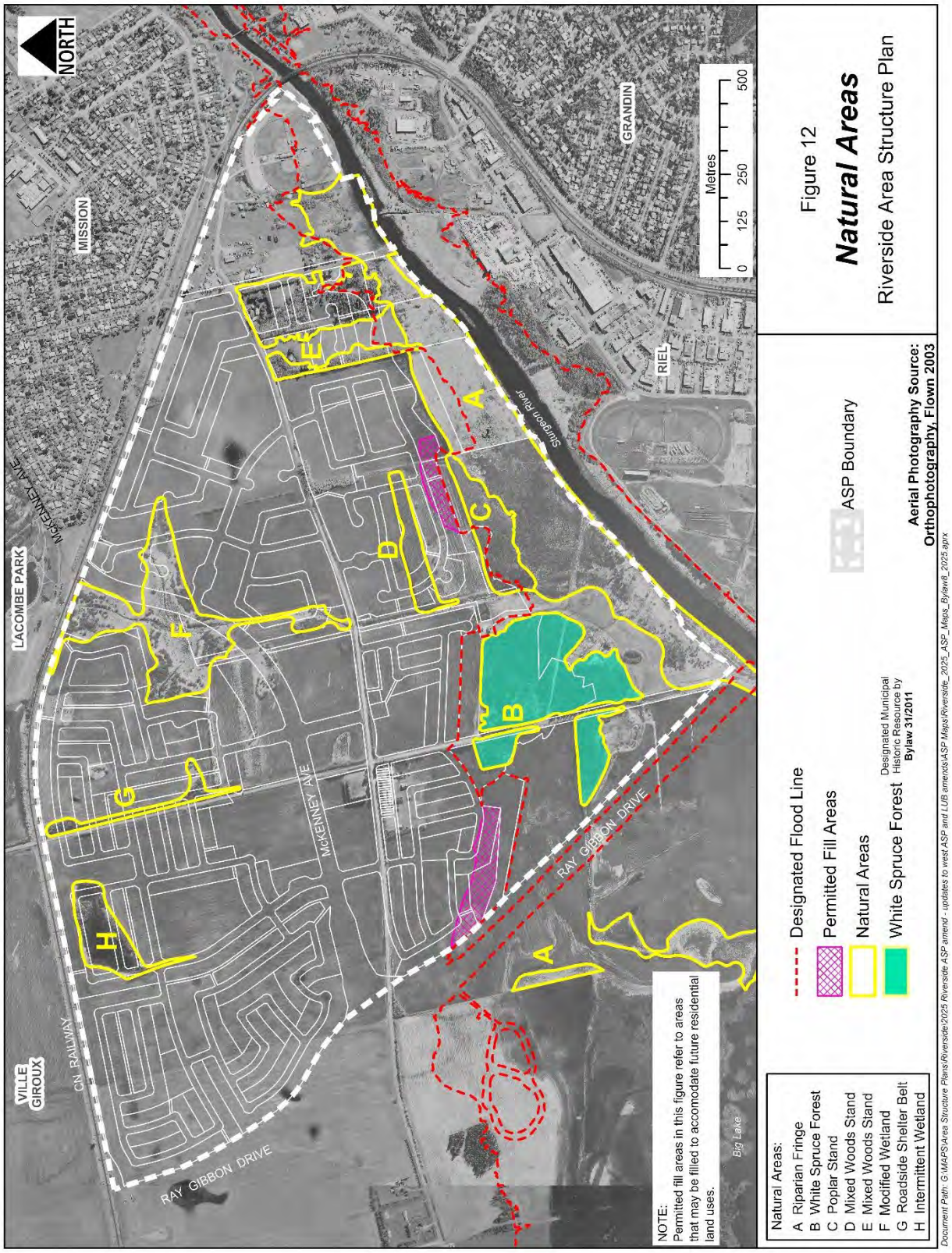

NORTH
MISSION
LACOMBE PARK
MCKENNEY AVE
VILLE GIROUX
CN RAILWAY
RAY GIBBON DRIVE
GRANDIN
RIEL
Sturgeon River
RED WILLOW PARK
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
ROSE GATE
REDSPUR DRIVE
RASPBERRY ROAD
RIVERSIDE DRIVE
RANKIN DRIVE
REDWING WYND
SCHOOL / PARK 3.80
SCHOOL / PARK 3.89
SWMF 1
SWMF 2 & 3
SWMF 4
SWMF 5
SWMF 6
COMMERCIAL
0.56
0.68
0.17
0.63
0.38
1.12
0.78
1.72
7.49
Metres
0 125 250 500
Figure 8
Municipal Reserve
Riverside Area Structure Plan
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Actual parcel sizes for Municipal Reserve to be confirmed at time of subdivision.
Proposed alignment of walkways and trails is subject to change.
6.8 ha Proposed Municipal Reserve
14.4 ha Registered Municipal Reserve
Proposed Environmental Reserve
Registered Environmental Reserve
Current Built-Out Extent (March 2025)
10% Municipal Reserve Owing (Unallocated)
W Walkway
Trail
ASP Boundary
Grey Nuns White Spruce Park
9.25 ha White Spruce Forest Designated Municipal Historic Resource by Bylaw 31/2011
URW Gas Pipeline (ATCO)
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
Document Path: G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LUB amends\ASP Maps\Riverside_2025_ASP_Maps_Bylaw8_2025.aprx

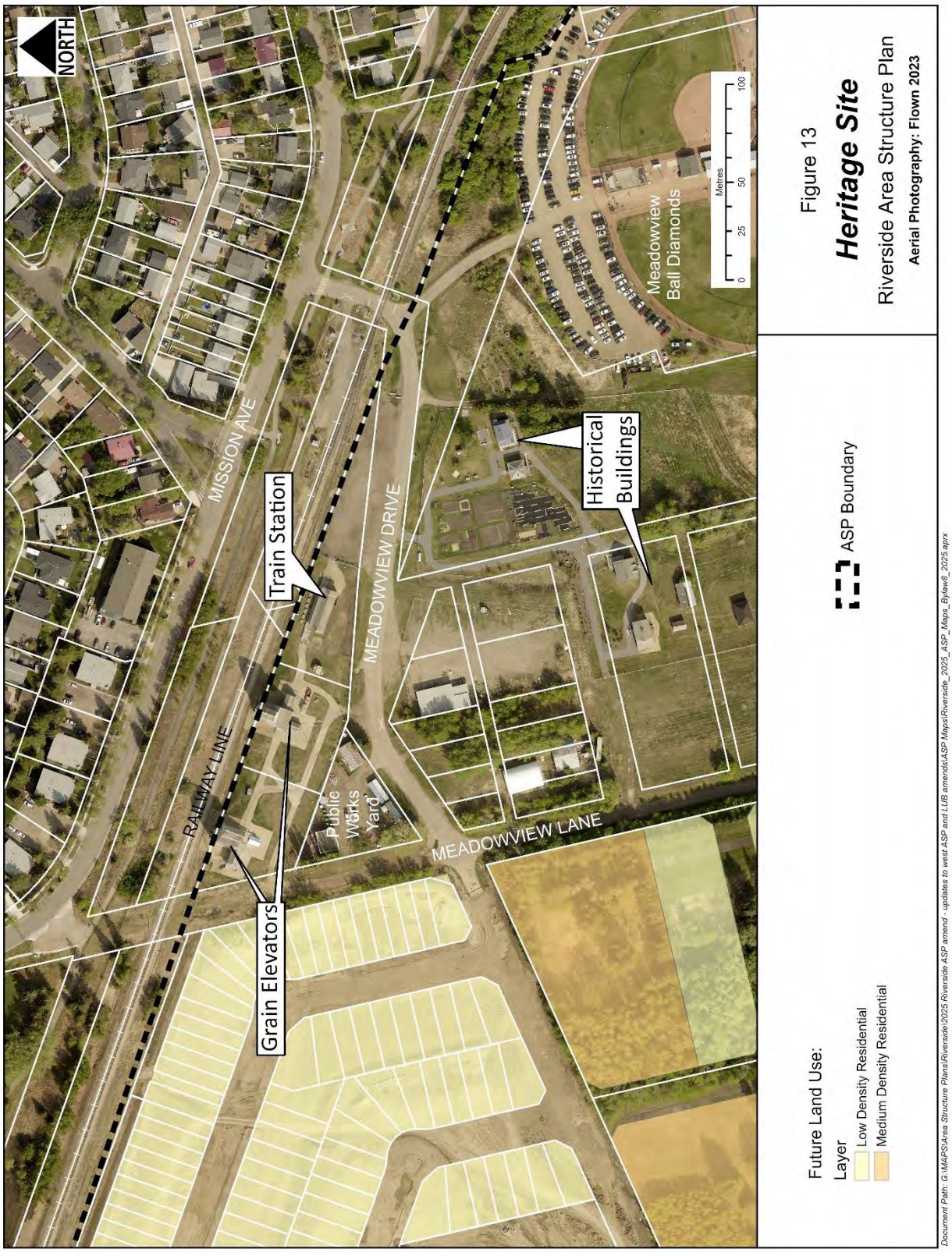

NORTH
MISSION
LACOMBE PARK
MCKENNEY AVE
GRANDIN
VILLE GIROUX
CN RAILWAY
RAY GIBBON DRIVE
RIVERSIDE DRIVE
REDSPUR DRIVE
ROSE GATE
RASPBERRY ROAD
REDWING WYND
RANKIN DRIVE
Sturgeon River
Abandoned Oil Well License# 0002168H
Abandoned Oil Well License# 0037151
Abandoned Oil Well License# 0002168B
ATCO High Pressure Lines (approximate location)
RIEL
Metres
0 125 250 500
Figure 9
Constraints
Riverside Area Structure Plan
Designated Flood Line
ASP Boundary
White Spruce Forest
Designated Municipal Historic Resource by Bylaw 31/2011
Oil Well (Abandoned)
ATCO Gate Station Site
ATCO High Pressure Line
Power Transmission Line
Major Utility Right of Way (URW)
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Document Path: G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LUB amends\ASP Maps\Riverside_2025_ASP_Maps_Bylaw8_2025.aprx

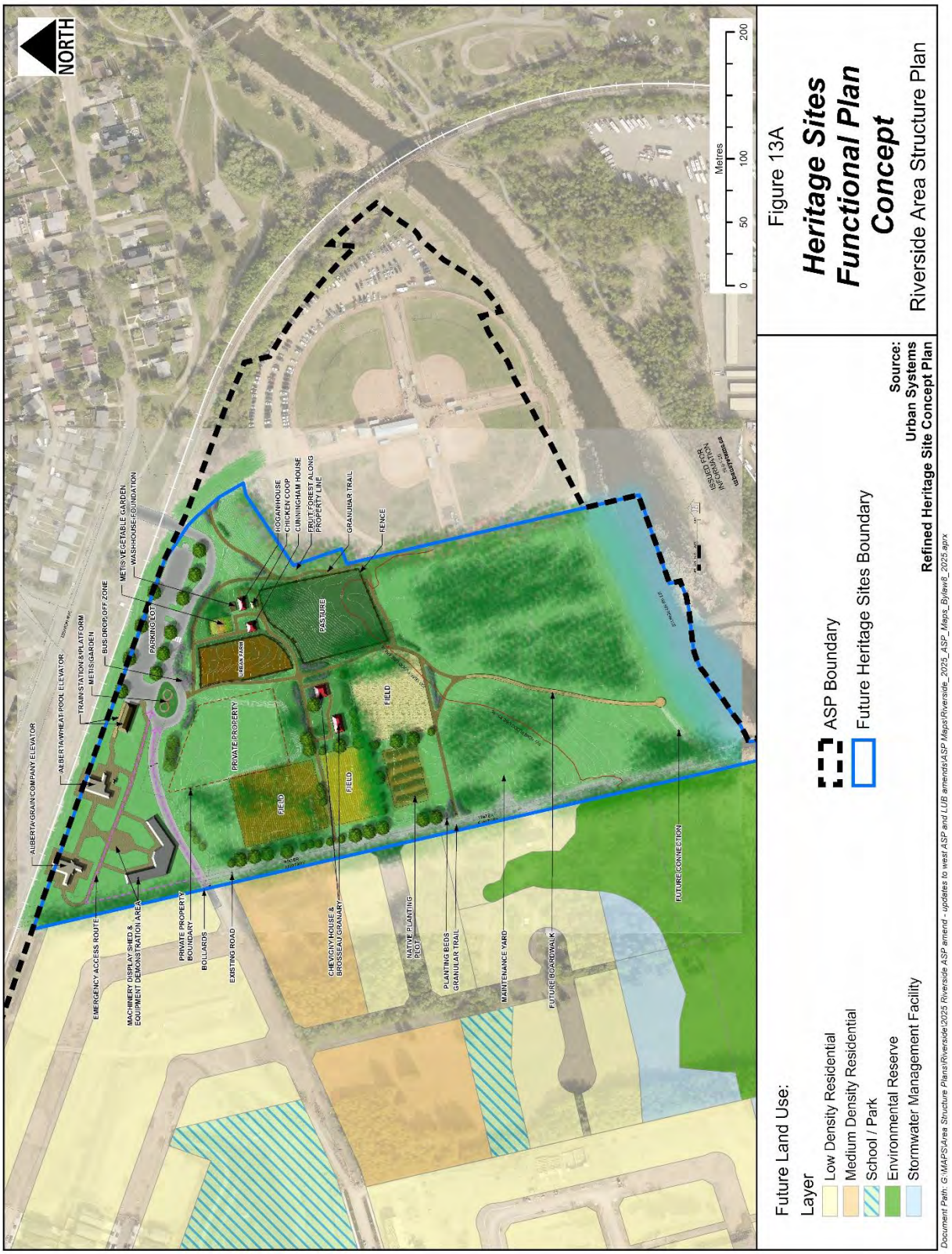

NORTH
MISSION
LACOMBE PARK
MCKENNEY AVE
VILLE GIROUX
CN RAILWAY
RAY GIBBON DRIVE
GRANDIN
RIEL
Sturgeon River
ILE NIAGARA PARK & MEADOWVIEW BALL DIAMONDS
RAWLIN DRIVE
RIVERSIDE BLVD
ROSE GATE
COMMERCIAL
SCHOOL / PARK
SWMF 1
SWMF 2 & 3
SWMF 4
SWMF 7 & 8
A
B
C
D
Metres
0 125 250 500
Figure 10
Staging Plan
Riverside Area Structure Plan
ASP Boundary
URW Gas Pipeline (ATCO)
Subdivision Stages 1 to 50 (Registered)
Proposed Future Order of Development
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Stage Boundaries are conceptual and subject to change at time of subdivision.
Big Lake
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
Document Path: G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LUB amend\ASP Maps\Riverside 2025 ASP Maps Bylaw6 2025.aprx


NORTH
MISSION
LACOMBE PARK
VILLE GIROUX
GRANDIN
RIEL
Sturgeon River
RAY GIBBON DRIVE
McKENNEY AVENUE
Big Lake
SCHOOL PARK
SWMF 1
SWMF 2
SWMF 3
SWMF 4
SWMF 5
SWMF 6
SWMF 7
SWMF 8
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
ASP Boundary
URW Gas Pipeline (ATCO)
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
Metres
0 125 250 500
Figure 11a
Aerial Map
Riverside Area Structure Plan
Aerial Photography: Flown 2024
Document Path: G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LUB amends\ASP Maps\Riverside 2025 ASP Maps Bylaw9 2025.aprx

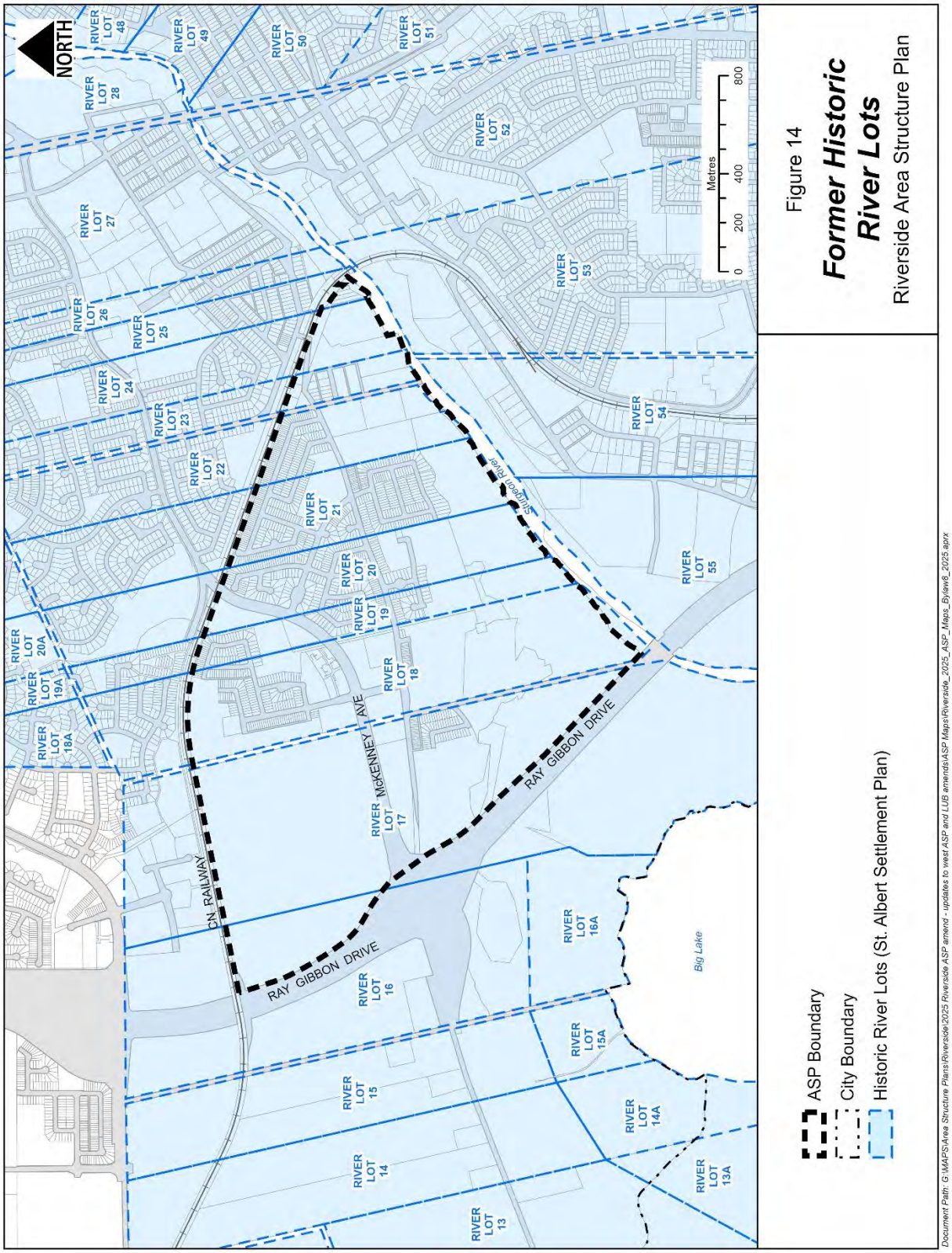

NORTH
LACOMBE PARK
MISSION
GRANDIN
RIEL
VILLE GIROUX
CN RAILWAY
McKENNEY AVE
RAY GIBBON DRIVE
ROSE GATE
REDBERRY DRIVE
RIVERSIDE DRIVE
SCHOOL / PARK
COMMUNITY ROAD
Sturgeon River
Big Lake
Metres
0 125 250 500
Figure 11b
Historical Aerial Map
Riverside Area Structure Plan
Aerial Photography: Flown 2003
ASP Boundary
URW Gas Pipeline (ATCO)
Aerial Photography Source: Orthophotography, Flown 2003
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
Document Path: G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LUB amends\ASP Maps\Riverside_2025_ASP_Maps_Bylaw8_2025.aprx

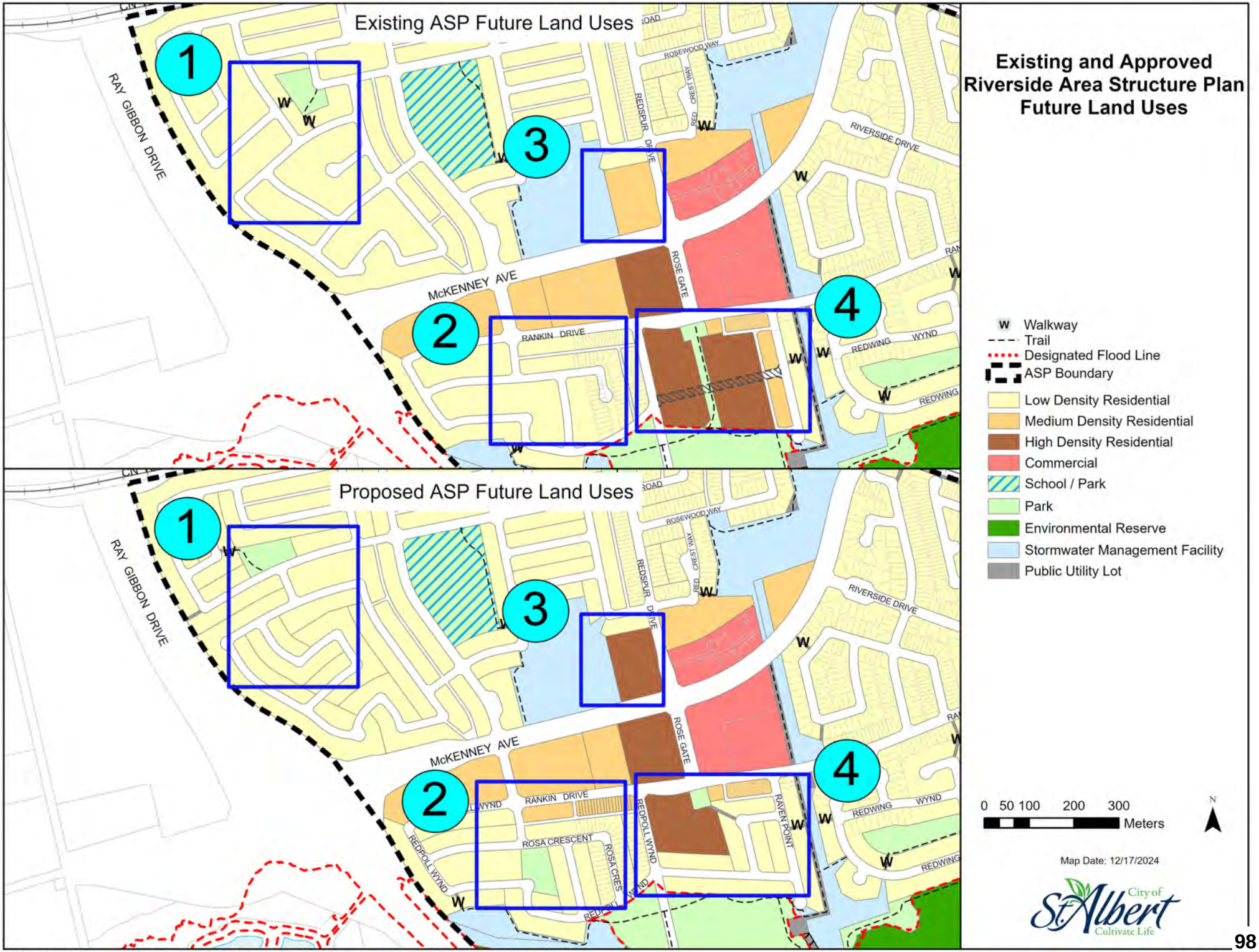

NORTH
MISSION
GRANDIN
RIEL
LACOMBE PARK
VILLE GIROUX
CN RAILWAY
McKENNEY AVE
RAY GIBBON DRIVE
Sturgeon River
Big Lake
Metres
0 125 250 500
Figure 12
Natural Areas
Riverside Area Structure Plan
ASP Boundary
Designated Flood Line
Permitted Fill Areas
Natural Areas
White Spruce Forest
Designated Municipal Historic Resource by Bylaw 31/2011
Aerial Photography Source: Orthophotography, Flown 2003
Natural Areas:
A Riparian Fringe
B White Spruce Forest
C Poplar Stand
D Mixed Woods Stand
E Mixed Woods Stand
F Modified Wetland
G Roadside Shelter Belt
H Intermittent Wetland
NOTE:
Permitted fill areas in this figure refer to areas that may be filled to accomodate future residential land uses.
Document Path: G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LUB amends\ASP Maps\Riverside_2025_ASP_Maps_Bylaw8_2025.aprx


NORTH
MISSION AVE
Train Station
MEADOWVIEW DRIVE
Historical Buildings
Meadowview Ball Diamonds
Metres
0
25
50
100
RAILWAY LINE
Public Works Yard
MEADOWVIEW LANE
Grain Elevators
Figure 13
Heritage Site
Riverside Area Structure Plan
Aerial Photography: Flown 2023
ASP Boundary
Future Land Use:
Layer
Low Density Residential
Medium Density Residential
Document Path: G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LUB amends\ASP Maps\Riverside_2025_ASP_Maps_Bylaw6_2025.aprx



Document Path: G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LUB amends\ASP Maps\Riverside_2025_ASP_Maps_Bylaw8_2025.aprx


NORTH
RIVER LOT 48
RIVER LOT 49
RIVER LOT 50
RIVER LOT 51
RIVER LOT 52
RIVER LOT 53
RIVER LOT 54
RIVER LOT 55
RIVER LOT 28
RIVER LOT 27
RIVER LOT 26
RIVER LOT 25
RIVER LOT 24
RIVER LOT 23
RIVER LOT 22
RIVER LOT 21
RIVER LOT 20
RIVER LOT 19
RIVER LOT 18
RIVER LOT 20A
RIVER LOT 19A
RIVER LOT 18A
RIVER LOT 17
RIVER LOT 16A
RIVER LOT 16
RIVER LOT 15A
RIVER LOT 15
RIVER LOT 14A
RIVER LOT 14
RIVER LOT 13A
RIVER LOT 13
McKENNEY AVE
RAY GIBBON DRIVE
RAY GIBBON DRIVE
CN RAILWAY
Big Lake
Sturgeon River
0
200
400
800
Metres
Figure 14
Former Historic River Lots
Riverside Area Structure Plan
ASP Boundary
City Boundary
Historic River Lots (St. Albert Settlement Plan)
Document Path: G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LUB amends\ASP Maps\Riverside_2025_ASP_Maps_Bylaw8_2025.aprx



G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LUB amends\Circulation Maps\UPdated_ReadOnly.aprx

Figure 2

CITY OF ST. ALBERT

BYLAW 09/2025

LAND USE BYLAW AMENDMENT

Being Amendment 5 to Land Use Bylaw 18/2024

The Council of the City of St. Albert ENACTS AS FOLLOWS:

1. Bylaw 18/2024, the Land Use Bylaw, is amended by this Bylaw.

2. That Part 5, Section 5.6, MDR – Medium-Density Residential District be amended as follows:

    a) Sub-section (15)(a), Figure 5-6: Sites for Dwelling (Townhouse – Single) in accordance with an Area Structure Plan, the Riverside ASP figure is deleted in its entirety.

3. The lands legally described below are redistricted as shown on the maps attached as Schedule “A” to this Bylaw, and the Land Use District Map being Schedule “A” to Bylaw 18/2024 is amended accordingly.

Legal Description	**Current District**	**Proposed District**
Plan 152 4950, Blk 5, Lot 4	Future Development (FUD)	Small Lot Residential (SLR)
Plan 152 4950, Blk 5, Lot 4	Future Development (FUD)	Laned Lot Residential (LLR)
Plan 152 4950, Blk 5, Lot 4	Future Development (FUD)	Public Park (PRK)
Plan 152 4950, Blk 5, Lot 4	Small Lot Residential (SLR)	Laned Lot Residential (LLR)
Plan 152 4950, Blk 5, Lot 4	Small Lot Residential (SLR)	Public Park (PRK)
Plan 152 4950, Blk 5, Lot 4	Laned Lot Residential (LLR)	Small Lot Residential (SLR)
Plan 152 4950, Blk 5, Lot 3	Future Development (FUD)	Small Lot Residential (SLR)

Legal Description	Current District	Proposed District
Plan 152 4950, Blk 5, Lot 3	Small Lot Residential (SLR)	Laned Lot Residential (LLR)
Plan 152 4950, Blk 5, Lot 3	Laned Lot Residential (LLR)	Small Lot Residential (SLR)
Plan 152 4950, Blk 5, Lot 3	Public Park (PRK)	Small Lot Residential (SLR)
Plan 152 4950, Blk 2, Lot 10	Small Lot Residential (SLR)	Public Park (PRK)
Plan 152 4950, Blk 1, Lot 8	Public Park (PRK)	High Density Residential (HDR)
Plan 152 4950, Blk 1, Lot 8	High Density Residential (HDR)	Public Park (PRK)
Plan 152 4950, Blk 1, Lot 8	High Density Residential (HDR)	Small Lot Residential (SLR)
Plan 152 4950, Blk 1, Lot 8	Small Lot Residential (SLR)	Public Park (PRK)
Plan 152 4950, Blk 1, Lot 8	Public Park (PRK)	Small Lot Residential (SLR)
Plan 212 0072, Blk 2, Lots 1-14	High Density Residential (HDR)	Medium Density Residential (MDR)
Plan 6079MC, Lot OC	Future Development (FUD)	Public Park (PRK)
Plan 6079MC, Lot OC	Future Development (FUD)	Small Lot Residential (SLR)
Plan 6079MC, Lot OC	Small Lot Residential (SLR)	Laned Lot Residential (LLR)

Legal Description	Municipal Address
Plan 152 4950, Blk 5, Lot 4	4 Genstar Annex
Plan 152 4950, Blk 2, Lot 10	10 Genstar Annex
Plan 152 4950, Blk 1, Lot 8	8 Genstar Annex
Plan 152 4950, Blk 5, Lot 3	3 Genstar Annex
Plan 232 1888 Area "A"	400 McKenney Ave
Plan 6079MC, Lot OC	14C Genstar Annex

4. The Chief Administrative Officer is authorized to issue a consolidated version of Bylaw 18/2024 that incorporates the amendments made by this bylaw and otherwise conforms with the requirements of section 69 of the *Municipal Government Act*.

READ a First time this _____day of _____ 2025.

READ a Second time this _____day of _____ 2025.

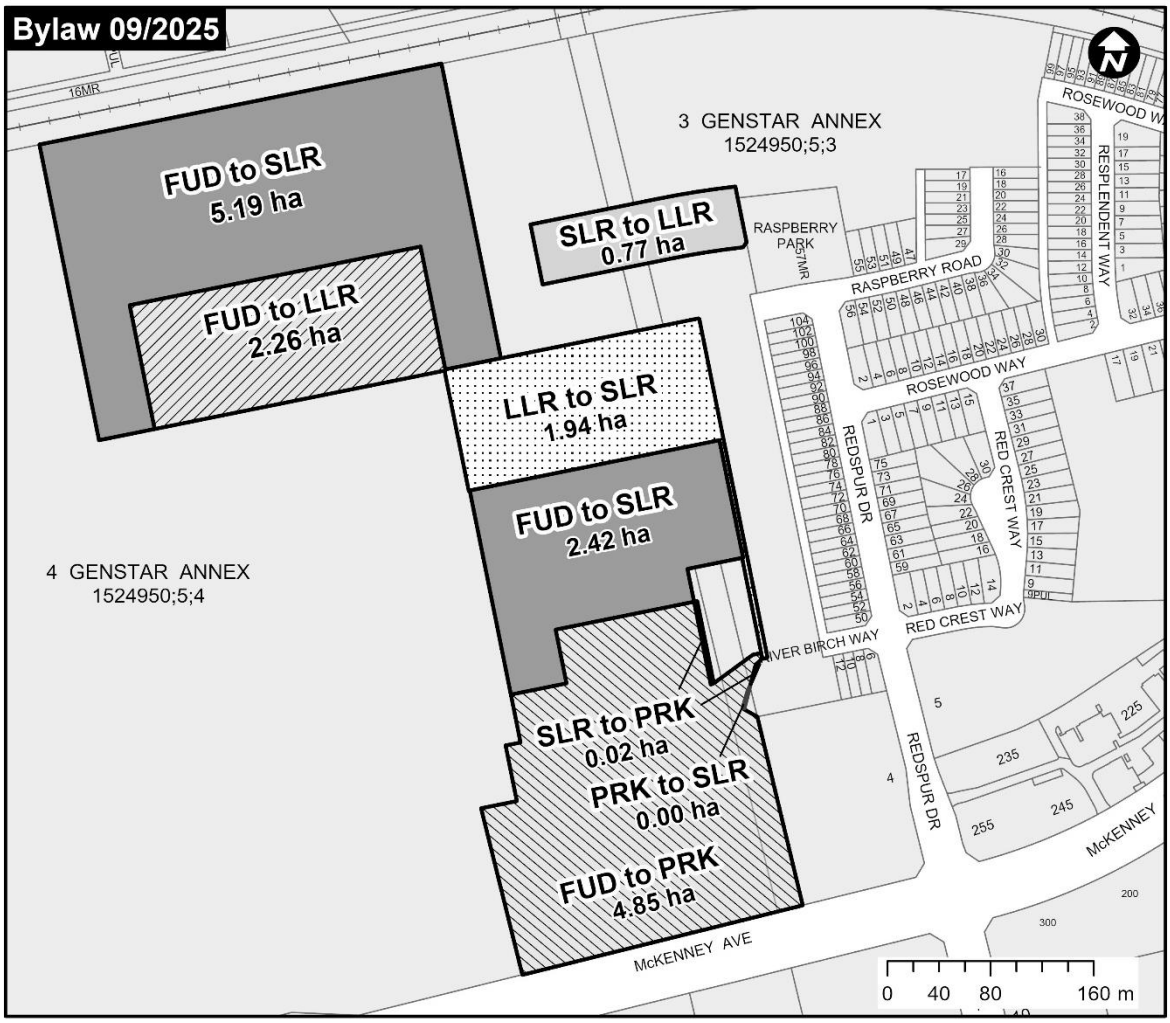
READ a Third time this _____day of _____ 2025.

SIGNED AND PASSED this _____ day of _____ 2025.

_____
MAYOR

_____
CHIEF LEGISLATIVE OFFICER

Schedule A



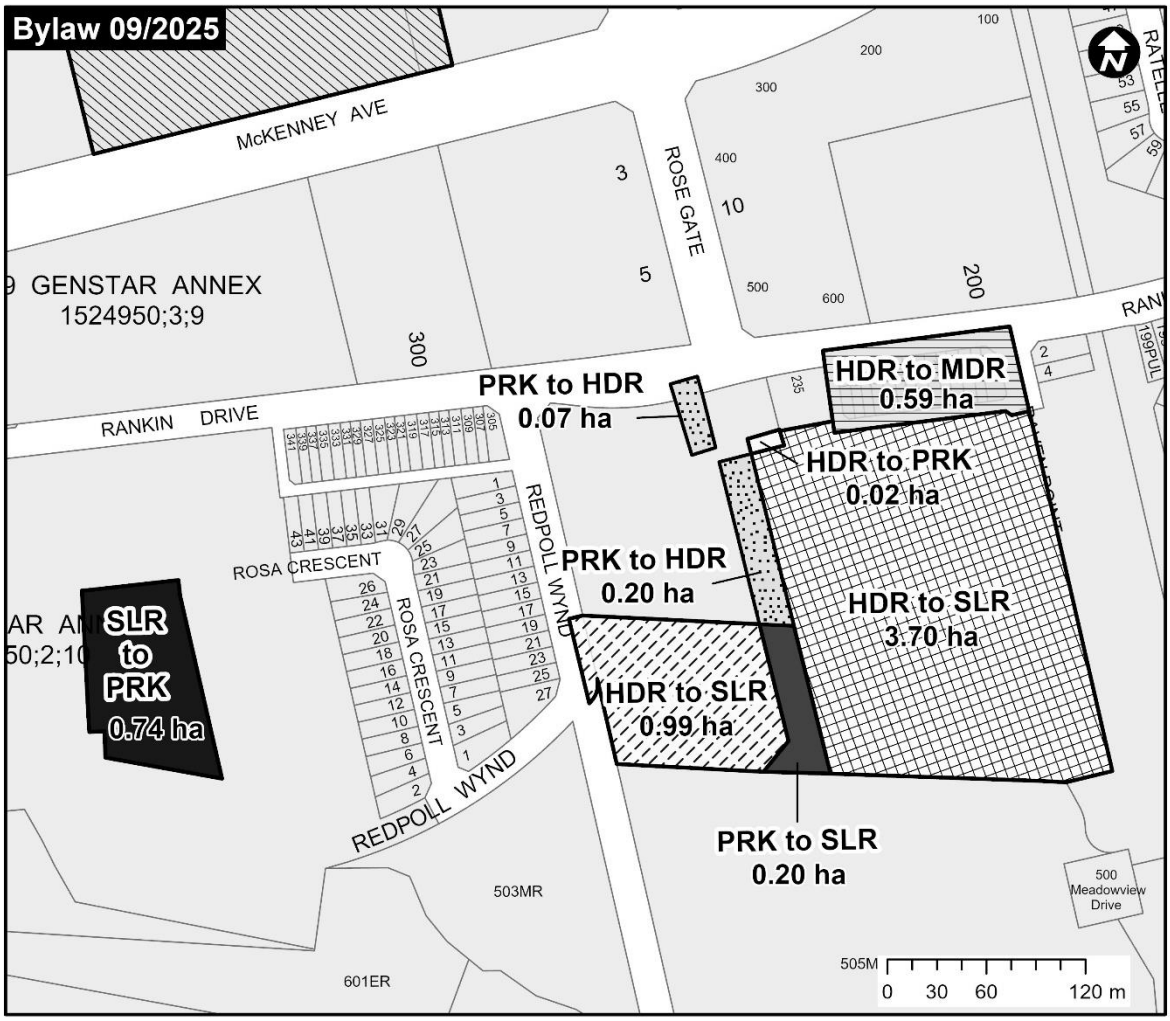
LAND USE BYLAW AMENDMENT

Riverside Redistricting - McKenney Avenue (North Side)

- From FUD (Future Development) to SLR (Small Lot Residential)
- From FUD (Future Development) to LLR (Laned Lot Residential)
- From SLR (Small Lot Residential) to LLR (Laned Lot Residential)
- From LLR (Laned Lot Residential) to SLR (Small Lot Residential)
- From FUD (Future Development) to PRK (Public Park)
- From SLR (Small Lot Residential) to PRK (Public Park)
- From PRK (Public Park) to SLR (Small Lot Residential)

Document Path: G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LUB amends\Circulation Maps\Riverside_2025_ASP-LUB_CirculationMaps.aprx

Figure 2a



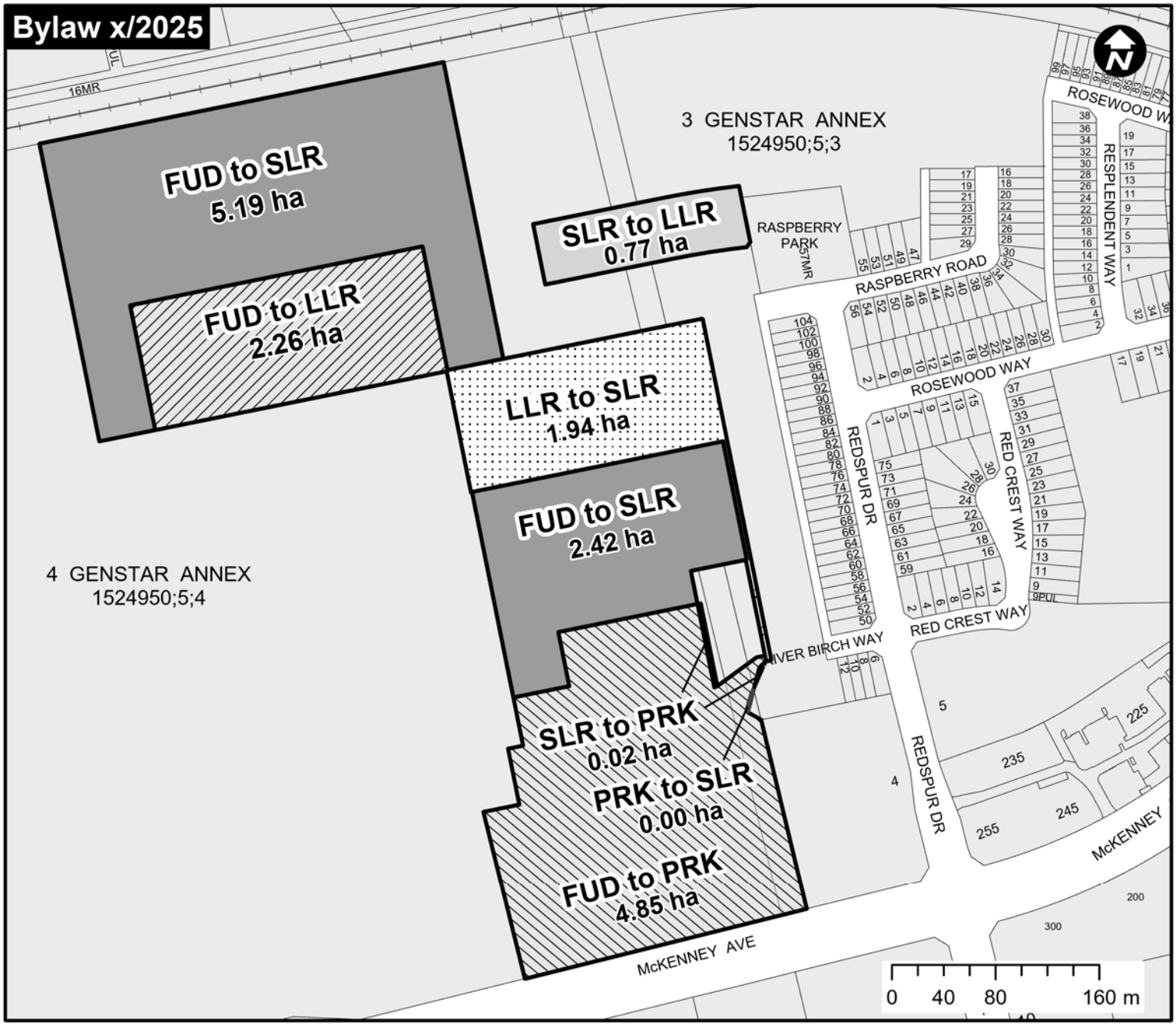
LAND USE BYLAW AMENDMENT

Riverside Redistricting - McKenney Avenue (South Side)

- From PRK (Public Park) to HDR (High Density Residential)
- From HDR (High Density Residential) to PRK (Public Park)
- From HDR (High Density Residential) to MDR (Medium Density Residential)
- From HDR (High Density Residential) to SLR (Small Lot Residential)
- From HDR (High Density Residential) to SLR (Small Lot Residential)
- From SLR (Small Lot Residential) to PRK (Public Park)
- From PRK (Public Park) to SLR (Small Lot Residential)

Document Path: G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LUB amends\Circulation Maps\Riverside_2025_ASP-LUB_CirculationMaps.aprx

Figure 2b



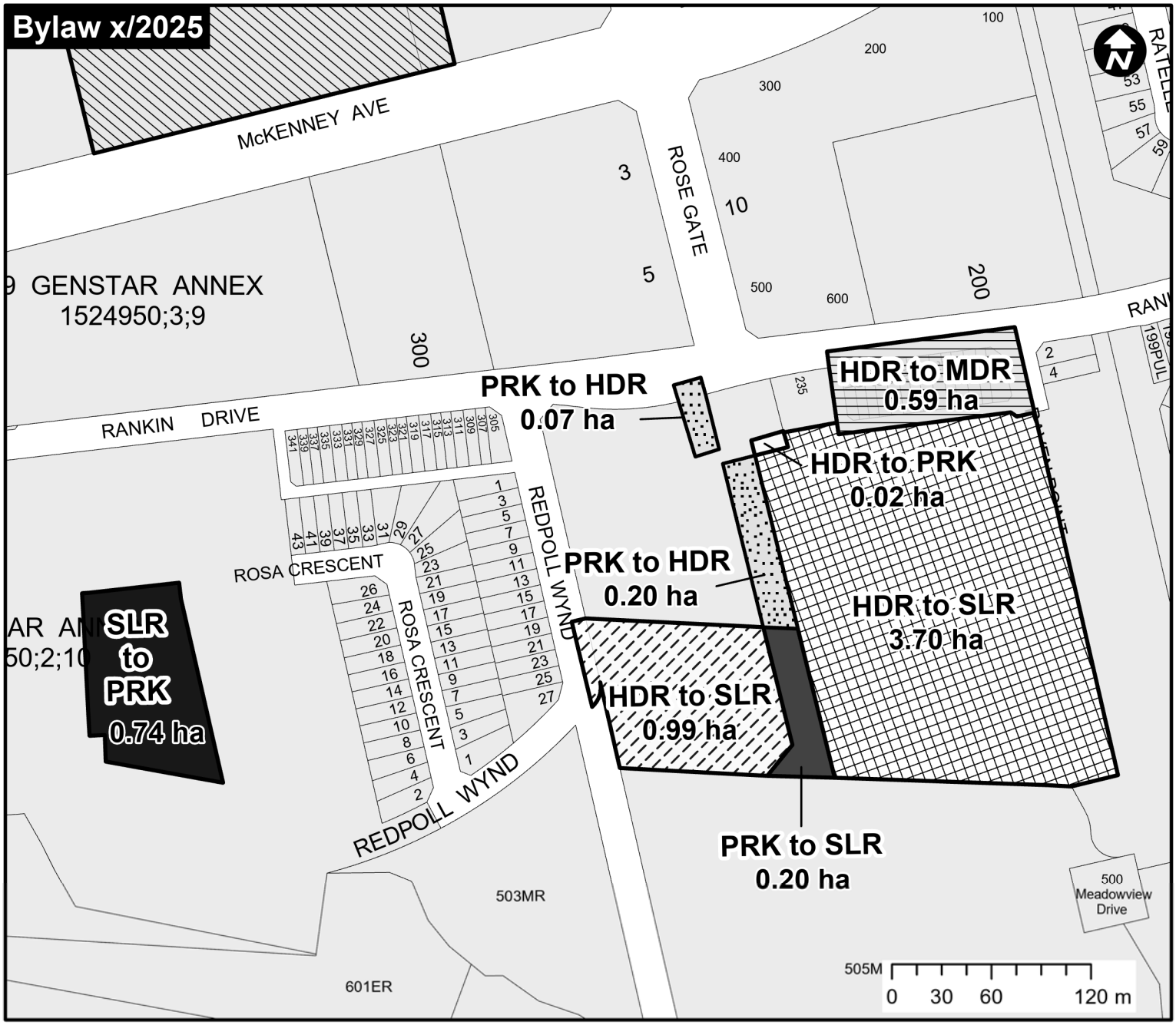
LAND USE BYLAW AMENDMENT

Riverside Redistricting - McKenney Avenue (North Side)

- From FUD (Future Development) to SLR (Small Lot Residential)
- From FUD (Future Development) to LLR (Laned Lot Residential)
- From SLR (Small Lot Residential) to LLR (Laned Lot Residential)
- From LLR (Laned Lot Residential) to SLR (Small Lot Residential)
- From FUD (Future Development) to PRK (Public Park)
- From SLR (Small Lot Residential) to PRK (Public Park)
- From PRK (Public Park) to SLR (Small Lot Residential)

Document Path: G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LUB amends\Circulation Maps\Riverside_2025_ASP-LUB_CirculationMaps.aprx

Figure 104



LAND USE BYLAW AMENDMENT

Riverside Redistricting - McKenney Avenue (South Side)

- From PRK (Public Park) to HDR (High Density Residential)
- From HDR (High Density Residential) to PRK (Public Park)
- From HDR (High Density Residential) to MDR (Medium Density Residential)
- From HDR (High Density Residential) to SLR (Small Lot Residential)
- From HDR (High Density Residential) to SLR (Small Lot Residential)
- From SLR (Small Lot Residential) to PRK (Public Park)
- From PRK (Public Park) to SLR (Small Lot Residential)

Document Path: G:\MAPS\Area Structure Plans\Riverside\2025 Riverside ASP amend - updates to west ASP and LUB amends\Circulation Maps\Riverside_2025_ASP-LUB_CirculationMaps.aprx

Figure 105

CITY OF ST. ALBERT

BYLAW 10/2025

LAND USE BYLAW AMENDMENT

Being Amendment 6 to Land Use Bylaw 18/2024

The Council of the City of St. Albert ENACTS AS FOLLOWS:

1. Bylaw 18/2024, the Land Use Bylaw, is amended by this Bylaw.

2. The lands legally described as Plan 212 2956, Block 5, Lot 5 (municipally described as 4 Redspur Drive) are redistricted as shown on the map attached as Schedule “A” to this Bylaw, and the Land Use District Map being Schedule “A” to Bylaw 18/2024 is amended accordingly.

3. The Chief Administrative Officer is authorized to issue a consolidated version of Bylaw 18/2024 that incorporates the amendments made by this bylaw and otherwise conforms with the requirements of section 69 of the *Municipal Government Act*.

READ a First time this _____day of _____ 2025.

READ a Second time this _____day of _____ 2025.

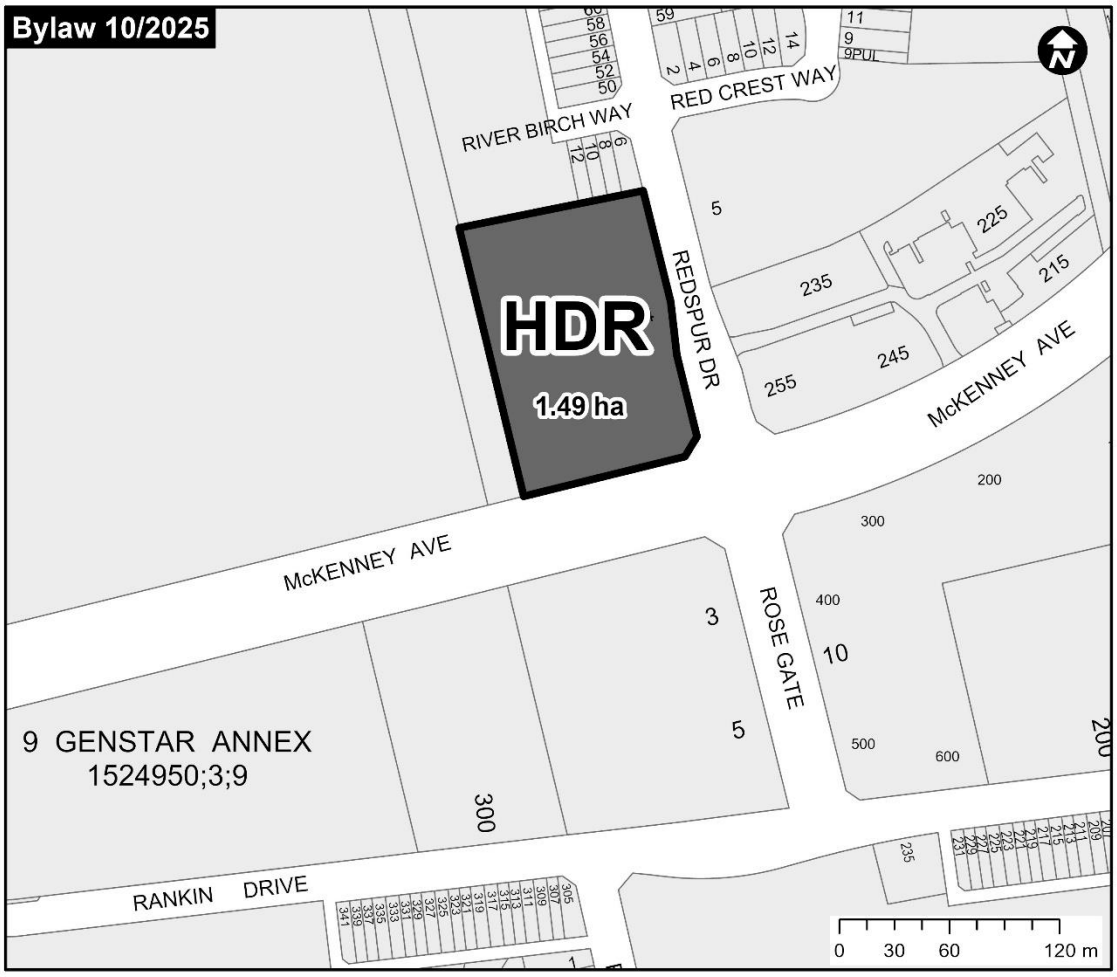
READ a Third time this _____day of _____ 2025.

SIGNED AND PASSED this _____ day of _____ 2024.

_____
MAYOR

_____
CHIEF LEGISLATIVE OFFICER

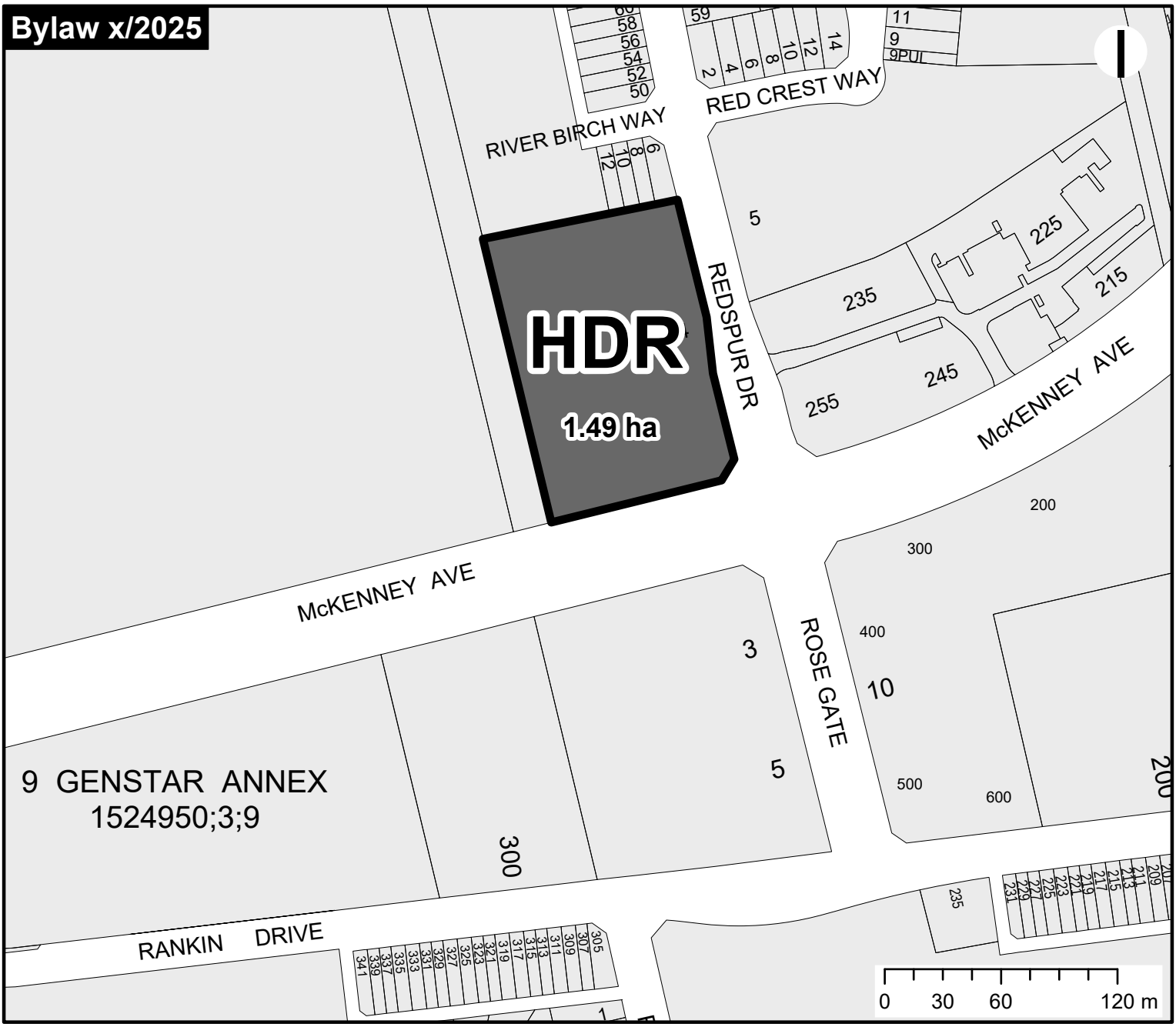
Schedule A



LAND USE BYLAW AMENDMENT

Riverside Redistricting - 4 Redspur Drive

From MDR (Medium Density Residential) to HDR (High Density Residential)



LAND USE BYLAW AMENDMENT

Riverside Redistricting - 4 Redspur Drive

From MDR (Medium Density Residential) to HDR (High Density Residential)

Document Path: G:\MAPS-City\Riverside\Riverside 2024 Redistricting and ASP Amned_4 Redspur\Riverside_2024RedistrictingAmendment_4Redspur_MAPS.aprx

Figure 2

We would not have built in riverside had we known that the high density housing was going to be increased. Very much feel that we have been duped, with sneaky changes pushed through after we had closed on our house. We moved to St. Albert to get away from high density, apartment complexes and rentals. You are ruining the neighbourhood before it is even built.

[redacted], 5 Apr 2024, 12:26

I am very against this as we already have 120 units which struggle with parking and use significant street parking narrowing the roads and making it less visible for red crest way to see turning, numerous accidents have almost happened at redspur and red crest already this winter because of visibility, another 141 units will be extremely difficult to accommodate . Will there be a set of lights installed at the intersection? Adding this much traffic to north riverside will impact the intersection of mckenny and redspur Children have almost been hit by cars travelling this road already, what will this take to fix the problem? This should remained zoned at middle and as planned should be row homes like Morrison has on the other side or duplex's We have apartments already there and are planning for 3 more units. We need to find a solution to this over populated small community already

[redacted] 5 Apr 2024, 13:49

Why add to congestion traffic on this roadway? Almost t boned again today from traffic flying out of apt block across from this proposed location. Far end of street- some houses have up to 4 vehicles each using all street parking. I moved from the city to this area to get away from all that is now being proposed here. Coyotes and wildlife interactions occur daily - I've been chased by coyote toward 3 others waiting while walking my dog. High density development is NOT going to improve this area . Even living at the end of present dead end street - my company has no where to park - I am incurring expense of extending rear concrete pad for build of larger garage this season for this reason.

[redacted], 5 Apr 2024, 16:57

Lights will need to be installed at that intersection.

[redacted], 5 Apr 2024, 17:18

The absolute last thing we need in Riverside is more high density residential buildings. Parking is already a concern within the community, small crimes have increased since the apartments have been occupied, traffic is becoming an increasing concerns with the volume of vehicles coming into the neighborhood and driving down McKenny. Another 200 units is a terrible idea for the community and this proposal should be highly scrutinized by the city and it's residents. This is not the community we were promised when we bought in 7 years ago, and the constant zoning changes are affecting the character of the community, and the value of our homes.

[redacted], 6 Apr 2024, 11:09

I don’t agree with high density, as there is already too much congestion on the streets.

[redacted], 22 Apr 2024, 9:26

When is the “vote” for that ?

[redacted], 26 May 2024, 11:53

Our new neighbourhood of Riverside is now facing TWO more density increases. We have already been forced to accept previous density increase since we built our new home. We feel betrayed by the City of St Albert and developer. We didn’t move here because we like density. We want to live in a family area with mostly single family homes, and this was a major consideration when choosing where to build.

[redacted] , 10 Jun 2024, 15:51

Slowly but surely the neighbourhood of Riverside is being turned into high density. One zoning change at a time. Parking on the road along the existing apartments is already an issue!

[redacted] 10 Jun 2024, 21:45

ASP amendment 4 Redspur Drive I am writing to object to the proposal to change the zoning at this address from medium to high density. I am cognizant of the need for affordable housing in all urban areas and I think there is already a lot of it in Riverside. Two apt bldgs have already been built across McKenney Ave from this area in Riverside and it looks as if two more are being added. In addition there are numerous townhomes across Rose Gate with more being built. In other words, we’re doing our part! The traffic is already heavy in that area and the streets are lined with parked cars. The City has a responsibility to maintain some balance to the type of devt in our neighbourhood. Approving this change in addition to other proposed changes to density Riverside is too much! The residents who have invested here over the past 8-9 years should be able to rely on the overall plan and character of the neighbourhood being maintained. The developer will not do that. It will do what makes it the most money. The City’s responsibility is to ensure the residents’ rights are represented. I hope this msg will be relayed to Council. Many Riverside residents are fed up, especially after the major ASP amendments agreed to in 2020 and 2021, against our express opposition.

[redacted], 11 Jun 2024, 12:11

Disappointed in yet another proposed rezoning from low/medium to high density housing in Riverside. We moved here from Edmonton to get away from this. I'm concerned about adding more residents to an already over populated school zone - I hope the focus can be put into building the 2 schools that were promised in this neighborhood instead.

[redacted], 12 Jun 2024, 21:19

[Telephone call]

Opposed. Complained about traffic, construction, no street parking. Says there are enough apartments.

[redacted], 13 June 2023

No thank you, with the other buildings it is quite enough !

[redacted] 22 Jul 2024, 16:27

It seems the city is dumping all of it's high density projects in Riverside. There have already been many changes involving increased density in the neighborhood, where traffic and infrastructure is unable to handle the significant increase in population in such a small part of the city.

[redacted] 6 Aug 2024, 13:19

If the land use is changed, is their a firm and binding requirement that it must be used for a seniors housing complex and nothing else?

[redacted] , 10 Sep 2024, 8:25

I am strongly opposed to increased density on the corner of Redspur. The condo complex was not required to provide adequate parking for bigger vehicles so the end of Redspur near McKinney is constantly crowded. Access to McKinney is very difficult from Redspur due to the amount of traffic. To add that much more activity it will be a nightmare for all of us. Also with the dogs being walked the impact on our boulevards is noticeable and means the grass is unsafe for little children. Increased density will make this area very unsafe for drivers and pedestrians.

[redacted], 13 Sep 2024, 11:00

A big no, traffic, parking is already a nightmare. School bus stop is actually there and already not safe ! When is the vote for that ?

[redacted], 18 Sep 2024, 15:33

Didn’t receive any of this info by mail neither ours neighbours.

[redacted] 18 Sep 2024, 15:44

When is the council for that ?? Are residents allowed?

[redacted] 18 Sep 2024, 15:44

Absolutely do not agree with this. There is already high density in the only exit in and out the neighbourhood. This is a huge safety concern. Not to mention all the cars parking on the street when you drive in. I've almost been hit multiple times from cars leaving the townhome, due to low visibility with the cars parked on the road. There shouldn't be anymore room in the neighbourhood to add more apartments and townhomes.

[redacted], 19 Sep 2024, 11:02

Absolutely do not agree to change this. It is already parked outrageously at the entrance, compacting the only entrance in and out the neighbourhood. Many times, I almost get hit already due to high density when people leave the townhomes.

[redacted], 19 Sep 2024, 10:59

St. Albert Council, Dear Mayor Heron and Council members, I am writing to express my concerns regarding the proposed high-density senior housing development, presented as a high cost residence, at the corner of McKenney Avenue and Redspur drive. While I understand the need to provide housing for our growing senior population, I believe that a high-density building at this particular location would create a number of challenges and unintended consequences for the community. 1. Increased Traffic and Parking Congestion First and foremost, parking is already a serious issue in this neighborhood. Even with the installation of "No Parking" signs, cars continue to park in restricted zones, creating congestion and safety hazards. A high-density development would likely increase the number of vehicles, both from residents and visitors, as well as service and healthcare providers. This would further exacerbate the existing parking issues, making it increasingly difficult for both residents and visitors to find safe and legal parking spaces. Increased vehicle traffic will also impact road safety. McKenney Avenue and Redspur Street are not designed to handle the influx of traffic that a high-density building would bring. The narrowness of these residential streets makes it challenging to accommodate increased vehicular movement, and it would lead to more traffic bottlenecks, further reducing the quality of life for local residents. 2. Pedestrian Safety Risks More vehicles on the road pose an increased danger for pedestrians, especially children and seniors. Currently, parked cars frequently block visibility for drivers, making it difficult for them to see pedestrians crossing or walking along the street. This is particularly concerning for children who walk to school or play in the neighborhood. Likewise, seniors, who may have slower mobility, are at increased risk of accidents in a congested environment with reduced visibility. A high-density development would only add to these dangers, making the streets less safe for those who walk or cycle through the area. 3. Environmental Impact and Strain on Infrastructure A high-density building could also have adverse environmental impacts. Increasing the population density in this small area will result in greater pressure on local infrastructure such as water, sewage, and utilities, which may not be equipped to handle the increased demand. The additional strain on the local environment, including noise pollution and the heat island effect from a larger building footprint, would negatively affect the living conditions of current residents. In addition, the increased impermeable surfaces (from parking lots or building expansions) could lead to inadequate stormwater drainage, raising the risk of localized flooding. This would not only damage the local infrastructure but also pose risks to nearby homes. 4. Aesthetics and Neighborhood Character From a visual and aesthetic perspective, a high-density building would disrupt the existing character of the neighborhood, which consists primarily of medium- to low-density homes. The residential area has a distinct charm that comes from its consistency in design, size, and scale of homes. A taller, more imposing structure would detract from this, creating a stark visual contrast that does not blend with the surrounding homes. This type of mismatch in building scale could also negatively affect property values. Many residents moved to this neighborhood because of its residential charm, and introducing a larger, more commercial-looking structure may reduce the appeal of the area to prospective homebuyers. 5. Strain on Local Health and Emergency Services A large influx of seniors concentrated in one high-density development will likely place additional strain on local healthcare and emergency services. Seniors typically require more frequent healthcare, and placing a large number of them in one location could overwhelm local services such as the hospital, outpatient clinics, and emergency response teams. Our healthcare system is already under strain, and concentrating such a high number of seniors in one building would lead to longer wait times for medical care, potentially impacting the quality of care that all residents

receive. 6. Economic Viability and Sustainability While high-density developments might seem more economically viable in terms of housing capacity, they could be less sustainable in the long term for this area. A medium- to low-density building would offer a more balanced approach by providing sufficient senior housing without overwhelming the neighborhood’s infrastructure and services. Such a development would be more in line with the community’s current layout and could integrate seniors into the existing social fabric more seamlessly, creating a supportive and inclusive community for all ages. Conclusion For these reasons—parking and traffic congestion, pedestrian safety risks, environmental impact, strain on local services, and the overall disruption to the neighborhood's character—I respectfully urge you to reconsider the current proposal for a high-density senior housing building at this location. Instead, a medium- to low-density development would be far more appropriate for the needs of both the senior population and the existing residents. This approach would balance the need for housing with the preservation of safety, aesthetics, and livability in our community. Thank you for considering these concerns. I look forward to your response and hope to work together toward a solution that benefits all residents. Sincerely, [redacted]

[redacted], 19 Sep 2024, 9:13

Is is a guarantee that this land will be used for a “senior housing complex”? Or can/will that be changed to accommodate say rental properties like across the street?

[redacted] , 20 Sep 2024, 13:04

Very disappointed to have to start looking for somewhere to move & sell my new home. Location of home purchased was taken seriously with future of area & this being proposed after then is frustrating. Selection of area was fully with future in mind & that living in a high density area was NOT preferred. Property taxes are insanely high. We are lucky IF any snow removal is done at our end of the street (was NOT done after the last big storm 2024). Now we will need to navigate the increase of traffic to reach our homes. The existing apartment block at McKenny & Redspur consistently has the street blocked up & is hazardous with those residents shooting out into the street being blinded by the on road parked vehicles. It's a good day if one does not almost get hit driving to the intersection. The build of this complex will increase traffic to the Raspberry park at the end of Redspur as well that is currently comfortable with local residents usage. The multitude of illegal rental units on this street (City zoning did not allow the built side entry homes to have legal rentals due to "mess up" with garage pad size & placements) already has most homes using 4-6 street parking spots where residents cannot park in front of their own home. Lets add in the SevenM dirt pit trucks whipping around the corner daily & raising so much dust with tracking muck down the road to the loss of comfort residents on this street already deal with. The increase of illegal activity, graffiti & vandalism at the park, stabbings at the apartment complex resulting in death is making this a less than desirable area -HOW does it make sense to add to the congestion where this can only intensify? Re zoning for the addition of the complex at the end of the street is Beyond frustrating & a disappointment that the City values their additional revenue over the already overpaying taxpayers. I welcome any opportunity to attend & address City Counsel at the time this is brought forward.

[redacted], 22 Sep 2024, 12:36

The addition of high density areas within riverside on redspur is going to increase already congested traffic and cause for additional dangers for children whose bus stop is right on McKenney avenue. I am a resident of rosewood way and there has already been very questionable activity on redspur by the construction crews working on the apartments (fist fights) and additionally a murder! Genstar needs to stop trying to pile people on top of each other at the entrance of the sub division.

[redacted], 3 Feb 2025, 8:51

The entrance to Redspur is FAR too congested and dangerous right now. If there is to be high density, commercial, retirement and townhouses at the entrance than more parking or no street parking signs are mandatory. Myself and neighbors have had many close calls leaving the complex and dealing with people exiting vehicles parked all over the side of the road.

[redacted], 4 Feb 2025, 11:53

I attended a session today outlining proposed changes to density on the land pocket on the north west corner of McKenney Ave and Redspur Dr. I object to the proposed shift from medium to high density on a corner that already sees traffic congestion without the completion of the seniors housing or commercial buildings. I'm in support of various housing options but believe the high density would be better suited beside the other high density on the south side of McKenney. After socializing the proposed changes with neighbors, those currently living in areas north of McKenney and utilize Redspur as a primary artery agree it's already a challenge without this change. Please reject the current plan in favour of a plan with density south of McKenney.

[redacted], 18 Feb 2025, 21:56

Tonight I attended a session outlining the proposed changes for this pocket from medium to high density. Without construction being finalized for the new seniors living facility or the commercial zones, this intersection, specifically the north side, is problematic. Despite hearing that consultants suggest minimal impact, adding additional density in this location will negatively impact life in the area and I, along with many neighbours strenuously object to the change.

[redacted], 18 Feb 2025, 22:00

---

1. Figure 2 - north end - There are narrow what appear to be four public utility lots between the roads and the the CN railway. Are these intended to be available for public access? Do these public utility lots abut the CN Rail ROW for its length? What is their purpose if not access? and access for what? 2. Figure 2 - south of Rankin Drive - there are two walkways into the drainage way. Is it intended to have a east-west bridge over the drainage way? 3. Any reason why the public utility lots that appear to be walkways are not identified as walkways?

[redacted], 19 Feb 2025, 21:49

We are not in favour of having a high density housing complex in this area due to the already heavy traffic.

[redacted], 20 Feb 2025, 16:40

As a current Riverside resident, I oppose the proposed redistricting at the corner of Redspur Drive and McKenney Avenue from R3A(medium density) to R4 (medium to high density) residential. It concerns me that this only exit out of my neighborhood (currently still under construction) is already congested. A switch to high density would definitely be unwise in this area in my opinion.

[redacted], 20 Feb 2025, 16:48

What about the traffic issue that plagues that entrance? How is that going to possibly work? Commercial, medium density, high density and retirement all at the single entrance to a growing neighborhood? Who thought this was a good idea?

[redacted] 20 Feb 2025, 11:08

We are not in favour of changing the density of this due to the already high traffick

[redacted], 20 Feb 2025, 16:41

---

1. Clarification on the walkways and trail connection to the east of Raven Point. The stormwater channel shown on Figure 2 of the letter sent to residents shows the trail crossing it. While the Walkways will not have a formal crossing the trail will? I am familiar with the location on the stormwaterr channel and it would be difficult to cross without a crossing structure of some sort. It does not make sense that trail location should be south of the two walkways. If there is no change in plans then I suggest the walkway exiting onto Redwing from the northwest parkland should cross Redwing and continue south to connect to Red Willow Trail. 2. As for the decision on whether a PUL should be paved/harden path, a decision in favor of paving should be taken concerning the PUL outlined in Box 4 of Figure 2 that connects to the Parkland. This would remove the need for residents of Raven Point having to access the busier Rankin Drive to get to the Park.

[redacted], 21 Feb 2025, 13:14

Planning & Development
Phone: 780-459-1642

5 St. Anne Street
St. Albert, AB T8N 3Z9
www.stalbert.ca

File: B.14.11 (PLN00100)
E.1.282 (LUB00190)

January 21, 2025

Select Engineering Consultants Ltd.
Suite 100, 17413 - 107 Ave NW
Edmonton, AB T5S 1E5

Attention: Coralie Volker

Dear Coralie:

Re: Proposed 2024 ASP and Redistricting for Riverside – Circulation Comments

The Planning Branch circulated the ASP and LUB amendment application for Riverside with comments due by January 17, 2025. The following is a draft summary of the comments received.

External Agencies
The following external agencies provided feedback:

1. Alberta Health Services (January 8, 2025)
   - No concerns.

2. Atco Gas (January 15, 2024)
   - No concerns.

3. Atco Pipelines (December 18, 2025)
   - No concerns.

4. FortisAlberta (January 7, 2025)
   - No concerns. Provided information on obtaining electrical service, which was provided to the applicant on January 21, 2025.

City Departments
Below are comments from City departments:

1. Asset Management, Land, and Integrated Infrastructure Services (AMLIIS) (January 7, 2025)
   - The proposed stormwater plan does not appear to comply with the City's Engineering standards. None of the design parameters (Normal Water Line, High Water Line, Freeboard, or Bottom of the Pond elevations), or the overall SWMF storage volume have changed, although the area of the SWMF has decreased from 5.08 ha to 4.84 ha. It appears the Freeboard has been relocated into the private property of adjacent lots (refer to page 16 of the servicing design report). The City does not accept the freeboard being located on private property.

     Under Required Drawings section 2.41.1.15 it states the Stormwater Management Facility overall plan will include the freeboard with elevations. Under section 3.2.3.10.1 Stormwater Management Facilities it states wet ponds, which are to be owned and operated by the City, shall be located within a designated PUL. Lands subject to inundation under the design rainfall event shall be included within the PUL. Freeboard elevations are part of the design for rainfall and stormwater management.
   - The ASP Sanitary Sewer map needs to be updated to reflect there is no longer a forcemain in the southwest portion of the ASP area.
   - Any upgrades to existing or future servicing to accommodate the proposed changes will be at the cost of the developer.

2. Environment and Indigenous Affairs (January 9, 2025)
   - No concerns.

3. Recreation and Parks (January 21, 2025)
   - Provided a completed Open Space Evaluation Tool (attached).
   - Asked if the volume and geometry of the new intersection along Redpoll Wynd and north of Grey Nuns White Spruce Park has considered access to the planned parking area for the Park and can this area accommodate anticipated volumes.

4. Transportation (January 21, 2025)
   - Provided a comprehensive review of the TIA (attached).

Please review these comments and let me know by January 31, 2025, if you have any concerns. I can be reached at 780-418-6618 or eschultz@stalbert.ca.

The public hearing is tentatively scheduled for May 6, 2025.

Sincerely,



Eric Schultz, BA Planning
Planner

cc: Genstar Titleco Ltd.

Planning & Development
Phone: 780-459-1642

5 St. Anne Street
St. Albert, AB T8N 3Z9
www.stalbert.ca

File: B.14.10 (PLN00099)
E.1.279 (LUB00187)

October 11, 2024

Clarity Development Advisory
354-10113 104 Street
Edmonton, AB T5J 1A1

Attention: Shirley Le-Huynh

Dear Shirley Le-Huynh:

Re: Proposed Riverside ASP and LUB Amendment – 4 Redspur Drive – Circulation Comments

The Planning Branch circulated the above mentioned applications, with comments due by September 26, 2024. The following is a summary of the comments received.

External Agencies
The following external agencies provided feedback:

1. Alberta Health Services (September 23, 2024)
   - No concerns.

2. Atco Gas (September 26, 2024)
   - No concerns. Provided information on obtaining gas service, which was provided to the applicant on October 11, 2024.

3. Atco Pipelines (September 4, 2024)
   - No concerns.

4. Canada Post (September 24, 2024)
   - Advised that the developer should contact Canada Post to discuss mail delivery when planning the building.

5. FortisAlberta (September 19, 2024)
   - No concerns.

City Departments
Below are comments from City departments:

1. Affordable Housing Liaison (September 19, 2024)
   a) The understanding is this is an apartment geared to seniors, which the Land use Bylaw does not differentiate to any other apartment development. For the applicant to consider: if the facility is intended for seniors “supportive living”, including at least one meal per day, housekeeping, and other services, this would trigger the facility to be recognized and licensed by a provincial authority that could implement different requirements under the LUB, such as parking. The decision of Council is based on land use, not the end user, because the end user could change in the future.
   b) Allowable building heights are increased by 10 m (3 stories) when changing from the R3A to the R4 District. The increased allowable building heights will have an impact on the proposed low density residential immediately adjacent to the site. The R4 District also allows for a site density bonus enabling building heights up to 35 m. The developer has indicated the development will be 5 to 6 stories, however, the R4 site does enable taller buildings. What transition is the developer proposing between the low density residential and the proposed R4 site?
   c) Site Density – The developer has indicated the request for the R4 District is to enable 208 units instead of the 187 units under the R3A, so that more amenities can be added. However, by districting to the R4 District, the developer is not restricted to their intensions. The R4 minimum site density is 94 du/ha, and densities can increase with site density bonus for building heights up to 35 m. The site potential will be part of the information provided to Council.
   d) Connectivity and Pedestrian Access – the Redspur/McKenney Ave intersection will be expected to have increased pedestrian traffic crossing McKenney Ave to access the Co-op grocery store and shopping services. Both developments on either side of Redspur are indicated as being targeted to seniors, which presents concerns about safe passage across McKenney Ave. Suggest this intersection signaling be reviewed with the consideration of an increased number of seniors crossing the street that require more time to do so. Higher standards for accessibility should be implemented including vision and hearing cues for intersection pedestrian controls. The Traffic Impact Assessment looks at vehicle use, not pedestrian use.

- Transportation provided an update on October 11, 2024. Pedestrian clearance time in St. Albert is calculated based on industry guidelines using the recommended walking speed for seniors. This applies to every intersection with any kind of control (i.e. traffic signals, pedestrian overhead signals, Rectangular Rapid Flashing Beacons). Furthermore, audible push buttons are standard for any new traffic signal installation in St. Albert.

2. Economic Development (September 4, 2024)
   a) Providing adequate housing options for our aging community with relevant and affordable accommodations is supported.

3. Development (September 26, 2024)
   a) A new Land Use Bylaw is going before Council on Oct 15, 2024. If approved, this development will then be subject to the new LUB regulations.
   b) Future development on this site must adhere to all relevant regulations and definitions of the Land Use Bylaw in effect at the time of development.
   c) If the development is proposed in phases, the applicant must ensure that Phase 1 is self-sufficient and compliant with all regulations and standards, such as the Land Use Bylaw, Municipal Engineering Standards, access, and servicing.

4. Recreation & Parks (September 13, 2024)
   a) Please advise if a pedestrian connection to the adjacent Stormwater Management Facility (SWMF) is planned.
   b) Planning is also consulting with our Engineering branch on this matter.

5. Transportation (October 1, 2024)
   a) Noted that the TIA concludes that this change in density is not anticipated to have a noticeable impact on operations at Rose Gate/Redspur Drive/McKenney Avenue.
   b) The TIA assumed that the access to Redspur Drive will align with the existing access to the development at 213 McKenney Avenue, and the City would prefer this alignment.

6. Utilities (September 24, 2024)
   a) Sanitary:
      - The original approved flow rate is 2.65 l/s and requested new flow is 5.21 l/s.
      - The downstream pipe is over capacity at 103% and the servicing report must provide a solution that does not rely on assumptions about upstream flow volume.

- Downstream sanitary main capacities must be checked to ensure no other user's safety is jeopardized due to overcapacity.
  - If the Development Permit flow is equal or less than what was approved under the Development Agreement for the site, then checking downstream capacity may not be required.

b) Water:
- The boundary condition used in the report only provides the hydraulic condition in the City's network.
  - An on-site analysis needs be conducted.
- The Hydraulic Network Analysis (HNA) should include the site's water main layout, size, connection points, and water demand. Under each scenario (i.e. Average Day Demand, Maximum Day Demand, Maximum Day + a required Fire Flow, and the Peak Hour Demand), both pressure and pipe velocity should be examined, as per the requirement in the City's engineering standards.
- In the Boundary Condition letter, it clearly stated that in case of information change (i.e. water demand or population), it should be re-reviewed. The population has increased but the original condition is still being used.

Please review City comments 1b, 4a, 5b, 6a, and 6b, and advise us when this work can be completed. The information will be reviewed to see if City comments have been addressed. Once comments have been addressed, a public hearing can be tentatively scheduled.

Should you have questions about this letter, I can be reached at 780-418-6618 or eschultz@stalbert.ca.

I will be out of the office November 4 to 15, 2024, and during this time, please contact Lenore Mitchell, Senior Planner at 780-459-1641 or lmitchell@stalbert.ca.

Sincerely,



Eric Schultz, BA Planning
Planner

cc: Leder Investments Ltd.