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REQUEST FOR DECISION

Bylaw 11/2025 - Erin Ridge North Area Structure Plan Amendment - (1st, 2nd & 3rd Readings)
Bylaw 12/2025 - Land Use Bylaw Schedule A Amendment for 150 Edison Drive - (1st, 2nd & 3rd Readings)
Bylaw 17/2025 - Land Use Bylaw Schedule A and Site-Specific Text Amendment to MU2 for 815 and 835 St. Albert Trail - (1st, 2nd & 3rd Readings)
Presented by: Sajid Sifat, Planner, Planning and Development Department

RECOMMENDED MOTION(S)

Closure of Public Hearing

1. That the Public Hearing on Bylaw 11/2025, Bylaw 12/2025, and Bylaw 17/2025 be closed.

Bylaw 11/2025 Erin Ridge North Area Structure Plan Amendment

2. That Bylaw 11/2025, being amendment 13 to Erin Ridge North Area Structure Plan Bylaw 3/2009, be read a first time.
3. That Bylaw 11/2025 be read a second time.
4. That unanimous consent be given for consideration of third reading of Bylaw 11/2025.
5. That Bylaw 11/2025 be read a third time.

Bylaw 12/2025 Land Use Bylaw Schedule A Amendment for 150 Edison Drive

6. That Bylaw 12/2025, being amendment 7 to the Land Use Bylaw 18/2024, be read a first time.
7. That Bylaw 12/2025 be read a second time.
8. That unanimous consent be given for consideration of third reading of Bylaw 12/2025.
9. That Bylaw 12/2025 be read a third time.

Bylaw 17/2025 Land Use Bylaw Schedule A Amendment and MU2 Text Amendment for 805, 815, 825, and 835 St. Albert Trail

10. That Bylaw 17/2025, being amendment 9 to the Land Use Bylaw 18/2024, be read a first time.
11. That Bylaw 17/2025 be read a second time.

12. That unanimous consent be given for consideration of third reading of Bylaw 17/2025.
13. That Bylaw 17/2025 be read a third time.

SUMMARY

There are three bylaw amendments being considered with this report:

- Amendment 1 - Bylaw 11/2025 - Erin Ridge North Area Structure Plan (ASP) amendments for 150 Edison Drive, and 805 and 815 St. Albert Trail, shown as attachment 1.
- Amendment 2 - Bylaw 12/2025 - Land Use Bylaw (LUB) amendment for 150 Edison Drive (includes a redistricting), shown as attachment 2.
- Amendment 3 - Bylaw 17/2025 - Land Use Bylaw amendments for 805, 815, 825, and 835 St. Albert Trail (includes a redistricting, and site-specific text amendment), shown as attachment 3.

The purpose of these amendments is to enable medium-density housing options, redistribute density, expand commercial related uses along St. Albert Trail, and to incorporate housekeeping amendments.

ALIGNMENT TO COUNCIL DIRECTION OR MANDATORY STATUTORY PROVISION

The Municipal Government Act, Planning Bylaws, Section 692(1) states:

> "Before giving second reading to:
> (c) a proposed bylaw to adopt an area structure plan,
> (e) a proposed land use bylaw, or
> (f) a proposed bylaw amending a statutory plan or land use bylaw referred to clauses (a) to (e);
>
> a council must hold a public hearing with respect to the proposed bylaw in accordance with section 216.4 after giving notice of it in accordance with section 606."

The Municipal Government Act Section 633(2) states:

> "An area structure plan
> (a) must describe:
> (i) the sequence of development proposed for the area,
>
> (ii) the land uses proposed for the area, either generally or with respect to specific parts of the area,
>
> (iii) the density of population proposed for the area either generally or with respect to specific parts of the area,
>
> (iv) the general location of major transportation routes and public utilities, and
>
> (b) may contain any other matters, including matters relating to reserves, as the council considers necessary".

The Municipal Government Act Section 640(1.1) states:

> "A land use bylaw may prohibit or regulate and control the use and development of land and buildings in a municipality, including, without limitation, by
> (a) imposing design standards,
> (b) determining population density,
> (c) regulating the development of buildings,
> (d) providing for the protection of agricultural land, and
> (e) providing for any other matter council considers necessary to regulate land use within the municipality".

BACKGROUND AND DISCUSSION

Neighbourhood Context

Erin Ridge North is a neighbourhood located in the northeast quadrant of St. Albert. It is bordered by the Northeast St. Albert neighbourhood to the north and the east, Coal Mine Road & Erin Ridge neighbourhood to the south, and St. Albert Trail to the west.

The Erin Ridge North Area Structure Plan (ASP) was first approved on January 11, 2010, and last amended on June 7, 2022. The Erin Ridge North neighborhood has been steadily building out and is anticipated to be finished within the next few years. As such, over this period, there have been 12 proposed amendments to the Erin Ridge North ASP.

Combined Applications

These files were originally submitted as four separate applications, the first and second applications were for 150 Edison Drive, and the third and fourth applications were for 805, 815, 825, and 835 St. Albert Trail. Both sites had an ASP amendment and LUB amendment proposed for each.

On November 8, 2024, Invistec Consulting Ltd., on behalf of Landrex Inc., applied to amend the Erin Ridge North Area Structure Plan (ASP) Bylaw 33/2009 and the Land Use Bylaw (LUB) 18/2024 for the 150 Edison Drive site. The purpose of these amendments was to change a single site from high-density residential to medium-density residential.

On November 22, 2024, Watkins Land Developments Ltd., on behalf of Urban Village (GP) Ltd., applied to amend the Land Use Bylaw (LUB) 18/2024 for the 805, 815, 825, and 835 St. Albert Trail site. Subsequently, on January 14, 2025, an associated application to amend the Erin Ridge North Area Structure Plan (ASP) Bylaw 33/2009 was submitted. The purpose of these amendments was to change a single site from mixed-use development to commercial development to enable expanded commercial development opportunities - specifically, the ability to enable drive throughs along St. Albert Trail. This site is identified as East Village, and is featured on Landrex's website.

In April 2025, both applicants agreed to combine their ASP amendments into one bylaw (Bylaw 11/2025). This enabled a coordinated review of the existing and planned residential density to determine the overall impact of the changes within the broader plan area. It also ensured the development statistics aligned with the envisioned land use designations for the ASP. The Land Use Bylaw amendments have not been combined and are presented as separate bylaw amendments.

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

Table 1: Legal Descriptions and Municipal Addresses

Legal Description	Municipal Address
Plan 232 2715; Block 6; Lot 79	150 Edison Drive
Plan 252 0802; Block 2; Lot 2	805 St. Albert Trail
Plan 252 0802; Block 2; Lot 3	815 St. Albert Trail
Plan 942 3702; Lot C	825 St. Albert Trail
Plan 242 0625; Block 2; Lot 1	835 St. Albert Trail

A map that shows the location of each site within the Erin Ridge North ASP can be found as attachment 4.

Bylaw 11/2025 - Erin Ridge North ASP Amendment for 150 Edison Drive
The proposal is to re-designate 1.74 hectares± (4.30 acres±) of land from High-Density Residential to Medium-Density Residential within the Erin Ridge North ASP (as shown on attachment 5). The proposed medium-density development could include townhouses, apartment buildings, or a mix thereof, but at a less intense built form than a high-density site would require.

The resulting net effect of density on the overall ASP is discussed further in the report, under the *Summary of Changes to Dwelling Units and Density* section of this report.

Bylaw 11/2025 - Erin Ridge North ASP Amendment for 805, 815, and 825 St. Albert Trail
The proposal is to re-designate 2.19 hectares± (5.4 acres±) of land from Mixed-Use Commercial with Residential to Commercial within the Erin Ridge North ASP (as shown on attachment 5).

Several associated changes are proposed to the Erin Ridge North Area Structure Plan, including:

- Amending Figure 2, Future Land Use Map, to show 805, 815, and a portion of 825 St. Albert Trail as changing from Mixed-Use Commercial with Residential to Commercial. These lands are adjacent to St. Albert Trail. The eastern portion of the site will remain as Mixed-Use Commercial with Residential.
- Amending Section 3.6 and Table 3-2 Development Statistics to:
    - Adjust the hectares of land to the new land uses, including increasing Commercial by 2.2 hectares±, and a 2.2 hectare± reduction in Mixed-Use Commercial.
- Amending Section 3.3.4 Mixed-Use Commercial with Residential to update the number of residential dwelling units built and anticipated to be built.
- Amending Section 3.4 Commercial to update the commercial areas and detail what has been developed within the first phase of Erin Ridge North.

The resulting net effect of density on the overall ASP is discussed further in the report, under the *Summary of Changes to Dwelling Units and Density* section of this report.

Bylaw 11/2025 - Resulting Impacts to the Erin Ridge North ASP

Changes to Dwelling Units and Density
The proposals would result in a redistribution of density, as follows:

- The first proposal is to reduce the density on 150 Edison Drive from high-density to medium-density. This would remove 251 high-density units from Phase 2B of the statistics table and adjust the medium-density units in Phase 2B from 172 to 185. This represents a loss of 251 high-density units and an increase of 13 medium-density dwelling units. This results in an overall net loss of 238 dwelling units.
- The second proposal is to increase the mixed-use dwelling units on the 825 and 835 St. Albert Trail sites. Currently, these lands have proposed 120 units in the existing statistics table. The applicant is proposing to increase this to 334 units. This is due to the existing apartment at 835 St. Albert Trail being constructed with 184 units, and another apartment on 825 St. Albert Trail being proposed with 150 dwelling units. This represents an increase of 214 dwelling units, which are expected to be provided in apartment form.
- There are proposed changes to the statistics table, based on as-built dwelling units.
    - In Phase 1 the low-density dwelling units are proposed to decrease from 494 to 493, a loss of 1 dwelling unit.
    - In Phase 2A the medium-density dwelling units are proposed to increase from 70 to 76, a gain of 6 dwelling units. This is due to 130 Element Drive North (Eve at Erin Ridge) having an approved development permit for 76 units. Those units are still under construction at this time.
    - In Phase 2B the low-density units are proposed to increase from 226 to 256, a gain of 30 dwelling units.
    - These changes represent a gain of 35 as-built units. As-built units are being included, as the ASP is almost fully built out.

The consideration for the overall impact on the number of dwelling units to the ASP is composed of three elements: updates to the number of as-built units, the proposed decrease on 150 Edison Drive, and the proposed increase on 825 and 835 St. Albert Trail; there is a proposed increase of 11 dwelling units. The existing Erin Ridge North Area Structure Plan proposes 1,926 dwelling units and the proposed changes to the ASP will result in a proposal of 1,937 total dwelling units.

The existing densities and dwelling units for each phase are shown in Table 2, and the proposed densities and dwelling units are shown in Table 3. Overall, with the proposed changes to both sites, the density is proposed to increase from 36.2 du/nrha to 36.4 du/nrha.

Table 2: Existing Densities in each phase of Erin Ridge North ASP

	Dwelling Units (du)	**Area (ha)**	**Proposed Density**
Phase 1	1,110	31.8	34.9 du/nrha
Phase 2A	167	5.9	28.3 du/nrha
Phase 2B	649	15.4	42.1 du/nrha
Total	***1,926***	***53.2***	***36.2 du/nrha***

Please note, Table 2 is based on projected densities.

Table 3: Proposed Densities in each phase of Erin Ridge North ASP (after amendments)

	Dwelling Units (du)	Area (ha)	Proposed Density
Phase 1	1,323	31.8	41.6 du/nrha
Phase 2A	173	5.9	29.3 du/nrha
Phase 2B	441	15.4	28.6 du/nrha
Total	***1,937***	***53.2***	***36.4 du/nrha***

Please note, Table 3 is based on projected and as-built densities.

Distribution of Dwelling Unit Types and Housing Diversity
With the proposed amendments, low density units comprise about 44% of the units in the ASP, medium-density units comprise about 15% of the units, and high-density and mixed-use units comprise about 41% of the units within the Erin Ridge North Area Structure Plan, as seen in Table 4. This is based on as-built figures, and includes the proposed amendments.

Table 4: Unit Distribution in Erin Ridge North ASP (after amendments)

	Phase 1	Phase 2A	Phase 2B	Total
Low-Density Dwelling Units	25%	5%	13%	**44%**
Medium-Density Dwelling Units	2%	4%	10%	**15%**
High-Density Dwelling Units (including Mixed-Use zoned units)	41%	0%	0%	**41%**
				100%

Bylaw 11/2025 - Erin Ridge North ASP Housekeeping Amendments
Administration is proposing several housekeeping amendments to update the ASP, to address alignment with the new Land Use Bylaw and other housekeeping matters. Please see attachment 6 for details.

A clean copy of the ASP is within Bylaw 11/2025, shown as attachment 1. A redline of the ASP has been provided as attachment 7. A side-by-side comparison map of changes to the ASP can be found as attachment 5.

Bylaw 12/2025 - Land Use Bylaw (LUB) Amendment for 150 Edison Drive
The applicant is proposing to redistrict 1.74 hectares± (4.30 acre±) at 150 Edison Drive from the High-Density Residential (HDR) District to the Medium-Density Residential (MDR) District. This would be a map change to Schedule A of Land Use Bylaw 18/2024. The redistricting can only happen if the proposed Erin Ridge North ASP amendment, Bylaw 11/2025, is approved.

The typical uses in the Medium-Density Residential (MDR) District are townhomes and apartments. Both the existing and proposed districts also allow group homes and supportive living accommodation.

This district change represents a density decrease - the HDR District allowed 100-140 du/ha, while the MDR district permits 40-100 du/ha. Both the existing and proposed districts do have site density bonus provisions that permit them to go above that density range if a set of criteria are met.

This district change represents a height decrease of 7.0 m - the HDR District allowed 25.0 m, while the MDR district permits 18.0 m.

The setbacks are also different between the two districts. The MDR District has setbacks of 6.0 m for a front yard, 3.0 m - 6.0 m (depending on building height) for a side yard, and 7.5 m for a rear yard. This is a change from the HDR District, which had setbacks of 6.0 m for a front yard, 5.0 m for a side yard, and 7.5 m for a rear yard.

Bylaw 12/2025 is shown as attachment 2. A side-by-side comparison map of changes to the LUB for 150 Edison Drive can be found as attachment 8.

Bylaw 17/2025 - Land Use Bylaw (LUB) Amendment for 805, 815, 825, & 835 St. Albert Trail
This proposed Land Use Bylaw amendment for this site contains two components. The first component is to amend Schedule A (redistrict) from the Mixed-Use Level 2 (MU2) District to the Trail Corridor Commercial (TCC) District, and the second component is a site-specific text amendment to the MU2 District to adjust the proportion of commercial uses required.

Proposed Redistricting
The applicant is proposing to redistrict a 2.19 hectare± (5.41 acre±) portion of 805, 815, and 825 St. Albert Trail from the Mixed-Use Level 2 (MU2) District to the Trail Corridor Commercial (TCC) District. This would be a map change to Schedule A of Land Use Bylaw 18/2024. The redistricting can only happen if the proposed Erin Ridge North ASP amendment, Bylaw 11/2025, is approved.

This redistricting is proposed because drive-throughs are a discretionary use in the TCC District, and the applicant intends to build drive-through businesses on the site. Drive-throughs are not a listed use in the MU2 District, so the applicant is asking for a redistricting.

As per Land Use Bylaw section 3.15(2)(b), the minimum setback for a drive-through aisle is 10.0 m from any part of the building used for the drive-through to the nearest residential lot.

While the applicant has indicated that the area will primarily be developed with commercial uses, the TCC District also facilitates residential uses such as dwelling units above a non-residential use (as a permitted use), and apartments (as a discretionary use). The land use district offers the flexibility to provide a mix of uses within the area, even if the applicant is proposing only commercial uses at the time of development.

This district change represents a height decrease of 3.0 m - the MU2 District allowed 25.0 m, while the TCC district only permits 22.0 m.

The setbacks are also different between the two districts. The TCC District has listed setbacks (6.0 m for a front yard, 6.0 m adjacent to a residential district or use for a side yard, and 6.0 m when adjacent to a residential district or use for a rear yard). This is a change from the MU2 District, where front and rear yard setbacks were at the discretion of the Development Authority, and took into

consideration adjacent uses, urban design, on-site constraints, and comparable districts. The side yard setback for the MU2 was 5.0 m. The applicant will need to meet greater setbacks with this proposed redistricting.

The applicant has been advised that development regulations for the TCC District will apply to the site. Any future development applications must be in conformance with the TCC District regulations.

Proposed Site-Specific Text Amendment
The applicant has proposed to reduce the proportion of commercial gross floor area needed for the portion of 825 and 835 St. Albert Trail, which is districted MU2.

Currently, the MU2 District requires 25% commercial gross floor area that is applied to the entire site districted MU2, which was approximately 5.19 hectares± (12.82 acre±) in size. There were multiple buildings proposed on site, some single use, and some mixed use. As 2.19 hectares± (5.41 acre±) of lands are proposed to be redistricted to the TCC District, there will be fewer commercial buildings within the MU2 needed to achieve the commercial gross floor area regulation in the MU2 District. The MU2 Districted site is estimated to be approximately 3.0 hectares± (7.4 acre±) in size and contains three proposed buildings. If the regulation were left at 25%, the remaining buildings would need to be adjusted to include significantly more commercial floor area on the smaller site, which is not achievable unless multiple storeys of commercial were developed. The proposed text amendment would reduce the 25% commercial gross floor area to 10% commercial gross floor area as a site-specific text amendment in the MU2 District. This enables the applicant to continue with their proposed development plan.

Bylaw 17/2025 is shown as attachment 3, and a side-by-side comparison map of changes to the LUB for 805, 815, and 825 St. Albert Trail can be found as attachment 9. A redline of the proposed text amendment can be found as attachment 10.

***Flourish* Municipal Development Plan (MDP) Policy Context**
In order to consider the proposed ASP and LUB amendments, alignment with higher order policy documents must be reviewed within the planning policy framework. The applications were reviewed against *Flourish* MDP.

The Erin Ridge North ASP predates *Flourish* MDP, which came into effect April 2021. While efforts have been made to incorporate *Flourish* MDP policies into the ASP document, this ASP has been developed in stages, not all lands were subject to the Edmonton Metropolitan Region Board (EMRB) and *Flourish* MDP requirement of 40 du/nrha. The earlier Phases 1 and 2A were subject to the *CityPlan* MDP, and Capital Region Growth Board (CRB) requirements of 30 du/nrha. Phase 2B was subject to the former EMRB requirement of 40 du/nrha. That is why the density in the plan area is less than 40 du/nrha for all phases combined.

Flourish MDP designates the 150 Edison Drive site as ‘Neighbourhoods’, and the 805, 815, 825, and 835 site as ‘Trail Corridor Areas’ and ‘Neighbourhoods’, as shown on attachment 11.

Neighbourhoods are predominantly residential areas made up of low-rise housing, along with schools, parks, local shops, and services.

Currently, developed Trail Corridor Areas are dominated by vehicle-oriented commercial activities.

Through the implementation of Flourish, they will shift to become more transit-oriented, mixed-use areas that accommodate residential (mostly apartment, but also townhouse developments) and office buildings, in addition to retail uses.

Attachment 12 provides a brief review of applicable MDP policies.

A complete community should include a mix of uses and range of housing typologies. Ideally, each phase of development should consider providing a range of housing supply to cater to different segments of the population at any point in time. While the northern portion of the ASP area would no longer have a specific high-density site, there would be a range of housing options for builders including townhouses and apartments, as per the applicable district.

While it is highly encouraged that each phase meets density targets, when viewing the ASP holistically, it is considered acceptable for this application, which has a net positive benefit to the ASP. In this case, because the density redistribution results in higher density concentrated closer to St. Albert Trail, in proximity to transit, shopping, and services, Administration supports the density redistribution. Mixed-use sites are the appropriate land use to enable higher density in a compact form.

Summary
In conclusion, Administration supports all three of the proposed bylaws:

- Administration supports Bylaw 11/2025, as the increase of 11 dwelling units (and increased density to 36.4 du/ha), and the redistribution of density locating high-density development closer to St. Albert Trail, in proximity to transit, shopping, and services is in alignment with the MDP.
- Administration supports Bylaw 12/2025, as the redistricting will align the Land Use Bylaw and the Erin Ridge North Area Structure Plan, and ensure 150 Edison Drive can be developed with medium-density development.
- Administration supports Bylaw 17/2025, as the redistricting will align the Land Use Bylaw and the Erin Ridge North Area Structure Plan, and ensure that 805, 815,and a portion of 825 St. Albert Trail can be developed with commercial uses. Furthermore, in terms of the text amendment, there will still be commercial uses provided on the mixed-use site, and adjacent in the newly redistricted commercial area. As the area subject to the MU2 has been reduced, the commercial gross floor area ratio is being reduced in alignment - the proposal is to keep retail uses at grade in the future building or building(s) and locate dwelling units above.

STAKEHOLDER COMMUNICATIONS OR ENGAGEMENT

The public hearing is scheduled for July 2, 2025. A public hearing notice has been posted on the City website, and full page Citylights advertisements appeared on both June 12, 2025, and June 19, 2025. A news release was also issued for this public hearing.

Stakeholder communication on the proposed amendments was divided by site location, as the amendments were originally submitted separately follows:

Bylaws 11/2025 and 12/2025 - 150 Edison Drive
Feedback was sought from the public, internal, and external interested parties including:

- The Cultivate the Conversation page for the proposed amendments went live on January 30, 2025.
- The proposed Area Structure Plan and Land Use Bylaw amendments were circulated to interested parties on December 19, 2024.
    - The circulation included residents and businesses within 100 m of the parent parcel.
    - The circulation information was also posted to the Cultivate the Conversation page.
    - One comment was received through Cultivate the Conversation page, as only one comment was received, a *What We Learned* report was not created.
- A joint pre-application public engagement event for both sites was held by the applicant on January 7, 2025, from 4:00 p.m. to 7:00 p.m. at The Salvation Army St. Albert Corps & Community Centre (165 Liberton Drive).
    - To inform the public about the meeting, a notification was delivered to properties within a 100-m radius. Due to the Canada Post Strike, the notifications were hand delivered instead of mailed.
    - The event was also advertised in the St. Albert Gazette on December 19, 2024.
    - There were seven attendees.
- The applicant installed a notification sign on the subject lands.

Bylaws 11/2025 and 17/2025 - 805, 815, 825, and 835 St. Albert Trail

Feedback was sought from the public, internal, and external interested parties including:

- The Cultivate the Conversation page for the proposed amendments went live on December 11, 2024.
- The proposed Land Use Bylaw amendments (redistricting and site-specific text amendment) were circulated to interested parties on December 19, 2024.
    - The circulation included residents and businesses within 100 m of the parent parcel.
    - The circulation information was also posted to the Cultivate the Conversation page.
- A joint pre-application public engagement event for both sites was held by the applicant, as detailed above.
- The Area Structure Plan amendment was received on January 20, 2025, and circulated on February 28, 2025. The ASP amendment required the applicant to do a Transportation Impact Assessment (TIA) before the application was deemed complete.
    - The circulation included residents and businesses within 100 m of the parent parcel.
    - The circulation information was also posted to the Cultivate the Conversation page.
- A summary of the feedback received from the public engagement event, the LUB amendment circulation, and the ASP amendment circulation can be seen in a What We Learned report, as attachment 13. This report was also posted to the Cultivate the Conversation site on April 4, 2025.
- The applicant installed a notification sign on the subject lands.

Summary of Public Comments

Table 5: Bylaws 11/2025 and 12/2025 - 150 Edison Drive

Comment	Administration Response

St. Albert does not need to grow or have more density.	Like most other Canadian cities, St. Albert is growing and is expected to grow steadily into the future. As the city grows, it will be important for higher-density development to be strategically located.

Table 6: Bylaws 11/2025 and 17/2025 - 805, 815, 825, and 835 St. Albert Trail

CommentAdministration Response	
There were concerns regarding traffic in the area, including on Ebony Way.	A TIA was submitted to support the proposed amendments, and reviewed by Transportation Engineering and no concerns were raised. Overall, the methodology of the East Village Redistricting TIA meets expectations, and the findings are acceptable.

Summary of Internal Circulation Comments

Bylaws 11/2025 and 12/2025 - 150 Edison Drive

1. Utility Servicing Impact
   Development plans cannot exceed the original servicing planned for this overall site without potential upgrades being made to servicing plans and infrastructure. Any upgrades to existing or future servicing to accommodate the proposed changes will be at the cost of the developer.

Bylaws 11/2025 and 17/2025 - 805, 815, 825, and 835 St. Albert Trail

1. Utility Servicing Impact
   Based on the draft technical reports the proposed ASP changes appear to have minimal impact on the utility servicing and a moderate impact on traffic generation. Any upgrades to existing or future servicing to accommodate the proposed changes will be at the cost of the developer.

2. Utility Constraints
   It is advised that a lack of sanitary servicing capacity continues to be a challenge for this development area. The lands within the proposed districting changes have had sanitary reviews completed and accepted based on original development plans. If the developer changes development plans that exceed the original servicing plans, they will be responsible for any costs for the additional infrastructure needed to provide suitable capacity.

3. Transportation Impact Assessment (TIA)
   The TIA was reviewed by Transportation Engineering and no concerns were raised. Overall, the methodology of the East Village Redistricting TIA meets expectations, and the findings are acceptable.

IMPACTS OF RECOMMENDATION(S)

Financial:
None at this time.

Compliance & Legal:
Bylaw 11/2025, being the proposed amendment to the Erin Ridge North Area Structure Plan, must be considered prior to Bylaws 12/2025 and 17/2025, being the Land Use Bylaw amendments.

First reading of a bylaw is not a debatable motion, and is required in order to table a bylaw for Council's consideration. Providing first reading of a bylaw does not indicate agreement with the bylaw, but rather is the process by which the applicant's bylaws may be put forward in accordance with procedural fairness principles.

The public hearing and first, second, and third readings of Bylaw 11/2025, Bylaw 12/2025, and Bylaw 17/2025 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 11/2025, Bylaw 12/2025, or Bylaw 17/2025 is not granted on July 2, 2025, after first and second reading, third reading of Bylaw 11/2025 and/or Bylaw 12/2025 and/or Bylaw 17/2025 will occur at the next regular Council meeting on July 15, 2025. During that time between July 2, 2025, and July 15, 2025, 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).

Program or Service:
None at this time.

Organizational:
The approval of Bylaws 11/2025, 12/2025, and 17/2025 will have immediate impact on the Planning and Engineering Departments, 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.

The Erin Ridge North neighbourhood has servicing capacity issues. Future development is limited by the constraints of sanitary and stormwater servicing. Approval of Bylaws 11/2025, 12/2025, and 17/2025 does not guarantee development rights or capacity. The developer must demonstrate that servicing can be provided in accordance with the engineering standards, and to the satisfaction of the City Engineer, prior to development proceeding.

Risks
None at this time.

ALIGNMENT TO PRIORITIES IN COUNCIL'S STRATEGIC PLAN

Initiative aligned with: Strategic Priority One, Economic Prosperity:
Support an investment positive environment that encourages economic growth and the development

of new and existing sectors.

ALIGNMENT TO SERVICE DELIVERY

D.4.1 Current Planning Application Processing
Processing and coordination of the approval of statutory plans and amendments, subdivision 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 11/2025 (the Erin Ridge North Area Structure Plan) after closure of the Public Hearing. Bylaw 12/2025 and Bylaw 17/2025 would not be able to proceed.

Financial:
None at this time.

Compliance & Legal:
None at this time.

Program or Service:
Bylaw 12/2025 and Bylaw 17/2025 would not be able to proceed.

Organizational:
None at this time.

Risks
None at this time.

ALTERNATIVE 2: Defeat second or third reading of Bylaw 12/2025 (the Land Use Bylaw amendment for 150 Edison Drive) after closure of the Public Hearing and approval of Bylaw 11/2025. An implication of defeating this Bylaw would be that the applicant cannot re-apply until at least six months after the date of Council's decision to not pass the amending bylaw.

Financial:
None at this time.

Compliance & Legal:
None at this time.

Program or Service:
This alternative would result in the Land Use Bylaw not being in conformance with the Erin Ridge North ASP. Council would need to provide Administration direction on changes to the ASP so the documents would align.

Organizational:
None at this time.

Risks
None at this time.

ALTERNATIVE 3: Defeat second or third reading of Bylaw 17/2025 (the Land Use Bylaw amendment for 805, 815, 825, and 835 St. Albert Trail) after closure of the Public Hearing and approval of Bylaw 11/2025. An implication of defeating this Bylaw would be that the applicant cannot re-apply until at least six months after the date of Council's decision to not pass the amending bylaw.

Financial:
None at this time.

Compliance & Legal:
None at this time.

Program or Service:
This alternative would result in the Land Use Bylaw not being in conformance with the Erin Ridge North ASP. Council would need to provide Administration direction on changes to the ASP so the documents would align.

Organizational:
None at this time.

Risks
None at this time.

Report Date: July 2, 2025
Author(s): Sajid Sifat & Barb Dupuis
Department: Planning & Development Department
Department Director: Kristina Peter
Managing Director: Adryan Slaght
Chief Administrative Officer: Bill Fletcher

CITY OF ST. ALBERT

BYLAW 11/2025

ERIN RIDGE NORTH AREA STRUCTURE PLAN AMENDMENT

Being Amendment 13 to the Erin Ridge North Area Structure Plan Bylaw 33/2009

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

1. Bylaw 33/2009, being the Erin Ridge North Area Structure Plan, is hereby amended by replacing Schedule “A”, Erin Ridge North Area Structure Plan, with Schedule “A” attached hereto.

2. The Chief Administrative Officer is authorized to issue a consolidated version of Bylaw 33/2009 that incorporates the amendments made by this bylaw and otherwise conforms with the requirements of section 69 of the *Municipal Government Act*.

EFFECTIVE DATE

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

READ a First time this ___ day of _____ 20___.

READ a Second time this ___ day of _____ 20___.

READ a Third time this ___ day of _____ 20___.

SIGNED AND PASSED this ____ day of _____ 20___.

_____
MAYOR

_____
CHIEF LEGISLATIVE OFFICER

Schedule A

Schedule A

ERIN RIDGE NORTH

Area Structure Plan

Bylaw 33/2009

As Amended July 2, 2025 - Bylaw 11/2025

Erin Ridge North Area Structure Plan Amendments

Amendment Number	Bylaw Number	1st Reading	2nd Reading	3rd Reading
Original	33/2009	Nov. 30, 2009	Jan. 11, 2010	Jan. 11, 2010
1	12/2011	March 21, 2011	March 21, 2011	March 21, 2011
2	3/2013	April 15, 2013	April 15, 2013	April 15, 2013
3	5/2014	April 28, 2014	April 28, 2014	April 28, 2014
4	6/2014	April 28, 2014	October 19, 2015	October 19, 2015
5	1/2015	Feb. 2, 2015	Feb. 2, 2015	Feb. 2, 2015
6	9/2017	May 15, 2017	June 26, 2017	July 4, 2017
7 (130 Element)	16/2018	December 3, 2018	February 25, 2019	February 25, 2019
8	42/2018			
9 (Ph2)	7/2019	March 4, 2019	April 1, 2019	April 1, 2019
10 (DCMU to RC)	32/2019	December 16, 2019	--	Bylaw died after two years, did not proceed for Council decision
11	24/2021	May 31, 2021	June 21, 2021	June 21, 2021
12	17/2022	May 2, 2022	June 7, 2022	June 7, 2022
13 (150 Edison Drive HDR to MDR, 805, 815, & a portion of 825 St. Albert Trail Mixed-Use to Commercial)	11/2025	July 2, 2025	July 2, 2025	July 2, 2025

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1.0 INTRODUCTION

1.1 Purpose

(1) This plan establishes the conceptual land use, transportation, and servicing patterns for Erin Ridge North phases 1 and 2, by implementing the *Municipal Development Plan (MDP) CityPlan* for the majority of Erin Ridge North Phase 1 and a portion for Erin Ridge North Phase 2. MDP CityPlan designated this sector of the city for commercial, residential, parks, and school uses. The remainder of Erin Ridge North Phase 1 and Phase 2 will implement the policies within the *Municipal Development Plan (MDP) Flourish* that designates this plan area as neighbourhood, mixed-use employment area, and trail corridor area.

(2) Servicing standards, population analysis, and other details supporting this Area Structure Plan (ASP) for Phase 1 are referenced in the *Erin Ridge North Area Structure Plan Technical Report* (Technical Reports) Volumes I and II dated July 2009 and input from Al-Terra Engineering. The lands east of St. Albert Trail and north of Coal Mine Road (former Lutheran Lands) are referenced in the Lutheran Church Lands Area Structure Plan Amendment (Technical Reports) dated November 2014 and November 2016. Phase 2, is referenced in the *Erin Ridge North Area Structure Plan Technical Report* (Technical Reports) dated July 2013, as assembled by ISL Engineering and Land Services, in the Erin Ridge North ASP amendment as prepared by WSP Canada Group Limited, dated June 28, 2018 and February 12, 2021, and in the Erin Ridge North ASP amendment as prepared by Invistec Consulting Ltd., dated November 22, 2021. The documents were used to prepare this Bylaw.

1.2 Authority of the Plan

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

The MGA identifies an ASP for the purpose of providing a framework for subsequent subdivision and development of the area. The ASP is to describe

sequence of development, land use purposes, population density, and general location of transportation, public utilities, and other matters Council considers necessary. The approval of the Erin Ridge North 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 Erin Ridge North Phases 1 and 2 are expected to be developed over a period of time, and through a series of public and private sector initiatives. Both Phases 1 and 2 are near completion. Anticipated build-out is 2028. Completion 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, updated, and amended either generally or in regard to a specific issue as determined necessary by Council or when the *Municipal Development Plan* (MDP) is updated.

1.4 Interpretation of the Plan

1.4.1 Map Interpretation

Due to the small scale of the ASP maps, the boundaries or locations of any symbols or areas shown on a map within the ASP are approximate and not absolute, and are to be verified at the time of subdivision. With the exception of surveyed delineations, boundaries and symbols on the maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as existing 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 *Erin Ridge North ASP* shall apply to the area shown on Figure 1. The area is located in the northeast quadrant of St. Albert and is bounded by:

- Erin Ridge neighbourhood to the south;
- Neil Ross Road and private lands to the north are the boundary for Phase 1;
- NW ¼, Section 21, Township 54, Range 25, West 4 Meridian to the north for Phase 2;
- St. Albert Trail to the west;
- Range Road 253 to the east for Phase 1; and

- Private lands to the east for Phase 2.

Phase 1 of the ASP encompasses an area of 93.7 hectares inclusive of Coal Mine Road. Phase 2 encompasses an area of 55.9 hectares. The two phases combined have an area of 149.6 hectares.

1.5 Objectives

The objectives of this ASP are to:

- develop a neighbourhood that connects to the adjacent Erin Ridge neighbourhood to the south and is connectable to surrounding future development;
- provide a vehicle-oriented urban commercial area to serve residents and the region;
- create a community where the pedestrian circulation routes link residential areas to schools, parks and open space, commercial/retail areas, and to future and existing adjacent neighbourhoods;
- provide a range of housing options to cater to a range of income, age, and social groups, as well as tenure, which includes apartments, townhouses, semi-detached houses, single-detached houses, and mixed-use developments;
- create an attractive neighbourhood, which provides for a mixture of commercial, residential, and potential civic uses in a compact, walkable, built form that encourages interaction through and within a central open space feature; and
- establish convenient connectivity to transit within the neighbourhood and to the future transit station proposed on the west side of St. Albert Trail.

1.6 Property Ownership Patterns

The land within the ASP boundary was owned by Landrex Hunter Ridge Inc., Landrex (Alberta) Developments Inc., and Landrex Inc. The majority of undeveloped land within the ASP boundary are owned by Landrex Hunter Ridge Inc. The City of St. Albert owns the road rights-of-way for St. Albert Trail, Neil Ross Road, Coal Mine Road, and parks. 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 Erin Ridge North.

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).

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 Erin Ridge North neighbourhood with prescribed densities that are supported through policies in the Municipal Development Plan.

1.7.2 *Municipal Development Plan (MDP)*

The City of St. Albert *MDP*, entitled *Flourish – Growing to 100K*, Bylaw 20/2020, as amended, *Urban Structure and General Land Use, Map 3,* designates the Plan Area as commercial and residential.

1.7.3 Existing Area Structure Plan

The original version of the Erin Ridge North Area Structure Plan was adopted on January 11, 2010, with amendments in March 2011, April 2013, April 2014, February 2015, October 2015, July 2017, February 2019, April 2019, June 2021, June 2022, and July 2025.

1.7.4 *Land Use Bylaw (LUB)*

The City's *Land Use Bylaw,* Bylaw 18/2024, as amended, controls development of the lands within the neighbourhood. The Future Urban Development (FUD) 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 Future Land Use map demonstrates the base land uses and descriptions within this document describe the expected uses and densities. Land uses that are anticipated are: commercial, public and private services, mixed-use commercial with residential, low density residential, medium and high density residential, public park, school site, and stormwater management facilities (as public utility lots).

1.7.5 *Transportation Master Plan (TMP)*

The *Transportation Master Plan* (2015) prepared by Associated Engineering for the City of St. Albert guides how the City addresses current and future transportation needs. This document sets the vision and actions for the transportation network until 2042. The term transportation includes the roads, trails, sidewalks, and other infrastructure needed to move people and goods from one place to another.

Neil Ross Road is a Crosstown road that is identified to eventually connect with the future 127th Street Alignment. Element Drive North, Everitt Drive North, Coal Mine Road, and Ebony Way are designated as Neighbourhood roads. The future rapid transit corridor is identified to run along the east side of St. Albert Trail with a rapid transit station with a park and ride on the west side of St. Albert Trail across from the Erin Ridge North Neighbourhood.

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 *Utility Master Plan (UMP)*

The *Utility Master Plan (UMP)* (2014) for the City of St. Albert is a general framework for providing utility services to future developments (water, wastewater, and stormwater management). The timeframe for extending services is based on the pace of development and the ability of front ending parties to design and construct necessary infrastructure components.

The current stormwater management release rate is 2.5 litres, 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.

As of the 2022 amendment, there is very limited servicing capacity within the existing infrastructure. The existing capacities do not have the ability to support the complete development of Erin Ridge North. Necessary off-site work is outlined within the Utility Master Plan, and delineated in the Off-Site Levy Bylaw, as amended.

2.0 SITE ANALYSIS

2.1 Natural and Cultural Features

2.1.1 Topography and Drainage

Erin Ridge North Phases 1 and 2 lands are generally flat with ground elevations ranging between 684 metres to 690 metres. Phase 1 has a shallow ridge that runs across the subject lands from southwest to northeast. The land slopes from west to east towards the Sturgeon River on the east side of the shallow ridge. On the west side of the shallow ridge, lands slope from east to west into a localized low-lying area located in Phase 2. In Phase 2, the low point is a wetland that has a drainage channel and weir used to hold water draining from lands to the north, and act as a catchment pond for stormwater from Highway 2 (St. Albert Trail).

The management of the stormwater from the north needs to be addressed so that the stormwater from the north is not impacting development of Erin Ridge North Phase 2. Full development of Phase 2 may not be able to proceed until the stormwater issue has been addressed. See Section 5.3 Stormwater Management of this Bylaw on how stormwater will be managed and timeframes.

2.1.2 Sturgeon River Designated Flood Line

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

2.1.3 Geotechnical Conditions

Geotechnical investigations within the Plan Area are documented in the report *Geotechnical Investigation-Proposed Bellerose Lands Residential Subdivision North of Coal Mine Road and East of Highway 2 Sturgeon County, Alberta, and Geotechnical Investigation Proposed Erin Ridge North Phase 2* prepared by J.R. Paine & Associates Ltd. with fieldwork completed in May 2000 for Landrex Developers Inc. and Landrex Hunter Ridge Inc. The report provides a summary of the general soil and groundwater conditions, and an assessment of conditions for site development, site grading, residential construction, the construction of roadways, the installation of sewer and water systems and the construction of stormwater management facilities. Forty-nine test holes

for the whole of Landrex's land were drilled for Erin Ridge Phases 1 and 2. In December 2012, an additional four test holes were drilled for Plan 982 3579, Lots 1 and 2. A geotechnical investigation was completed for the former Lutheran Lands parcel east of St. Albert Trail and north of Coal Mine Road in September 2014. A total of ten (10) test holes were drilled, and 107 test probes advanced to assess soil and groundwater conditions.

Generally, the soil profile consists of topsoil, glaciolacustrine clay, glaciolacustrine silt, and some sand. The three reports presented guidelines and standards for the construction of all components of commercial and residential development. The identified water tables are between 0.12 metres to 3.57 metres below the ground surface.

Areas of high ground water levels in the Plan Area may require further investigation at the time of subdivision or Development Permit and building construction stage to identify mitigation measures addressing hydro-geological concerns. At time of site development, additional geotechnical study will be required for commercial and multiple family developments. If an acceptable strategy cannot be obtained, then the land may be deemed unsuitable for development.

2.1.4 Vegetation Resources

In June 2008, Stantec prepared for the City of St. Albert, *St. Albert Natural Areas Review and Inventory,* which served as an addendum to the *St. Albert Natural Areas Review and Inventory, 1999* prepared by Spencer Environmental Management Services Ltd. The Addendum covered the lands annexed into St. Albert in 2007. An update titled *Natural Areas Assessment, Management and Conservation Plans Recommendations and Implementation Plan* was completed by Spencer Environmental Management Services Ltd. in 2016.

Within Phase 1 of the Plan Area is a woodlot that is shown in the Addendum as a Locally Significant Natural Area (NE 27). The woodlot is an area with a diverse plant and animal community. The area has aspen, balsam, and willow wetland. The woodlot is a remnant of a larger habitat and is on the decline in the region. This is currently good habitat for ungulates (deer) and birds.

The wetlands within the woodlot were assessed further on May 5, 2009 with a site reconnaissance by Stantec. The woodlot is approximately 4.87 ha, and contains three wetland zones that comprise of Class I and III wetlands. The wetlands have been in existence since at least 1950, which is shown on aerial photos from 1950 to the present. The woodlot as it matures may draw down the wetlands, and with recent drought conditions have low volumes of water.

Alberta Environment and Parks (AEP) verifies if the bed and shore of the wetland will be claimed by the Provincial Government under the *Public Lands Act*. If the wetlands are disturbed, then AEP, who administers the *Water Act*, will determine the compensation under the Water Act for the disturbed wetlands in the woodlot.

Flourish Municipal Development Plan indicates that St. Albert shall protect, conserve, and enhance natural features, and requires all development to adhere to provincial and federal acts and regulations relating to the environment. The City acknowledges that 70%± of the woodlot will be retained. The woodlot does not qualify as Environmental Reserve under the Municipal Government Act, and the City has elected not to purchase the remaining woodlot as it cannot be confirmed if the tree stand will be sustainable once development and urbanization of the surrounding area occurs.

Stantec prepared a study in June 2013 for Erin Ridge North Phase 2. Within Phase 2 of the Plan Area is a wetland that is shown in the Addendum as a Regionally Significant Natural Area (NE 23). The wetland classification in 2013 was Seasonal Pond (Class III). This wetland links with two smaller wetlands and a drainage channel to Carrot Creek. There is a woodlot with an area of 1.85 hectares±, located on the east property boundary that is Locally Significant (NE 22), which will be developed. The report prepared for Landrex Hunter Ridge Inc. indicated that Alberta Environment and Sustainable Resource Development (AESRD), now called Alberta Environment and Parks (AEP) will not claim the bed and shore of the wetland area and further consultation is required with AEP.

In April 2018, WSP on behalf of Landrex Hunter Ridge Inc., prepared a Wetland Assessment and Impact Report that showed the large wetland crossing between SW ¼, Section 21, Township 54, Range 25, Meridian

4 and NW ¼, Section 21, Township 54, Range 25, Meridian 4 with an area of 29.5 hectares, of which 18.4 hectares is within Erin Ridge North Phase 2. This wetland, based on the Alberta Wetland Classification System (AWCS), is a 'C' value as a semi-permanent fresh water graminoid marsh. On August 26, 2020, Landrex Hunter Ridge Inc. received Water Act approval to remove wetlands in the location of W½ 21-54-25-W4M, with approval number 00425700-00-00.

2.1.5 Natural Site Assessment

EcoMark Ltd. prepared a Stage 1 Preliminary Natural Area Assessment for Portion of NW-16-054-25-W4M, St. Albert, Alberta on July 4, 2008, with a site inspection on June 10, 2008.

The assessment confirmed a woodlot of 4.87 hectares in size. This woodlot is a Locally Significant Natural Area. There are several environmental elements rated high in the woodlot that make it a Locally Significant Natural Area, which include flora, fauna, site size, ecological linkages, biological diversity, vegetation, and bird habitat. Should the site be reduced in size this may have a neutral to negative effect on its sustainability for flora, fauna, ecological linkages, and vegetation. A neutral to positive effect may occur to bird habitat as naturalized stormwater ponds are created in other parts of the development. The biological diversity may increase with the stormwater ponds if their development includes the planting of wetland vegetation.

The site inspection determined the area had visits from robin, crow, black-billed magpie, black-capped chickadee, and Franklin's gull. At the time of inspection, there were heavy rains, so songbirds were not present, but the vegetation is considered suitable for songbirds. The habitat of the area is not suitable for fish. The area would be common to snakes, frogs, toads, and salamanders.

At the time of inspection, the woodlot showed signs of moose and red squirrel. The forested area would also be habitat to chipmunk, snowshoe hare, shrew, and vole. The woodlot is suitable habitat for white-tailed deer, mule deer, and moose. The habitat of the woodlot is also a high-quality nesting and feeding habitat for bird species.

The proposed retention of 70%± of the woodlot will provide home to some forms of wildlife; however, the nature of the area will also change

because of the overall development in the area. The remaining woodlot will need to be maintained and managed to sustain many of the features it offers. It is questionable as to whether it will continue to be used by ungulates once development occurs in the area.

A Biophysical Impact Assessment (BIA) was completed for the area east of St. Albert Trail and north of Coal Mine Road on October 21, 2014. The BIA indicated that the site is primarily used for cultivation; however, islands of habitat and potential temporary wetlands were identified. The BIA concludes that a migratory bird nest search should be conducted if construction activities conflict with migratory bird nesting periods, and observing a species appropriate buffer of inactivity around any active migratory bird nests until the young have fledged. Should the wetlands collect and retain water in the spring, additional planning or mitigation options may need to be explored to protect potential breeding amphibians in the area.

2.1.6 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA), based on the Canadian Standards Association (CSA) outlined in document Z768-01, Phase 1 Environmental Site Assessment (reaffirmed 2006), was completed on June 13, 2008 for the Landrex Hunter Ridge Inc. owned lands within Erin Ridge North Phase 1. The Phase I ESA indicated a Phase II ESA be conducted in the area surrounding the above ground storage tanks, the areas surrounding the storage barrels, and the areas of stressed vegetation, which were associated with farming activities.

A Phase II Environmental Site Assessment (ESA), based on the Canadian Standards Association document Z769-00 was conducted on May 7, 2009. The analysis determined there is no impact from former farming activities and no remediation is required. However, the granaries contain high levels of lead; thus, when they are removed, they must be treated as hazardous material and disposed of in a safe, environmentally sound manner.

Erin Ridge North Phase 1 contains an abandoned oil well site that requires physical access. This wellhead must be located on privately held lands and provide adequate accessibility according to all pertinent standards and legislation.

A Phase I Environmental Site Assessment (ESA) was conducted for Erin Ridge North Phase 2 for the SW ¼-21-54-25-W4M and Plan 982 3579, Lots 1 and 2 with a site visit on January 25, 2013. The findings included potential soil and water contamination in areas that had equipment lay-down operations, historic oil pipeline, oil wells, septic systems, water wells, and hazardous building materials. Soil sampling is advised with potential for remediation. In addition, there are two oil wells located just southwest of Plan 982 3579, Lot 2, and east of St. Albert Trail that do not have reclamation certificates, see Figure 9, Constraints. These two oil wells each require a reclamation certificate and provide a determination if a 5-metre radius setback is sufficient. Setback requirements are determined and regulated by Alberta Energy Regulator (AER).

A Phase 1 ESA was conducted in 2014 for the lands east of St. Albert Trail and north of Coal Mine Road. No sources of contamination were found. Recommendations included to decommission septic tanks in accordance with the applicable acts, regulations and guidelines; and to take the former dugout area in the southern portion of the site into consideration during development to ensure any potential organic matter is removed.

2.1.7 Heritage Resources

ISL Engineering and Land Services, on behalf of Landrex Hunter Ridge Inc., was given *Historical Resources Act* clearance to proceed with development within Section 16, Township 54, Range 25, W4M and Section 21, Township 54, Range 25, W4M. A letter was provided from Alberta Tourism, Parks, Recreation, and Culture that indicated the site has been cultivated for many years, and has low potential for archaeological or palaeontological resources. Any existing structures are on file or are too new to be of historical value.

2.2 Current Development Patterns

The Plan Area was bordered to the north by cultivated fields that were annexed into St. Albert in 2022, to the east are farmland and a treed homestead, to the south are residential dwelling units within the Erin Ridge neighbourhood, and to the west is St. Albert Trail.

The Plan Area was predominantly in agricultural use with some tree cover as discussed in Section 2.1.4 and 2.1.5.

A portion of Gibson oil pipeline in the northwest portion of the site has been removed and remediated (Klohn Crippen Berger, February 2011, File A05035A04). Two Telus fibre optic cables exist in north-south alignments and will be realigned as development occurs, in cooperation with Telus. FortisAlberta had overhead power transmission lines in the southeast of Phase 1 of the Plan Area and at time of development, the power transmission lines were relocated and buried.

3.0 LAND USE CONCEPT

3.1 Future Land Use Map

The Future Land Use Map for Erin Ridge North 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 land use types will dominate the future Erin Ridge North – commercial and residential.

Erin Ridge North is situated adjacent to St. Albert Trail, which is a commercial corridor. Commercial uses will service both local and regional shopping interests.

Phase 1

The residential components within Phase 1 of the Plan Area include medium-density residential, with medium to high-density residential primarily adjacent to the commercial uses.

The residential densities for Phase 1 of the Erin Ridge North Area Structure Plan were approved under the 2009 Capital Region Board (CRB) Growth Plan. As per Section 8.2 of the Regional Evaluation Framework (MSL: 111/17), the density target of the CRB Growth Plan will continue to apply to development within this Plan Area.

A large stormwater management facility separates the medium to high-density residential from the low-density residential. The high-density residential area would consist of densities of 100 to 140 dwelling units per hectare. The medium-density residential area could have a density of approximately 40 units per hectare, and up to 100 units per hectare, and would feature uses such as low-rise apartments and townhouses. The low-density residential areas would have a density of 12 to 39 units per hectare, with development of single-detached, duplex, and semi-detached dwelling units. The total number of dwelling units built is 1,173, and 150 units are proposed. The proposed 150 units are within the mixed-use area. Total estimated number of units is 1,323 in Phase 1. The proposed developable residential area is 32 hectares±, which is 34% of the gross developable area for the Plan Area.

Within the Plan Area, there is land shown as mixed-use commercial with residential. This area is intended to be a neighbourhood activity, centre and could include a range of uses from mixed-use with lower-level commercial and residential above, separate commercial and residential uses, a park space, and institutional uses in a walkable, compact form.

Phase 2

The overall area of Phase 2 is 55.9 hectares± and it is being developed in two sections. The first section is the southwest portion, shown on Figure 2 as Phase 2A, has an area of 19.5 hectares± and was approved through Bylaw 6/2014 on October 19, 2015. This area is developed under the Capital Region Board (CRB) Growth Plan 2009 that was in place at that time, which required a minimum of 30 dwelling units per net residential hectare. The residential area of Phase 2A is 5.9 hectares±, and the proposed number of dwelling units is 97 low-density units and 76 medium-density units at 130 Element Drive North, for a total unit count of 173.

The second section is located in the north-northwest portion of Phase 2, shown on Figure 2 as Phase 2B, with an area of 36.4 hectares, and is being developed under the Edmonton Metropolitan Region Board (EMRB) Growth Plan, which requires a minimum of 40 dwelling units per net residential hectare. The proposed number of dwelling units is 256 low-density units, and 185 medium-density units, for a total unit count of 441.

In total, 1,937 dwelling units are proposed for Erin Ridge North.

3.3 Residential Land Use

3.3.1 Low-Density Residential

Phase 1, low-density residential land use will comprise 26 hectares± of land. The number of low-density residential units built is 493 dwelling units. In Phase 2, low-density residential will comprise 16 hectares± of land, with approximately 353 dwelling units. The combination of Phases 1 and 2 will have a total number of 846 low-density residential units, which is approximately 44% of all residential units.

Low density may include single-detached, single-detached with basement suite, semi-detached, and duplex housing forms.

3.3.2 Medium-Density Residential

In Phase 1 and Phase 2, medium-density residential development may consist of townhouses and apartment buildings. There are 300 townhouse units, which is approximately 15% of all residential units.

3.3.3 High-Density Residential

In Phase 1, high-density residential units are located on the east side of Element Drive North, with the commercial uses on the west side of the roadway. The number of dwelling units built is 457.

There are no high-density sites planned for Phase 2.

Overall, there will be 457 units in the high-density residential area, which is 24% of the overall number of residential units.

3.3.4 Mixed-Use Commercial with Residential

The mixed-use area is approximately 3 hectares± in size. A portion of the size, approximately 0.8 hectares± is estimated to be dedicated to residential uses, and the remaining 2.2 hectares± are proposed to be dedicated to commercial uses.

The mixed-use development provides the opportunity to create a neighbourhood activity centre. Residential units could be located above lower-level commercial units or in a standalone building. Approximately 334 residential dwelling units are proposed in the mixed-use portion of Erin Ridge North, which is approximately 17% of the total residential units.

This area is proposed to be built under the Mixed-Use Level 2 (MU2) Land Use District of the Land Use Bylaw. This would allow a flexible range of land uses with the intention to create a human-scale, mixed-use environment with a walkable commercial component of small shops, restaurants, offices, or other services for the neighbourhood. The mixed-use commercial-residential area may also include a central green space, and institutional uses to service the northern region of the City. Architectural controls could be implemented to give the area character and to manage the mix of land uses. In the MU2 Land Use District, an overall conceptual site plan or site development plan in relation to the portion being developed is required at the time of development permit to illustrate how the development will be integrated with the area.

3.3.5 Supportive Housing

Supportive housing that includes assisted living is a residential use that can occur within medium and high-density residential. Supportive housing provides support services, such as meals and laundry, within a group-living arrangement. This means the sleep units do not have a full kitchen. The number of units is 182, with a mix of longer term care and assisted living. The anticipated number of residents will vary because some units can support two people, and some units are for singles. The range in population is 182 to 292. An average of 240 residents has been used for anticipated population.

3.4 Commercial

Phase 1

The overall developable area for commercial use is approximately 26% of the gross developable lands of Phase 1, which is approximately 24 hectares±. The commercial lands are adjacent to St. Albert Trail comprising:

- a cell south of Neil Ross Road with an area of 5.97 hectares±, developed with Costco;
- a cell north of Everitt Drive North with an area of 13.7 hectares±, has an internal north-south roadway, developed with a mix of commercial stores;
- a cell south of Everitt Drive North with an area of 2.1 hectares±, developed with a car dealership; and
- a cell north of Coal Mine Road with an area of 2.2 hectare±.

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 are not impacted. This may include building design to create compatible living spaces.

Phase 2

The commercial site north of Neil Ross Road has an area of 14.3 hectares±. The commercial area borders a medium-density residential site. There is no physical separation such as a roadway from the proposed commercial uses. Mitigation measures may be required to address noise, light, and odour issues created by the commercial uses, to ensure that the adjacent residents in the medium density residential development are not impacted.

3.5 Parks and Open Space

The parks and open space system in the Plan Area will include trails, the remaining woodlot, a school, parks, and stormwater management facilities. The *Municipal Government Act* and the *Municipal Development Plan* specify that 10% of the developable lands be dedicated as Municipal Reserve, which can be used for development of a school, woodlot, parks, and those trails that are not associated with public utility lots.

In Phase 1, there have been previous subdivisions within the Plan Area prior to annexation, some of the Municipal Reserve has already been provided to Sturgeon County as cash in-lieu of dedication. Therefore, instead of 10% Municipal Reserve dedication, the Plan Area for Phase 1 will only see approximately 8% of the land (7.7 hectares) dedicated as Municipal Reserve.

Phase 2 development started in the southwest corner, with a trail around a portion of the stormwater management facility that will provide connectivity to Phase 1 and the parks in Phase 2. The approximate park sizes proposed are 2.0 and 3.0 hectares. These parks will serve neighbourhood and community needs, and will house amenities such as sport fields, outdoor ice rink, tennis/pickleball courts, and a playground. Specific amenities will be determined at Park Master Plan stage.

The dedication of Municipal Reserve would represent 10% of the Gross Developable Area in Phase 2 with an area of 5.59 hectares, and what the City can ask as dedication as per the Municipal Government Act. Most connecting walkways within Phase 2 have infrastructure services beneath them; hence, the walkways are Public Utility Lots, and do not receive Municipal Reserve credit. Dedication of Municipal Reserve occurs at time of subdivision.

The proposed Municipal Reserve dedication configuration is shown in Figure 8, while the parks and open space system is depicted on the Future Land Use map (Figure 2).

Should there be addition of road right-of-way to the area structure plan boundary for development purposes, 10% Municipal Reserve will be owed on those lands.

3.5.1 Trails

Trails will provide connections to the following: the adjoining neighbourhood of Erin Ridge, Erin Ridge North Phases 1 and 2, the commercial areas, the woodlot, the school site, and the stormwater management facilities. Some trails may have Public Utility Lot (PUL) designations where trails are within utility rights-of-way; therefore, no municipal reserve dedication would be granted in these circumstances. The trails must be installed at the time of subdivision so that future residents are aware of trail alignments.

Coal Mine Road is closed between Ebony Way and Eastgate Way; the closed road sections have been developed and enhanced with trails and trees to create a linear park. The development of Coal Mine Road as a linear park occurred in two phases, with the first phase being developed between Everitt Drive and Eastgate Way in 2010 through Bylaw 10/2010. The second phase of the linear park development between Ebony Way and Everitt Drive occurred in July 2013, through Bylaw 14/2013. A road closure bylaw was required for each section of Coal Mine Road to be closed and the timing was agreeable with the City. Coal Mine Road will not receive Municipal Reserve credit, as the land is owned by the City.

Some trail connections will join to trails in Erin Ridge that link to Oakmont and further to Red Willow Park.

3.5.2 Woodlot

The 4.87 hectare woodlot is considered a Locally Significant Natural Area. This woodlot is a remnant tree stand that has been in place since at least 1950, according to aerial photos. The woodlot provides good habitat for ungulates (such as deer and moose), birds, ground animals, reptiles and amphibians. The major tree species present are aspen, balsam poplar, and willow.

To mitigate potential negative effects of development, the following measures would have to be taken as recommended by Stantec and EcoMark.

- Maintain a minimum 5-metre vegetated buffer around the exiting forested area to protect valuable edge habitat.
- Maintain surface drainage to the forested area.
- Plant forest vegetation in upland areas throughout the development and stormwater management facilities to promote habitat connectivity.
- Designate naturalized pathways (such as wood chip) along the forest boundary and through an existing game trail to prevent excess trampling of the forested area.
- Place appropriate signs to discourage residents from walking off designated trails.
- Prior to construction, fence or flag natural features and review mitigation measures with the construction contractor(s).
- Avoid clearing of native vegetation between April 15 and the end of August as this is nesting time for migratory birds and a breeding period for wildlife.
- All disturbed areas should be re-vegetated with native vegetation and all debris from construction removed.

The woodlot will be reduced to about 70%± of its existing size from 4.87 hectares± to 3.4 hectares±. The type of habitat the woodlot supports will change; however, it will still provide a place for birds and small ground animals. Steps will have to be taken to maintain the remaining woodlot and create trails that provide access while preventing further degradation of the area. The site has Municipal Reserve designation.

3.5.3 School/Park Site

In Phase 1, adjacent to Everitt Drive North, is a school site with an area of 1.45 hectares. In 2013, the Alberta Government announced the school site in Erin Ridge North is for the St. Albert Public School Board and Lois E. Hole School, a public elementary school, is on the site. Adjacent to the school site is Everitt Park with an area of 1.05 hectares.

Table 3-1: Student Population Projection

Age	Grades	% of 2024 City of St. Albert Census age composition population 64,573	Student Generation Erin Ridge North Population 4,620
5-9	K-4	6.1%	282
10-14	5-9	6.8%	314
15-19	10-12	6.6%	305
Total			**901**

The anticipated number of students in the Erin Ridge North neighbourhood at full build-out is around 901 students between the ages of 5 to 19 years. This is based on the City of St. Albert 2024 Census Age Composition population of 64,573, the anticipated population of 4,620 for Erin Ridge North, 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 considered to better anticipate student population.

3.5.4 Stormwater Management Facilities (SWMFs)

Two stormwater management facilities exist within Phase 1. Within Phase 2, there will be two stormwater management facilities that are connected by a culvert. A foot bridge is proposed over the culvert to provide pedestrian connectivity. The foot bridge may be contemplated if at the SWMF design stage there are no significant impacts on the operations of the SWMF. This foot bridge is not municipal reserve, as it is crossing a public utility lot.

All stormwater management facilities within Erin Ridge North are wet ponds. These facilities are connected through a combination of overland flows and buried pipes. The stormwater management facilities will be dedicated as Public Utility Lots (PULs); therefore, no Municipal Reserve credit will be given for PUL uses. Municipal Reserve credit may be provided to trail areas, based upon City policies, to be determined at the time of subdivision.

The design of the SWMFs will maximize the opportunity to complement or enhance the fragmented habitat in the Plan Area. This can be

accomplished through plantings that are supportive of wildlife and bird life that access wetlands and marshes. The SWMFs will also be designed to provide visual amenities for passive recreational uses.

3.6 Development Statistics

The titled area for the boundary of the Erin Ridge North Area Structure Plan is 149.6 hectares. There is no Environmental Reserve to be dedicated in the Plan Area. All roads are included within the developable area. The residential area is 53 hectares±, which is 36%± of the developable area. The commercial area is approximately 38 hectares±, which is 26%± of the developable area. The mixed-use commercial with residential area is approximately 2 hectares±, which is 2% of the developable area.

How the developable lands will be designated is shown in the Table 3-2 Development Statistics.

The population per household fluctuates depending on the type of dwelling unit, as indicated in the *City of St. Albert Census 2024*. In the low-density units, of which 846 units are projected, 2.80 persons per household are anticipated. In the medium-density residential area, 300 units are projected, and the number of persons per household is 2.23. In the high-density residential area, 457 units are projected at 2.00 persons per household. In the mixed-use commercial with residential area, 334 units are projected, with 2.00 persons per household. The population is estimated at 4,620 residents.

The net residential density for Phase 1 and the southwest portion of Phase 2 is 39.7 dwelling units per net residential hectare. Phase 2B has 28.6 dwelling units per net residential hectare. Overall, there are 36 dwelling units per net residential hectare.

The total number of residential units in the developable area is 1,937, of which 1,091 are medium-density, mixed-use residential, and high-density units, which equates to 56% of the proposed units.

Table 3-2: Development Statistics

PHASES	PHASE 1				PHASE 2								OVERALL			
	Area (ha)	% of GDA	Units	Pop.	Area (ha)	% of GDA	Units	Pop.	Area (ha)	% of GDA	Units	Pop.	Area (ha)	% of GDA	Units	Pop.
Gross Area	**93.7**				**55.9**								**149.6**			
Developable Area of Phase 1	93.7				0	0							93.7	62.6%		
Developable Area of Phase 2A, SW corner	0				19.5	34.9%							19.5	13.0%		
Developable Area of Phase 2B, Remainder	0				36.4	65.1%							36.4	24.3%		
Gross Developable Area (GDA)	**93.7**	**100%**			**55.9**	**100%**							**149.6**	**100%**		
Trail (Coal Mine Road – PUL)	2.2	2.3%			0	0							2.2	1.5%		
Walkways (PUL) & Lift Station	0.6	0.7%			0.5	0.9%							1.1	0.7%		
Registered Municipal Reserve (includes trails not over utilities, woodlot, school/park)	6.25	6.7%			2.9	5.2%							9.14	6.1%		
Municipal Reserve Owed	0.0				2.6	4.6%							2.6	1.7%		
Registered School Reserve	1.45	1.5%			0.0								1.45	1.0 %		
Stormwater Management (PUL)	6.5	6.9 %			4.9	8.8%							11.4	7.6%		
Arterial Road-Neil Ross Road	4.00	4.3%			0	0							4	2.7%		
Internal Circulation (non-arterial)	13.1	14.0%			9.2	16.5%							22.3	14.9%		
Interim Road Connection	0.03	0.03%			0	0							0.03	0.02%		
Subtotal Other Uses	**34.1**	**36.4%**			**20.2**	**36.1%**							**54.3**	**36.3%**		
Commercial	23.9	25.5%			14.3	25.6%							38.2	25.5%		
Mixed-Use Commercial	2.2	2.4%			0	0							2.2	1.5%		
Subtotal Commercial	**26.1**	**27.9%**			**14.3**	**25.6%**							**40.4**	**27.0%**		

PHASES	PHASE 1				PHASE 2								OVERALL			
	Area (ha)	% of GDA	Units	Pop.	Area (ha)	% of GDA	Units	Pop.	Area (ha)	% of GDA	Units	Pop.	Area (ha)	% of GDA	Units	Pop.
Supportive Housing (see notes)	1.5	1.6%	*182	240	0	0							1.5	1.0%	*182	240
Subtotal Supportive Housing	**1.5**	**1.6%**	***182**	**240**	**0**	**0**							**1.5**	**1.0%**	***182**	**240**
Residential					**Phase 2A (CRBGP)**				**Phase 2B (EMRGP)**							
Low Density Residential	26.0	27.7%	493	1,380	4.3	7.7%	97	272	11.8	21.1%	256	717	42.2	28.2%	846	2,369
Medium Density Residential	0.8	0.9%	39	87	1.6	2.9%	76	169	3.6	6.4%	185	413	6.0	4.0%	300	669
Mixed-Use Residential	0.8	0.9%	334	668	0	0	0	0	0	0	0	0	0.8	0.5%	334	668
High Density Residential	4.2	4.5%	457	914	0	0	0	0	0	0	0	0	4.2	2.8%	457	914
Subtotal Residential	**31.8**	**34.0%**	**1,323**	**3,049**	**5.9**	**10.6%**	**173**	**441**	**15.4**	**27.6%**	**441**	**1,129**	**53.2**	**35.6%**	**1,937**	**4,620**

Table 3-2 Notes:

- May not add up to 100% due to rounding.
- Erin Ridge North Phase 1 and Phase 2A were developed under the Capital Region Board (CRB) Growth Plan of 2009, when the minimum density required was 30 dwelling units per net residential hectare. The density based on 1,496 units and 37.7 hectares is 39.7 dwelling units per net residential hectare.
- The remaining portion of Erin Ridge Phase 2B, with a residential area of 15.4 hectares and 441 dwelling units will have 28.6 dwelling units per net residential hectare. This does not meet the requirement of 40 dwelling units per net residential hectare of MDP policies 13.1.3 and 14.6.8(c). The density was swapped from Phase 2B to Phase 1 in July 2025 by Bylaw 11/2025. MDP policy 7.1.3 encourages intensification through innovation and emerging housing types that are compatible with existing and planned Neighbourhoods, which is being addressed with 56% of the units as medium and high-density units.

- Residential breakdown on lands developed prior to the February 2018 Land Use Bylaw 2/2018 update consisted of:
  - 20 du/ha for low density residential;
  - 35 du/ha for medium density residential;
  - 143 du/ha for mixed-use commercial with residential based on an estimated residential area footprint of 0.84 ha.
  - 141 du/ha for medium/high density.
- The new Residential breakdowns consist of:
  - 23-33 du/ha for low density residential
  - 37-39 du/ha for low density residential mix
  - 40-100 du/ha for medium density residential, could go to 125 du/ha if meet design criteria in the Land Use Bylaw
  - 100-140 du/ha for high density residential, could go higher if meet design criteria in Land Use Bylaw
  - 143 du/ha for mixed-use commercial with residential
- Expected population per residential unit based on St. Albert's 2024 Census is:
  - 2.80 persons per low density residential unit;
  - 2.23 persons per medium density residential unit; and
  - 2.0 persons per high density residential unit.
- * Supportive Housing is not included in the dwelling unit count, because the units do not have full kitchens.

Development of Erin Ridge North began in 2010, and many residential stages have been completed, or are under construction. The actual numbers of units built (or being built), as of Bylaw 11/2025 are shown in Tables 3-3 through 3-6.

Table 3-3: Phase 1 As-Built Residential Development

	Area (ha)	Dwelling Units (du)	Density (du/ha)
Low Density - Built	25.4	493	19.4
Low Density - Proposed	0.0	0	0.0
Low Density - Total	**25.4**	**493**	**19.4**
Medium Density - Built	0.8	39	46.4
Medium Density - Proposed	0.0	0	0.0
Medium Density - Total	**0.8**	**39**	**46.4**
Mixed-Use Residential - Built	0.4	184	460.0
Mixed-Use Residential - Proposed	0.4	150	375.0
Mixed-Use Residential - Total	**0.8**	**334**	**417.5**
High Density - Built	4.2	457	108.3
High Density - Proposed	0.0	0	0.0
High Density - Total	**4.2**	**457**	**108.3**
All Residential - Built	30.8	1,173	38.0
All Residential - Proposed	0.4	150	375.0
All Residential - Total	**31.2**	**1,323**	**42.3**

Table 3-4: Phase 2a As-Built Residential Development

	Area (ha)	Dwelling Units (du)	Density (du/ha)
Low Density - Built	4.3	97	22.6
Low Density - Proposed	0.0	0	0.0
Low Density - Total	**4.3**	**97**	**22.6**
Medium Density - Built	0.6	28	49.1
Medium Density - Proposed	1.0	48	46.6
Medium Density - Total	**1.6**	**76**	**47.5**
Mixed-Use Residential - Built	0.0	0	0.0
Mixed-Use Residential - Proposed	0.0	0	0.0
Mixed-Use Residential - Total	**0.0**	**0**	**0.0**
High Density - Built	0.0	0	0.0
High Density - Proposed	0.0	0	0.0
High Density - Total	**0.0**	**0**	**0.0**
All Residential - Built	4.9	125	25.7
All Residential - Proposed	1.0	48	46.6
All Residential - Total	**5.9**	**173**	**29.3**

Table 3-5: Phase 2b As-Built Residential Development

	Area (ha)	Dwelling Units (du)	Density (du/ha)
Low Density - Built	10.0	256	25.6
Low Density - Proposed	0.0	0	0.0
Low Density - Total	**10.0**	**256**	**25.6**
Medium Density - Built	1.6	100	62.5
Medium Density - Proposed	2.0	85	42.5
Medium Density - Total	**3.6**	**185**	**51.4**
Mixed-Use Residential - Built	0.0	0	0.0
Mixed-Use Residential - Proposed	0.0	0	0.0
Mixed-Use Residential - Total	**0.0**	**0**	**0.0**
High Density - Built	0.0	0	0.0
High Density - Proposed	0.0	0	0.0
High Density - Total	**0.0**	**0**	**0.0**
All Residential - Built	11.6	356	30.7
All Residential - Proposed	2.0	85	42.5
All Residential - Total	**13.6**	**441**	**32.4**

Table 3-6: Overall As-Built Residential Development

	Area (ha)	Dwelling Units (du)	Density (du/ha)
Low Density - Built	39.7	846	21.3
Low Density - Proposed	0.0	0	0.0
Low Density - Total	**39.7**	**846**	**21.3**
Medium Density - Built	3.0	167	55.5
Medium Density - Proposed	3.0	133	43.9
Medium Density - Total	**6.0**	**300**	**49.7**
Mixed-Use Residential - Built	0.4	184	460.0
Mixed-Use Residential - Proposed	0.4	150	375.0
Mixed-Use Residential - Total	**0.8**	**334**	**417.5**
High Density - Built	4.2	457	108.3
High Density - Proposed	0.0	0	0.0
High Density - Total	**4.2**	**457**	**108.3**
All Residential - Built	47.3	1,654	35.0
All Residential - Proposed	3.4	283	82.5
All Residential - Total	**50.7**	**1,937**	**38.2**

4.0 TRANSPORTATION

4.1 Crosstown and Connector Road Network

The Transportation network for Erin Ridge North is shown on Figure 3.

St. Albert Trail is the west crosstown boundary of the Plan Area, and Neil Ross Road is the bi-sectioning crosstown for Phases 1 and 2. The roadways with all directional access onto St. Albert Trail include Neil Ross Road, Ernest Boulevard, Everitt Drive North, and the existing intersection of Coal Mine Road. Located between Everitt Drive North and Neil Ross Road is one all-directional access to the large commercial area east of St. Albert Trail, and two right-in and right-out accesses to the commercial area.

Neil Ross Road will be accessed from Element Drive North, a neighbourhood road that extends north-south through Phase 1 and Phase 2. Element Drive North has all directional access at the intersection of Neil Ross Road, and is a signalized intersection. In Phase 2, the commercial block may have right-in and right-out access at 200 metres intervals. Off Neil Ross Road, there is an anticipated left-in access to the commercial site, and a right-in and right-out access off Neil Ross Road to the commercial site. All access points must be approved by the City at the time of Subdivision or Development Permit.

In 2009, Stantec Consulting conducted a study of the St. Albert Trail corridor extending from Villeneuve Road to the City's north boundary. The study indicated major collector roads (now called neighbourhood roads) would have all-directional intersections with St. Albert Trail, and properly spaced neighbourhood (minor collector) roads, may have the opportunity to have right-in and right-out access only. Direct access from a business onto St. Albert Trail is not being considered, as access to businesses would be provided by neighbourhood (major and minor collector) roads.

4.2 Neighbourhood and Local Road Network

The City expects development of good road connectivity within the Plan Area, to the rest of the City, and to areas in Sturgeon County.

The closure of Coal Mine Road occurred in three stages through road closure bylaws. The first stage was closed through Bylaw 10/2010, which was located between Everitt Drive and Eastgate Way. Beneath this section of road is deep sanitary service. Coal Mine Road between Everitt Drive and Ebony Way was

closed with Bylaw 14/2013. Each section of closure for Coal Mine Road has been developed as a linear park. Coal Mine Road at Range Road 253 was closed with Bylaw 1/2019, to stop cut-through traffic. Traffic from the east can access the City through Bellerose Drive.

Coal Mine Road between Ebony Way and St. Albert Trail will remain open, and at the time of development of the mixed-use commercial with residential Phase 1 site, Coal Mine Road will be upgraded to a neighbourhood roadway with pedestrian connections such as sidewalks on both sides of the roadway.

To provide connections between Erin Ridge and Erin Ridge North, Everitt Drive and Ebony Way are extended into Erin Ridge North as neighbourhood roads. The portion of Everitt Drive in the existing Erin Ridge neighbourhood will have parking removed from one side to allow for transit to loop between the two neighbourhoods. A roundabout is at the intersection of Ebony Way and Coal Mine Road. Another roundabout is constructed at the intersection of Ebony Way and Everitt Drive North. Additional traffic calming measures may be considered for Ebony Way. These options will be considered at the time of development permit, subdivision, and/or the neighbourhood traffic calming process.

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

4.3 Transit

Transit routes must be established as part of the first stage of development for Phase 1 and for Phase 2 as per *MDP Flourish* section 8.3 Public Transit. Transit routes within the neighbourhood should be within 400 metres of residents; thus, providing the opportunity to use transit. A rapid transit station is proposed on the west side of St. Albert Trail; therefore, suitable pedestrian linkages, road connections, and medium and high-density residential uses are required in this area of the City to support transit services.

In Phase 2, when a transit stop is placed near an intersection, pedestrians will use the intersection to cross the street. However, where intersections are not near a transit stop, mid-block crossings may be required.

4.4 Pedestrian/Bicycle Links

Sidewalks or a multi-use trail will be adjacent to roadways for pedestrian and bicycle movement. In addition, adjacent to a portion of the stormwater

management facilities and along the closed sections of Coal Mine Road (east of Ebony Way and west of Eastgate Way, with traffic crossing at Everitt Drive) there is a multi-use trail. The linkages connect to existing trails in the Erin Ridge neighbourhood. Trails provide a higher level of comfort for cyclists, even though motor vehicles are to share roadways. Cycling and walking are sustainable means of transportation, and efforts should be made to encourage these modes of mobility.

4.5 Noise Attenuation

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

4.6 Off-Site Levies

The Erin Ridge North neighbourhood is subject to Off-Site Levies. Off-Site Levies will be calculated, assessed, and collected at the time of subdivision or upon execution of a Development Agreement, in accordance with the rate that is applicable at that time.

Should a subdivision or Development Agreement not be part of the development process, levies will then be collected at the time of Development Permit.

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

4.6.1 Notes

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

Should a developer choose to oversize without a request from the City, the oversizing will be at the cost of the developer, and 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.

4.7 Crime Prevention Through Environmental Design (CPTED)

Decisions relating to transportation design, street patterns, access, noise barriers, public open spaces, parks, the woodlot, 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 Erin Ridge North:

- 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.

4.8 Complete Streets

Phase 2 of Erin Ridge North will implement Complete Streets Guidelines that were adopted and approved by Council on October 22, 2018.

Complete Streets Guiding Principles:

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

6. Streets should support the land use, economic development, environmental sustainability, personal security, public health, cost-effectiveness, and other objectives.

4.9 Timing of Development – Coal Mine Road

Coal Mine Road east of Ebony Way and west of Eastgate Way has been closed. The linear trail between Eastgate Way and Ebony Way has been completed. Ebony Way west to St. Albert Trail will remain open, and be upgraded to a neighbourhood roadway with pedestrian connections such as sidewalks on both sides of the roadway, when the mixed-use commercial with residential Phase 1 site is developed.

Utilities have been installed under Coal Mine Road east of Everitt Drive and west of Eastgate Way. Access from Range Road 253 and Coal Mine Road into the Erin Ridge and Erin Ridge North neighbourhoods was closed in January 2019.

5.0 UTILITY SERVICES

5.1 Water Supply and Distribution

Water will be provided to Erin Ridge North through existing lines on Ebony Way, Everitt Drive, and Eastgate Way. Off-site water improvements are required to support Erin Ridge North and future lands within the north annexation area. Pipe sizing will be determined at the time of subdivision to ensure an adequate level of service is provided. Watermains of the appropriate sizes will be required to be carried through the development and connections will extend to the edge of the ASP boundary or acceptable termination points as determined by the City. The required water servicing for the Plan Area is as per Figure 4.

See Notes under Section 4.6 Off-Site Levies.

5.2 Wastewater Collection System (Sanitary)

The wastewater collection system proposed is by gravity, and will flow south. Long term servicing schematics must be consistent with the approved Utility Master Plan (2014).

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

The wastewater collection system required the installation of deep services under Coal Mine Road east of Everitt Drive and east of Eastgate Way, which is needed to service lands within this Plan Area.

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

Phase 2 requires a lift station because there is a 6-metre grade difference between the on-site gravity system and the existing 900 mm sanitary trunk that is located in Phase 1 at Element Drive North and Neil Ross Road. The proposed lift station location is on the east side of Element Drive North adjacent to low-density residential and parkland. The lift house will also contain a storm lift station.

See Notes under Section 4.6 Off-Site Levies.

5.3 Stormwater Management

There are two stormwater management facilities within Erin Ridge North Phase 1, and two stormwater management facilities joined by a culvert in Phase 2.

Phase 1, SWMF 1 is located south of Neil Ross Road, and has an area of 3.0 hectares. SWMF 2 is located in the low density residential area in the east of the Plan Area, and has an area of 3.5 hectares. Phase 2, SWMF 3a has an area of 1.0 hectares, and SWMF 3b has an area of 4.9 hectares. Stormwater will move to SWMFs through pipes, and as overland flows.

Stormwater runoff from the Erin Ridge North Phase 2 site and additional controlled flows from the future development lands to the north and west, as well as the uncontrolled flows from the east, are all managed by a series of stormwater management facilities (SWMF), underground pipes, and surface drainage. The overall minor stormwater conveyance system for Erin Ridge North Phase 2 will be designed to capture the stormwater runoff from rainfall events up to 1:5 year severity and convey the water runoff via an underground pipe conveyance network to SWMF 3a/3b. The roadways and gutters will be used to convey the major storm flows in excess of the 1:5 year severity, via surface drainage, also to SWMF 3a/3b within Erin Ridge North Phase 2.

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

The collection system components of the appropriate size and depth with adequate capacity will be required to be carried through the development and extend to the edge of the ASP boundary or acceptable termination points, as determined by the City. The required release rates at the time of writing this document are 2.5 litres, per second, per hectare (L/s/ha) and 1.8L/s/ha when draining to Carrot Creek as per the *Big Lake Stormwater Management Plan Report May 2004*.

As per the approved Utility Master Plan (Stantec, June 5, 2014), accumulated stormwater in SWMF 3a/3b will discharge to a lift station, through a forcemain, then connect to an underground pipe conveyance that will flow into SWMF 1 in Erin Ridge North Phase 1, south of Neil Ross Road. SWMF 1 will then drain through an underground pipe conveyance to SWMF 2, and then to the Sturgeon

River through a proposed underground pipe conveyance and outfall into Sturgeon River. Until the proposed underground pipe and outfall is constructed and operational, temporary measures will be required to ensure that the drainage originating from within Erin Ridge North and on the lands north of the Erin Ridge North Phase 2 is managed to the satisfaction of the City of St. Albert.

The lands north of Phase 2 currently discharge into Carrot Creek, and the existing wetland on the property functions as a temporarily surge pond during larger storm events and spring runoff. WSP prepared a technical assessment of Carrot Creek drainage that proposes the following: an area of approximately 1,041 hectares, north of the ASP area on the east side of Highway 2, have overland stormwater flow to a diversion ditch. The diversion ditch will run parallel to Range Road Township Road 544 and parallel to Highway 2 ditch on the east side of Highway 2. The stormwater will pass through a culvert located just north of SW ¼, 21-54-25-4, taking the stormwater to Carrot Creek. Any temporary measures taken are not recoverable costs through off-site levies and would be born by the developer.

See Notes under Section 4.6 Off-Site Levies.

5.4 Shallow Utilities

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

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

Telus Communications Company has advised that there are fibre cables and copper cables in the Phase 1 that would have to be re-routed at the developer's expense. Telus would also require a 5 metre by 5 metre easement for new facility placement to be located at a mutually agreed upon location at the time of subdivision.

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 Timing of Development – Stormwater Management

The developer is responsible to meet the requirements, pay the costs, and acquire agreements and permits from Sturgeon County for work done within Sturgeon County. In addition, if any landowners are impacted by contemplated work, the necessary consultation and sign-off by relevant landowners must be ascertained by the developer.

Development of Erin Ridge North Phase 2 may be limited until stormwater issues are addressed.

Stormwater management projects to support the ultimate development are delineated within the Off-Site Levy Program and through the Utility Master Plan (2014). Development of Erin Ridge North Phase 2 will require either the construction of the delineated ultimate servicing schematic or approved interim measures.

6.0 IMPLEMENTATION

6.1 Development Staging

The sequence of development for the commercial and residential components will be from south to north. Staging must also follow MDP Servicing Standards principle: facilitate the logical, efficient, and sustainable provision of essential infrastructure to all areas of St. Albert. In addition to the infrastructure requirements, all development of Erin Ridge North must be contiguous and sequential in manner and consider the policies of *MDP Flourish*, sections 7.0 Housing Options, and 14.6 Neighbourhoods.

As development is market driven and limited by servicing capacities, the order of development will be reviewed at the subdivision stage. Contiguous and sequential development is important for efficient city services such as police, fire, transit, recreation, and road maintenance.

Erin Ridge North Phase 2 as shown in Figure 10 has three (3) proposed stages of development. The first stage is the southwest corner, and will include development of commercial, residential, park, and SWMF 3a. Stage 2 will include commercial, residential, a lift station for storm and sanitary service, SWMF 3b, and park. Stage 3 will include residential and park. Stage 1 is done, and anticipated servicing will continue with Stage 2 in the north and ending with Stage 3 in the northeast.

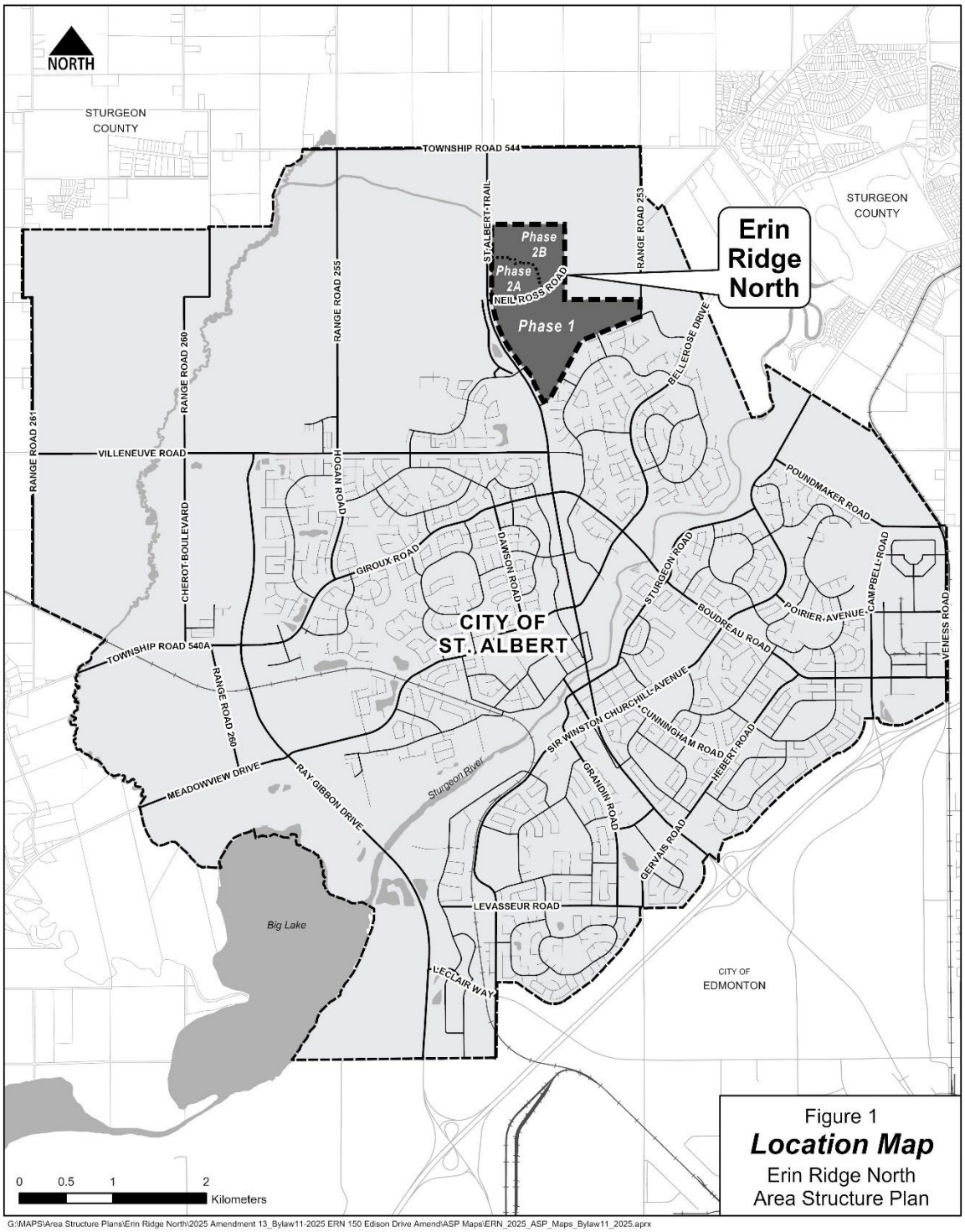
6.2 Redistricting and Subdivision

Timing of redistricting and subdivision applications are based on response to servicing capacity, agreements, and market needs. Development will occur generally from the south to the north by successive stages that avoid leapfrog development that are in accordance with *MDP* policies. Redistricting and subdivision are to align with the Area Structure Plan.

6.3 Building Inspections

The geotechnical investigations within the Plan Area indicated there are soft and wet soils, and high water tables present. 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.


NORTH
STURGEON COUNTY
TOWNSHIP ROAD 544
STURGEON COUNTY
ST. ALBERT TRAIL
RANGE ROAD 253
Phase 2B
Phase 2A
NEIL ROSS ROAD
Phase 1
Erin Ridge North
RANGE ROAD 255
RANGE ROAD 260
RANGE ROAD 261
BELLEROSE DRIVE
VILLENEUVE ROAD
HOGAN ROAD
POUNDMAKER ROAD
CHEROT BOULEVARD
GIROUX ROAD
DAWSON ROAD
STURGEON ROAD
CAMPBELL ROAD
POIRIER AVENUE
BOUDREAU ROAD
VENESS ROAD
CITY OF ST. ALBERT
TOWNSHIP ROAD 540A
SIR WINSTON CHURCHILL AVENUE
CUNNINGHAM ROAD
HEBERT ROAD
MEADOWVIEW DRIVE
RAY GIBBON DRIVE
Sturgeon River
GRANDIN ROAD
GERVAIS ROAD
LEVASSEUR ROAD
Big Lake
L'ECLAIR WAY
CITY OF EDMONTON
0 0.5 1 2
Kilometers
Figure 1
Location Map
Erin Ridge North
Area Structure Plan
G:\MAPS\Area Structure Plans\Erin Ridge North\2025 Amendment 13_Bylaw11-2025 ERN 150 Edison Drive Amend\ASP Maps\ERN_2025_ASP_Maps_Bylaw11_2025.aprx

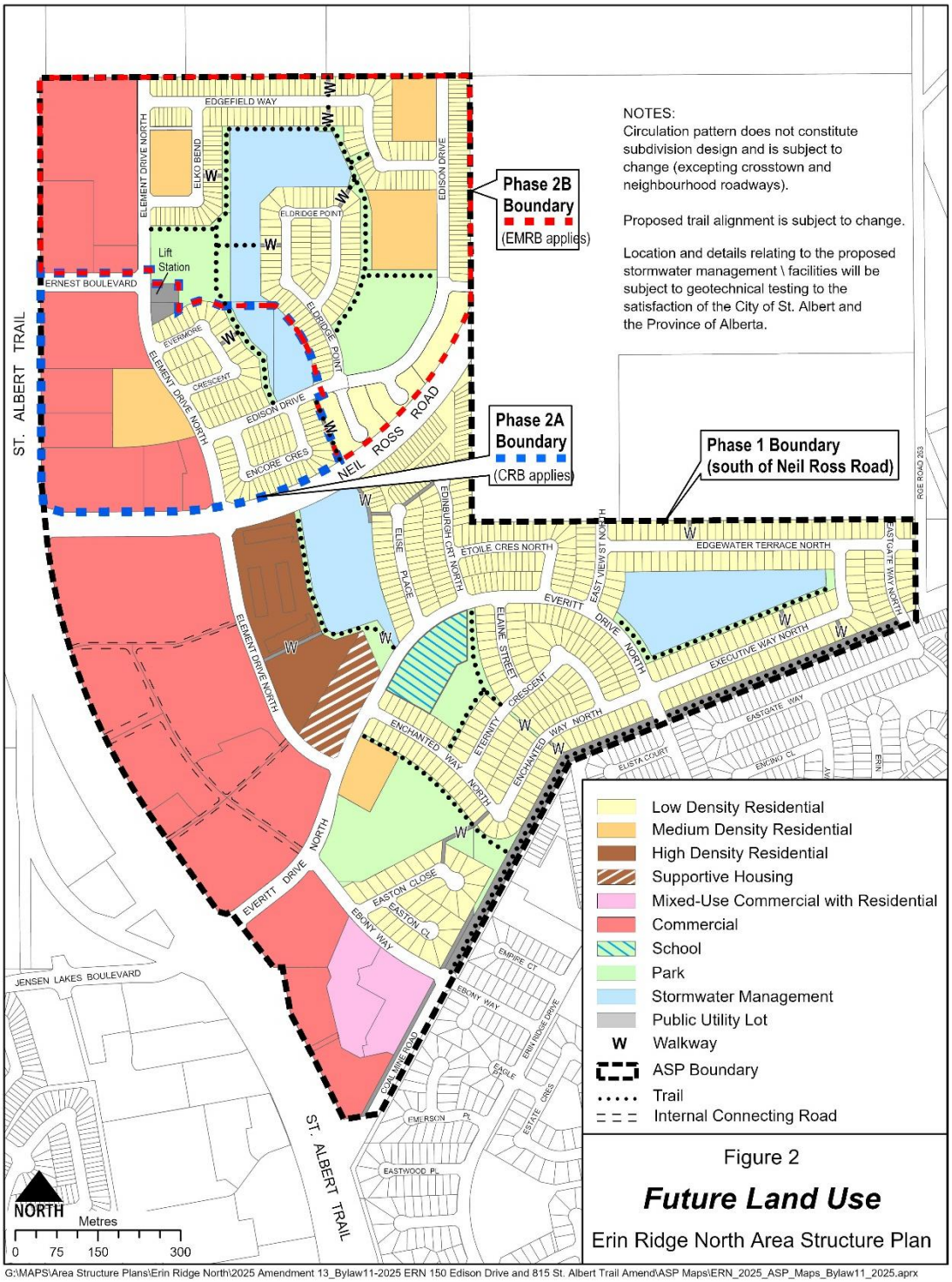
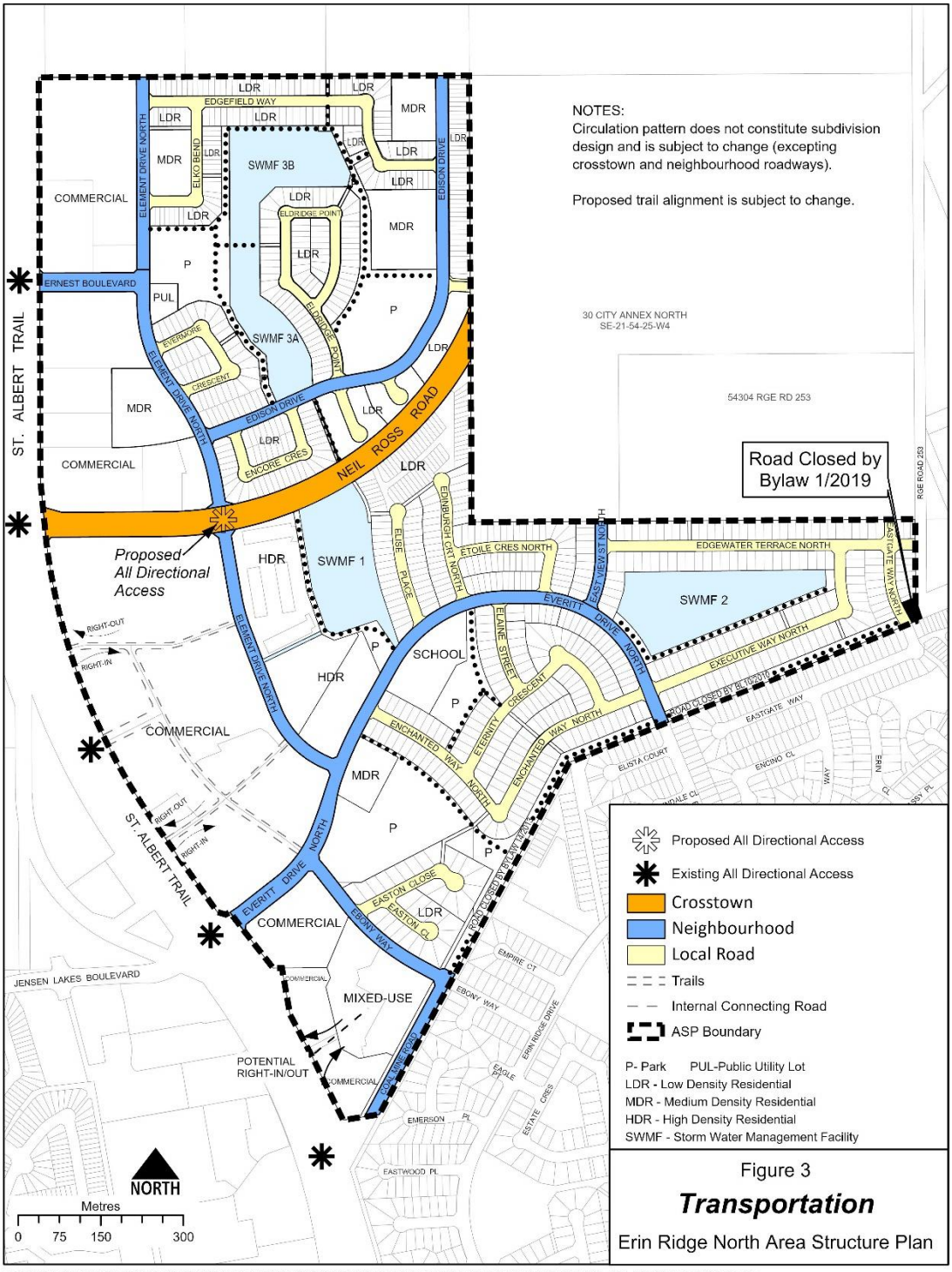


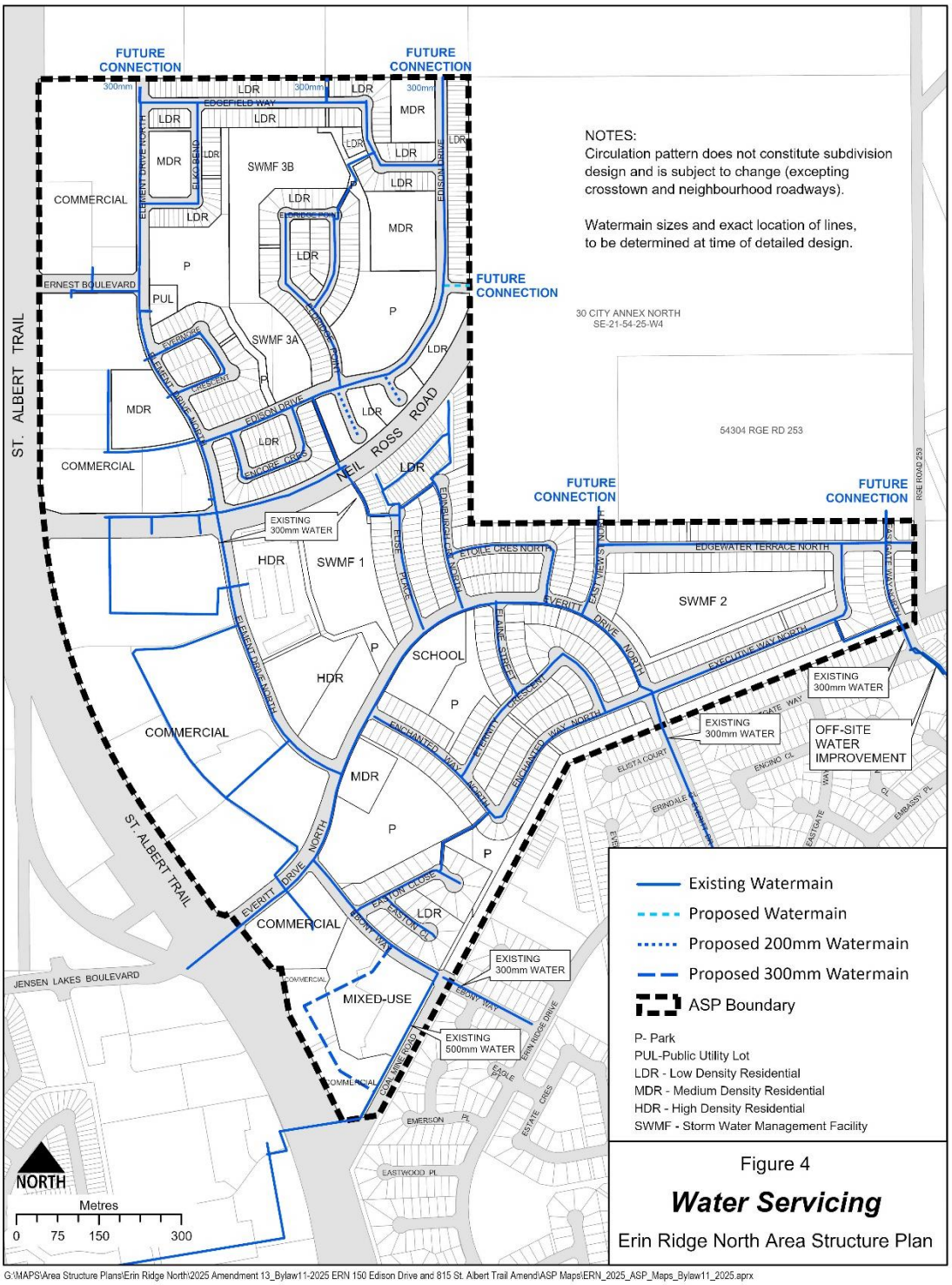
Figure 2

Future Land Use

Erin Ridge North Area Structure Plan

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NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways).
Proposed trail alignment is subject to change.
30 CITY ANNEX NORTH
SE-21-54-25-W4
54304 RGE RD 253
RGE ROAD 253
Road Closed by Bylaw 1/2019
ST. ALBERT TRAIL
NEIL ROSS ROAD
ERNEST BOULEVARD
ELEMENT DRIVE NORTH
EDISON DRIVE
EDGEFIELD WAY
ELKO BEND
ELDRIDGE POINT
EVERMORE CRESCENT
ENCORE CRES
ETOILE CRES NORTH
EDGEWATER TERRACE NORTH
EVERITT DRIVE NORTH
ELAINE STREET CRESCENT
ENCHANTED WAY NORTH
ETERNITY
EXECUTIVE WAY NORTH
EASTGATE WAY
EASTGATE WAY NORTH
EASTON CLOSE
EASTON CL
EBONY WAY
JENSEN LAKES BOULEVARD
EMPIRE CT
ERIN RIDGE DRIVE
EAGLE
ESTATE CRES
EMERSON PL
EASTWOOD PL
ELISTA COURT
ENCINO CL
SWMF 3B
SWMF 3A
SWMF 1
SWMF 2
SCHOOL
COMMERCIAL
MIXED-USE
POTENTIAL RIGHT-IN/OUT
LDR
MDR
HDR
P
PUL
RIGHT-OUT
RIGHT-IN
Proposed All Directional Access
Existing All Directional Access
Crosstown
Neighbourhood
Local Road
Trails
Internal Connecting Road
ASP Boundary
P- Park PUL-Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Storm Water Management Facility
NORTH
Metres
0 75 150 300
Figure 3
Transportation
Erin Ridge North Area Structure Plan
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FUTURE CONNECTION
FUTURE CONNECTION
FUTURE CONNECTION
FUTURE CONNECTION
FUTURE CONNECTION
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways).
Watermain sizes and exact location of lines, to be determined at time of detailed design.
30 CITY ANNEX NORTH
SE-21-54-25-W4
54304 RGE RD 253
RGE ROAD 253
ST. ALBERT TRAIL
NEIL ROSS ROAD
ERNEST BOULEVARD
EDGEFIELD WAY
EDGEFIELD DRIVE NORTH
EDISON DRIVE
EDISON CRESCENT
EDISON PLACE
EDISON PLACE NORTH
ENCORE CRES
EVERMORE CRESCENT
EVERMORE WAY
ETOILE CRES NORTH
EDGEWATER TERRACE NORTH
EAST VIEWS NORTH
EVERITT DRIVE NORTH
ELAINE STREET
CHERRITT CRESCENT
ENCHANTED WAY NORTH
EXECUTIVE WAY NORTH
EXECUTIVE WAY
ELISTA COURT
ENDING CL
ERINDALE
EASTGATE
EMBASSY PL
EATON CLOSE
EATON CL
EBONY WAY
JENSEN LAKES BOULEVARD
COMMERCIAL
ERIN RIDGE DRIVE
EAGLE
ESTATE CRES
EMERSON PL
EASTWOOD PL
LDR
MDR
HDR
P
PUL
SWMF 1
SWMF 2
SWMF 3B
SWMF 3A
SCHOOL
MIXED-USE
EXISTING 300mm WATER
EXISTING 500mm WATER
OFF-SITE WATER IMPROVEMENT
Existing Watermain
Proposed Watermain
Proposed 200mm Watermain
Proposed 300mm Watermain
ASP Boundary
P- Park
PUL-Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Storm Water Management Facility
NORTH
Metres
0 75 150 300
Figure 4
Water Servicing
Erin Ridge North Area Structure Plan
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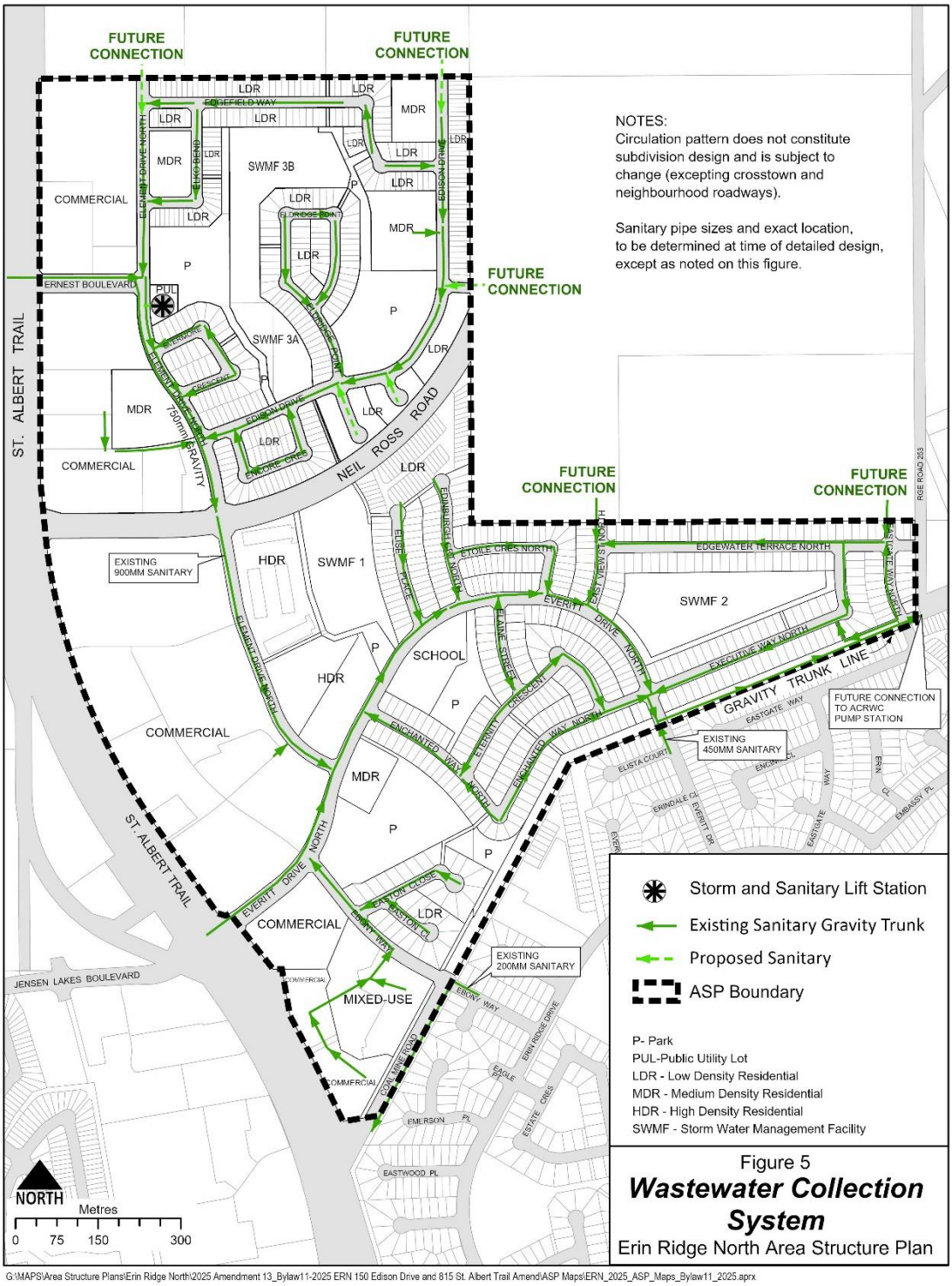


Figure 5
Wastewater Collection System
Erin Ridge North Area Structure Plan

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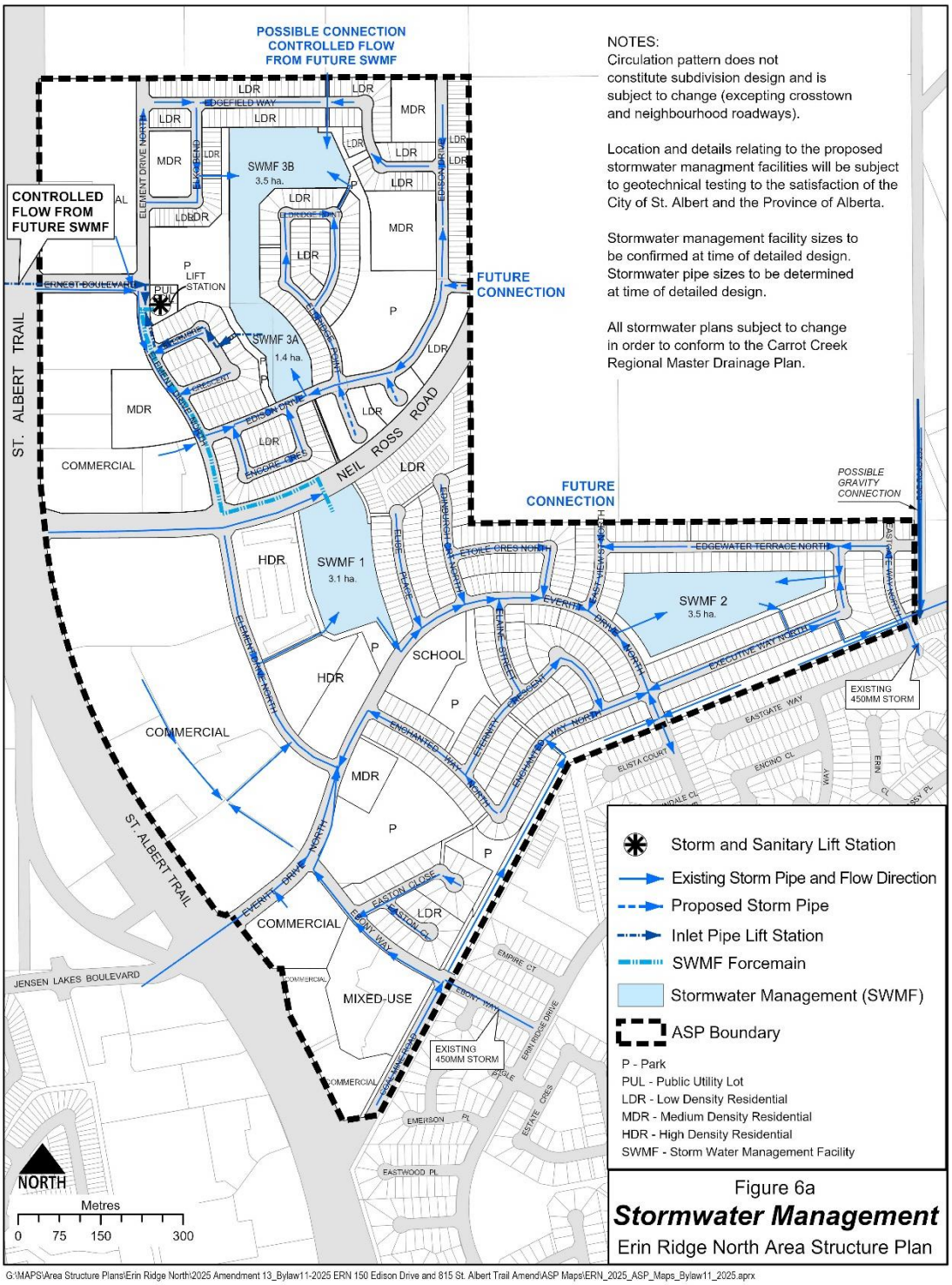
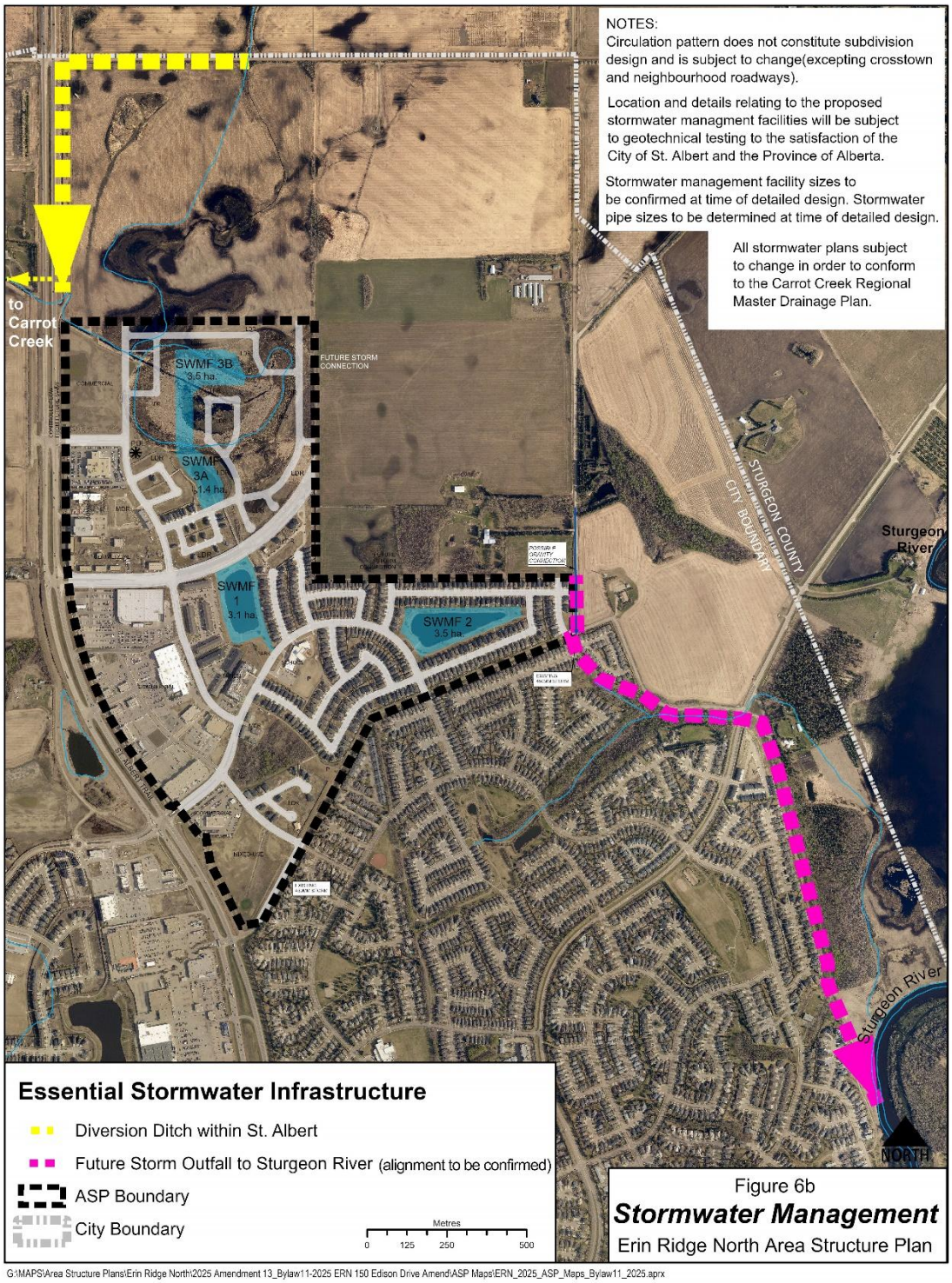


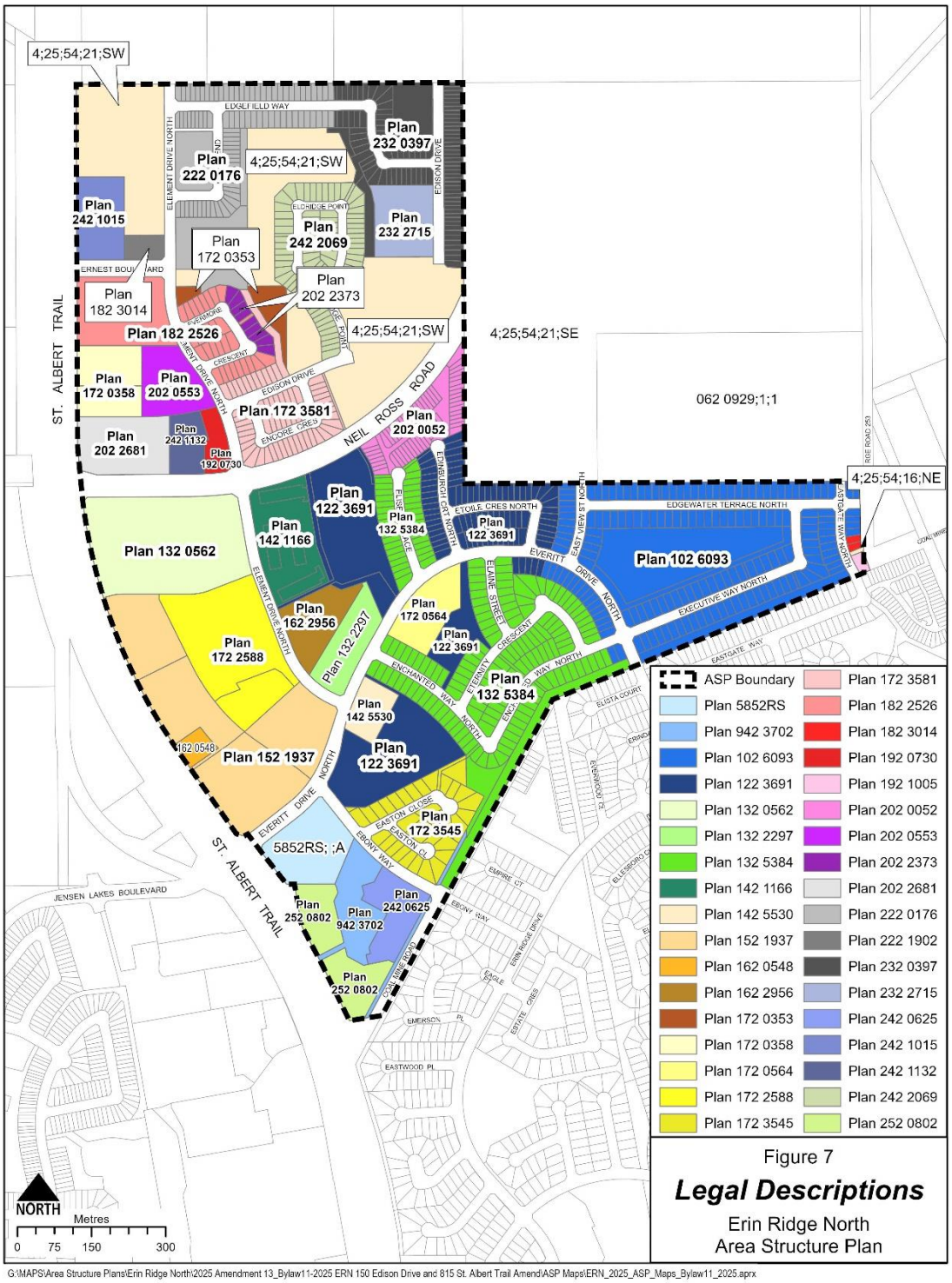
Figure 6a

Stormwater Management

Erin Ridge North Area Structure Plan

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NOTES:
Circulation pattern does not constitute subdivision design and is subject to change(excepting crosstown and neighbourhood roadways).
Location and details relating to the proposed stormwater managment facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
Stormwater management facility sizes to be confirmed at time of detailed design. Stormwater pipe sizes to be determined at time of detailed design.
All stormwater plans subject to change in order to conform to the Carrot Creek Regional Master Drainage Plan.
to Carrot Creek
SWMF 3B 3.5 ha.
SWMF 3A 1.4 ha.
FUTURE STORM CONNECTION
SWMF 1 3.1 ha.
SWMF 2 3.5 ha
STURGEON COUNTY
CITY BOUNDARY
Sturgeon River
Sturgeon River
NORTH
Essential Stormwater Infrastructure
Diversion Ditch within St. Albert
Future Storm Outfall to Sturgeon River (alignment to be confirmed)
ASP Boundary
City Boundary
Metres
0 125 250 500
Figure 6b
Stormwater Management
Erin Ridge North Area Structure Plan
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4;25;54;21;SW
4;25;54;21;SW
4;25;54;21;SW
4;25;54;21;SE
062 0929;1;1
4;25;54;16;NE
ST. ALBERT TRAIL
NEIL ROSS ROAD
EDGEFIELD WAY
ELEMENT DRIVE NORTH
EDISON DRIVE
ELDRIDGE POINT
ERNEST BOULEVARD
EVERMORE CRESCENT
ENCORE CRES
ETOILE CRES NORTH
EDGEWATER TERRACE NORTH
EAST VIEW ST NORTH
EVERITT DRIVE NORTH
EXECUTIVE WAY NORTH
ELAINE STREET
ENCHANTED WAY NORTH
EASTGATE WAY
EVERITT DRIVE
EASTON CLOSE
EASTON CL
EBONY WAY
JENSEN LAKES BOULEVARD
ERIN RIDGE DRIVE
EAGLE
EMERSON PL
EASTWOOD PL
ESTATE CRES
Plan 232 0397
Plan 222 0176
Plan 242 1015
Plan 232 2715
Plan 242 2069
Plan 172 0353
Plan 202 2373
Plan 182 3014
Plan 182 2526
Plan 172 0358
Plan 202 0553
Plan 172 3581
Plan 202 0052
Plan 202 2681
Plan 242 1132
Plan 192 0730
Plan 122 3691
Plan 142 1166
Plan 132 5384
Plan 122 3691
Plan 102 6093
Plan 132 0562
Plan 162 2956
Plan 172 0564
Plan 132 2297
Plan 122 3691
Plan 172 2588
Plan 132 5384
Plan 142 5530
Plan 162 0548
Plan 152 1937
Plan 122 3691
Plan 172 3545
5852RS; ;A
Plan 252 0802
Plan 942 3702
Plan 242 0625
Plan 252 0802
ASP Boundary
Plan 5852RS
Plan 942 3702
Plan 102 6093
Plan 122 3691
Plan 132 0562
Plan 132 2297
Plan 132 5384
Plan 142 1166
Plan 142 5530
Plan 152 1937
Plan 162 0548
Plan 162 2956
Plan 172 0353
Plan 172 0358
Plan 172 0564
Plan 172 2588
Plan 172 3545
Plan 172 3581
Plan 182 2526
Plan 182 3014
Plan 192 0730
Plan 192 1005
Plan 202 0052
Plan 202 0553
Plan 202 2373
Plan 202 2681
Plan 222 0176
Plan 222 1902
Plan 232 0397
Plan 232 2715
Plan 242 0625
Plan 242 1015
Plan 242 1132
Plan 242 2069
Plan 252 0802
NORTH
Metres
0 75 150 300
Figure 7
Legal Descriptions
Erin Ridge North
Area Structure Plan
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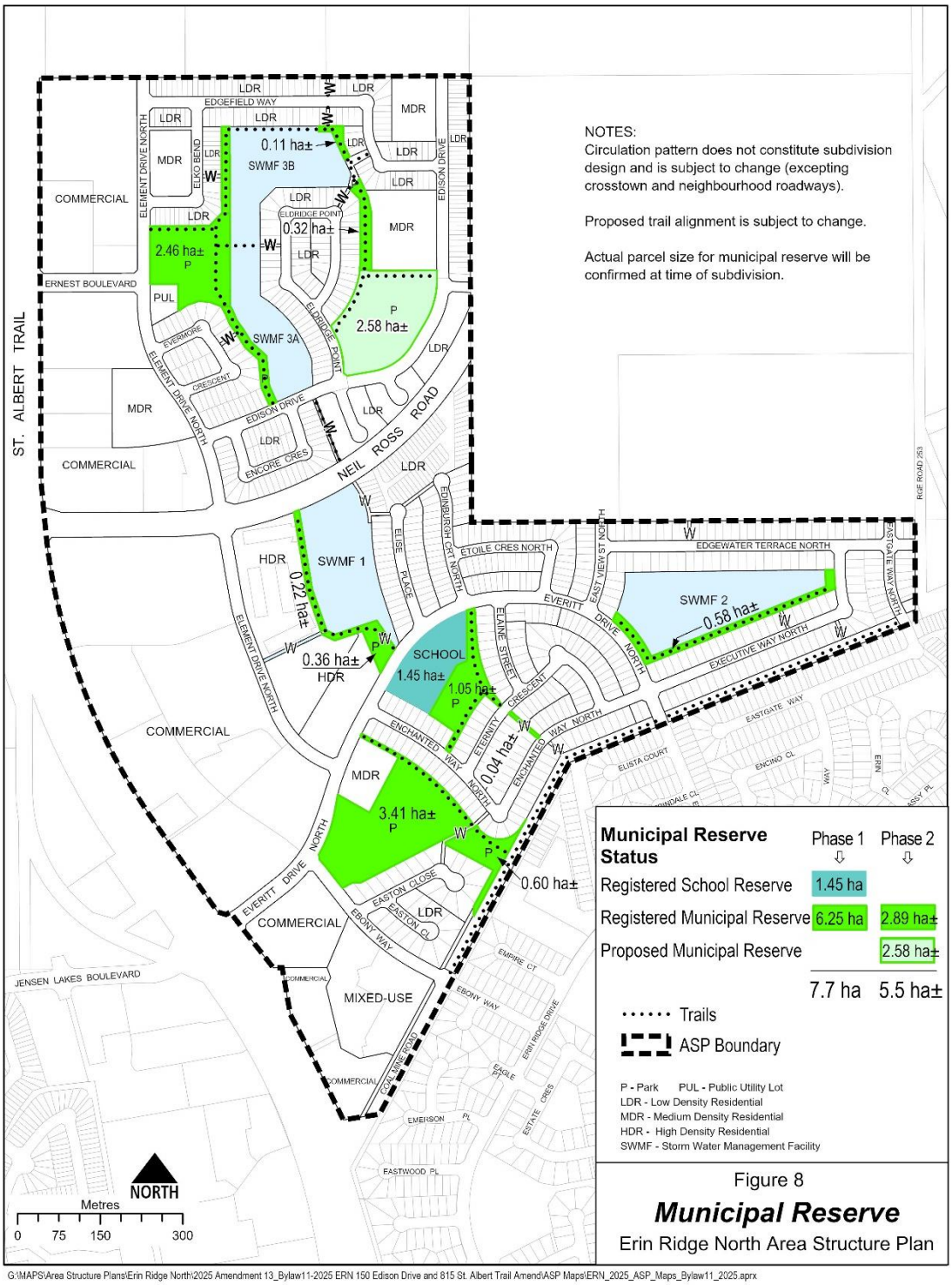


Figure 8

Municipal Reserve

Erin Ridge North Area Structure Plan

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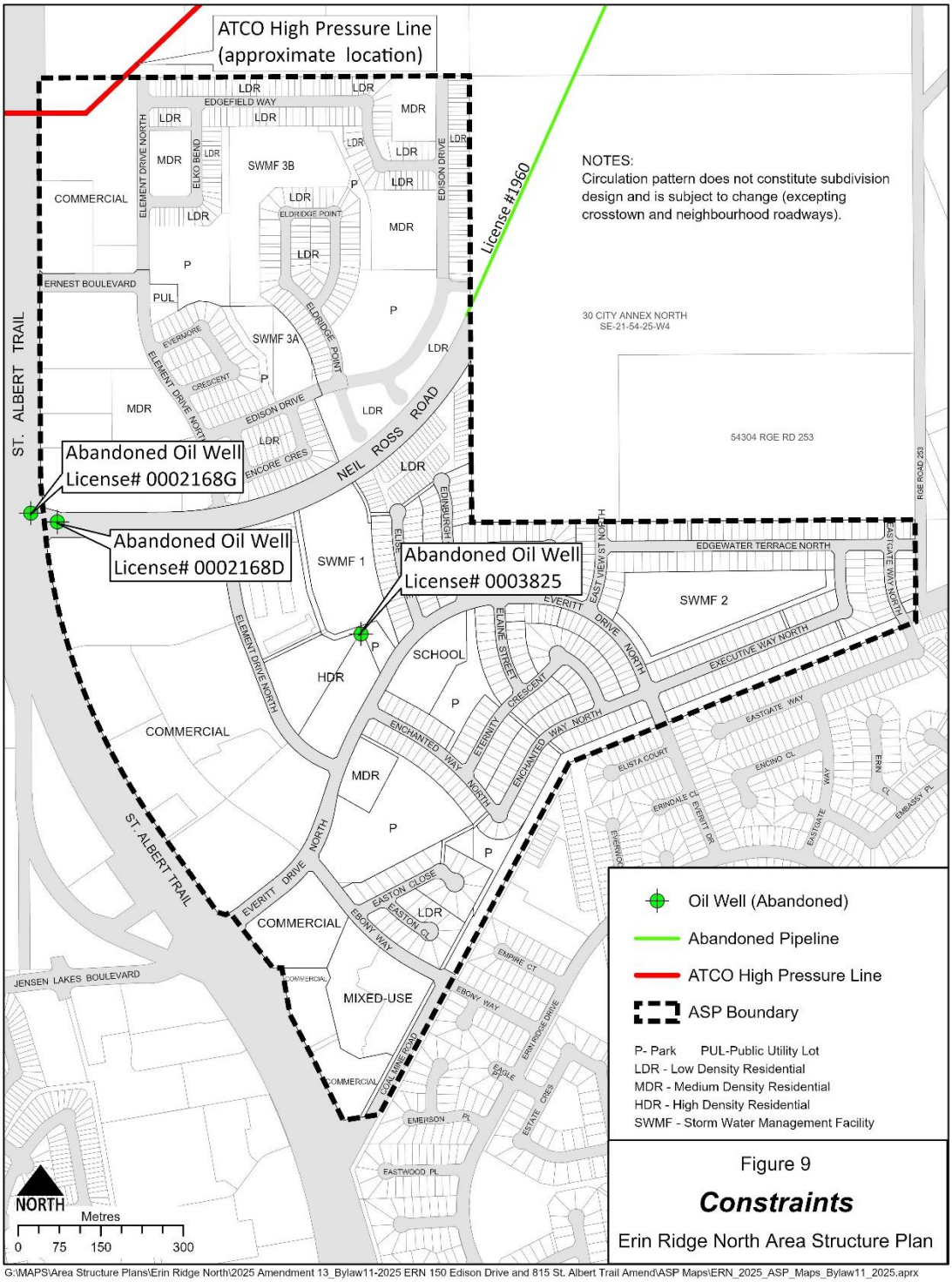
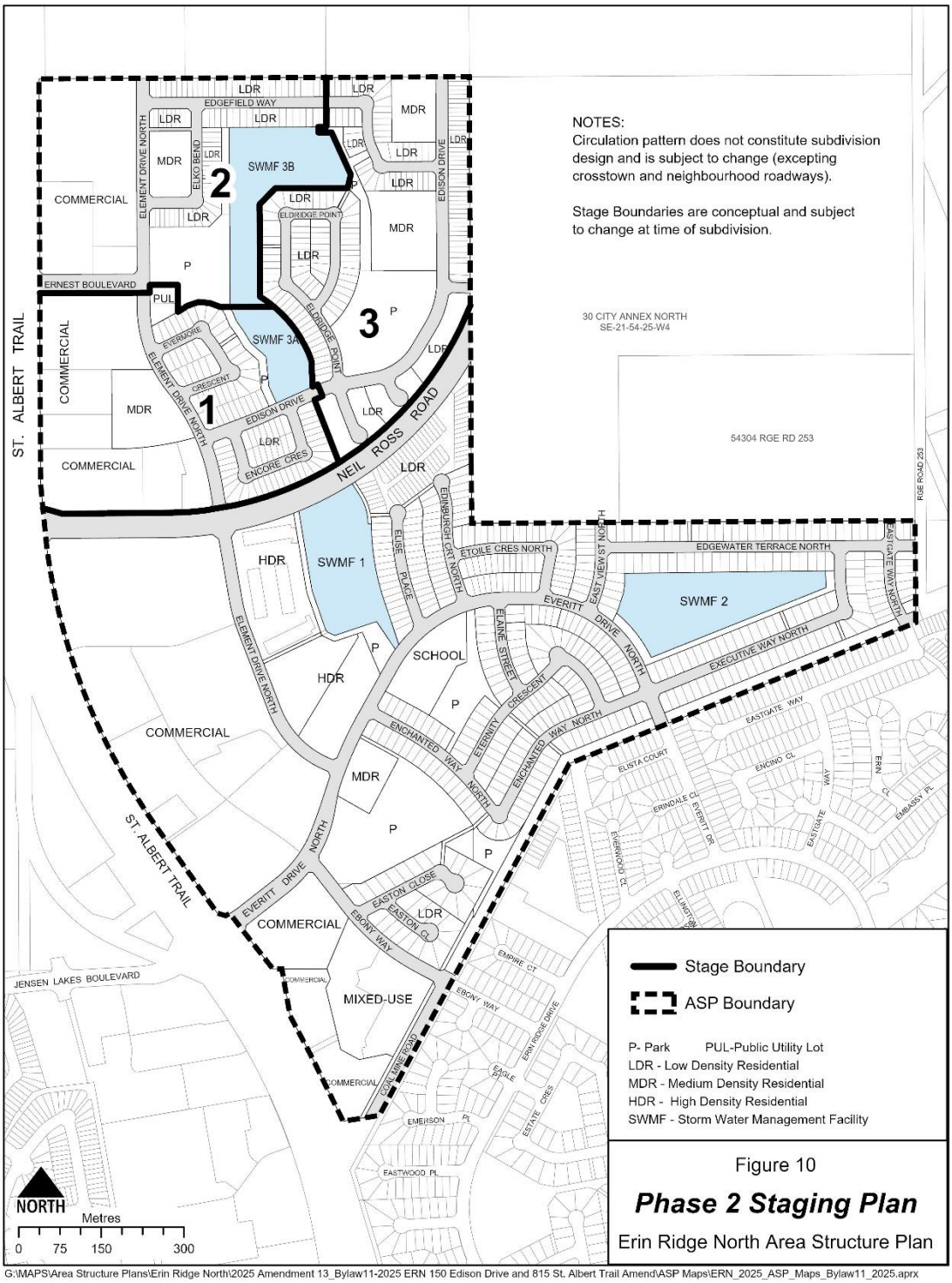


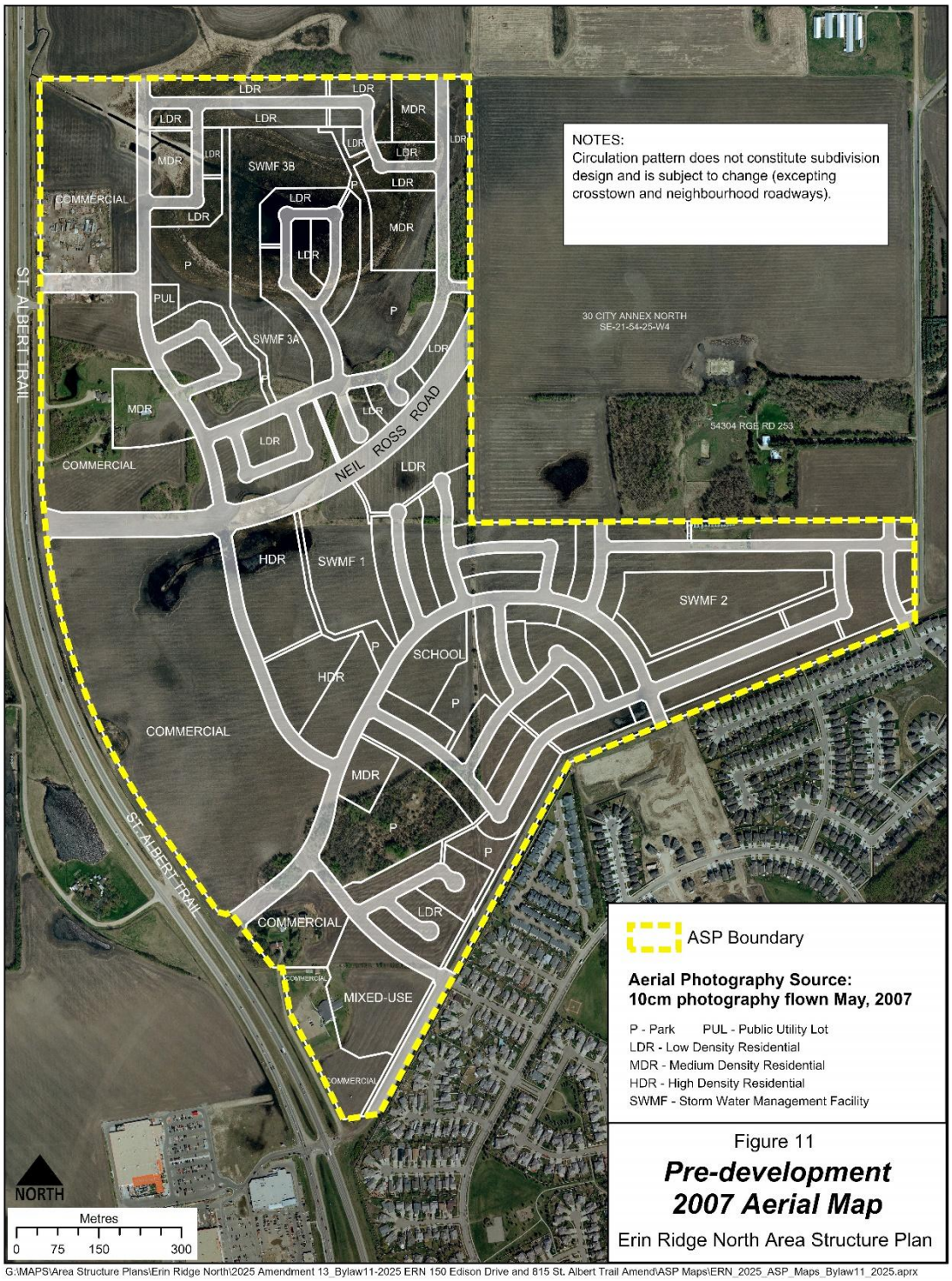
Figure 9

Constraints

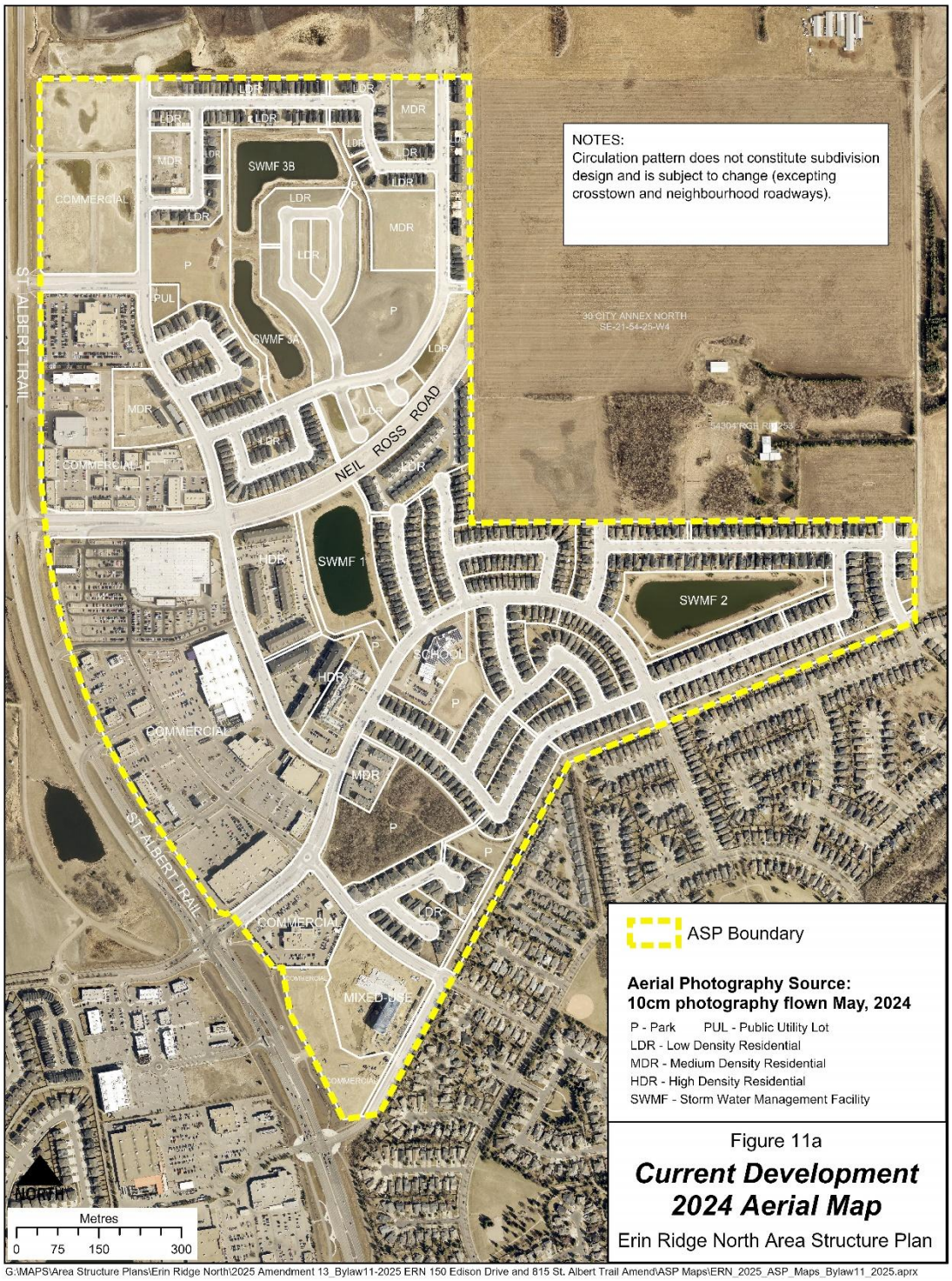
Erin Ridge North Area Structure Plan

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NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways).
Stage Boundaries are conceptual and subject to change at time of subdivision.
30 CITY ANNEX NORTH SE-21-54-25-W4
54304 RGE RD 253
RGE RD 253
ST. ALBERT TRAIL
NEIL ROSS ROAD
ERNEST BOULEVARD
EDGEFIELD WAY
ELEMENT DRIVE NORTH
ELKO BEND
EDISON DRIVE
ELDRIDGE POINT
ETERDORE CRESCENT
ENCORE CRES
ETOILE CRES NORTH
EDINBURGH CRT NORTH
ELISE PLACE
EAST VIEW ST NORTH
EDGEWATER TERRACE NORTH
EASTGATE WAY NORTH
EVERITT DRIVE NORTH
ELAINE STREET
ETERNITY CRESCENT
ENCHANTED WAY NORTH
EXECUTIVE WAY NORTH
EASTGATE WAY
ELISTA COURT
ENCINO CL
ERINDALE CL
EVERITT DR
EVERWOOD CL
ERIN CL
EMBASSY PL
ELLINGTON
EASTGATE PL
EASTWOOD PL
EMERSON PL
EMPIRE CT
EBONY WAY
EASTON CLOSE
EASTON CL
ERIN RIDGE DRIVE
EAGLE ESTATE CRES
JENSEN LAKES BOULEVARD
COMMERCIAL ROAD
SWMF 1
SWMF 2
SWMF 3A
SWMF 3B
SCHOOL
MIXED-USE
COMMERCIAL
HDR
MDR
LDR
P
PUL
1
2
3
NORTH
Metres
0 75 150 300
Stage Boundary
ASP Boundary
P- Park PUL-Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Storm Water Management Facility
Figure 10
Phase 2 Staging Plan
Erin Ridge North Area Structure Plan
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CITY OF ST. ALBERT

BYLAW 12/2025

LAND USE BYLAW AMENDMENT

Being Amendment 7 to the Land Use Bylaw 18/2024

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

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

2. The lands legally described as Plan 232 2715, Block 6, Lot 79 (municipally described as 150 Edison 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 amending bylaw and otherwise conforms with the requirements of section 69 of the *Municipal Government Act.*

EFFECTIVE DATE

4. 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.

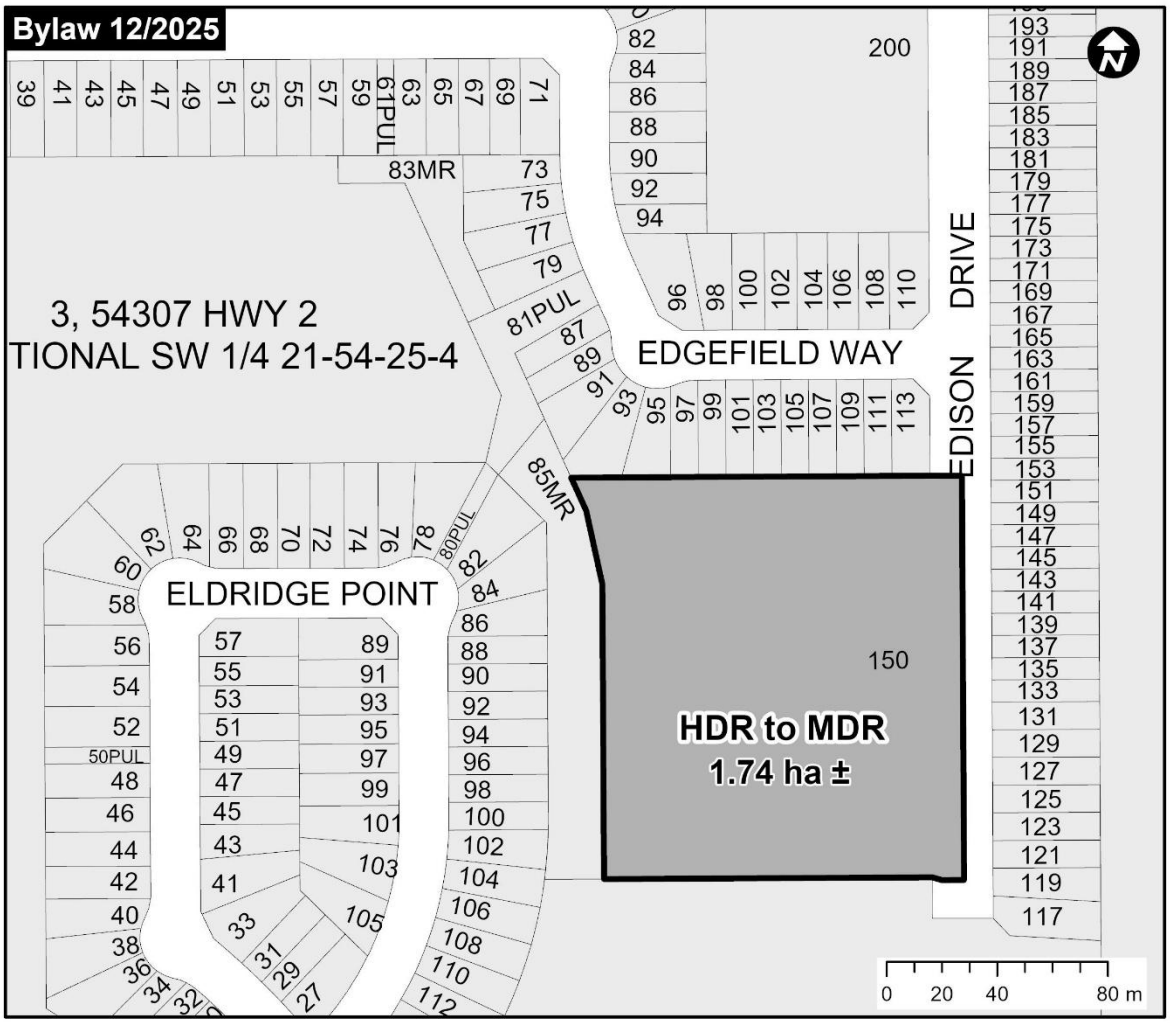
READ a Third time this ___ day of _____ 2025.

SIGNED AND PASSED this ____ day of _____ 2025.

_____
MAYOR

_____
CHIEF LEGISLATIVE OFFICER

Schedule A



LAND USE BYLAW AMENDMENT

Erin Ridge North Redistricting - 150 Edison Drive

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

CITY OF ST. ALBERT

BYLAW 17/2025

LAND USE BYLAW AMENDMENT

Being Amendment 9 to Land Use Bylaw 18/2024

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

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

2. That a 2.19 ha portion of the lands legally described as Plan 942 3702, Lot C (municipally described as 815 St. Albert Trail) 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. Section 5.16(7)(b) is amended by adding the following as a new subsection, immediate after subsection (ii):

   "iii. Notwithstanding sections (b), (i), and (ii), a minimum of 10% of the total gross floor area shall be used for commercial (non-residential) purposes for the following properties:

   (A) Lot C, Plan 942 3702 (825 St. Albert Trail); and

   (B) Lot 1, Block 2, Plan 242 0625 (835 St. Albert Trail);

   Including any future revisions to this legal description based on a subdivision or condominium plan."

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

EFFECTIVE DATE

5. 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.

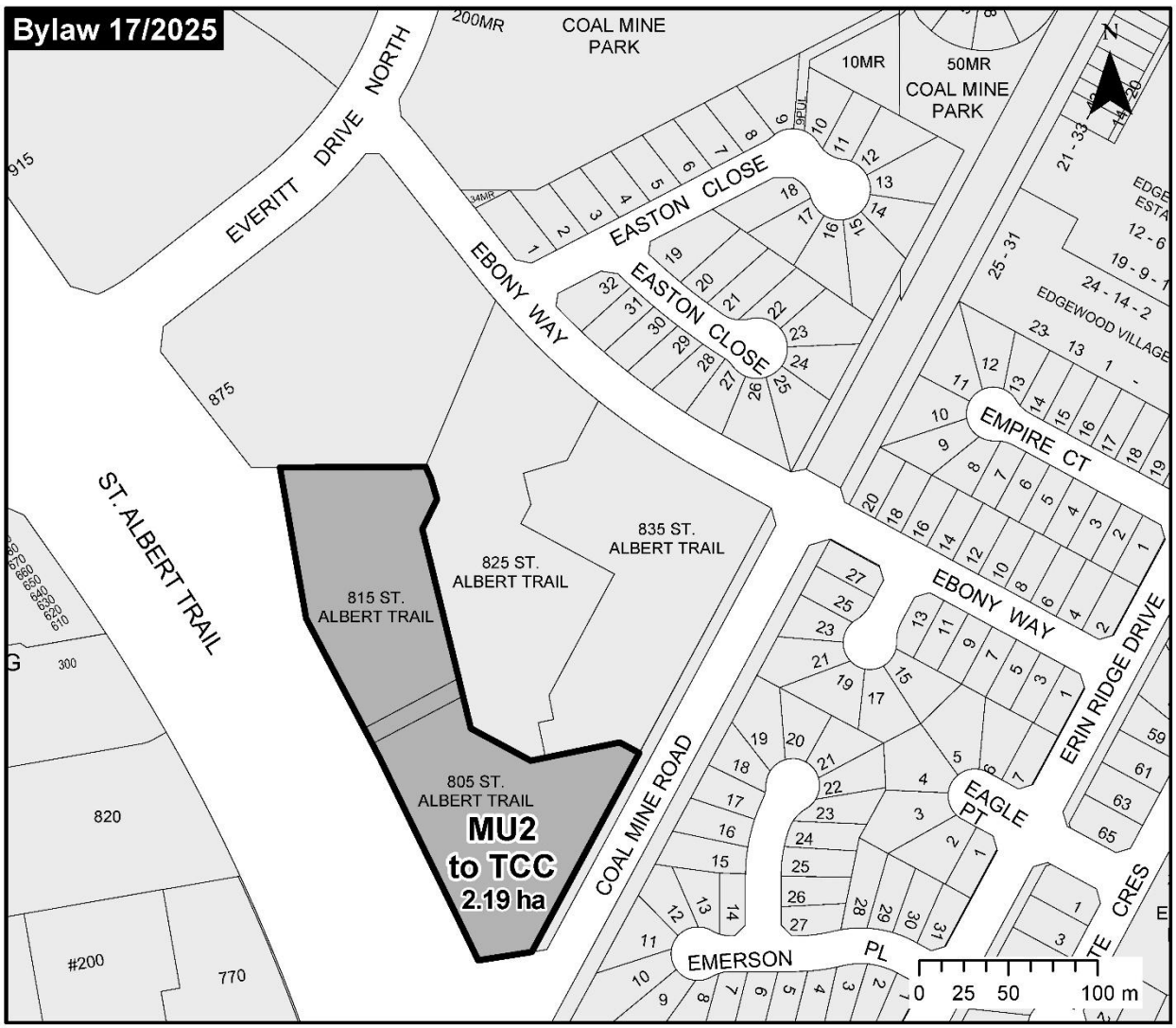
READ a Third time this ___ day of _____ 2025.

SIGNED AND PASSED this ____ day of _____ 2025.

_____
MAYOR

_____
CHIEF LEGISLATIVE OFFICER

Schedule "A"



LAND USE BYLAW AMENDMENT

Erin Ridge North Redistricting
Lots 2 and 3, Plan 252 0802 and portion of Lot C, Plan 942 3702

From Mixed-Use 2 (MU2)
to Trail Corridor Commercial (TCC)

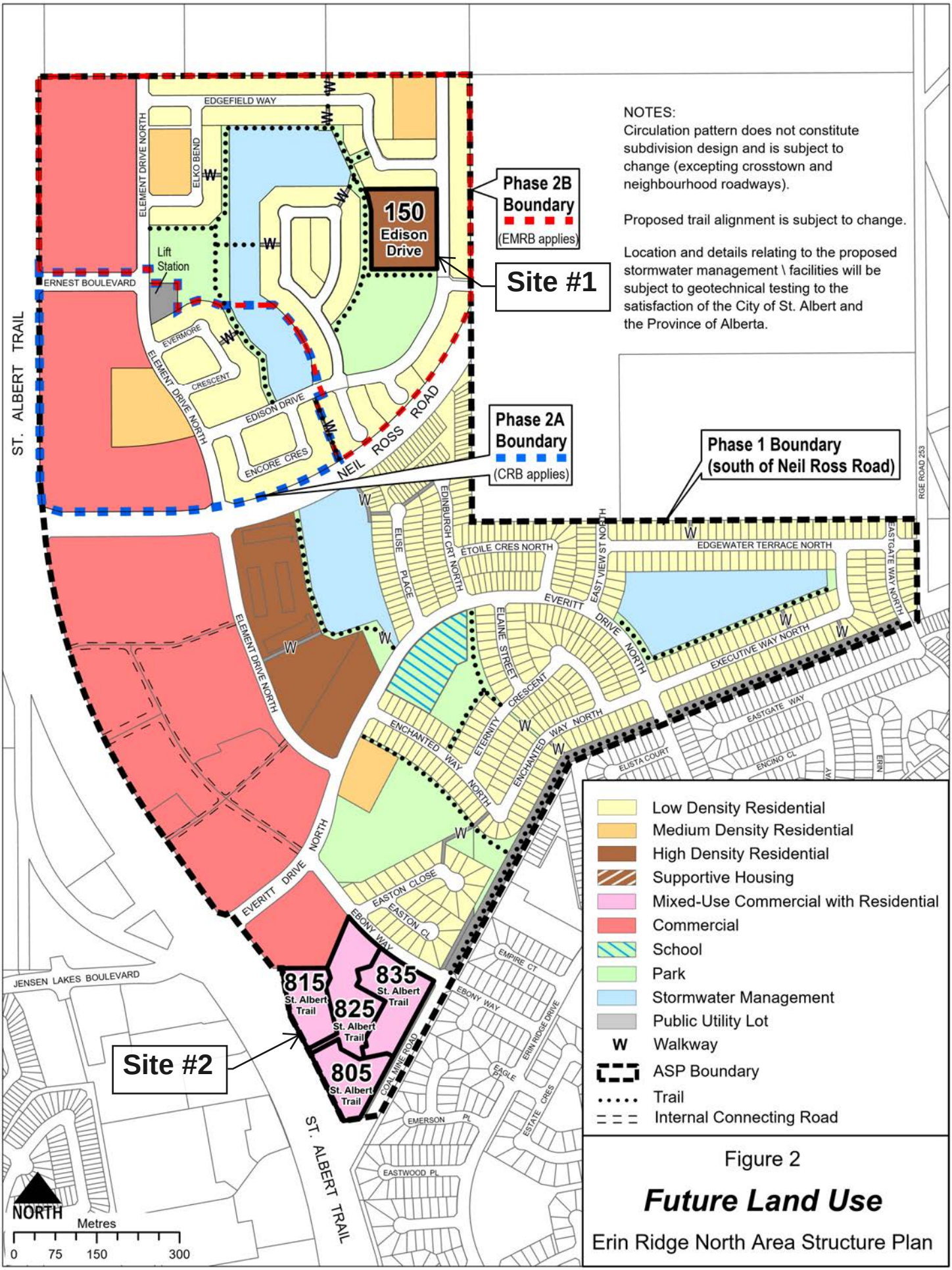
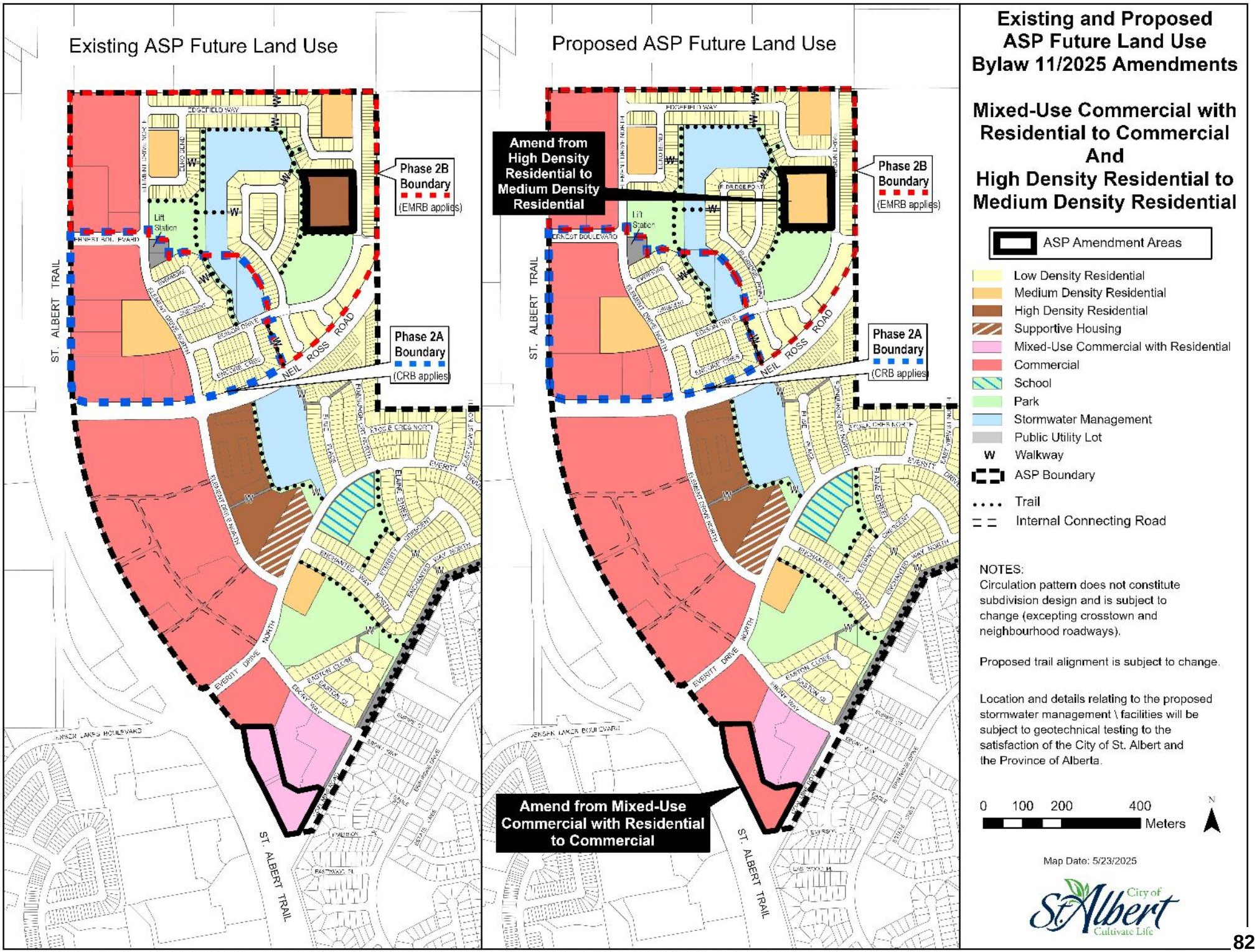


Figure 2

Future Land Use

Erin Ridge North Area Structure Plan


Existing ASP Future Land Use
Proposed ASP Future Land Use
Phase 2B Boundary
(EMRB applies)
Phase 2A Boundary
(CRB applies)
Amend from High Density Residential to Medium Density Residential
Amend from Mixed-Use Commercial with Residential to Commercial
ST. ALBERT TRAIL
NEIL ROSS ROAD
JENSEN LAKES BOULEVARD
EVERITT DRIVE NORTH
ELEMENT DRIVE NORTH
ELAINE STREET
ENCHANTED WAY NORTH
EASTON CLOSE
Lift Station
Existing and Proposed ASP Future Land Use Bylaw 11/2025 Amendments
Mixed-Use Commercial with Residential to Commercial And High Density Residential to Medium Density Residential
ASP Amendment Areas
Low Density Residential
Medium Density Residential
High Density Residential
Supportive Housing
Mixed-Use Commercial with Residential
Commercial
School
Park
Stormwater Management
Public Utility Lot
W Walkway
ASP Boundary
Trail
Internal Connecting Road
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways).
Proposed trail alignment is subject to change.
Location and details relating to the proposed stormwater management \ facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
0 100 200 400
Meters
N
Map Date: 5/23/2025
City of St. Albert
Cultivate Life

Attachment 6

Bylaw 11/2025 – Erin Ridge North ASP Amendment Housekeeping Items

Several housekeeping changes are proposed to the Erin Ridge North Area Structure Plan with this bylaw, including:

- Amending Section 3.6 and Table 3-2 Development Statistics to:
  - Add the newest 2024 census information, which impacts the number of people per dwelling unit for each residential land use. The number of people per single-detached house declined from 2.9 to 2.8 (a decrease of 0.1 persons), while the number of people per apartment unit increased from 1.76 to 2.0 (an increase of 0.24 persons). The number of persons per medium density dwelling unit (at 2.23) has not changed.
  - Update Municipal Reserve (MR) lands that have been registered, and that are still owed. Currently, the statistics table indicates that 0.3 hectares± of MR is registered, and 5.3 hectares± of MR is owed in Phase 2. Administration is updating Figure 8 to show that 2.89 hectares± of MR is registered, and 2.58 hectares± of MR is owed in Phase 2. In total, over all phases, 9.14 hectares± of MR is registered, and 2.58 hectares± of MR is still owed.
  - Add four new As-Built Tables, to show the number of residential dwelling units built and anticipated to be built, and the amount of land (in hectares) for each. This is to show the progress of development in each phase of the ASP, and overall.

- Other housekeeping amendments include:
  - Update the text with the new Land Use Bylaw number, and land use district names throughout the ASP.
  - Amend section 1.3, regarding the timeframe of the plan, as build out of the area will not be completed in 2025. The timeline has been proposed to extend to 2028.
  - Amend the wording of section 1.7.1, to reflect the lack of funding, and anticipated dissolution of the Edmonton Metropolitan Region Board.
  - Update an MDP reference in section 2.1.4, to reflect the new wording in *Flourish*.
  - Update the student population projections in section 3.5.3, based on the newest Erin Ridge North population estimated and the 2024 census data.
  - Amend all Figures, including Figure 11a, Current Development 2021 Aerial Map, and replace with a 2024 Aerial Map to show the ongoing progress of development.

ERIN RIDGE NORTH

Area Structure Plan

Bylaw 33/2009

As Amended ~~June 7, 2022~~July 2, 2025 - Bylaw ~~17/2022~~11/2025

~~Leave Blank to insert Bylaw~~

Erin Ridge North Area Structure Plan Amendments

Amendment Number	Bylaw Number	1st Reading	2nd Reading	3rd Reading
Original	33/2009	Nov. 30, 2009	Jan. 11, 2010	Jan. 11, 2010
1	12/2011	March 21, 2011	March 21, 2011	March 21, 2011
2	3/2013	April 15, 2013	April 15, 2013	April 15, 2013
3	5/2014	April 28, 2014	April 28, 2014	April 28, 2014
4	6/2014	April 28, 2014	October 19, 2015	October 19, 2015
5	1/2015	Feb. 2, 2015	Feb. 2, 2015	Feb. 2, 2015
6	9/2017	May 15, 2017	June 26, 2017	July 4, 2017
7 (130 Element)	16/2018	December 3, 2018	February 25, 2019	February 25, 2019
8	42/2018			
9 (Ph2)	7/2019	March 4, 2019	April 1, 2019	April 1, 2019
10 (DCMU to RC)	32/2019	December 16, 2019	--	--Bylaw died after two years, did not proceed for Council decision
11	24/2021	May 31, 2021	June 21, 2021	June 21, 2021
12	17/2022	May 2, 2022	June 7, 2022	June 7, 2022
13 (150 Edison Drive HDR to MDR, 805, 815, & a portion of 825 St. Albert Trail Mixed-Use to Commercial)	11/2025	July 2, 2025	July 2, 2025	July 2, 2025

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1.0 INTRODUCTION

1.1 Purpose

(1) This plan establishes the conceptual land use, transportation, and servicing patterns for Erin Ridge North phases 1 and 2, by implementing the *Municipal Development Plan (MDP) CityPlan* for the majority of Erin Ridge North Phase 1 and a portion for Erin Ridge North Phase 2. MDP CityPlan designated this sector of the city for commercial, residential, parks, and school uses. The remainder of Erin Ridge North Phase 1 and Phase 2 will implement the policies within the *Municipal Development Plan (MDP) Flourish* that designates this plan area as neighbourhood, mixed-use employment area, and trail corridor area.

(2) Servicing standards, population analysis, and other details supporting this Area Structure Plan (ASP) for Phase 1 are referenced in the *Erin Ridge North Area Structure Plan Technical Report* (Technical Reports) Volumes I and II dated July 2009 and input from Al-Terra Engineering. The lands east of St. Albert Trail and north of Coal Mine Road (former Lutheran Lands) are referenced in the Lutheran Church Lands Area Structure Plan Amendment (Technical Reports) dated November 2014 and November 2016. Phase 2, is referenced in the *Erin Ridge North Area Structure Plan Technical Report* (Technical Reports) dated July 2013, as assembled by ISL Engineering and Land Services, in the Erin Ridge North ASP amendment as prepared by WSP Canada Group Limited, dated June 28, 2018 and February 12, 2021, and in the Erin Ridge North ASP amendment as prepared by Invistec Consulting Ltd., dated November 22, 2021. The documents were used to prepare this Bylaw.

1.2 Authority of the Plan

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

The MGA identifies an ASP for the purpose of providing a framework for subsequent subdivision and development of the area. The ASP is to describe

sequence of development, land use purposes, population density, and general location of transportation, public utilities, and other matters Council considers necessary. The approval of the Erin Ridge North 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 Erin Ridge North Phases 1 and 2 are expected to be developed over a period of time, and through a series of public and private sector initiatives. ~~The completion of Phase 1 is near completion, and Phase 2 has some development~~Both Phases 1 and 2 are near completion. Anticipated build-out is ~~2025~~2028. Completion 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, updated, and amended either generally or in regard to a specific issue as determined necessary by Council or when the *Municipal Development Plan* (MDP) is updated.

1.4 Interpretation of the Plan

1.4.1 Map Interpretation

Due to the small scale of the ASP maps, the boundaries or locations of any symbols or areas shown on a map within the ASP are approximate and not absolute, and are to be verified at the time of subdivision. With the exception of surveyed delineations, boundaries and symbols on the maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as existing 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 *Erin Ridge North ASP* shall apply to the area shown on Figure 1. The area is located in the northeast quadrant of St. Albert and is bounded by:

- Erin Ridge neighbourhood to the south;
- Neil Ross Road and private lands to the north are the boundary for Phase 1;
- NW ¼, Section 21, Township 54, Range 25, West 4 Meridian to the north for Phase 2;
- St. Albert Trail to the west;

- Range Road 253 to the east for Phase 1; and
- Private lands to the east for Phase 2.

Phase 1 of the ASP encompasses an area of 93.7 hectares inclusive of Coal Mine Road. Phase 2 encompasses an area of 55.9 hectares. The two phases combined have an area of 149.6 hectares.

1.5 Objectives

The objectives of this ASP are to:

- develop a neighbourhood that connects to the adjacent Erin Ridge neighbourhood to the south and is connectable to surrounding future development;
- provide a vehicle-oriented urban commercial area to serve residents and the region;
- create a community where the pedestrian circulation routes link residential areas to schools, parks and open space, commercial/retail areas, and to future and existing adjacent neighbourhoods;
- provide a range of housing options to cater to a range of income, age, and social groups, as well as tenure, which includes apartments, townhouses, semi-detached houses, single-detached houses, and mixed-use developments;
- create an attractive neighbourhood, which provides for a mixture of commercial, residential, and potential civic uses in a compact, walkable, built form that encourages interaction through and within a central open space feature; and
- establish convenient connectivity to transit within the neighbourhood and to the future transit station proposed on the west side of St. Albert Trail.

1.6 Property Ownership Patterns

The land within the ASP boundary was owned by Landrex Hunter Ridge Inc., Landrex (Alberta) Developments Inc., and Landrex Inc. The majority of undeveloped land within the ASP boundary are owned by Landrex Hunter Ridge Inc. The City of St. Albert owns the road rights-of-way for St. Albert Trail,

Neil Ross Road, Coal Mine Road, and parks. 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 Erin Ridge North.

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~~al~~ 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).

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 Erin Ridge North neighbourhood with prescribed densities that are supported through policies in the Municipal Development Plan.

1.7.2 *Municipal Development Plan (MDP)*

The City of St. Albert *MDP*, entitled *Flourish – Growing to 100K*, Bylaw 20/2020, as amended, *Urban Structure and General Land Use, Map 3,* designates the Plan Area as commercial and residential.

1.7.3 Existing Area Structure Plan

The original version of the Erin Ridge North Area Structure Plan was adopted on January 11, 2010, with amendments in March 2011, April

2013, April 2014, February 2015, October 2015, ~~March 2016,~~ July 2017, February 2019, April 2019, ~~and~~ June 2021, June 2022, and July 2025.

1.7.4 *Land Use Bylaw (LUB)*

The City's *Land Use Bylaw,* Bylaw ~~9/2005~~18/2024, as amended, controls development of the lands within the neighbourhood. The Future Urban Development (FUD)~~Urban Reserve~~ District is a holding district for orderly transformation to future urban expansion or intensification development. Changes to the land use district will be required through an amendment to the Land Use Bylaw (redistricting), ahead of subdivision and development.

The ASP Future Land Use map demonstrates the base land uses and descriptions within this document describe the expected uses and densities. Land uses that are anticipated are:- commercial, public and private services, mixed-use commercial with residential, low density residential, medium and high density residential, public park, school site, and stormwater management facilities (as public utility lots).

1.7.5 *Transportation Master Plan (TMP)*

The *Transportation Master Plan* (2015) prepared by Associated Engineering for the City of St. Albert guides how the City addresses current and future transportation needs. This document sets the vision and actions for the transportation network until 2042. The term transportation includes the roads, trails, sidewalks, and other infrastructure needed to move people and goods from one place to another.

Neil Ross Road is a Crosstown road that is identified to eventually connect with the future 127th Street Alignment. Element Drive North, Everitt Drive North, Coal Mine Road, and Ebony Way are designated as Neighbourhood roads. The future rapid transit corridor is identified to run along the east side of St. Albert Trail with a rapid transit station with a park and ride on the west side of St. Albert Trail across from the Erin Ridge North Neighbourhood.

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 *Utility Master Plan (UMP)*

The *Utility Master Plan (UMP)* (2014) for the City of St. Albert is a general framework for providing utility services to future developments (water, wastewater, and stormwater management). The timeframe for extending services is based on the pace of development and the ability of front ending parties to design and construct necessary infrastructure components.

The current stormwater management release rate is 2.5 litres, 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.

As of the 2022 amendment, there is very limited servicing capacity within the existing infrastructure. The existing capacities do not have the ability to support the complete development of Erin Ridge North. Necessary off-site work is outlined within the Utility Master Plan, and delineated in the Off-Site Levy Bylaw, as amended.

2.0 SITE ANALYSIS

2.1 Natural and Cultural Features

2.1.1 Topography and Drainage

Erin Ridge North Phases 1 and 2 lands are generally flat with ground elevations ranging between 684 metres to 690 metres. Phase 1 has a shallow ridge that runs across the subject lands from southwest to northeast. The land slopes from west to east towards the Sturgeon River on the east side of the shallow ridge. On the west side of the shallow ridge, lands slope from east to west into a localized low-lying area located in Phase 2. In Phase 2, the low point is a wetland that has a drainage channel and weir used to hold water draining from lands to the north, and act as a catchment pond for stormwater from Highway 2 (St. Albert Trail).

The management of the stormwater from the north needs to be addressed so that the stormwater from the north is not impacting development of Erin Ridge North Phase 2. Full development of Phase 2 may not be able to proceed until the stormwater issue has been addressed. See Section 5.3 Stormwater Management of this Bylaw on how stormwater will be managed and timeframes.

2.1.2 Sturgeon River Designated Flood Line

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

2.1.3 Geotechnical Conditions

Geotechnical investigations within the Plan Area are documented in the report *Geotechnical Investigation-Proposed Bellerose Lands Residential Subdivision North of Coal Mine Road and East of Highway 2 Sturgeon County, Alberta, and Geotechnical Investigation Proposed Erin Ridge North Phase 2* prepared by J.R. Paine & Associates Ltd. with fieldwork completed in May 2000 for Landrex Developers Inc. and Landrex Hunter Ridge Inc. The report provides a summary of the general soil and groundwater conditions, and an assessment of conditions for site development, site grading, residential construction, the construction of roadways, the installation of sewer and water systems and the construction of stormwater management facilities. Forty-nine test holes

for the whole of Landrex's land were drilled for Erin Ridge Phases 1 and 2. In December 2012, an additional four test holes were drilled for Plan 982 3579, Lots 1 and 2. A geotechnical investigation was completed for the former Lutheran Lands parcel east of St. Albert Trail and north of Coal Mine Road in September 2014. A total of ten (10) test holes were drilled, and 107 test probes advanced to assess soil and groundwater conditions.

Generally, the soil profile consists of topsoil, glaciolacustrine clay, glaciolacustrine silt, and some sand. The three reports presented guidelines and standards for the construction of all components of commercial and residential development. The identified water tables are between 0.12 metres to 3.57 metres below the ground surface.

Areas of high ground water levels in the Plan Area may require further investigation at the time of subdivision or Development Permit and building construction stage to identify mitigation measures addressing hydro-geological concerns. At time of site development, additional geotechnical study will be required for commercial and multiple family developments. If an acceptable strategy cannot be obtained, then the land may be deemed unsuitable for development.

2.1.4 Vegetation Resources

In June 2008, Stantec prepared for the City of St. Albert, *St. Albert Natural Areas Review and Inventory,* which served as an addendum to the *St. Albert Natural Areas Review and Inventory, 1999* prepared by Spencer Environmental Management Services Ltd. The Addendum covered the lands annexed into St. Albert in 2007. An update titled *Natural Areas Assessment, Management and Conservation Plans Recommendations and Implementation Plan* was completed by Spencer Environmental Management Services Ltd. in 2016.

Within Phase 1 of the Plan Area is a woodlot that is shown in the Addendum as a Locally Significant Natural Area (NE 27). The woodlot is an area with a diverse plant and animal community. The area has aspen, balsam, and willow wetland. The woodlot is a remnant of a larger habitat and is on the decline in the region. This is currently good habitat for ungulates (deer) and birds.

The wetlands within the woodlot were assessed further on May 5, 2009 with a site reconnaissance by Stantec. The woodlot is approximately 4.87 ha, and contains three wetland zones that comprise of Class I and III wetlands. The wetlands have been in existence since at least 1950, which is shown on aerial photos from 1950 to the present. The woodlot as it matures may draw down the wetlands, and with recent drought conditions have low volumes of water.

Alberta Environment and Parks (AEP) verifies if the bed and shore of the wetland will be claimed by the Provincial Government under the *Public Lands Act*. If the wetlands are disturbed, then AEP, who administers the *Water Act*, will determine the compensation under the Water Act for the disturbed wetlands in the woodlot.

~~The MDP, Policy 10.2, indicates the City of St. Albert shall protect not only provincially and regionally significant areas, but also locally significant, sustainable areas, except where the protection compromises other necessary parks, trails and open space requirements in a neighbourhood.~~ *Flourish* Municipal Development Plan indicates that St. Albert shall protect, conserve, and enhance natural features, and requires all development to adhere to provincial and federal acts and regulations relating to the environment. The City acknowledges that 70%± of the woodlot will be retained. The woodlot does not qualify as Environmental Reserve under the Municipal Government Act, and the City has elected not to purchase the remaining woodlot as it cannot be confirmed if the tree stand will be sustainable once development and urbanization of the surrounding area occurs.

Stantec prepared a study in June 2013 for Erin Ridge North Phase 2. Within Phase 2 of the Plan Area is a wetland that is shown in the Addendum as a Regionally Significant Natural Area (NE 23). The wetland classification in 2013 was Seasonal Pond (Class III). This wetland links with two smaller wetlands and a drainage channel to Carrot Creek. There is a woodlot with an area of 1.85 hectares±, located on the east property boundary that is Locally Significant (NE 22), which will be developed. The report prepared for Landrex Hunter Ridge Inc. indicated that Alberta Environment and Sustainable Resource Development (AESRD), now called Alberta Environment and Parks (AEP) will not

claim the bed and shore of the wetland area and further consultation is required with AEP.

In April 2018, WSP on behalf of Landrex Hunter Ridge Inc., prepared a Wetland Assessment and Impact Report that showed the large wetland crossing between SW ¼, Section 21, Township 54, Range 25, Meridian 4 and NW ¼, Section 21, Township 54, Range 25, Meridian 4 with an area of 29.5 hectares, of which 18.4 hectares is within Erin Ridge North Phase 2. This wetland, based on the Alberta Wetland Classification System (AWCS), is a 'C' value as a semi-permanent fresh water graminoid marsh. On August 26, 2020, Landrex Hunter Ridge Inc. received Water Act approval to remove wetlands in the location of W½ 21-54-25-W4M, with approval number 00425700-00-00.

2.1.5 Natural Site Assessment

EcoMark Ltd. prepared a Stage 1 Preliminary Natural Area Assessment for Portion of NW-16-054-25-W4M, St. Albert, Alberta on July 4, 2008, with a site inspection on June 10, 2008.

The assessment confirmed a woodlot of 4.87 hectares in size. This woodlot is a Locally Significant Natural Area. There are several environmental elements rated high in the woodlot that make it a Locally Significant Natural Area, which include flora, fauna, site size, ecological linkages, biological diversity, vegetation, and bird habitat. Should the site be reduced in size this may have a neutral to negative effect on its sustainability for flora, fauna, ecological linkages, and vegetation. A neutral to positive effect may occur to bird habitat as naturalized stormwater ponds are created in other parts of the development. The biological diversity may increase with the stormwater ponds if their development includes the planting of wetland vegetation.

The site inspection determined the area had visits from robin, crow, black-billed magpie, black-capped chickadee, and Franklin's gull. At the time of inspection, there were heavy rains, so songbirds were not present, but the vegetation is considered suitable for songbirds. The habitat of the area is not suitable for fish. The area would be common to snakes, frogs, toads, and salamanders.

At the time of inspection, the woodlot showed signs of moose and red squirrel. The forested area would also be habitat to chipmunk,

snowshoe hare, shrew, and vole. The woodlot is suitable habitat for white-tailed deer, mule deer, and moose. The habitat of the woodlot is also a high-quality nesting and feeding habitat for bird species.

The proposed retention of 70%± of the woodlot will provide home to some forms of wildlife; however, the nature of the area will also change because of the overall development in the area. The remaining woodlot will need to be maintained and managed to sustain many of the features it offers. It is questionable as to whether it will continue to be used by ungulates once development occurs in the area.

A Biophysical Impact Assessment (BIA) was completed for the area east of St. Albert Trail and north of Coal Mine Road on October 21, 2014. The BIA indicated that the site is primarily used for cultivation; however, islands of habitat and potential temporary wetlands were identified. The BIA concludes that a migratory bird nest search should be conducted if construction activities conflict with migratory bird nesting periods, and observing a species appropriate buffer of inactivity around any active migratory bird nests until the young have fledged. Should the wetlands collect and retain water in the spring, additional planning or mitigation options may need to be explored to protect potential breeding amphibians in the area.

2.1.6 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA), based on the Canadian Standards Association (CSA) outlined in document Z768-01, Phase 1 Environmental Site Assessment (reaffirmed 2006), was completed on June 13, 2008 for the Landrex Hunter Ridge Inc. owned lands within Erin Ridge North Phase 1. The Phase I ESA indicated a Phase II ESA be conducted in the area surrounding the above ground storage tanks, the areas surrounding the storage barrels, and the areas of stressed vegetation, which were associated with farming activities.

A Phase II Environmental Site Assessment (ESA), based on the Canadian Standards Association document Z769-00 was conducted on May 7, 2009. The analysis determined there is no impact from former farming activities and no remediation is required. However, the granaries contain high levels of lead; thus, when they are removed, they must be treated as hazardous material and disposed of in a safe, environmentally sound manner.

Erin Ridge North Phase 1 contains an abandoned oil well site that requires physical access. This wellhead must be located on privately held lands and provide adequate accessibility according to all pertinent standards and legislation.

A Phase I Environmental Site Assessment (ESA) was conducted for Erin Ridge North Phase 2 for the SW ¼-21-54-25-W4M and Plan 982 3579, Lots 1 and 2 with a site visit on January 25, 2013. The findings included potential soil and water contamination in areas that had equipment lay-down operations, historic oil pipeline, oil wells, septic systems, water wells, and hazardous building materials. Soil sampling is advised with potential for remediation. In addition, there are two oil wells located just southwest of Plan 982 3579, Lot 2, and east of St. Albert Trail that do not have reclamation certificates, see Figure 9, Constraints. These two oil wells each require a reclamation certificate and provide a determination if a 5-metre radius setback is sufficient. Setback requirements are determined and regulated by Alberta Energy Regulator (AER).

A Phase 1 ESA was conducted in 2014 for the lands east of St. Albert Trail and north of Coal Mine Road. No sources of contamination were found. Recommendations included to decommission septic tanks in accordance with the applicable acts, regulations and guidelines; and to take the former dugout area in the southern portion of the site into consideration during development to ensure any potential organic matter is removed.

2.1.7 Heritage Resources

ISL Engineering and Land Services, on behalf of Landrex Hunter Ridge Inc., was given *Historical Resources Act* clearance to proceed with development within Section 16, Township 54, Range 25, W4M and Section 21, Township 54, Range 25, W4M. A letter was provided from Alberta Tourism, Parks, Recreation, and Culture that indicated the site has been cultivated for many years, and has low potential for archaeological or palaeontological resources. Any existing structures are on file or are too new to be of historical value.

2.2 Current Development Patterns

~~The Plan Area is bordered to the north by cultivated fields that are within Sturgeon County~~The Plan Area was bordered to the north by cultivated fields that were annexed into St. Albert in 2022, to the east are farmland and a treed homestead, to the south are residential dwelling units within the Erin Ridge neighbourhood, and to the west is St. Albert Trail.

The Plan Area was predominantly in agricultural use with some tree cover as discussed in Section 2.1.4 and 2.1.5.

A portion of Gibson oil pipeline in the northwest portion of the site has been removed and remediated (Klohn Crippen Berger, February 2011, File A05035A04). Two Telus fibre optic cables exist in north-south alignments and will be realigned as development occurs, in cooperation with Telus. FortisAlberta had overhead power transmission lines in the southeast of Phase 1 of the Plan Area and at time of development, the power transmission lines were relocated and buried.

3.0 LAND USE CONCEPT

3.1 Future Land Use Map

The Future Land Use Map for Erin Ridge North 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 land use types will dominate the future Erin Ridge North – commercial and residential.

Erin Ridge North is situated adjacent to St. Albert Trail, which is a commercial corridor. Commercial uses will service both local and regional shopping interests.

Phase 1

The residential components within Phase 1 of the Plan Area include medium-density residential, with medium to high-density residential primarily adjacent to the commercial uses.

The residential densities for Phase 1 of the Erin Ridge North Area Structure Plan were approved under the 2009 Capital Region Board (CRB) Growth Plan. As per Section 8.2 of the Regional Evaluation Framework (MSL: -111/17), the density target of the CRB Growth Plan will continue to apply to development within this Plan Area.

A large stormwater management facility separates the medium to high-density residential from the low-density residential. The high-density residential area would consist of densities of ~~94~~100 to ~~141~~140 dwelling units per hectare. The medium-density residential area could have a density of approximately ~~35~~40 units per hectare, and up to ~~94~~100 units per hectare, and would feature uses such as low-rise apartments and townhouses. The low-density residential areas would have a density of 12 to ~~20~~39 units per hectare, with development of single-detached, duplex, and semi-detached dwelling units. The total number of dwelling units built is ~~948~~1,173, and ~~162~~150 units are proposed. The proposed ~~162~~150 units are within the ~~consist of 120 units in the~~ mixed-use area~~, and 42 units anticipated at 50 Edinburgh Court~~. Total estimated number of units is ~~1,110~~1,323 in Phase 1. The proposed developable residential area is 32 hectares±, which is 34% of the gross developable area for the Plan Area.

Within the Plan Area, there is land shown as mixed-use commercial with residential. This area is intended to be a neighbourhood activity, centre and could include a range of uses from mixed-use with lower-level commercial and residential above, separate commercial and residential uses, a park space, and institutional uses in a walkable, compact form.

Phase 2

The overall area of Phase 2 is 55.9 hectares± and it is being developed in two sections. The first section is the southwest portion, shown on Figure 2 as Phase 2A, has an area of 19.5 hectares± and was approved through Bylaw 6/2014 on October 19, 2015. This area is developed under the Capital Region Board (CRB) Growth Plan 2009 that was in place at that time, which required a minimum of 30 dwelling units per net residential hectare. The residential area of Phase 2A is 5.9 hectares±, and the proposed number of dwelling units is 97 low-density units and ~~70~~76 medium-density units at 130 Element Drive North, for a total unit count of ~~167~~173.

The second section is located in the north-northwest portion of Phase 2, shown on Figure 2 as Phase 2B, with an area of 36.4 hectares, and is being developed under the Edmonton Metropolitan Region Board (EMRB) Growth Plan, which requires a minimum of 40 dwelling units per net residential hectare. The proposed number of dwelling units is ~~226~~256 low-density units, and ~~172~~185 medium-density units, ~~and 251 high-density units,~~ for a total unit count of ~~649~~441.

In total, ~~1,926~~1,937 dwelling units are proposed for Erin Ridge North.

3.3 Residential Land Use

3.3.1 Low-Density Residential

Phase 1, low-density residential land use will comprise 26 hectares± of land. The number of low-density residential units ~~anticipated~~ built is ~~494~~493 dwelling units. In Phase 2, low-density residential will comprise 16 hectares± of land, with approximately ~~323~~353 dwelling units. The combination of Phases 1 and 2 will have a total number of ~~817~~846 low-density residential units, which is approximately ~~42~~44% of all residential units.

Low density may include single-detached, single-detached with basement suite, semi-detached, and duplex housing forms.

3.3.2 Medium-Density Residential

In Phase 1 and Phase 2, medium-density residential development may consist of townhouses and apartment buildings. There are ~~281~~300 townhouse units, which is approximately 15% of all residential units.

3.3.3 High-Density Residential

In Phase 1, high-density residential units are located on the east side of Element Drive North, with the commercial uses on the west side of the roadway. The number of dwelling units built is 457.

There are no high-density sites planned for Phase 2. ~~shows one high-density residential site, which is located directly north of the eastern park, with 251 dwelling units proposed.~~

Overall, there will be ~~708~~457 units in the high-density residential area, which is ~~37~~24% of the overall number of residential units.

3.3.4 Mixed-Use Commercial with Residential

The mixed-use area is approximately 3 hectares± in size. A portion of the size, approximately 0.8 hectares± is estimated to be dedicated to residential uses, and the remaining 2.2 hectares± are proposed to be dedicated to commercial uses.

The mixed-use development provides the opportunity to create a neighbourhood activity centre. Residential units could be located above lower ~~-~~level commercial units or in a standalone building. ~~The area of land that will contain residential units is approximately 0.84 hectares.~~ Approximately ~~120~~334 residential dwelling units are proposed in the mixed-use portion of Erin Ridge North, which is approximately ~~6~~17% of the total residential units.

This area is proposed to be built under the ~~Direct Control Mixed Use (DCMU)~~Mixed-Use Level 2 (MU2) Land Use District of the Land Use Bylaw. This would allow a flexible range of land uses with the intention to create a human-scale, mixed-use environment with a walkable commercial component of small shops, restaurants, offices, or other

services for the neighbourhood. The mixed-use commercial-residential area may also include a central green space, and institutional uses to service the northern region of the City. Architectural controls could be implemented to give the area character and to manage the mix of land uses. In the ~~DCMU~~MU2 Land Use District, an overall conceptual site plan or site development plan in relation to the portion being developed is required at the time of development permit to illustrate how the development will be integrated with the area.

3.3.5 Supportive Housing

Supportive housing that includes assisted living is a residential use that can occur within medium and high-density residential. Supportive housing provides support services, such as meals and laundry, within a group-living arrangement. This means the sleep units do not have a full kitchen. The number of units is 182, with a mix of longer term care and assisted living. The anticipated number of residents will vary because some units can support two people, and some units are for singles. The range in population is 182 to 292. An average of 240 residents has been used for anticipated population.

3.4 Commercial

Phase 1

The overall developable area for commercial use is approximately ~~23~~26% of the gross developable lands of Phase 1, which is approximately ~~21.7~~24 hectares±. The commercial lands are adjacent to St. Albert Trail~~. The commercial cell south of Neil Ross Road is developed with Costco with an area of 5.97 hectares±. The commercial cell north of Everitt Drive North has a land area of 13.73 hectares±, and has an internal north-south roadway. These two commercial sites can be accessed from Element Drive North, Neil Ross Road, and Everitt Drive North. The smaller commercial cell south of Everitt Drive North is approximately 2.12 hectares±. The small commercial cell can be accessed from Ebony Way and Everitt Drive North. The fourth commercial development area is the mixed-use commercial with residential area. Of the mixed-use commercial with residential area, the majority of the ground level of the 5.18 hectare± site is expected to be used for commercial purposes with an anticipated commercial floor area of approximately 140,000 square feet.~~ comprising:

- a cell south of Neil Ross Road with an area of 5.97 hectares±, developed with Costco;
- a cell north of Everitt Drive North with an area of 13.7 hectares±, has an internal north-south roadway, developed with a mix of commercial stores;
- a cell south of Everitt Drive North with an area of 2.1 hectares±, developed with a car dealership; and
- a cell north of Coal Mine Road with an area of 2.2 hectare±.

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 are not impacted. This may include building design to create compatible living spaces.

~~There may be potential for a right-in and right-out access from St. Albert Trail to the mixed-use commercial with residential area.~~

Phase 2

The commercial site north of Neil Ross Road has an area of 14.3 hectares±. The commercial area borders a medium-density residential site. There is no physical separation such as a roadway from the proposed commercial uses. Mitigation measures may be required to address noise, light, and odour issues created by the commercial uses, to ensure that the adjacent residents in the medium density residential development are not impacted.

3.5 Parks and Open Space

The parks and open space system in the Plan Area will include trails, the remaining woodlot, a school, parks, and stormwater management facilities. The *Municipal Government Act* and the *Municipal Development Plan* specify that 10% of the developable lands be dedicated as Municipal Reserve, which can be used for development of a school, woodlot, parks, and those trails that are not associated with public utility lots.

In Phase 1, there have been previous subdivisions within the Plan Area prior to annexation, some of the Municipal Reserve has already been provided to Sturgeon County as cash in-lieu of dedication. Therefore, instead of 10% Municipal Reserve dedication, the Plan Area for Phase 1 will only see approximately 8% of the land (7.7 hectares) dedicated as Municipal Reserve.

Phase 2 development started in the southwest corner, with a trail around a portion of the stormwater management facility that will provide connectivity to Phase 1 and the parks in Phase 2. The approximate park sizes proposed are 2.0 and 3.0 hectares. These parks will serve neighbourhood and community needs, and will house amenities such as sport fields, outdoor ice rink, tennis/pickleball courts, and a playground. Specific amenities will be determined at Park Master Plan stage.

The dedication of Municipal Reserve would represent 10% of the Gross Developable Area in Phase 2 with an area of 5.59 hectares, and what the City can ask as dedication as per the Municipal Government Act. Most connecting walkways within Phase 2 have infrastructure services beneath them; hence, the walkways are Public Utility Lots, and do not receive Municipal Reserve credit. Dedication of Municipal Reserve occurs at time of subdivision.

The proposed Municipal Reserve dedication configuration is shown in Figure 8, while the parks and open space system is depicted on the Future Land Use map (Figure 2).

Should there be addition of road right-of-way to the area structure plan boundary for development purposes, 10% Municipal Reserve will be owed on those lands.

3.5.1 Trails

Trails will provide connections to the following: the adjoining neighbourhood of Erin Ridge, Erin Ridge North Phases 1 and 2, the commercial areas, the woodlot, the school site, and the stormwater management facilities. Some trails may have Public Utility Lot (PUL) designations where trails are within utility rights-of-way; therefore, no municipal reserve dedication would be granted in these circumstances. The trails must be installed at the time of subdivision so that future residents are aware of trail alignments.

Coal Mine Road is closed between Ebony Way and Eastgate Way; the closed road sections have been developed and enhanced with trails and trees to create a linear park. The development of Coal Mine Road as a linear park occurred in two phases, with the first phase being developed between Everitt Drive and Eastgate Way in 2010 through Bylaw 10/2010. The second phase of the linear park development between Ebony Way and Everitt Drive occurred in July 2013, through Bylaw 14/2013. A road closure bylaw was required for each section of Coal Mine Road to be closed and the timing was agreeable with the City. Coal Mine Road will not receive Municipal Reserve credit, as the land is owned by the City.

Some trail connections will join to trails in Erin Ridge that link to Oakmont and further to Red Willow Park.

3.5.2 Woodlot

The 4.87 hectare woodlot is considered a Locally Significant Natural Area. This woodlot is a remnant tree stand that has been in place since at least 1950, according to aerial photos. The woodlot provides good habitat for ungulates (such as deer and moose), birds, ground animals, reptiles and amphibians. The major tree species present are aspen, balsam poplar, and willow.

To mitigate potential negative effects of development, the following measures would have to be taken as recommended by Stantec and EcoMark.

- Maintain a minimum 5-metre vegetated buffer around the exiting forested area to protect valuable edge habitat.
- Maintain surface drainage to the forested area.
- Plant forest vegetation in upland areas throughout the development and stormwater management facilities to promote habitat connectivity.
- Designate naturalized pathways (such as wood chip) along the forest boundary and through an existing game trail to prevent excess trampling of the forested area.
- Place appropriate signs to discourage residents from walking off designated trails.
- Prior to construction, fence or flag natural features and review mitigation measures with the construction contractor(s).
- Avoid clearing of native vegetation between April 15 and the end of August as this is nesting time for migratory birds and a breeding period for wildlife.
- All disturbed areas should be re-vegetated with native vegetation and all debris from construction removed.

The woodlot will be reduced to about 70%± of its existing size from 4.87 hectares± to 3.4 hectares±. The type of habitat the woodlot supports will change; however, it will still provide a place for birds and small ground animals. Steps will have to be taken to maintain the remaining woodlot and create trails that provide access while preventing further degradation of the area. The site has Municipal Reserve designation.

3.5.3 School/Park Site

In Phase 1, adjacent to Everitt Drive North, is a school site with an area of 1.45 hectares. In 2013, the Alberta Government announced the school site in Erin Ridge North is for the St. Albert Public School Board and Lois E. Hole School, a public elementary school, is on the site. Adjacent to the school site is Everitt Park with an area of 1.05 hectares.

Table 3-1: Student Population Projection

Age	Grades	% of ~~2018~~2024 City of St. Albert Census age composition population ~~62,842~~64,573	Student Generation Erin Ridge North Population ~~4,451~~4,620
5-9	K-4	6.~~5~~1%	~~289~~282
10-14	5-9	6.~~9~~8%	~~307~~314
15-19	10-12	6.6%	~~294~~305
Total			**~~890~~901**

The anticipated number of students in the Erin Ridge North neighbourhood at full build-out is around ~~887~~901 students between the ages of 5 to 19 years. This is based on the City of St. Albert ~~2018~~2024 Census Age Composition population of ~~62,842~~64,573, the anticipated population of ~~4,453~~4,620 for Erin Ridge North, 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 considered to better anticipate student population.

3.5.4 Stormwater Management Facilities (SWMFs)

Two stormwater management facilities exist within Phase 1. Within Phase 2, there will be two stormwater management facilities that are connected by a culvert. A foot bridge is proposed over the culvert to provide pedestrian connectivity. The foot bridge may be contemplated if at the SWMF design stage there are no significant impacts on the operations of the SWMF. This foot bridge is not municipal reserve, as it is crossing a public utility lot.

All stormwater management facilities within Erin Ridge North are wet ponds. These facilities are connected through a combination of overland flows and buried pipes. The stormwater management facilities will be dedicated as Public Utility Lots (PULs); therefore, no Municipal Reserve credit will be given for PUL uses. Municipal Reserve credit may be provided to trail areas, based upon City policies, to be determined at the time of subdivision.

The design of the SWMFs will maximize the opportunity to complement or enhance the fragmented habitat in the Plan Area. This can be accomplished through plantings that are supportive of wildlife and bird life that access wetlands and marshes. The SWMFs will also be designed to provide visual amenities for passive recreational uses.

3.6 Development Statistics

The titled area for the boundary of the Erin Ridge North Area Structure Plan is 149.6 hectares. There is no Environmental Reserve to be dedicated in the Plan Area. All roads are included within the developable area. The residential area is 53 hectares±, which is 36%± of the developable area. The commercial area is approximately ~~36~~38 hectares±, which is ~~24~~26%± of the developable area. The mixed-use commercial with residential area is approximately ~~5.2~~2 hectares±, which is ~~3.4~~2% of the developable area.

How the developable lands will be designated is shown in the Table 3-2 Development Statistics.

The population per household fluctuates depending on the type of dwelling unit, as indicated in the *City of St. Albert Census ~~2018~~2024*. In the low-density units, of which ~~817~~846 units are projected, ~~2.90~~2.80 persons per household are anticipated. In the medium-density residential area, ~~281~~300 units are projected, and the number of persons per household is 2.23. In the high-density residential area, ~~708~~457 units are projected at ~~1.76~~2.00 persons per household. In the mixed-use commercial with residential area, ~~120~~334 units are projected, with ~~1.76~~2.00 persons per household. The population is estimated at ~~4,451~~4,620 residents.

The net residential density for Phase 1 and the southwest portion of Phase 2 is ~~34~~39.7 dwelling units per net residential hectare. Phase 2B has ~~42~~28.6 dwelling units per net residential hectare. Overall, there are 36 dwelling units per net residential hectare.

The total number of residential units in the developable area is ~~1,926~~1,937, of which ~~1,109~~1,091 are medium-density, mixed-use residential, and high-~~-~~density units, which equates to ~~58~~56% of the proposed units.

Table 3-2: Development Statistics

PHASES	PHASE 1				PHASE 2								OVERALL			
	Area (ha)	% of GDA	Units	Pop.	Area (ha)	% of GDA	Units	Pop.	Area (ha)	% of GDA	Units	Pop.	Area (ha)	% of GDA	Units	Pop.
Gross Area	**93.7**				**55.9**								**149.6**			
Developable Area of Phase 1	93.7				0	0							93.7	62.6%		
Developable Area of Phase 2A, SW corner	0				19.5	34.9%							19.5	13.0%		
Developable Area of Phase 2B, Remainder	0				36.4	65.1%							36.4	24.3%		
Gross Developable Area (GDA)	**93.7**	**100%**			**55.9**	**100%**							**149.6**	**100%**		
Trail (Coal Mine Road – PUL)	2.2	2.3%			0	0							2.2	1.5%		
Walkways (PUL) & Lift Station	0.6	0.7%			0.5	0.9%							1.1	0.7%		
Registered Municipal Reserve (includes trails not over utilities, woodlot, school/park)	6.25	6.7%			~~0.3~~2.9	~~0.5~~5.2 %							~~6.55~~9.14	~~4.4~~6.1 %		
Municipal Reserve Owed	0.0				~~5.3~~2.6	~~9.5~~4.6 %							~~5.3~~2.6	~~3.5~~1.7 %		
Registered School Reserve	1.45	1.5%			0.0								1.45	1.0 %		
Stormwater Management (PUL)	6.5	6.9 %			4.9	8.8%							11.4	7.6%		
Arterial Road-Neil Ross Road	4.00	4.3%			0	0							4	2.7%		
Internal Circulation (non-arterial)	13.1	14.0%			9.2	16.5%							22.3	14.9%		
Interim Road Connection	0.03	0.03%			0	0							0.03	0.02%		
Subtotal Other Uses	**34.1**	**36.4%**			**20.2**	**36.1%**							**54.3**	**36.3%**		
Commercial	~~21.7~~23.9	~~23.2~~25.5%			14.3	25.6%							~~36~~38.2	~~24.1~~25.5%		

PHASES	PHASE 1				PHASE 2								OVERALL			
	Area (ha)	% of GDA	Units	Pop.	Area (ha)	% of GDA	Units	Pop.	Area (ha)	% of GDA	Units	Pop.	Area (ha)	% of GDA	Units	Pop.
Mixed-Use Commercial	~~4.4~~2.2	~~4.7~~2.4 %			0	0							~~4.4~~2.2	~~2.9~~1.5 %		
Subtotal Commercial	**26.1**	**27.9%**			**14.3**	**25.6%**							**40.4**	**27.0%**		
Supportive Housing (see notes)	1.5	1.6%	*182	240	0	0							1.5	1.0%	*182	240
Subtotal Supportive Housing	**1.5**	**1.6%**	***182**	**240**	**0**	**0**							**1.5**	**1.0%**	***182**	**240**
Residential					**~~SW Corner of~~ Phase 2A (CRBGP)**				**~~Remainder of~~ Phase 2B (EMRGP)**							
Low Density Residential	26.0	27.7%	~~494~~493	~~1,433~~ 1,380	4.3	7.7%	97	~~281~~272	11.8	21.1%	~~226~~256	~~655~~717	42.2	28.2%	~~817~~846	~~2,369~~2,369
Medium Density Residential	0.8	0.9%	39	87	1.6	2.9%	~~70~~76	~~156~~169	~~1.9~~3.6	~~3.4~~6.4 %	~~172~~185	~~383~~413	~~4.3~~6.0	~~2.9~~4.0 %	~~281~~300	~~626~~669
Mixed-Use Residential	0.8	0.9%	~~120~~334	~~211~~668	0	0	0	0	0	0	0	0	0.8	0.5%	~~120~~334	~~211~~668
High Density Residential	4.2	4.5%	457	~~804~~914	0	0	0	0	~~1.7~~0	~~3.0%~~0	~~251~~0	~~441~~0	~~5.9~~4.2	~~3.9~~2.8 %	~~708~~457	~~1,245~~914
Subtotal Residential	**31.8**	**34.0%**	**~~1,110~~1,323**	**~~2,535~~3,049**	**5.9**	**10.6%**	**~~167~~173**	**~~437~~441**	**15.4**	**27.6%**	**~~649~~441**	**~~1,479~~1,129**	**53.2**	**35.6%**	**~~1,926~~1,937**	**~~4,451~~4,620**

Table 3-2 Notes:

- May not add up to 100% due to rounding.
- Erin Ridge North Phase 1 and ~~the SW corner in~~ Phase 2A were developed under the Capital Region Board (CRB) Growth Plan of 2009, when the minimum density required was 30 dwelling units per net residential hectare. The density based on ~~1,277~~1,496 units and 37.7 hectares is ~~34~~39.7 dwelling units per net residential hectare.
- The remaining portion of Erin Ridge Phase 2B, ~~not including the SW Corner,~~ with a residential area of 15.4 hectares and ~~649~~441 dwelling units will have ~~42~~28.6 dwelling units per net residential hectare. This does not meet~~s~~ the requirement of 40 dwelling units per net residential hectare of ~~the Edmonton Metropolitan Region Growth Plan 2016 and~~ MDP policies 13.1.3 and 14.6.8(c). The density was swapped from Phase 2B to Phase

1 in July 2025 by Bylaw 11/2025. MDP policy 7.1.3 encourages intensification through innovation and emerging housing types that are compatible with existing and planned Neighbourhoods, which is being addressed with ~~58~~56% of the units as medium and high-density units.

- Residential breakdown on lands developed prior to the February 2018 Land Use Bylaw 2/2018 update consisted of:
  - 20 du/ha for low density residential;
  - 35 du/ha for medium density residential;
  - 143 du/ha for mixed-use commercial with residential based on an estimated residential area footprint of 0.84 ha.
  - 141 du/ha for medium/high density.
- The new Residential breakdowns consist of:
  - 23-33 du/ha for low density residential
  - 37-39 du/ha for low density residential mix
  - ~~35-42~~40-100 du/ha for medium density residential, could go to ~~54~~ 125 du/ha if meet design criteria in the Land Use Bylaw
  - ~~40-94 du/ha for medium density residential, could go to 125 du/ha if meet design criteria in Land Use Bylaw~~
  - ~~94-141~~100-140 du/ha for high density residential, could go higher if meet design criteria in Land Use Bylaw
  - 143 du/ha for mixed-use commercial with residential ~~based on an estimated residential area footprint of 0.84 ha~~
- Expected population per residential unit based on St. Albert's ~~2018~~2024 Census is:
  - ~~2.90 persons per single-detached house~~2.80 persons per low density residential unit;
  - ~~2.23 persons per semi-detached, duplex, and townhouse~~2.23 persons per medium density residential unit; and
  - ~~2.45 persons per low density residential mix; and~~2.0 persons per high density residential unit.
  - ~~1.76 persons per apartment unit.~~
- * Supportive Housing is not included in the dwelling unit count, because the units do not have full kitchens.
- ~~Population statistics include supportive housing.~~

Development of Erin Ridge North began in 2010, and many residential stages have been completed, or are under construction. The actual numbers of units built (or being built), as of Bylaw 11/2025 are shown in Tables 3-3 through 3-6.

Table 3-3: Phase 1 As-Built Residential Development

	Area (ha)	Dwelling Units (du)	Density (du/ha)
Low Density - Built	25.4	493	19.4
Low Density - Proposed	0.0	0	0.0
Low Density - Total	**25.4**	**493**	**19.4**
Medium Density - Built	0.8	39	46.4
Medium Density - Proposed	0.0	0	0.0
Medium Density - Total	**0.8**	**39**	**46.4**
Mixed-Use Residential - Built	0.4	184	460.0
Mixed-Use Residential - Proposed	0.4	150	375.0
Mixed-Use Residential - Total	**0.8**	**334**	**417.5**
High Density - Built	4.2	457	108.3
High Density - Proposed	0.0	0	0.0
High Density - Total	**4.2**	**457**	**108.3**
All Residential - Built	30.8	1,173	38.0
All Residential - Proposed	0.4	150	375.0
All Residential - Total	**31.2**	**1,323**	**42.3**

Table 3-4: Phase 2a As-Built Residential Development

	Area (ha)	Dwelling Units (du)	Density (du/ha)
Low Density - Built	4.3	97	22.6
Low Density - Proposed	0.0	0	0.0
Low Density - Total	**4.3**	**97**	**22.6**
Medium Density - Built	0.6	28	49.1
Medium Density - Proposed	1.0	48	46.6
Medium Density - Total	**1.6**	**76**	**47.5**
Mixed-Use Residential - Built	0.0	0	0.0
Mixed-Use Residential - Proposed	0.0	0	0.0
Mixed-Use Residential - Total	**0.0**	**0**	**0.0**
High Density - Built	0.0	0	0.0
High Density - Proposed	0.0	0	0.0
High Density - Total	**0.0**	**0**	**0.0**
All Residential - Built	4.9	125	25.7
All Residential - Proposed	1.0	48	46.6
All Residential - Total	**5.9**	**173**	**29.3**

Table 3-5: Phase 2b As-Built Residential Development

	Area (ha)	Dwelling Units (du)	Density (du/ha)
Low Density - Built	10.0	256	25.6
Low Density - Proposed	0.0	0	0.0
Low Density - Total	**10.0**	**256**	**25.6**
Medium Density - Built	1.6	100	62.5
Medium Density - Proposed	2.0	85	42.5
Medium Density - Total	**3.6**	**185**	**51.4**
Mixed-Use Residential - Built	0.0	0	0.0
Mixed-Use Residential - Proposed	0.0	0	0.0
Mixed-Use Residential - Total	**0.0**	**0**	**0.0**
High Density - Built	0.0	0	0.0
High Density - Proposed	0.0	0	0.0
High Density - Total	**0.0**	**0**	**0.0**
All Residential - Built	11.6	356	30.7
All Residential - Proposed	2.0	85	42.5
All Residential - Total	**13.6**	**441**	**32.4**

Table 3-6: Overall As-Built Residential Development

	Area (ha)	Dwelling Units (du)	Density (du/ha)
Low Density - Built	39.7	846	21.3
Low Density - Proposed	0.0	0	0.0
Low Density - Total	**39.7**	**846**	**21.3**
Medium Density - Built	3.0	167	55.5
Medium Density - Proposed	3.0	133	43.9
Medium Density - Total	**6.0**	**300**	**49.7**
Mixed-Use Residential - Built	0.4	184	460.0
Mixed-Use Residential - Proposed	0.4	150	375.0
Mixed-Use Residential - Total	**0.8**	**334**	**417.5**
High Density - Built	4.2	457	108.3
High Density - Proposed	0.0	0	0.0
High Density - Total	**4.2**	**457**	**108.3**
All Residential - Built	47.3	1,654	35.0
All Residential - Proposed	3.4	283	82.5
All Residential - Total	**50.7**	**1,937**	**38.2**

4.0 TRANSPORTATION

4.1 Crosstown and Connector Road Network

The Transportation network for Erin Ridge North is shown on Figure 3.

St. Albert Trail is the west crosstown boundary of the Plan Area, and Neil Ross Road is the bi-sectioning crosstown for Phases 1 and 2. The roadways with all directional access onto St. Albert Trail include Neil Ross Road, Ernest Boulevard, Everitt Drive North, and the existing intersection of Coal Mine Road. Located between Everitt Drive North and Neil Ross Road is one all-directional access to the large commercial area east of St. Albert Trail, and two right-in and right-out accesses to the commercial area.

Neil Ross Road will be accessed from Element Drive North, a neighbourhood road that extends north-south through Phase 1 and Phase 2. Element Drive North has all directional access at the intersection of Neil Ross Road, and is a signalized intersection. In Phase 2, the commercial block may have right-in and right-out access at 200 metres intervals. Off Neil Ross Road, there is an anticipated left-in access to the commercial site, and a right-in and right-out access off Neil Ross Road to the commercial site. All access points must be approved by the City at the time of Subdivision or Development Permit.

In 2009, Stantec Consulting conducted a study of the St. Albert Trail corridor extending from Villeneuve Road to the City's north boundary. The study indicated major collector roads (now called neighbourhood roads) would have all-directional intersections with St. Albert Trail, and properly spaced neighbourhood (minor collector) roads, may have the opportunity to have right-in and right-out access only. Direct access from a business onto St. Albert Trail is not being considered, as access to businesses would be provided by neighbourhood (major and minor collector) roads.

4.2 Neighbourhood and Local Road Network

The City expects development of good road connectivity within the Plan Area, to the rest of the City, and to areas in Sturgeon County.

The closure of Coal Mine Road occurred in three stages through road closure bylaws. The first stage was closed through Bylaw 10/2010, which was located between Everitt Drive and Eastgate Way. Beneath this section of road is deep sanitary service. Coal Mine Road between Everitt Drive and Ebony Way was

closed with Bylaw 14/2013. Each section of closure for Coal Mine Road has been developed as a linear park. Coal Mine Road at Range Road 253 was closed with Bylaw 1/2019, to stop cut-through traffic. Traffic from the east can access the City through Bellerose Drive.

Coal Mine Road between Ebony Way and St. Albert Trail will remain open, and at the time of development of the mixed-use commercial with residential Phase 1 site, Coal Mine Road will be upgraded to a neighbourhood roadway with pedestrian connections such as sidewalks on both sides of the roadway.

To provide connections between Erin Ridge and Erin Ridge North, Everitt Drive and Ebony Way are extended into Erin Ridge North as neighbourhood roads. The portion of Everitt Drive in the existing Erin Ridge neighbourhood will have parking removed from one side to allow for transit to loop between the two neighbourhoods. A roundabout is at the intersection of Ebony Way and Coal Mine Road. Another roundabout is constructed at the intersection of Ebony Way and Everitt Drive North. Additional traffic calming measures may be considered for Ebony Way. These options will be considered at the time of development permit, subdivision, and/or the neighbourhood traffic calming process.

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

4.3 Transit

Transit routes must be established as part of the first stage of development for Phase 1 and for Phase 2 as per *MDP Flourish* section 8.3 Public Transit. Transit routes within the neighbourhood should be within 400 metres of residents; thus, providing the opportunity to use transit. A rapid transit station is proposed on the west side of St. Albert Trail; therefore, suitable pedestrian linkages, road connections, and medium and high-density residential uses are required in this area of the City to support transit services.

In Phase 2, when a transit stop is placed near an intersection, pedestrians will use the intersection to cross the street. However, where intersections are not near a transit stop, mid-block crossings may be required.

4.4 Pedestrian/Bicycle Links

Sidewalks or a multi-use trail will be adjacent to roadways for pedestrian and bicycle movement. In addition, adjacent to a portion of the stormwater

management facilities and along the closed sections of Coal Mine Road (east of Ebony Way and west of Eastgate Way, with traffic crossing at Everitt Drive) there is a multi-use trail. The linkages connect to existing trails in the Erin Ridge neighbourhood. Trails provide a higher level of comfort for cyclists, even though motor vehicles are to share roadways. Cycling and walking are sustainable means of transportation, and efforts should be made to encourage these modes of mobility.

4.5 Noise Attenuation

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

4.6 Off-Site Levies

The Erin Ridge North neighbourhood is subject to Off-Site Levies. Off-Site Levies will be calculated, assessed, and collected at the time of subdivision or upon execution of a Development Agreement, in accordance with the rate that is applicable at that time.

Should a subdivision or Development Agreement not be part of the development process, levies will then be collected at the time of Development Permit.

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

4.6.1 Notes

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

Should a developer choose to oversize without a request from the City, the oversizing will be at the cost of the developer, and 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.

4.7 Crime Prevention Through Environmental Design (CPTED)

Decisions relating to transportation design, street patterns, access, noise barriers, public open spaces, parks, the woodlot, 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 Erin Ridge North:

- 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.

4.8 Complete Streets

Phase 2 of Erin Ridge North will implement Complete Streets Guidelines that were adopted and approved by Council on October 22, 2018.

Complete Streets Guiding Principles:

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

6. Streets should support the land use, economic development, environmental sustainability, personal security, public health, cost-effectiveness, and other objectives.

4.9 Timing of Development – Coal Mine Road

Coal Mine Road east of Ebony Way and west of Eastgate Way has been closed. The linear trail between Eastgate Way and Ebony Way has been completed. Ebony Way west to St. Albert Trail will remain open, and be upgraded to a neighbourhood roadway with pedestrian connections such as sidewalks on both sides of the roadway, when the mixed-use commercial with residential Phase 1 site is developed.

Utilities have been installed under Coal Mine Road east of Everitt Drive and west of Eastgate Way. Access from Range Road 253 and Coal Mine Road into the Erin Ridge and Erin Ridge North neighbourhoods was closed in January 2019. ~~No decision on the use or redevelopment of the closed road portion.~~

5.0 UTILITY SERVICES

5.1 Water Supply and Distribution

Water will be provided to Erin Ridge North through existing lines on Ebony Way, Everitt Drive, and Eastgate Way. Off-site water improvements are required to support Erin Ridge North and future lands within the north annexation area. Pipe sizing will be determined at the time of subdivision to ensure an adequate level of service is provided. Watermains of the appropriate sizes will be required to be carried through the development and connections will extend to the edge of the ASP boundary or acceptable termination points as determined by the City. The required water servicing for the Plan Area is as per Figure 4.

See Notes under Section 4.6 Off-Site Levies.

5.2 Wastewater Collection System (Sanitary)

The wastewater collection system proposed is by gravity, and will flow south. Long term servicing schematics must be consistent with the approved Utility Master Plan (2014).

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

The wastewater collection system required the installation of deep services under Coal Mine Road east of Everitt Drive and east of Eastgate Way, which is needed to service lands within this Plan Area.

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

Phase 2 requires a lift station because there is a 6-metre grade difference between the on-site gravity system and the existing 900 mm sanitary trunk that is located in Phase 1 at Element Drive North and Neil Ross Road. The proposed lift station location is on the east side of Element Drive North adjacent to low-density residential and parkland. The lift house will also contain a storm lift station.

See Notes under Section 4.6 Off-Site Levies.

5.3 Stormwater Management

There are two stormwater management facilities within Erin Ridge North Phase 1, and two stormwater management facilities joined by a culvert in Phase 2.

Phase 1, SWMF 1 is located south of Neil Ross Road, and has an area of 3.0 hectares. SWMF 2 is located in the low density residential area in the east of the Plan Area, and has an area of 3.5 hectares. Phase 2, SWMF 3a has an area of 1.0 hectares, and SWMF 3b has an area of 4.9 hectares. Stormwater will move to SWMFs through pipes, and as overland flows.

Stormwater runoff from the Erin Ridge North Phase 2 site and additional controlled flows from the future development lands to the north and west, as well as the uncontrolled flows from the east, are all managed by a series of stormwater management facilities (SWMF), underground pipes, and surface drainage. The overall minor stormwater conveyance system for Erin Ridge North Phase 2 will be designed to capture the stormwater runoff from rainfall events up to 1:5 year severity and convey the water runoff via an underground pipe conveyance network to SWMF 3a/3b. The roadways and gutters will be used to convey the major storm flows in excess of the 1:5 year severity, via surface drainage, also to SWMF 3a/3b within Erin Ridge North Phase 2.

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

The collection system components of the appropriate size and depth with adequate capacity will be required to be carried through the development and extend to the edge of the ASP boundary or acceptable termination points, as determined by the City. The required release rates at the time of writing this document are 2.5 litres, per second, per hectare (L/s/ha) and 1.8L/s/ha when draining to Carrot Creek as per the *Big Lake Stormwater Management Plan Report May 2004*.

As per the approved Utility Master Plan (Stantec, June 5, 2014), accumulated stormwater in SWMF 3a/3b will discharge to a lift station, through a forcemain, then connect to an underground pipe conveyance that will flow into SWMF 1 in Erin Ridge North Phase 1, south of Neil Ross Road. SWMF 1 will then drain through an underground pipe conveyance to SWMF 2, and then to the Sturgeon

River through a proposed underground pipe conveyance and outfall into Sturgeon River. Until the proposed underground pipe and outfall is constructed and operational, temporary measures will be required to ensure that the drainage originating from within Erin Ridge North and on the lands north of the Erin Ridge North Phase 2 is managed to the satisfaction of the City of St. Albert.

The lands north of Phase 2 currently discharge into Carrot Creek, and the existing wetland on the property functions as a temporarily surge pond during larger storm events and spring runoff. WSP prepared a technical assessment of Carrot Creek drainage that proposes the following: ~~A~~an area of approximately 1,041 hectares, north of the ASP area on the east side of Highway 2, have overland stormwater flow to a diversion ditch. The diversion ditch will run parallel to Range Road Township Road 544 and parallel to Highway 2 ditch on the east side of Highway 2. The stormwater will pass through a culvert located just north of SW ¼, 21-54-25-4, taking the stormwater to Carrot Creek. Any temporary measures taken are not recoverable costs through off-site levies and would be born by the developer.

See Notes under Section 4.6 Off-Site Levies.

5.4 Shallow Utilities

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

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

Telus Communications Company has advised that there are fibre cables and copper cables in the Phase 1 that would have to be re-routed at the developer's expense. Telus would also require a 5 metre by 5 metre easement for new facility placement to be located at a mutually agreed upon location at the time of subdivision.

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 Timing of Development – Stormwater Management

The developer is responsible to meet the requirements, pay the costs, and acquire agreements and permits from Sturgeon County for work done within Sturgeon County. In addition, if any landowners are impacted by contemplated work, the necessary consultation and sign-off by relevant landowners must be ascertained by the developer.

Development of Erin Ridge North Phase 2 may be limited until stormwater issues are addressed.

Stormwater management projects to support the ultimate development are delineated within the Off-Site Levy Program and through the Utility Master Plan (2014). Development of Erin Ridge North Phase 2 will require either the construction of the delineated ultimate servicing schematic or approved interim measures.

6.0 IMPLEMENTATION

6.1 Development Staging

The sequence of development for the commercial and residential components will be from south to north. Staging must also follow MDP Servicing Standards principle:- facilitate the logical, efficient, and sustainable provision of essential infrastructure to all areas of St. Albert. In addition to the infrastructure requirements, all development of Erin Ridge North must be contiguous and sequential in manner and consider the policies of *MDP Flourish*, sections 7.0 Housing Options, and 14.6 Neighbourhoods.

As development is market driven and limited by servicing capacities, the order of development will be reviewed at the subdivision stage. Contiguous and sequential development is important for efficient city services such as police, fire, transit, recreation, and road maintenance.

Erin Ridge North Phase 2 as shown in Figure 10 has three (3) proposed stages of development. The first stage is the southwest corner, and will include development of commercial, residential, park, and SWMF 3a. Stage 2 will include commercial, residential, a lift station for storm and sanitary service, SWMF 3b, and park. Stage 3 will include residential and park. Stage 1 is done, and anticipated servicing will continue with Stage 2 in the north and ending with Stage 3 in the northeast.

6.2 Redistricting and Subdivision

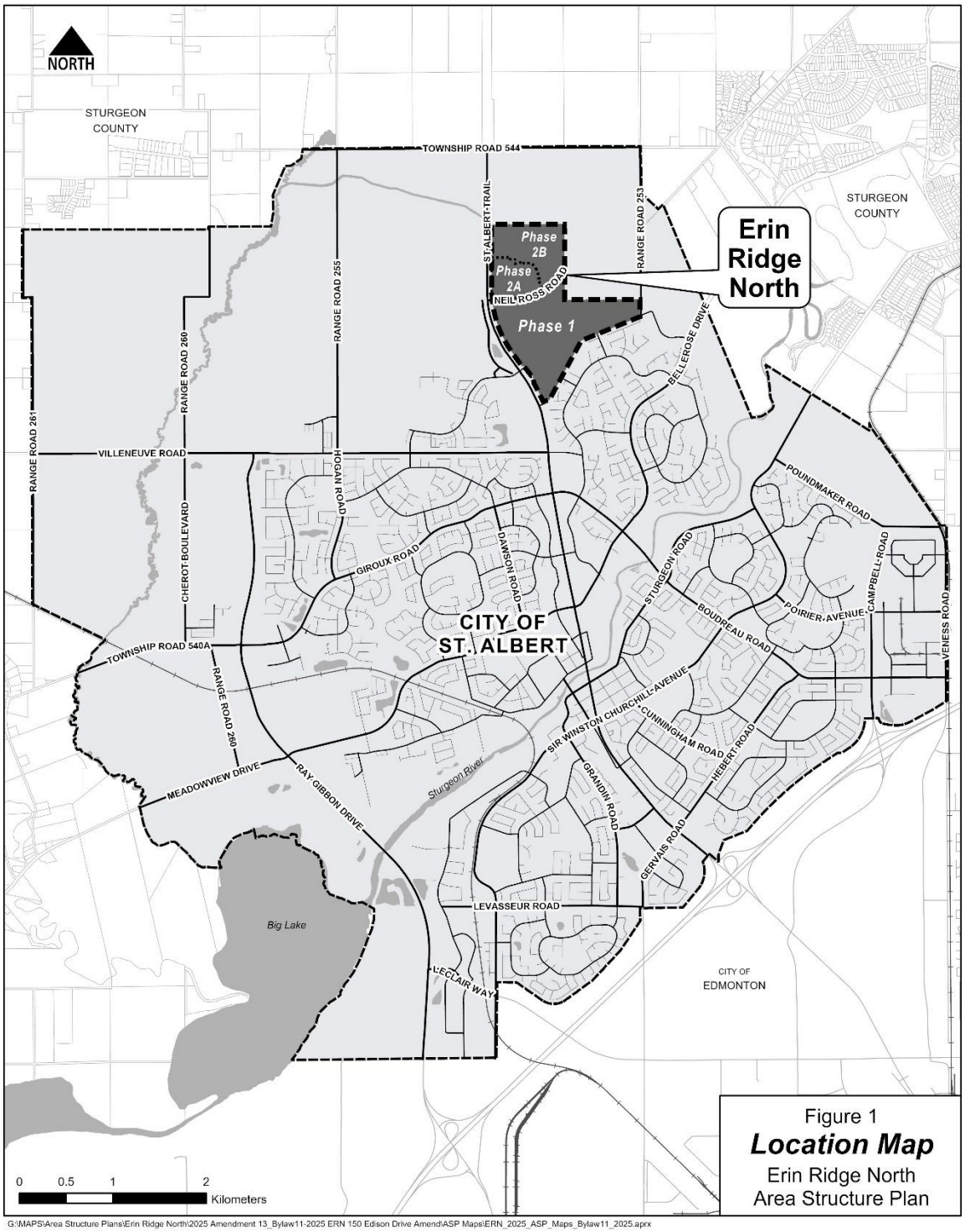
Timing of redistricting and subdivision applications are based on response to servicing capacity, agreements, and market needs. Development will occur generally from the south to the north by successive stages that avoid leapfrog development that are in accordance with *MDP* policies. Redistricting and subdivision are to align with the Area Structure Plan.

6.3 Building Inspections

The geotechnical investigations within the Plan Area indicated there are soft and wet soils, and high water tables present. 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.

There are two sets of figures below. The first set of figures are the new maps, and the second set of figures are the current maps that are being replaced.


NORTH
STURGEON COUNTY
TOWNSHIP ROAD 544
STURGEON COUNTY
ST. ALBERT TRAIL
RANGE ROAD 253
Phase 2B
Phase 2A
NEIL ROSS ROAD
Phase 1
Erin Ridge North
RANGE ROAD 255
RANGE ROAD 260
RANGE ROAD 261
BELLEROSE DRIVE
VILLENEUVE ROAD
HOGAN ROAD
POUNDMAKER ROAD
CHEROT BOULEVARD
GIROUX ROAD
DAWSON ROAD
STURGEON ROAD
CAMPBELL ROAD
POIRIER AVENUE
BOUDREAU ROAD
VENESS ROAD
CITY OF ST. ALBERT
TOWNSHIP ROAD 540A
RANGE ROAD 260
SIR WINSTON CHURCHILL AVENUE
CUNNINGHAM ROAD
HEBERT ROAD
MEADOWVIEW DRIVE
RAY GIBBON DRIVE
Sturgeon River
GRANDIN ROAD
GERVAIS ROAD
LEVASSEUR ROAD
Big Lake
L'ECLAIR WAY
CITY OF EDMONTON
0 0.5 1 2
Kilometers
Figure 1
Location Map
Erin Ridge North
Area Structure Plan
G:\MAPS\Area Structure Plans\Erin Ridge North\2025 Amendment 13_Bylaw11-2025 ERN 150 Edison Drive Amend\ASP Maps\ERN_2025_ASP_Maps_Bylaw11_2025.aprx

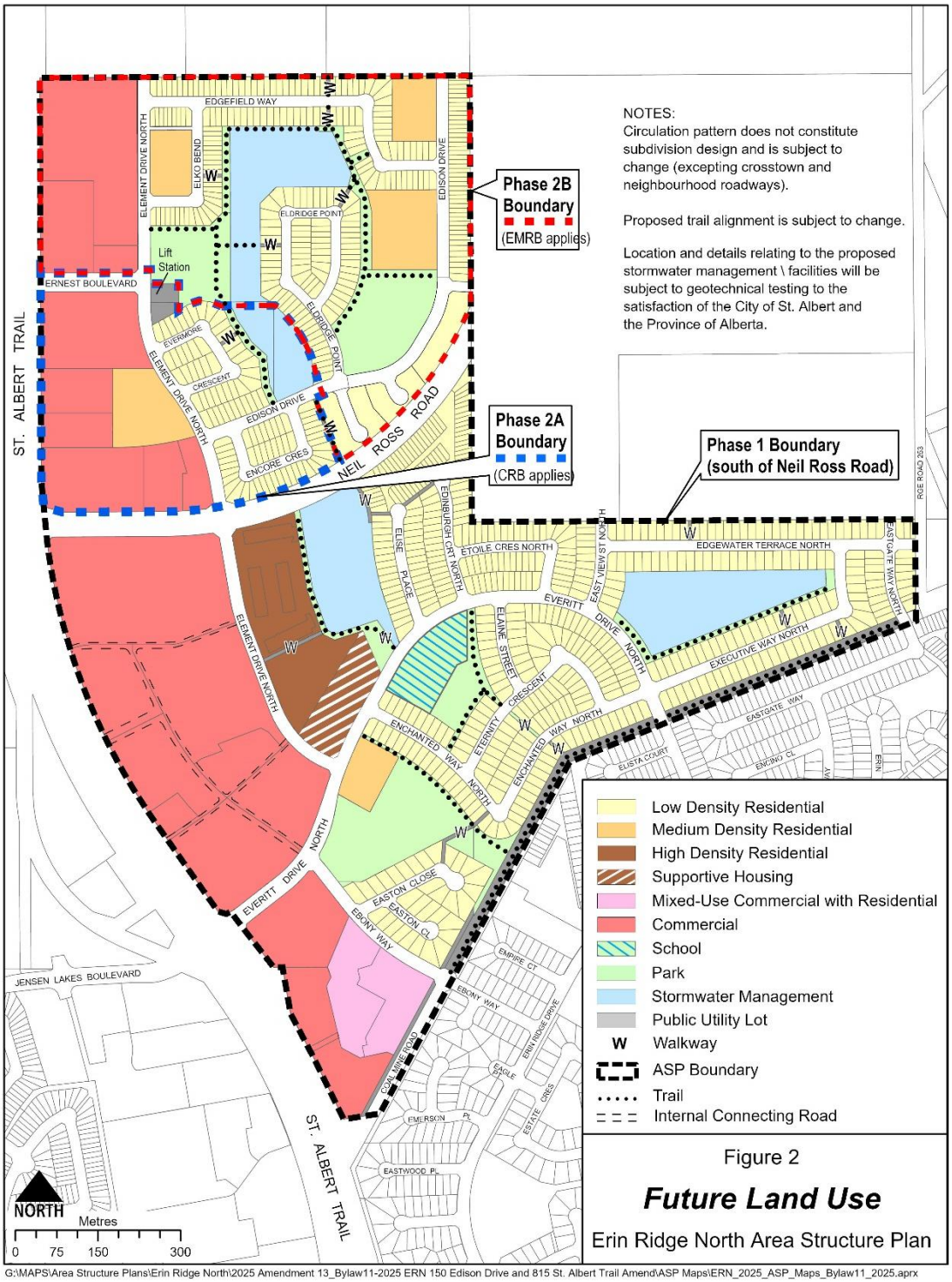
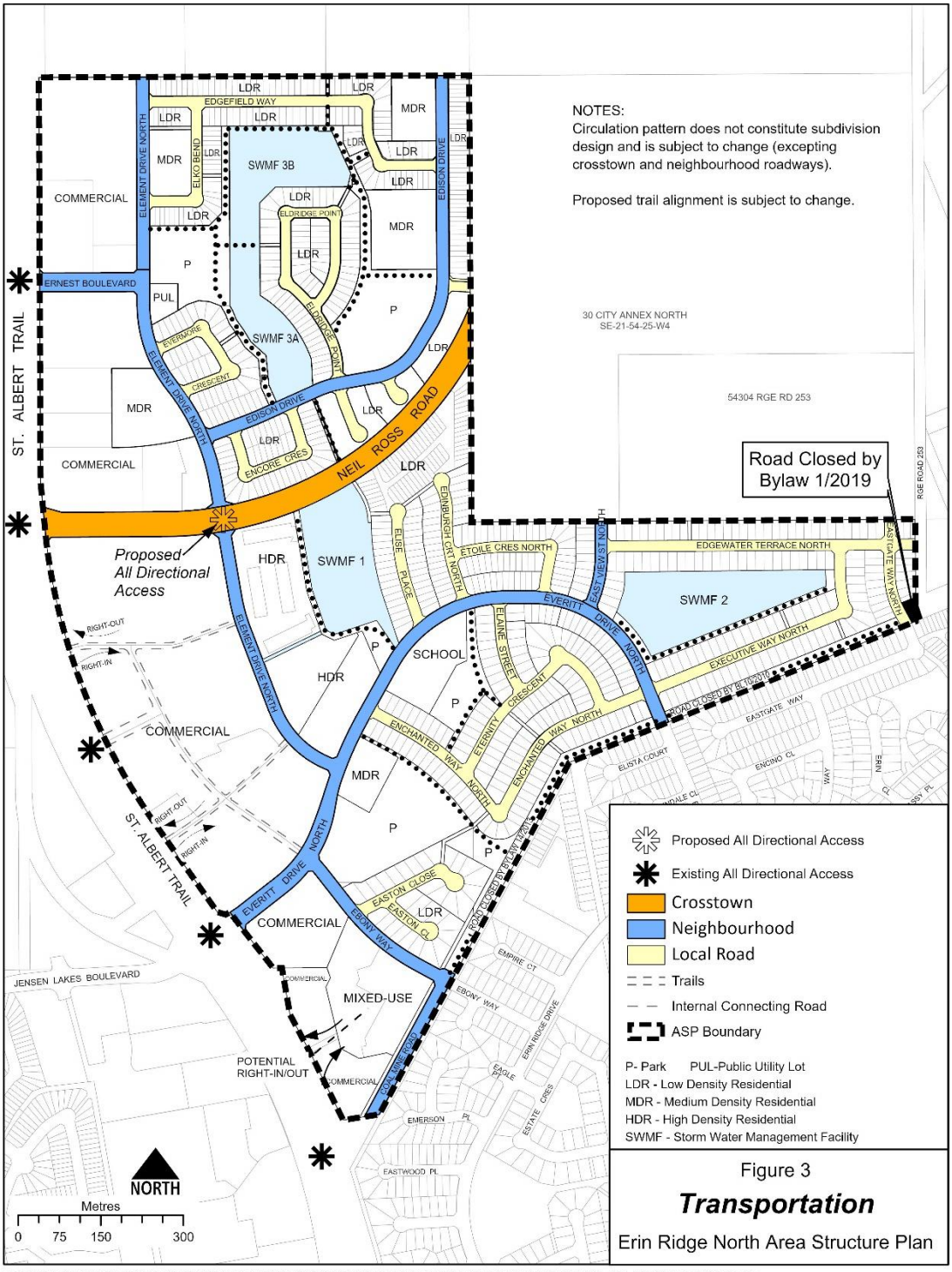


Figure 2

Future Land Use

Erin Ridge North Area Structure Plan

G:\MAPS\Area Structure Plans\Erin Ridge North\2025 Amendment 13_Bylaw11-2025 ERN 150 Edison Drive and 815 St. Albert Trail Amend\ASP Maps\ERN_2025_ASP_Maps_Bylaw11_2025.aprx


NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways).
Proposed trail alignment is subject to change.
Road Closed by Bylaw 1/2019
Proposed All Directional Access
ST. ALBERT TRAIL
NEIL ROSS ROAD
EDISON DRIVE
ELEMENT DRIVE NORTH
EDGEFIELD WAY
ELKO BEND
ELDRIDGE POINT
ELDRIDGE BOULEVARD
EVERMORE CRESCENT
ENCORE CRES
ERNEST BOULEVARD
EDINBURGH CRT NORTH
ELISE PLACE
ETOILE CRES NORTH
EDGEWATER TERRACE NORTH
EVERITT DRIVE NORTH
ELAINE STREET
ENCHANTED WAY NORTH
ETERNITY CRESCENT
EXECUTIVE WAY NORTH
EASTGATE WAY
EASTGATE WAY NORTH
EASTON CLOSE
EASTON CL
EBONY WAY
JENSEN LAKES BOULEVARD
POTENTIAL RIGHT-IN/OUT
EMERSON PL
EASTWOOD PL
ELISTA COURT
ENCINO CL
EMPIRE CT
ERIN RIDGE DRIVE
EAGLE PT
ESTATE CRES
RGE ROAD 253
54304 RGE RD 253
30 CITY ANNEX NORTH
SE-21-54-25-W4
SWMF 1
SWMF 2
SWMF 3A
SWMF 3B
SCHOOL
COMMERCIAL
MIXED-USE
HDR
MDR
LDR
P
PUL
RIGHT-IN
RIGHT-OUT
NORTH
Metres
0 75 150 300
Proposed All Directional Access
Existing All Directional Access
Crosstown
Neighbourhood
Local Road
Trails
Internal Connecting Road
ASP Boundary
P- Park PUL-Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Storm Water Management Facility
Figure 3
Transportation
Erin Ridge North Area Structure Plan
G:\MAPS\Area Structure Plans\Erin Ridge North\2025 Amendment 13_Bylaw11-2025 ERN 150 Edison Drive and 815 St. Albert Trail Amend\ASP Maps\ERN_2025_ASP_Maps_Bylaw11_2025.aprx

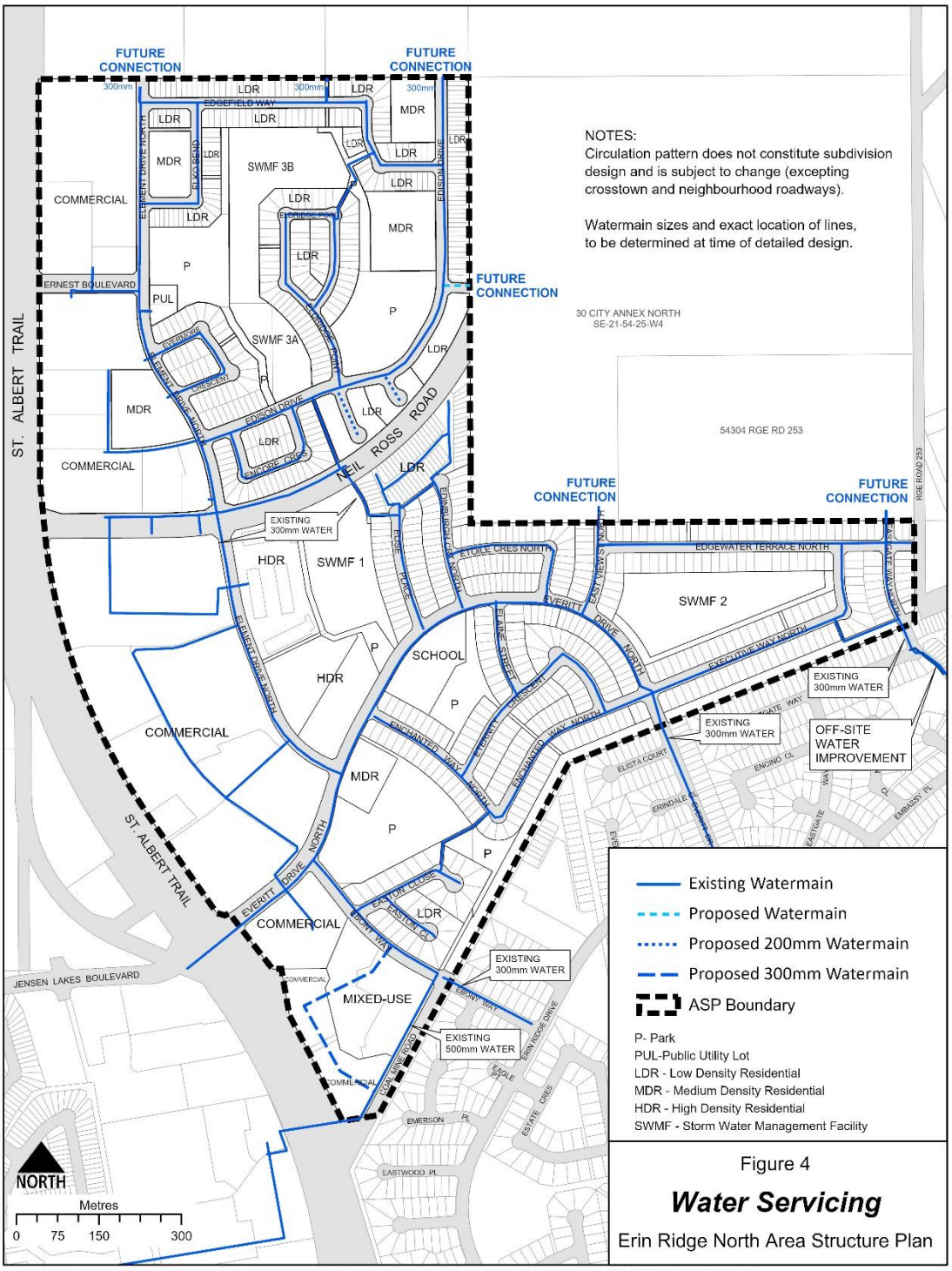


Figure 4

Water Servicing

Erin Ridge North Area Structure Plan

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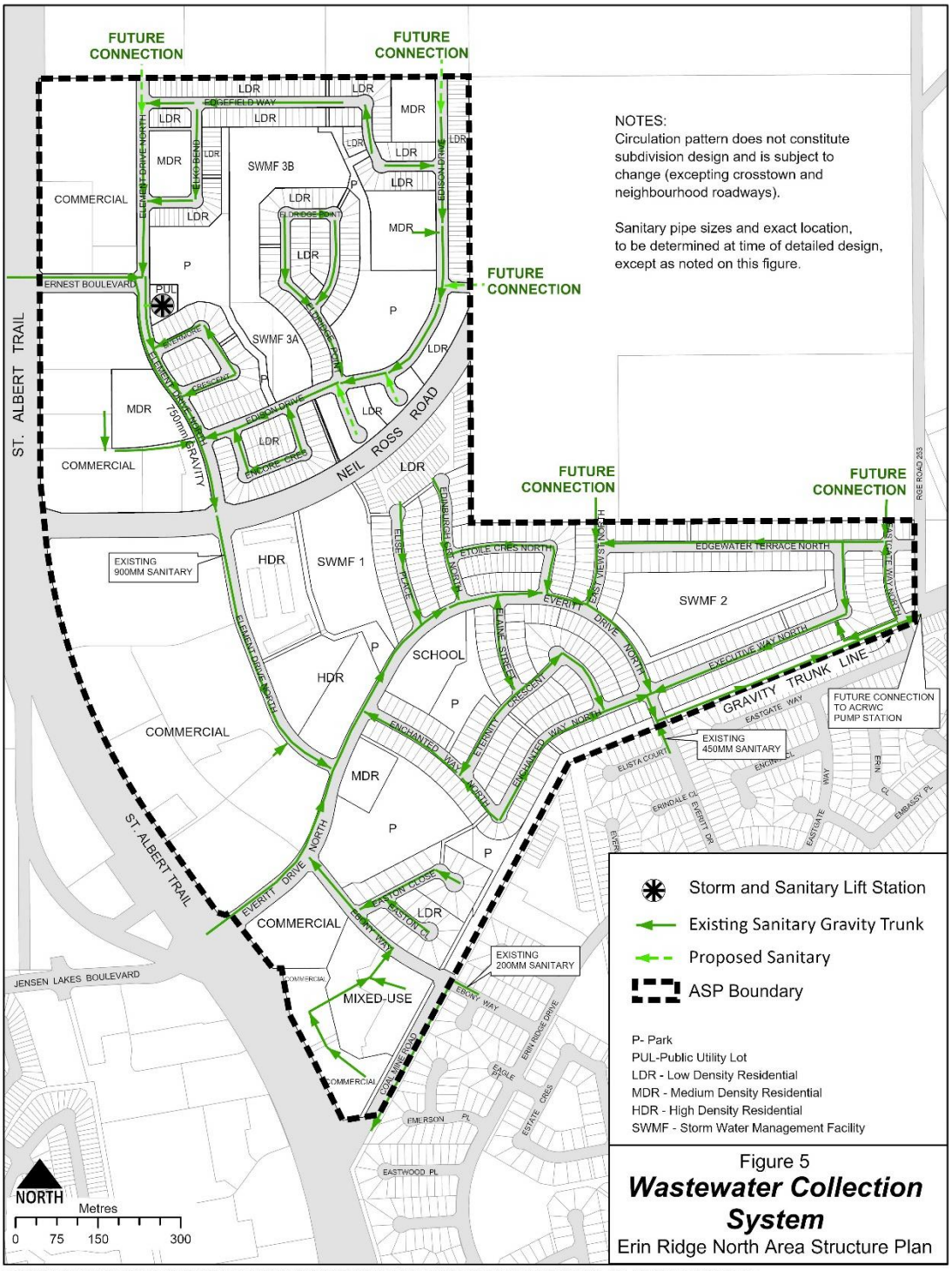


Figure 5
Wastewater Collection System
Erin Ridge North Area Structure Plan

G:\MAPS\Area Structure Plans\Erin Ridge North\2025 Amendment 13_Bylaw11-2025 ERN 150 Edison Drive and 815 St. Albert Trail Amend\ASP Maps\ERN_2025_ASP_Maps_Bylaw11_2025.aprx

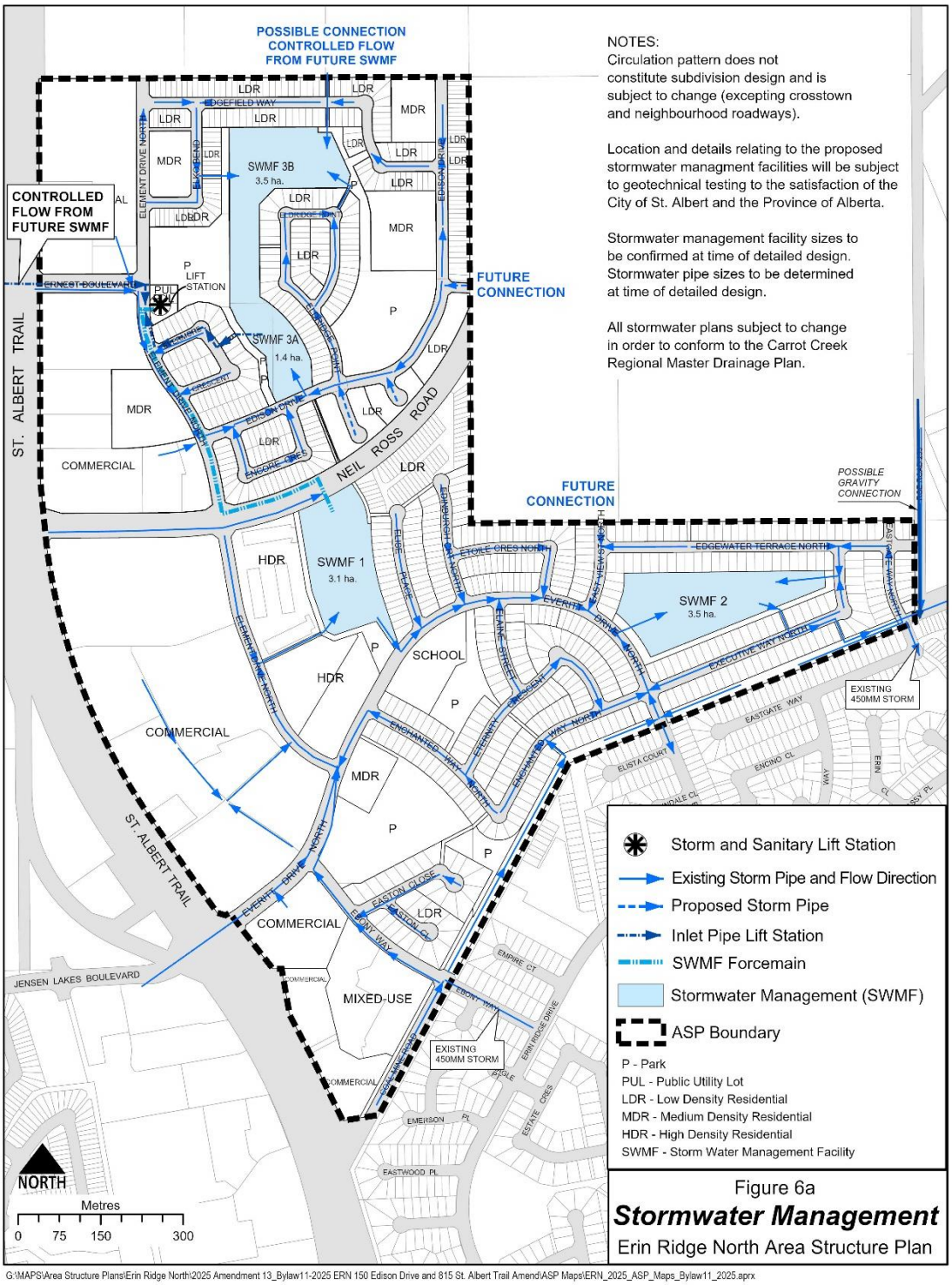
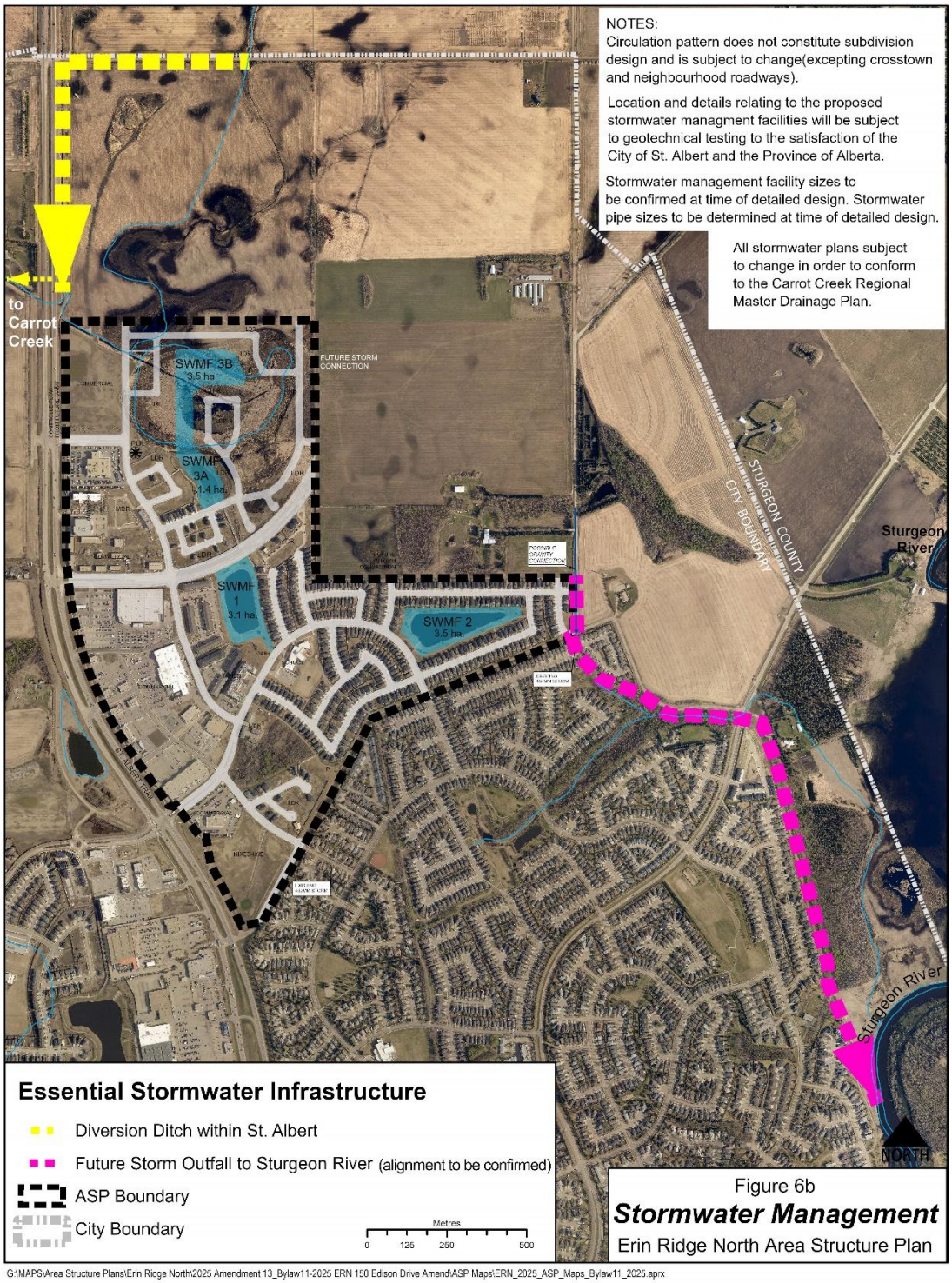


Figure 6a
Stormwater Management
Erin Ridge North Area Structure Plan

G:\MAPS\Area Structure Plans\Erin Ridge North\2025 Amendment 13_Bylaw11-2025 ERN 150 Edison Drive and 815 St. Albert Trail Amend\ASP Maps\ERN_2025_ASP_Maps_Bylaw11_2025.aprx


NOTES:
Circulation pattern does not constitute subdivision design and is subject to change(excepting crosstown and neighbourhood roadways).
Location and details relating to the proposed stormwater managment facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
Stormwater management facility sizes to be confirmed at time of detailed design. Stormwater pipe sizes to be determined at time of detailed design.
All stormwater plans subject to change in order to conform to the Carrot Creek Regional Master Drainage Plan.
to Carrot Creek
SWMF 3B 3.5 ha.
SWMF 3A 1.4 ha.
FUTURE STORM CONNECTION
SWMF 1 3.1 ha.
SWMF 2 3.5 ha
STURGEON COUNTY
CITY BOUNDARY
Sturgeon River
Sturgeon River
NORTH
Essential Stormwater Infrastructure
Diversion Ditch within St. Albert
Future Storm Outfall to Sturgeon River (alignment to be confirmed)
ASP Boundary
City Boundary
Metres
0 125 250 500
Figure 6b
Stormwater Management
Erin Ridge North Area Structure Plan
G:\MAPS\Area Structure Plans\Erin Ridge North\2025 Amendment 13_Bylaw11-2025 ERN 150 Edison Drive Amend\ASP Maps\ERN_2025_ASP_Maps_Bylaw11_2025.aprx

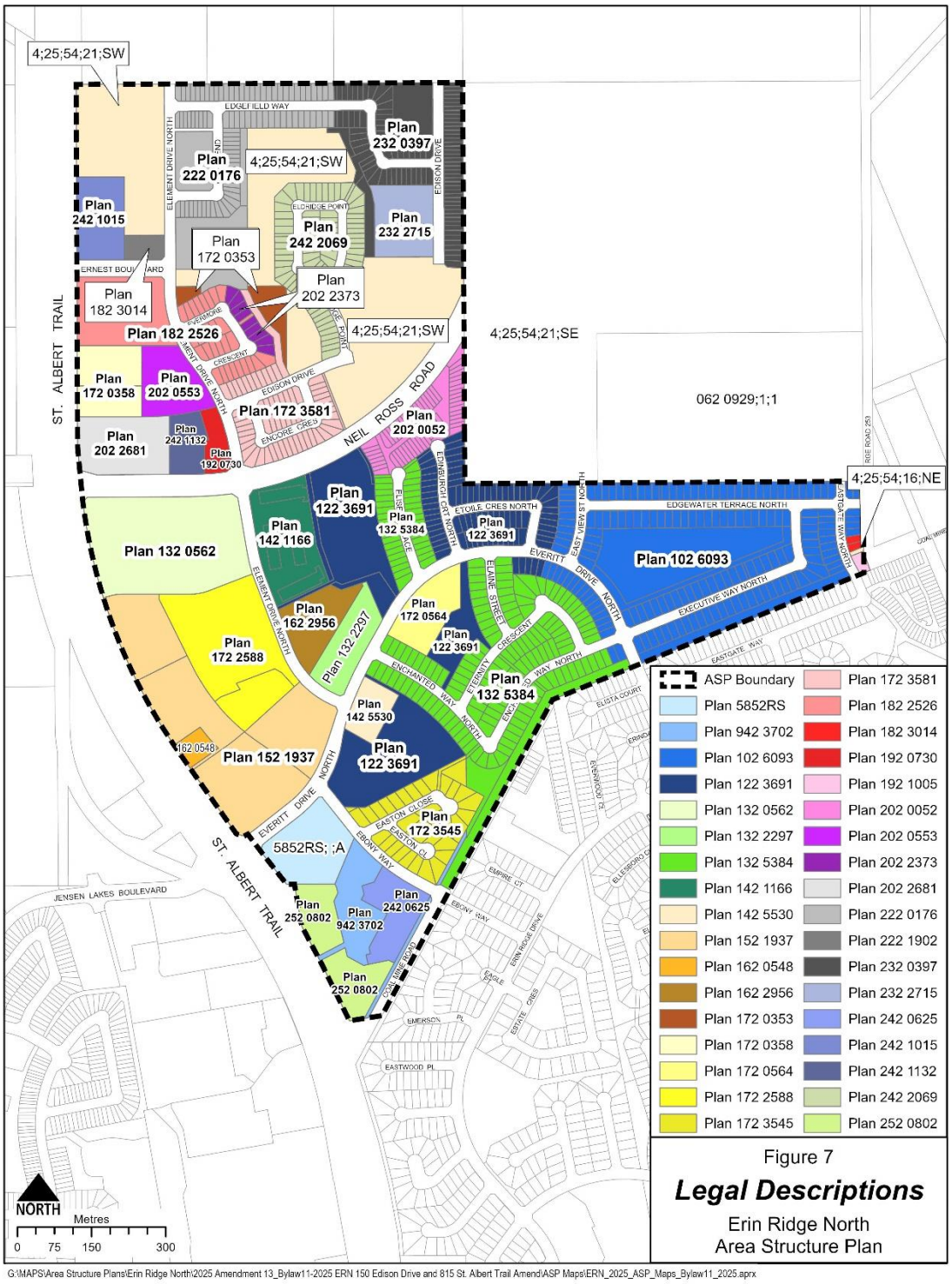


Figure 7

Legal Descriptions

Erin Ridge North
Area Structure Plan

G:\MAPS\Area Structure Plans\Erin Ridge North\2025 Amendment 13_Bylaw11-2025 ERN 150 Edison Drive and 815 St. Albert Trail Amend\ASP Maps\ERN_2025_ASP_Maps_Bylaw11_2025.aprx

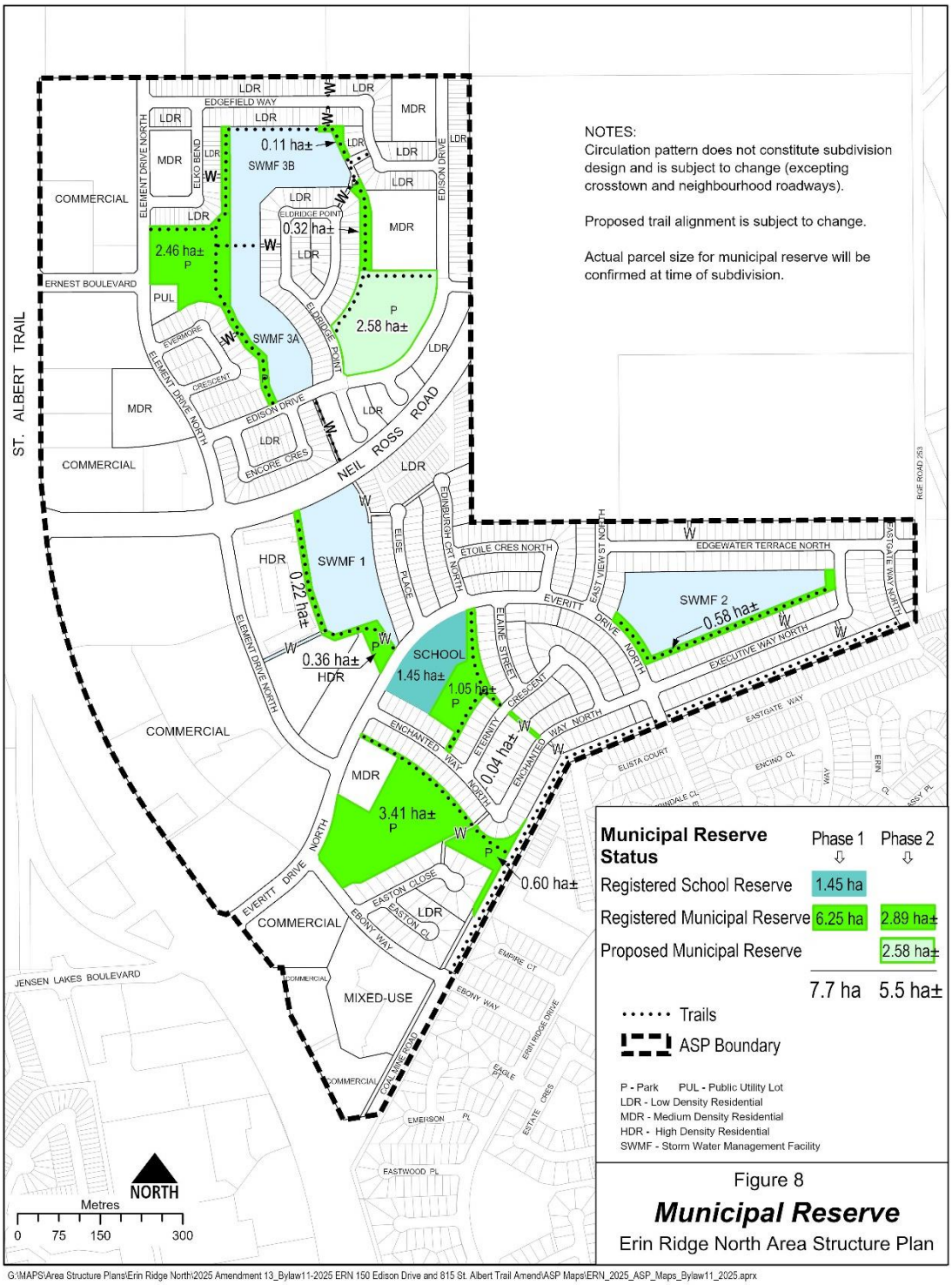
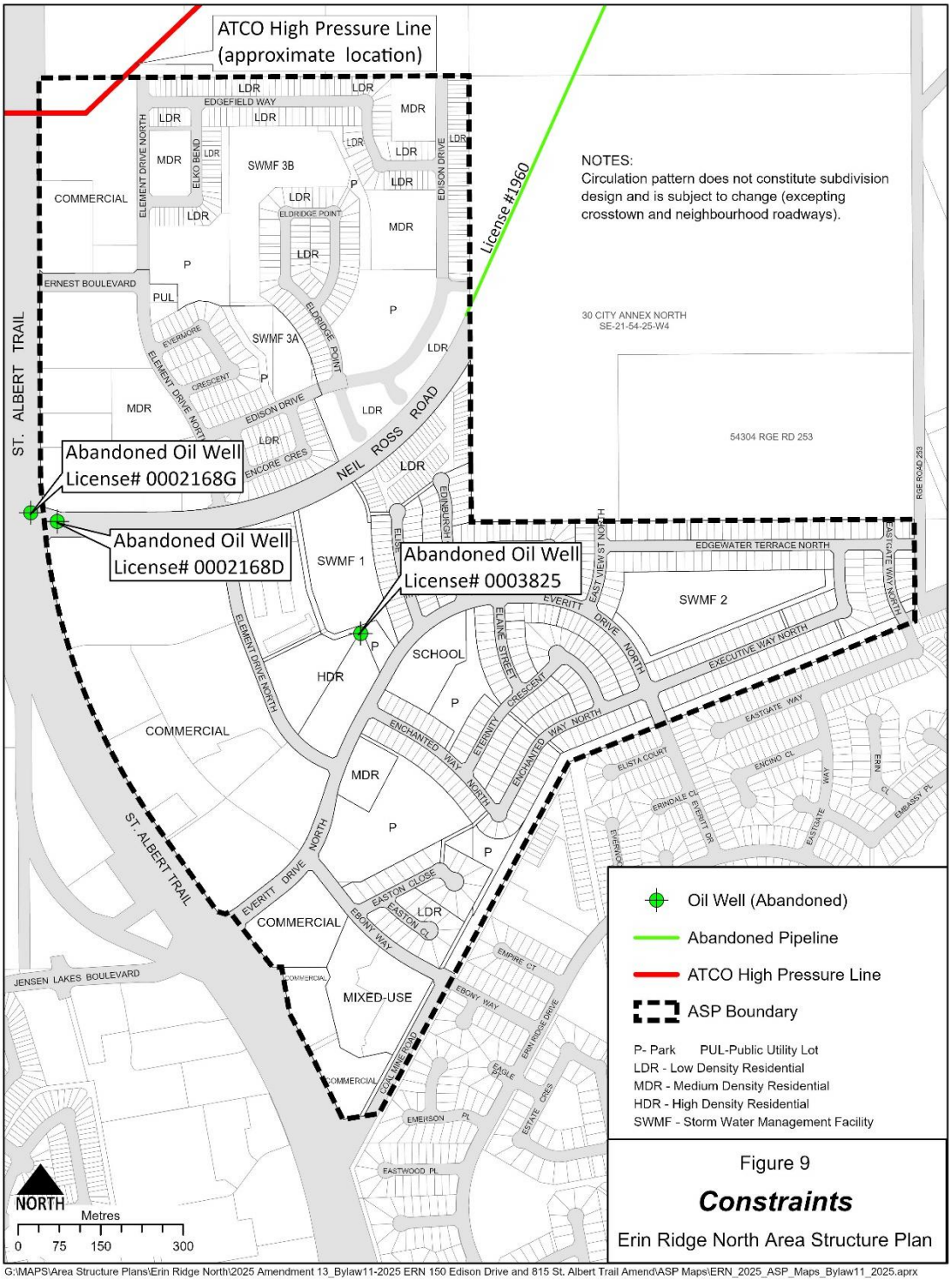


Figure 8

Municipal Reserve

Erin Ridge North Area Structure Plan

G:\MAPS\Area Structure Plans\Erin Ridge North\2025 Amendment 13_Bylaw11-2025 ERN 150 Edison Drive and 815 St. Albert Trail Amend\ASP Maps\ERN_2025_ASP_Maps_Bylaw11_2025.aprx


ATCO High Pressure Line
(approximate location)
License #1960
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways).
30 CITY ANNEX NORTH
SE-21-54-25-W4
54304 RGE RD 253
RGE ROAD 253
ST. ALBERT TRAIL
NEIL ROSS ROAD
ERNEST BOULEVARD
EDGEFIELD WAY
ELEMENT DRIVE NORTH
ELKO BEND
EDISON DRIVE
ELDRIDGE POINT
EVERDORE CRESCENT
ENCORE CRES
EDINBURGH
ELISE
EDGEWATER TERRACE NORTH
EAST VIEW ST NORTH
EASTGATE WAY NORTH
EVERITT DRIVE NORTH
ELAINE STREET
ETERNITY CRESCENT
ENCHANTED WAY NORTH
EXECUTIVE WAY NORTH
EASTGATE WAY
ELISTA COURT
ENCINO CL
ERINDALE CR
EVERITT DR
EMBASSY PL
EASTGATE PL
EASTGATE CL
EVERITT DRIVE NORTH
EASTON CLOSE
EASTON CL
EBONY WAY
JENSEN LAKES BOULEVARD
COMMERCIAL ROAD
EMPIRE CT
ERIN RIDGE DRIVE
EAGLE CRES
EMERSON PL
EASTWOOD PL
Abandoned Oil Well
License# 0002168G
Abandoned Oil Well
License# 0002168D
Abandoned Oil Well
License# 0003825
SWMF 1
SWMF 2
SWMF 3A
SWMF 3B
SCHOOL
COMMERCIAL
MIXED-USE
HDR
MDR
LDR
P
PUL
NORTH
Metres
0 75 150 300
Oil Well (Abandoned)
Abandoned Pipeline
ATCO High Pressure Line
ASP Boundary
P- Park PUL-Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Storm Water Management Facility
Figure 9
Constraints
Erin Ridge North Area Structure Plan
G:\MAPS\Area Structure Plans\Erin Ridge North\2025 Amendment 13_Bylaw11-2025 ERN 150 Edison Drive and 815 St. Albert Trail Amend\ASP Maps\ERN_2025_ASP_Maps_Bylaw11_2025.aprx

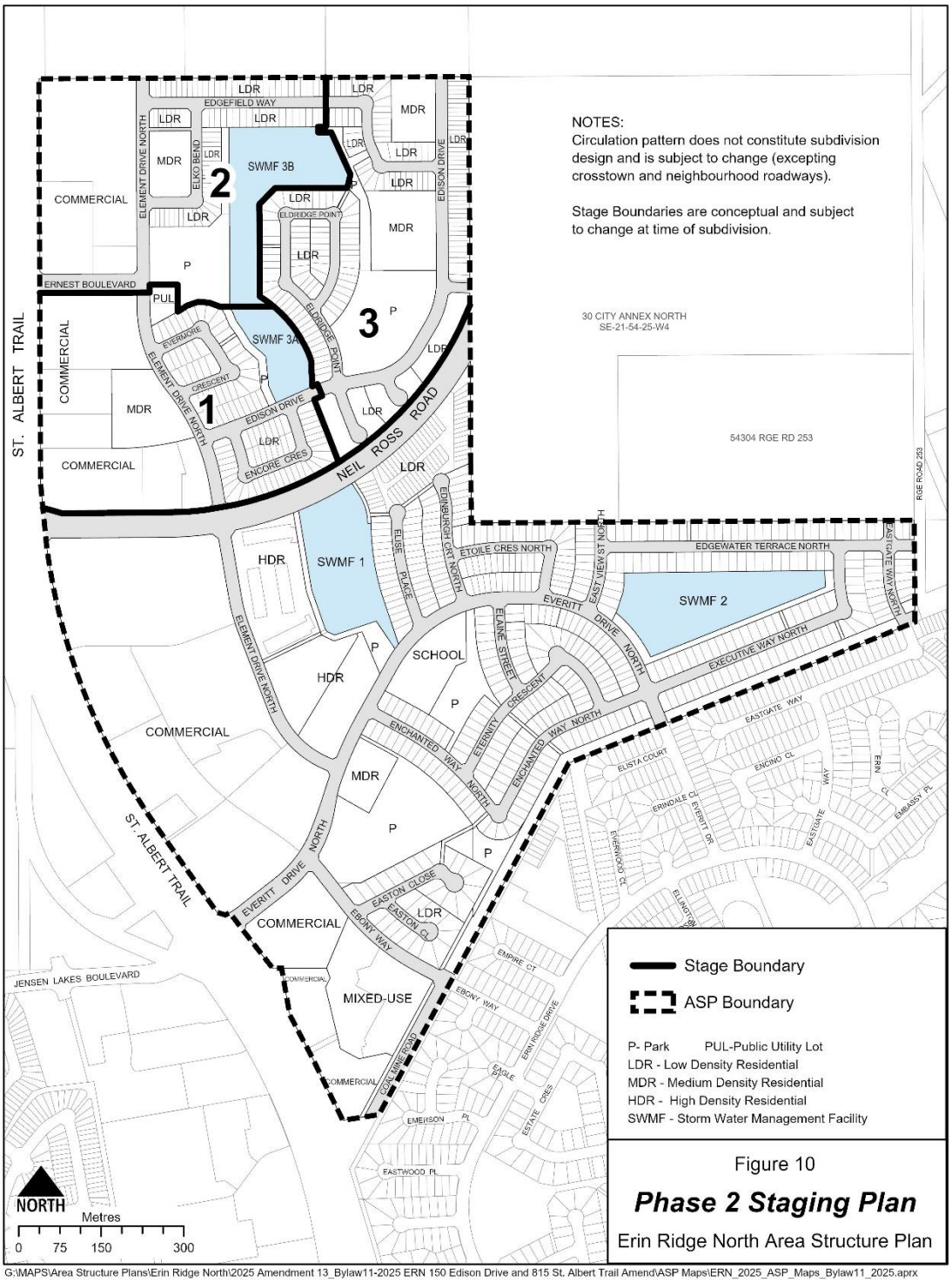
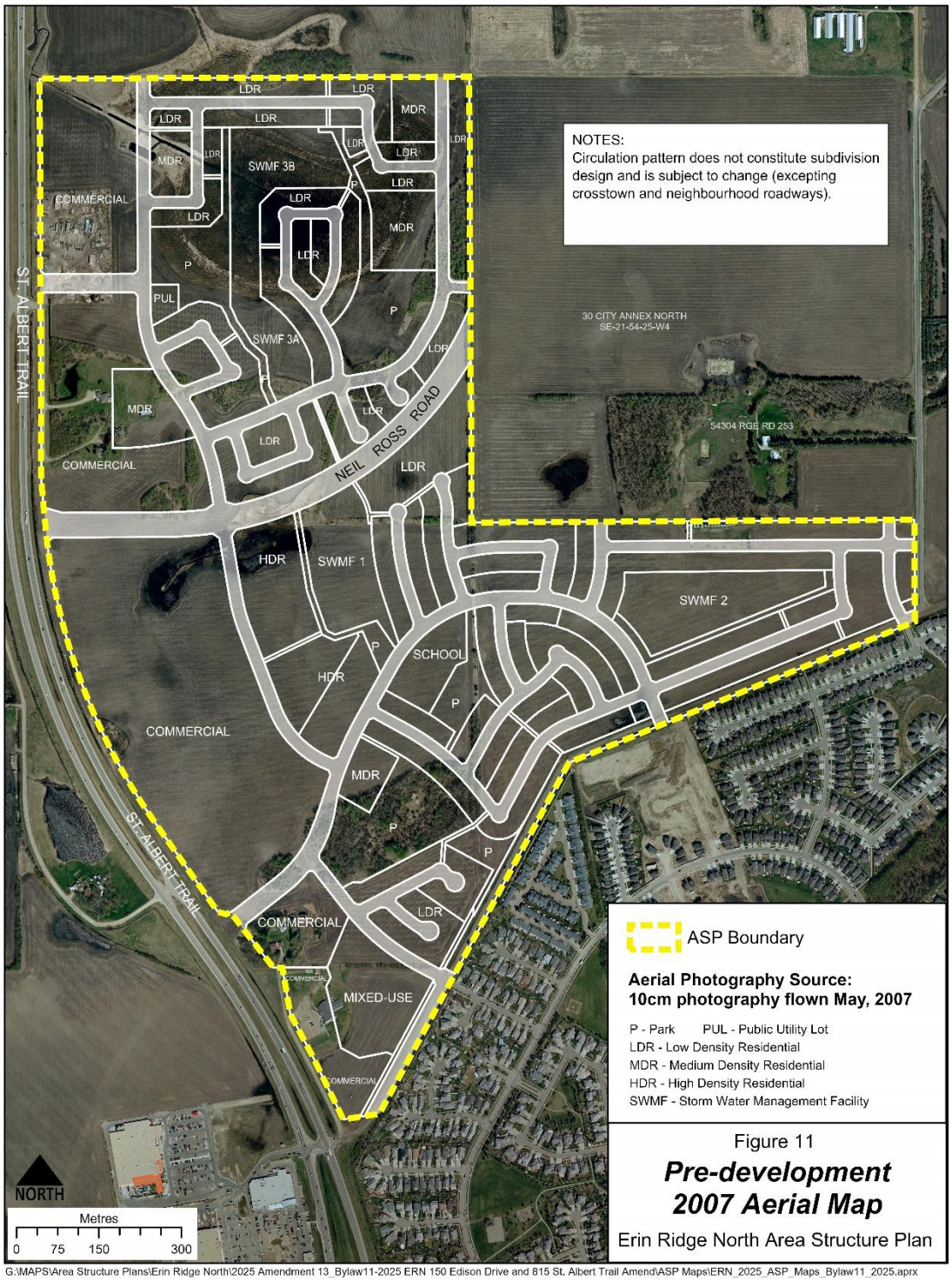


Figure 10

Phase 2 Staging Plan

Erin Ridge North Area Structure Plan

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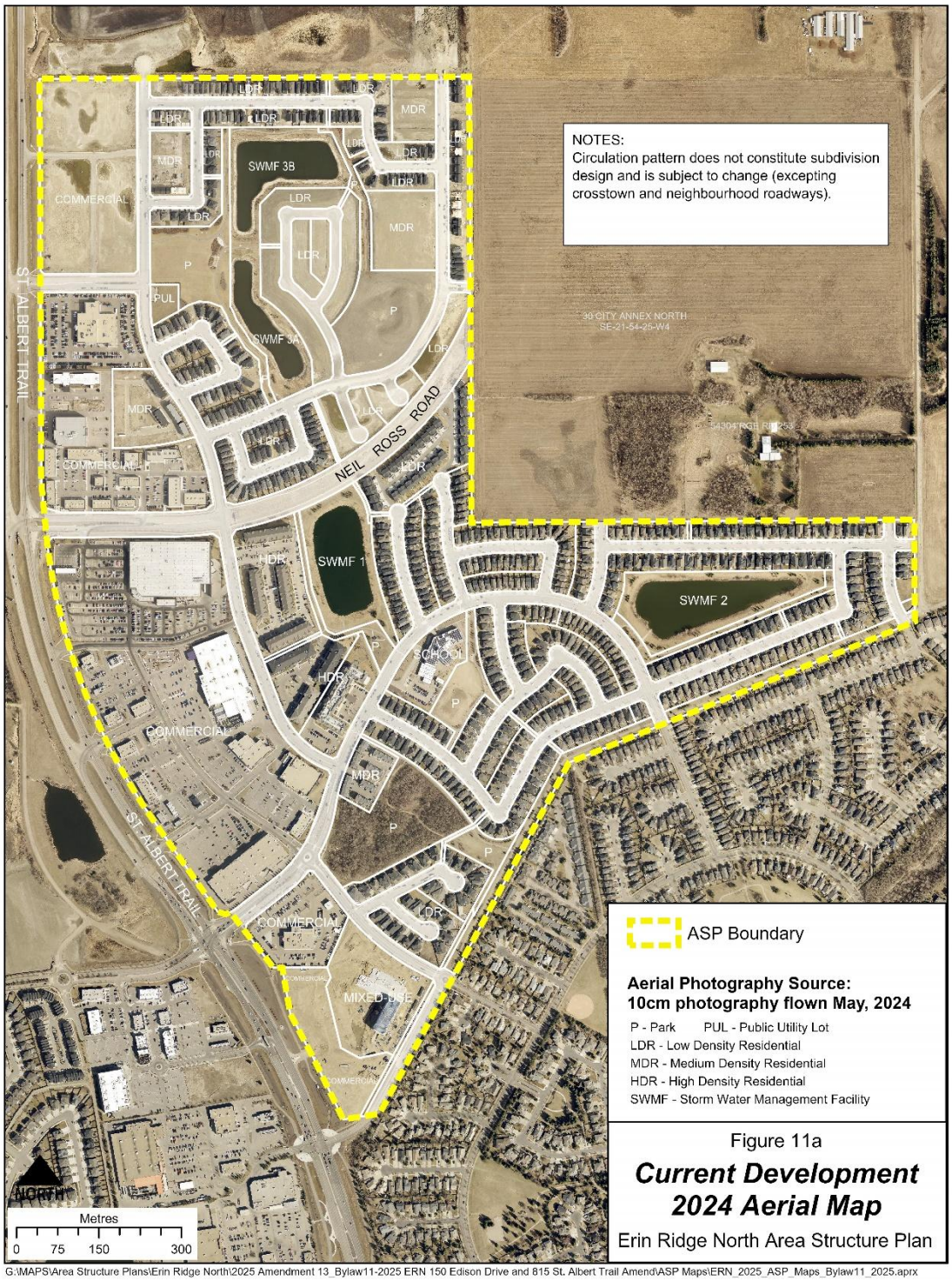


Figure 11a

Current Development 2024 Aerial Map

Erin Ridge North Area Structure Plan

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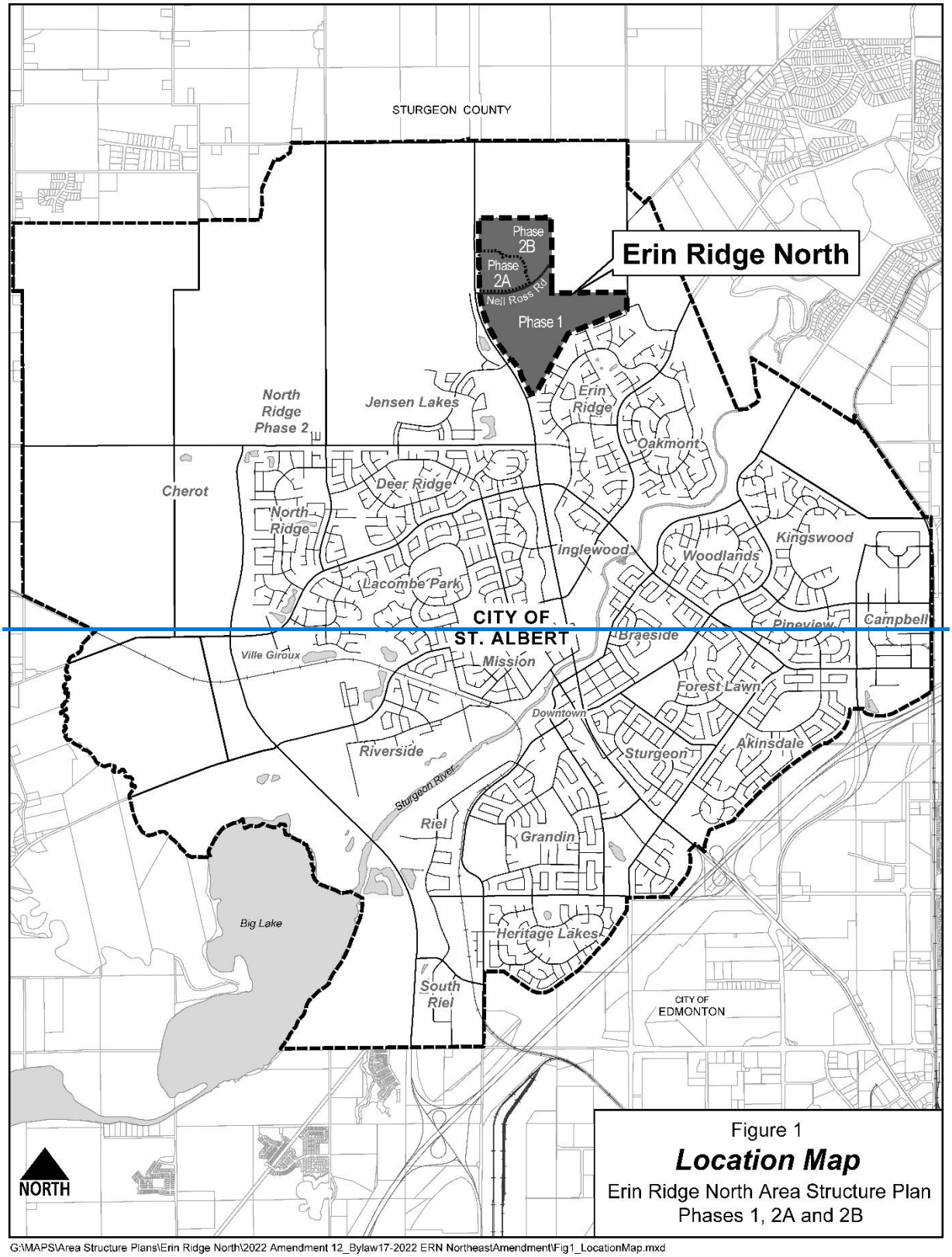
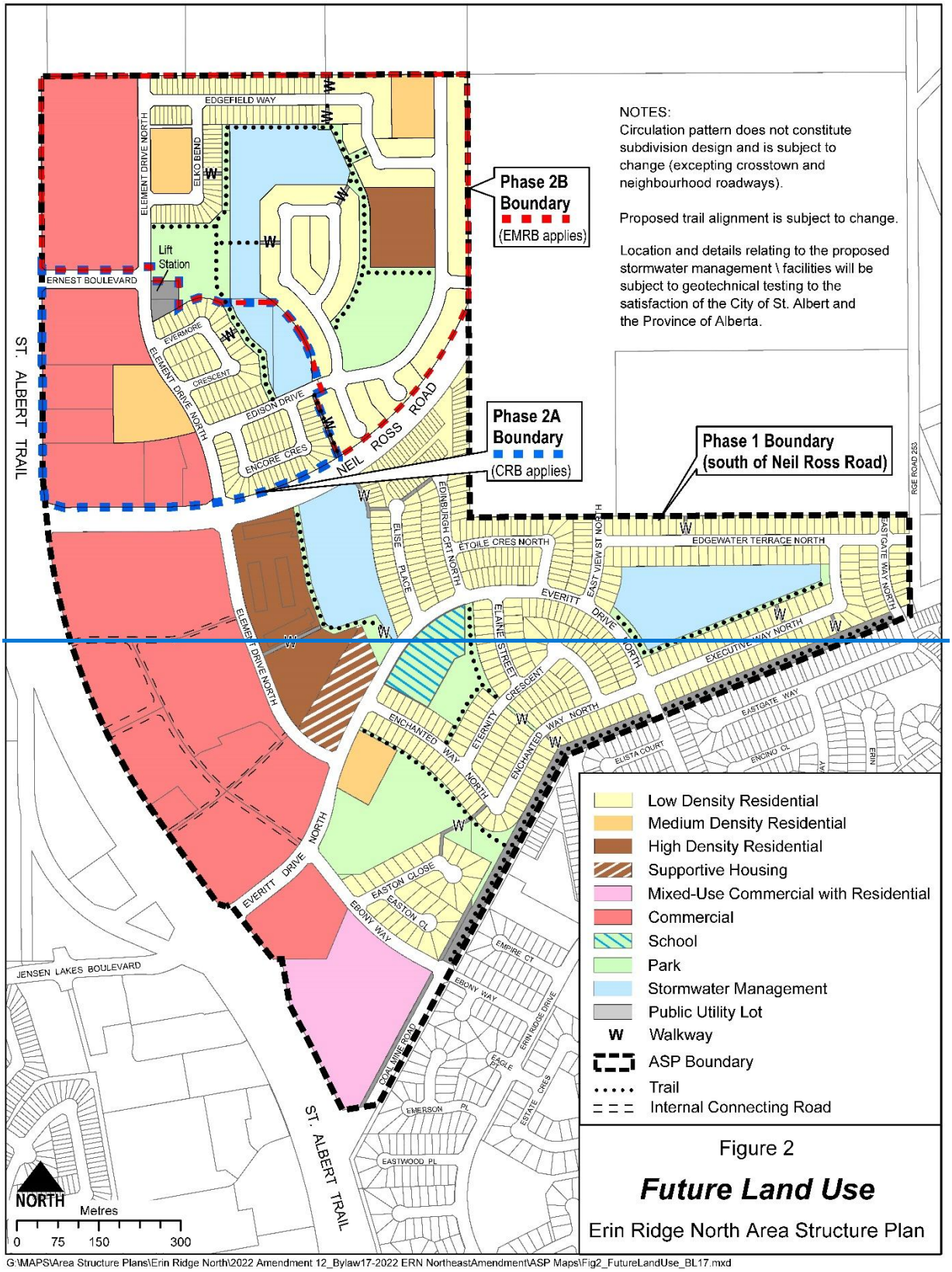


Figure 1

Location Map

Erin Ridge North Area Structure Plan
Phases 1, 2A and 2B

G:\MAPS\Area Structure Plans\Erin Ridge North\2022 Amendment 12_Bylaw17-2022 ERN NortheastAmendment\Fig1_LocationMap.mxd


NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways).
Proposed trail alignment is subject to change.
Location and details relating to the proposed stormwater management \ facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
Phase 2B Boundary (EMRB applies)
Phase 2A Boundary (CRB applies)
Phase 1 Boundary (south of Neil Ross Road)
ST. ALBERT TRAIL
NEIL ROSS ROAD
EDGEFIELD WAY
ELEMENT DRIVE NORTH
ELKO BEND
Lift Station
ERNEST BOULEVARD
EVERMORE CRESCENT
EDISON DRIVE
ENCORE CRES
EDINBURGH CRT NORTH
ELISE PLACE
ETOILE CRES NORTH
EAST VIEW ST NORTH
EDGEWATER TERRACE NORTH
EASTGATE WAY NORTH
EVERITT DRIVE NORTH
ELAINE STREET
ETERNITY CRESCENT
ENCHANTED WAY NORTH
EXECUTIVE WAY NORTH
EASTGATE WAY
ELISTA COURT
ENCINO CL
EVERITT DRIVE NORTH
EASTON CLOSE
EASTON CL
EBONY WAY
JENSEN LAKES BOULEVARD
EMPIRE CT
ERIN RIDGE DRIVE
EAGLE CRT
ESTATE CRES
EMERSON PL
EASTWOOD PL
COALMINE ROAD
RGE ROAD 263
Low Density Residential
Medium Density Residential
High Density Residential
Supportive Housing
Mixed-Use Commercial with Residential
Commercial
School
Park
Stormwater Management
Public Utility Lot
W Walkway
ASP Boundary
Trail
Internal Connecting Road
NORTH
Metres
0 75 150 300
Figure 2
Future Land Use
Erin Ridge North Area Structure Plan
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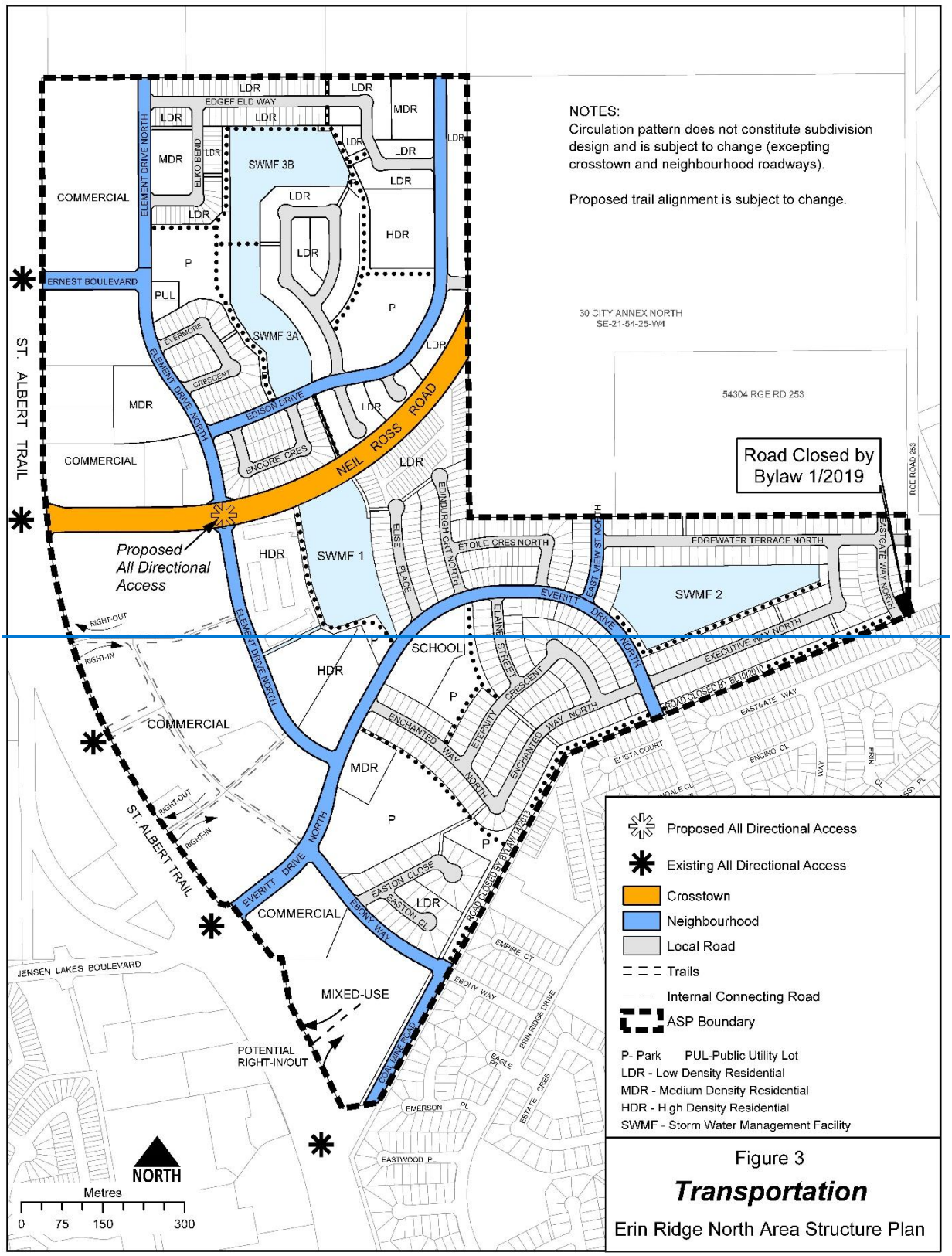
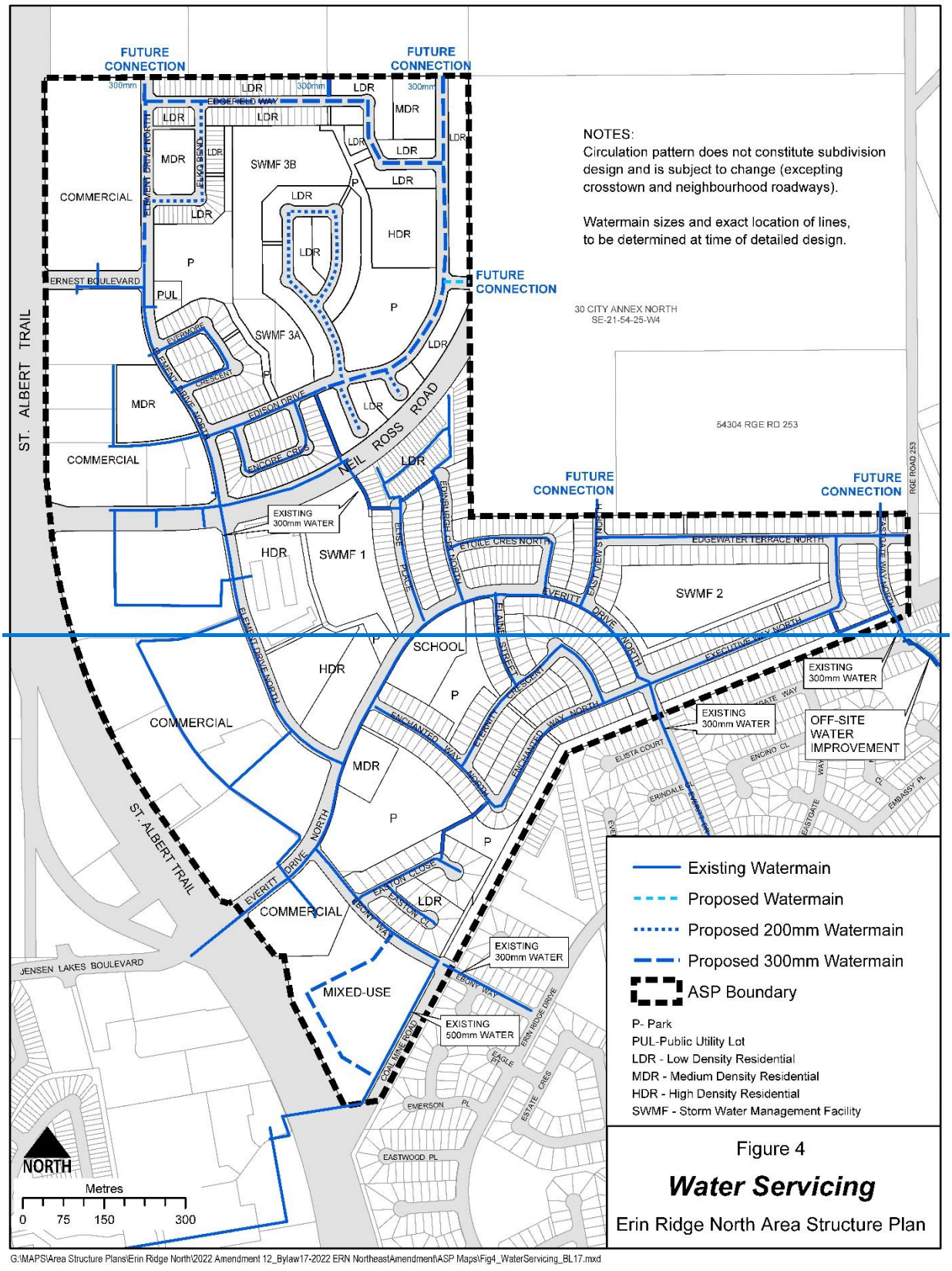


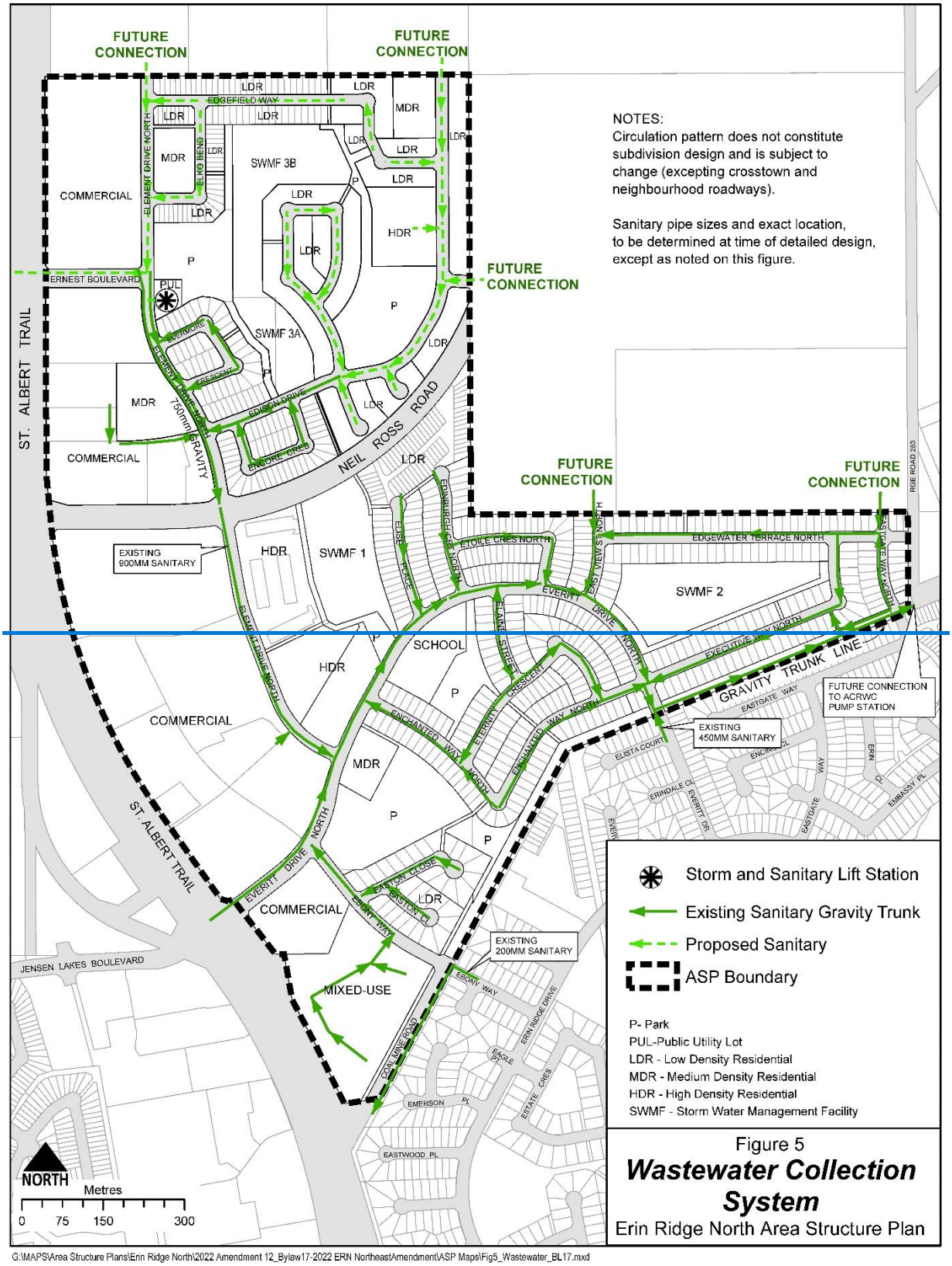
Figure 3

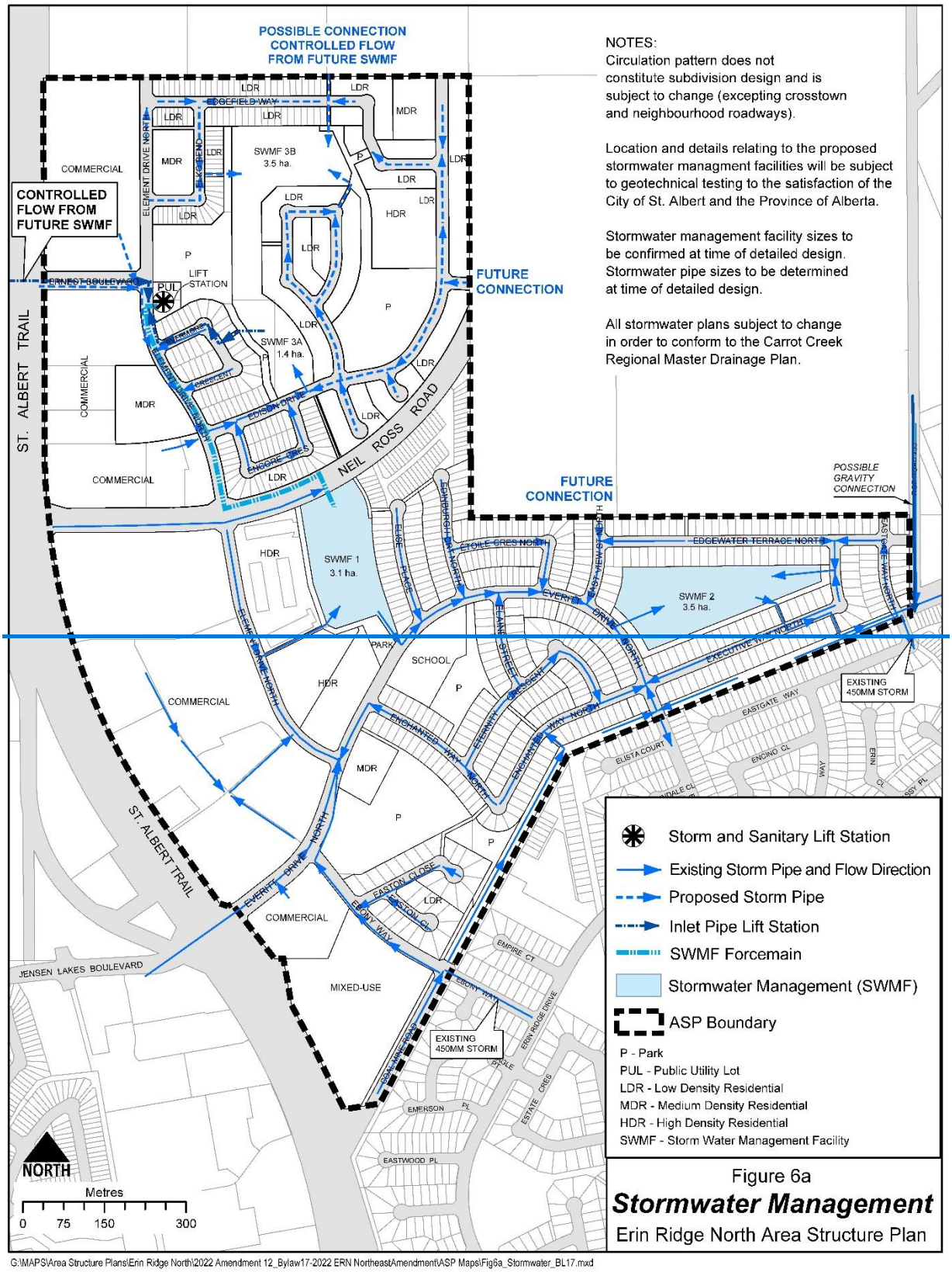
Transportation

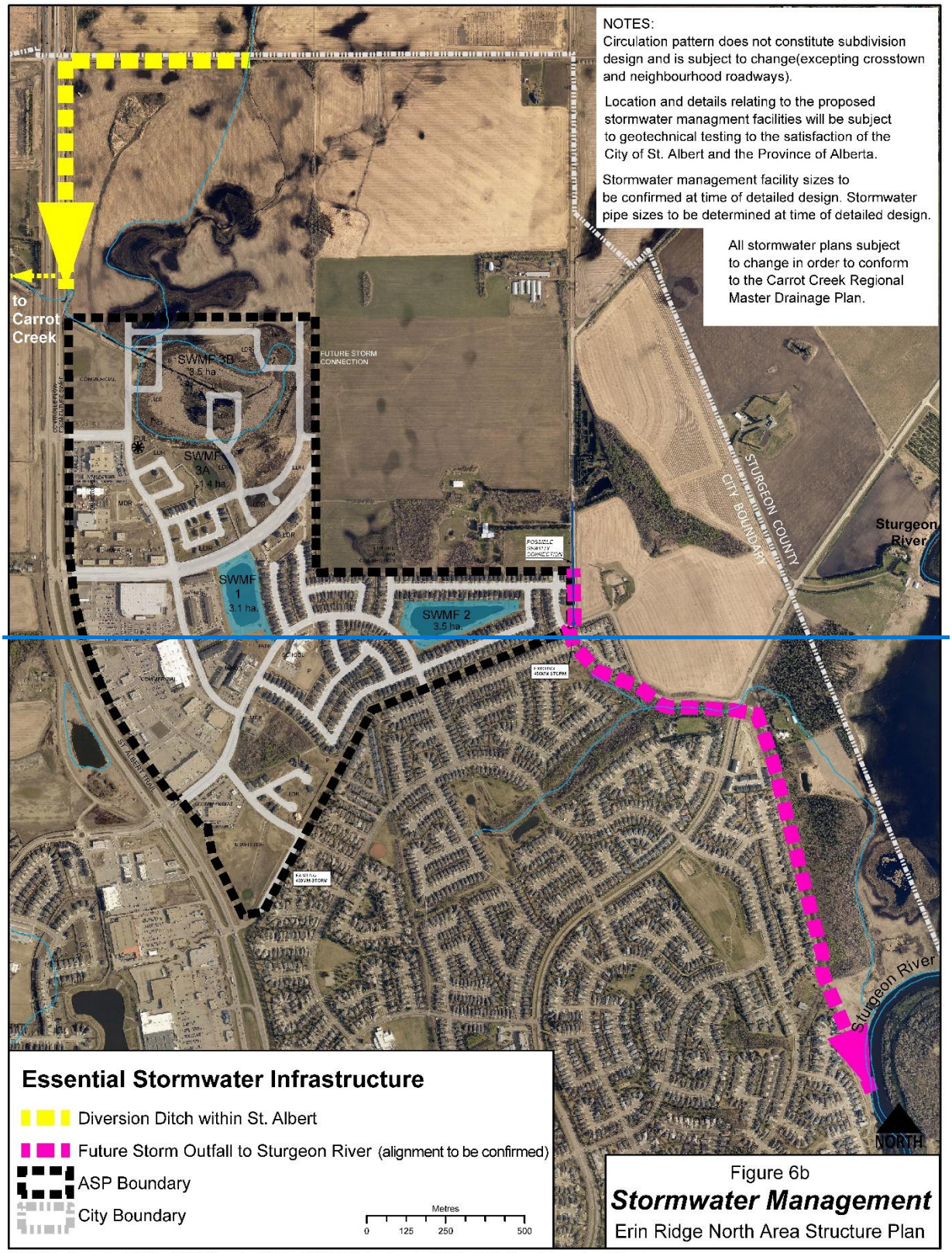
Erin Ridge North Area Structure Plan

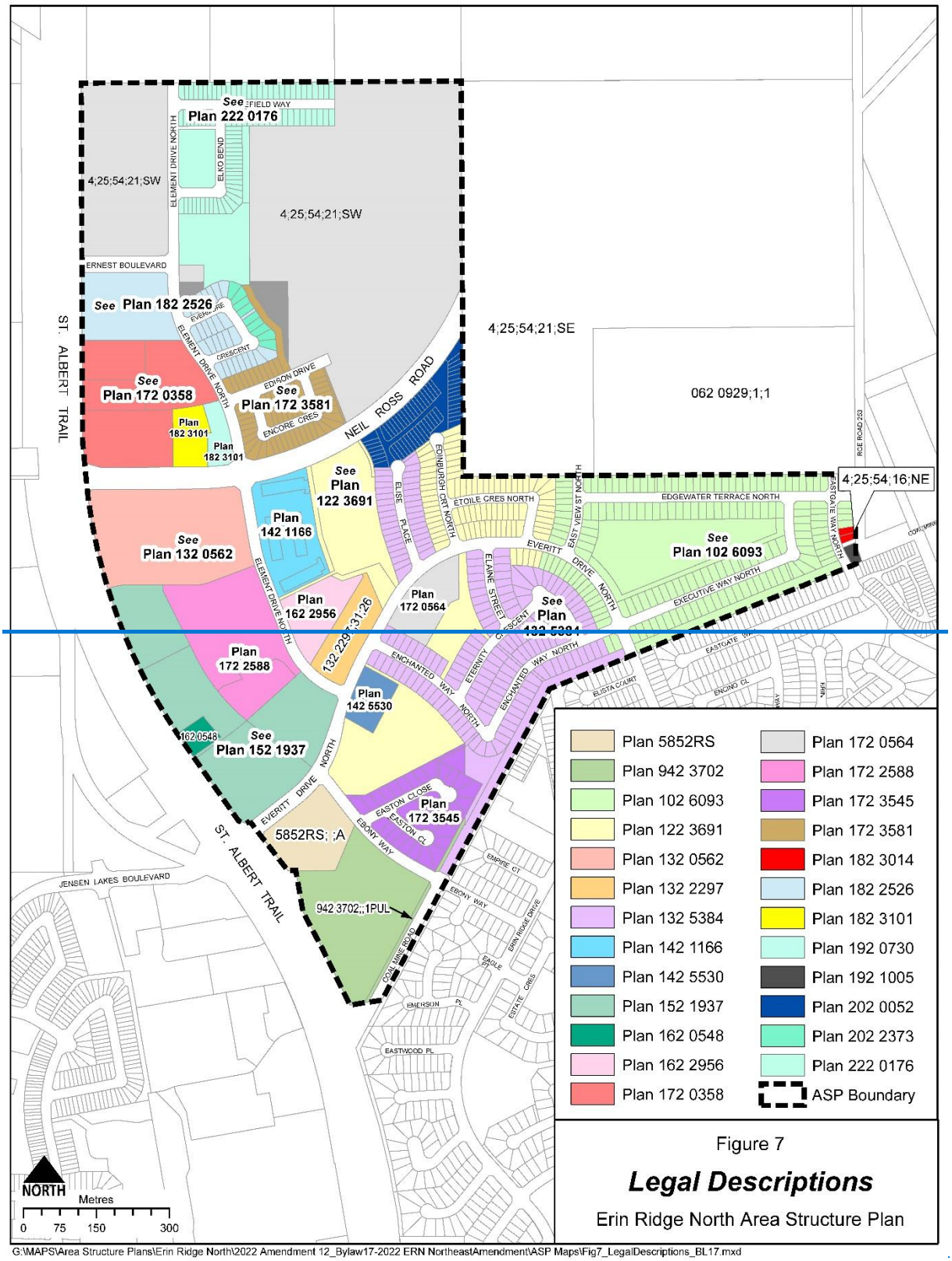
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FUTURE CONNECTION
FUTURE CONNECTION
FUTURE CONNECTION
FUTURE CONNECTION
FUTURE CONNECTION
300mm
LDR
MDR
HDR
SWMF 3B
SWMF 3A
SWMF 1
SWMF 2
COMMERCIAL
SCHOOL
P
PUL
MIXED-USE
EDGEFIELD WAY
ELEMENT DRIVE NORTH
ELK ISLAND
ERNEST BOULEVARD
EVERMORE CRESCENT
EDISON DRIVE
ENCORE CRES
NEIL ROSS ROAD
ST. ALBERT TRAIL
EDINBURGH CRESCENT NORTH
ETOILE CRES NORTH
EAST VIEW'S NORTH
EDGEWATER TERRACE NORTH
EAST WATERWAY NORTH
EVERITT DRIVE NORTH
ELAINE STREET
EXECUTIVE WAY NORTH
ENCHANTED WAY
ENCHANTED WAY NORTH
ELISTA COURT
ENGINO CL
ERINDALE PL
EMBASSY PL
ESTATE WAY
JENSEN LAKES BOULEVARD
EASTON CLOSE
EASTON CL
EBONY WAY
CONLIN ROAD
ERIN RIDGE DRIVE
EAGLE
ESTATE CRES
EMERSON PL
EASTWOOD PL
EXISTING 300mm WATER
EXISTING 500mm WATER
OFF-SITE WATER IMPROVEMENT
30 CITY ANNEX NORTH
SE-21-54-25-W4
54304 RGE RD 253
RGE ROAD 253
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways).
Watermain sizes and exact location of lines, to be determined at time of detailed design.
Existing Watermain
Proposed Watermain
Proposed 200mm Watermain
Proposed 300mm Watermain
ASP Boundary
P- Park
PUL-Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Storm Water Management Facility
NORTH
Metres
0 75 150 300
Figure 4
Water Servicing
Erin Ridge North Area Structure Plan
G:\MAPS\Area Structure Plans\Erin Ridge North\2022 Amendment 12_Bylaw17-2022 ERN NortheastAmendment\ASP Maps\Fig4_WaterServicing_BL17.mxd


FUTURE CONNECTION
FUTURE CONNECTION
FUTURE CONNECTION
FUTURE CONNECTION
FUTURE CONNECTION
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways).
Sanitary pipe sizes and exact location, to be determined at time of detailed design, except as noted on this figure.
ST. ALBERT TRAIL
NEIL ROSS ROAD
ERNEST BOULEVARD
JENSEN LAKES BOULEVARD
EDGEFIELD WAY
ELEMENT DRIVE NORTH
ELKO BEND
EVERMORE CRESCENT
EDISON DRIVE
ENCORE CRES
EDGEWATER TERRACE NORTH
ETOILE CRES NORTH
EDINBURGH PLACE NORTH
EAST VIEW STREET NORTH
EASTGATE WAY NORTH
EVERITT DRIVE NORTH
ELAINE STREET
ENCHANTED WAY NORTH
ETERNITY CRESCENT
EXECUTIVE WAY NORTH
EASTGATE WAY
ELISTA COURT
ERINDALE CL
EVERITT DR
EASTGATE
EMBASSY PL
EASTON CLOSE
EBONY WAY
ERIN RIDGE DRIVE
COAL MINE ROAD
EAGLE PT
EMERSON PL
ESTATE CRES
EASTWOOD PL
RGE ROAD 263
COMMERCIAL
MDR
LDR
HDR
SWMF 1
SWMF 2
SWMF 3A
SWMF 3B
P
PUL
SCHOOL
MIXED-USE
EXISTING 900MM SANITARY
EXISTING 450MM SANITARY
EXISTING 200MM SANITARY
750mm GRAVITY
GRAVITY TRUNK LINE
FUTURE CONNECTION TO ACRWC PUMP STATION
Storm and Sanitary Lift Station
Existing Sanitary Gravity Trunk
Proposed Sanitary
ASP Boundary
P- Park
PUL-Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Storm Water Management Facility
NORTH
Metres
0
75
150
300
Figure 5
Wastewater Collection System
Erin Ridge North Area Structure Plan
G:\MAPS\Area Structure Plans\Erin Ridge North\2022 Amendment 12_Bylaw17-2022 ERN NortheastAmendment\ASP Maps\Fig5_Wastewater_BL17.mxd


POSSIBLE CONNECTION CONTROLLED FLOW FROM FUTURE SWMF
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways).
Location and details relating to the proposed stormwater managment facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
Stormwater management facility sizes to be confirmed at time of detailed design. Stormwater pipe sizes to be determined at time of detailed design.
All stormwater plans subject to change in order to conform to the Carrot Creek Regional Master Drainage Plan.
CONTROLLED FLOW FROM FUTURE SWMF
FUTURE CONNECTION
FUTURE CONNECTION
POSSIBLE GRAVITY CONNECTION
ST. ALBERT TRAIL
NEIL ROSS ROAD
JENSEN LAKES BOULEVARD
ELEMENT DRIVE NORTH
EDGEFIELD WAY
ERNEST BOULEVARD
EDISON DRIVE
ENCORE CRES
EVERITT DRIVE NORTH
ENCHANTED WAY NORTH
ETERNITY GREEN
ELAINE STREET
EVERITT DRIVE
EASTON CLOSE
EBONY WAY
EDGEWATER TERRACE NORTH
EASTGATE WAY NORTH
EXECUTIVE WAY NORTH
EASTGATE WAY
ELISTA COURT
ENCINO CL
EMPIRE CT
ERIN RIDGE DRIVE
EMERSON PL
EASTWOOD PL
ESTATE CRES
EXISTING 450MM STORM
EXISTING 450MM STORM
SWMF 1 3.1 ha.
SWMF 2 3.5 ha.
SWMF 3A 1.4 ha.
SWMF 3B 3.5 ha.
LIFT STATION
PUL
PARK
SCHOOL
COMMERCIAL
MIXED-USE
LDR
MDR
HDR
P
NORTH
Metres
0 75 150 300
Storm and Sanitary Lift Station
Existing Storm Pipe and Flow Direction
Proposed Storm Pipe
Inlet Pipe Lift Station
SWMF Forcemain
Stormwater Management (SWMF)
ASP Boundary
P - Park
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Storm Water Management Facility
Figure 6a
Stormwater Management
Erin Ridge North Area Structure Plan
G:\MAPS\Area Structure Plans\Erin Ridge North\2022 Amendment 12_Bylaw17-2022 ERN NortheastAmendment\ASP Maps\Fig6a_Stormwater_BL17.mxd


NOTES:
Circulation pattern does not constitute subdivision design and is subject to change(excepting crosstown and neighbourhood roadways).
Location and details relating to the proposed stormwater managment facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
Stormwater management facility sizes to be confirmed at time of detailed design. Stormwater pipe sizes to be determined at time of detailed design.
All stormwater plans subject to change in order to conform to the Carrot Creek Regional Master Drainage Plan.
to Carrot Creek
SWMF 3B 3.5 ha.
SWMF 3A 1.4 ha.
SWMF 1 3.1 ha.
SWMF 2 3.5 ha.
FUTURE STORM CONNECTION
POSSIBLE GRAVITY CONNECTION
STURGEON COUNTY
CITY BOUNDARY
Sturgeon River
Sturgeon River
NORTH
Essential Stormwater Infrastructure
Diversion Ditch within St. Albert
Future Storm Outfall to Sturgeon River (alignment to be confirmed)
ASP Boundary
City Boundary
Metres
0 125 250 500
Figure 6b
Stormwater Management
Erin Ridge North Area Structure Plan
G:\MAPS\Area Structure Plans\Erin Ridge North\2022 Amendment 12_Bylaw17-2022 ERN NortheastAmendment\ASP Maps\Fig6b_StormwaterAnnexedArea_BL17.mxd


See Plan 222 0176
4;25;54;21;SW
4;25;54;21;SW
4;25;54;21;SE
062 0929;1;1
4;25;54;16;NE
ERNEST BOULEVARD
See Plan 182 2526
See Plan 172 0358
Plan 182 3101
Plan 182 3101
See Plan 172 3581
See Plan 122 3691
Plan 142 1166
See Plan 132 0562
Plan 162 2956
Plan 172 2588
Plan 172 0564
See Plan 132 5384
See Plan 102 6093
Plan 142 5530
See Plan 152 1937
Plan 172 3545
5852RS; ;A
942 3702;;1PUL
ST. ALBERT TRAIL
NEIL ROSS ROAD
ELEMENT DRIVE NORTH
ELK BEND
EDINBURGH CRT NORTH
ETOILE CRES NORTH
EDGEWATER TERRACE NORTH
EVERITT DRIVE NORTH
ELAINE STREET CRESCENT
ENCHANTED WAY NORTH
ETERNITY CRESCENT
EASTGATE WAY NORTH
EXECUTIVE WAY NORTH
EASTGATE WAY
ELISTA COURT
ENCINO CL
EASTGATE WAY
EAST VIEW ST NORTH
ELISE PLACE
EDENSON DRIVE
ENCORE CRES
EVERITT DRIVE
EASTON CLOSE
EASTON CL
EBONY WAY
EMPIRE CT
ERIN RIDGE DRIVE
EAGLE RIDGE CRES
EMERSON PL
EASTWOOD PL
JENSEN LAKES BOULEVARD
RGE ROAD 263
Plan 5852RS
Plan 942 3702
Plan 102 6093
Plan 122 3691
Plan 132 0562
Plan 132 2297
Plan 132 5384
Plan 142 1166
Plan 142 5530
Plan 152 1937
Plan 162 0548
Plan 162 2956
Plan 172 0358
Plan 172 0564
Plan 172 2588
Plan 172 3545
Plan 172 3581
Plan 182 3014
Plan 182 2526
Plan 182 3101
Plan 192 0730
Plan 192 1005
Plan 202 0052
Plan 202 2373
Plan 222 0176
ASP Boundary
NORTH
Metres
0 75 150 300
Figure 7
Legal Descriptions
Erin Ridge North Area Structure Plan
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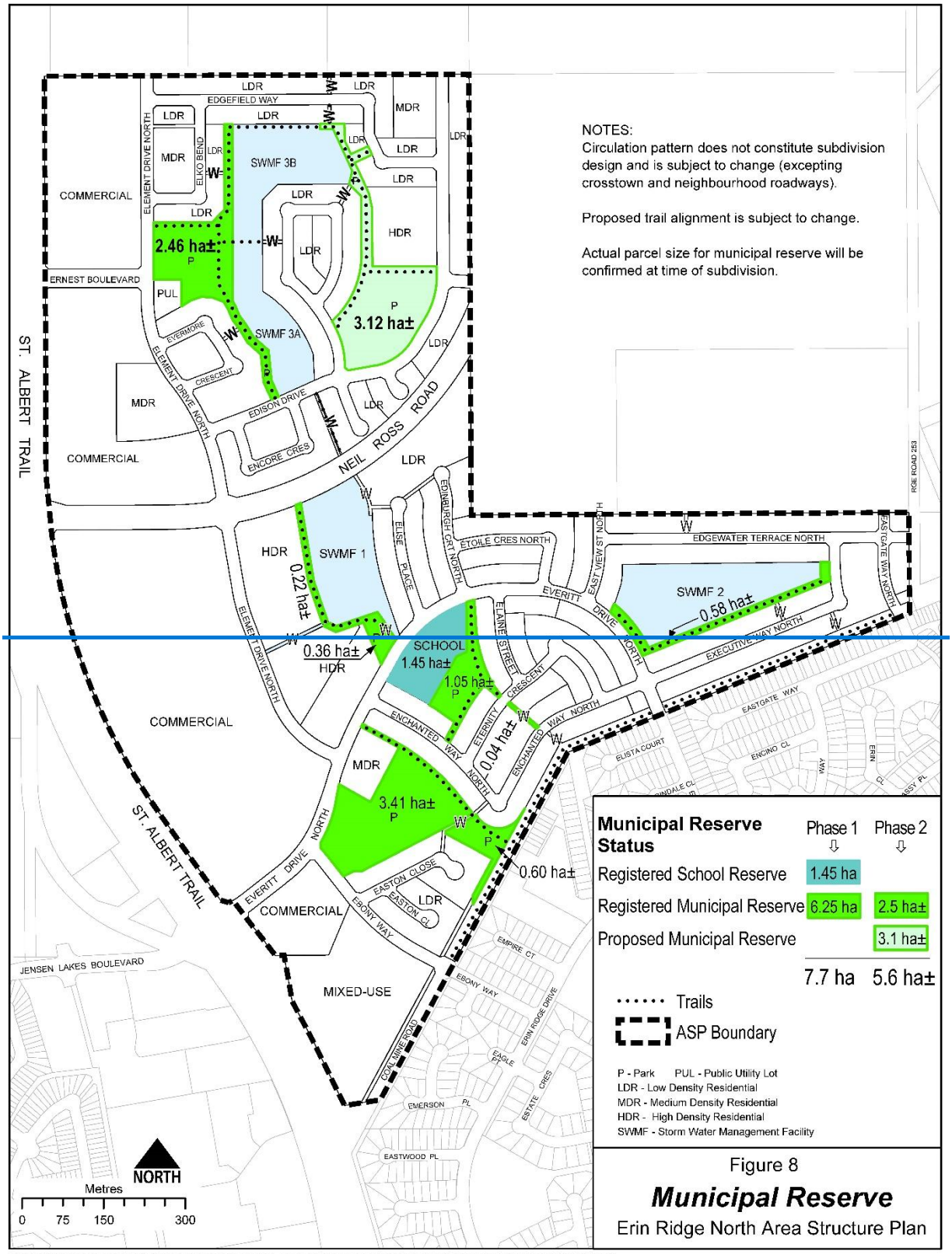
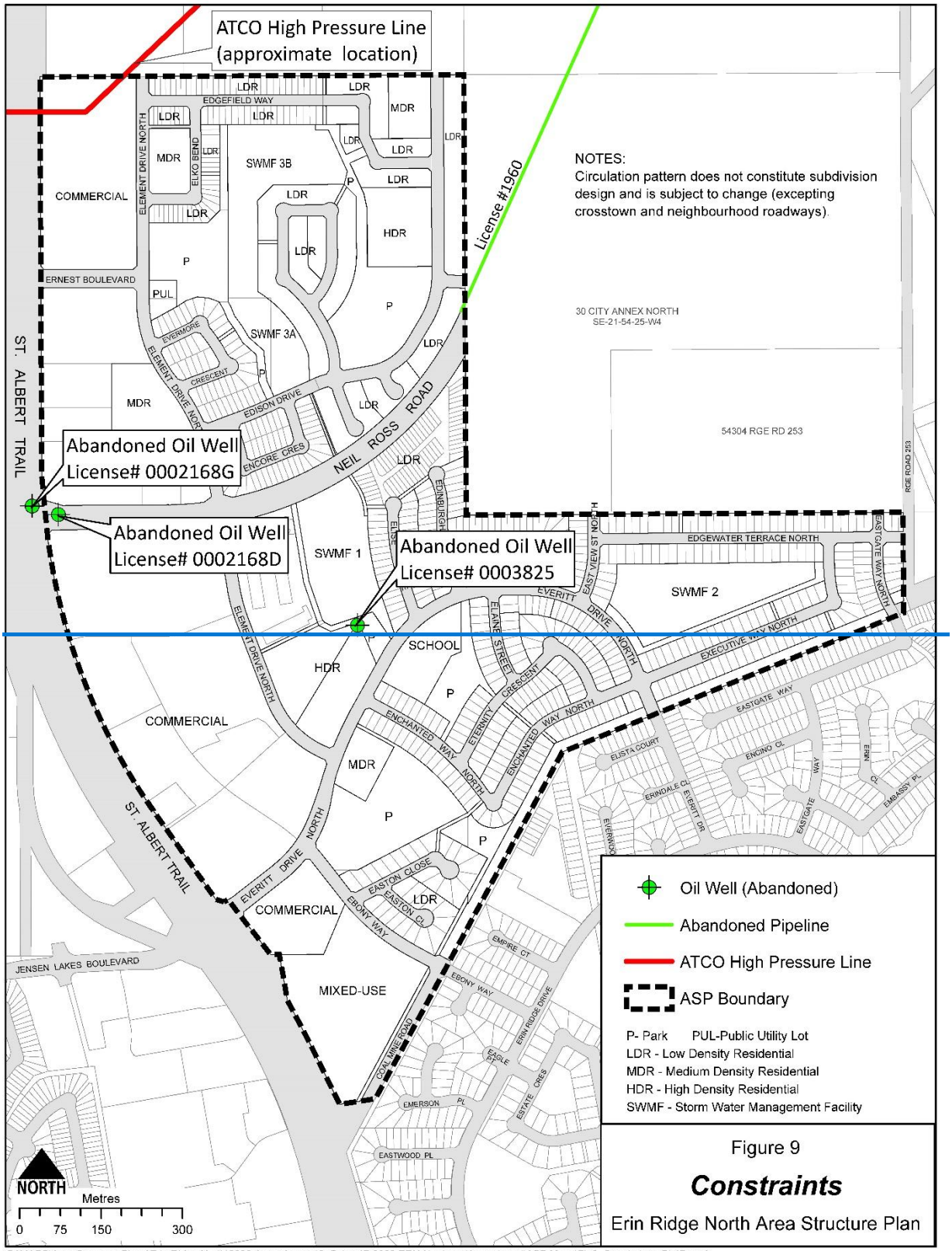


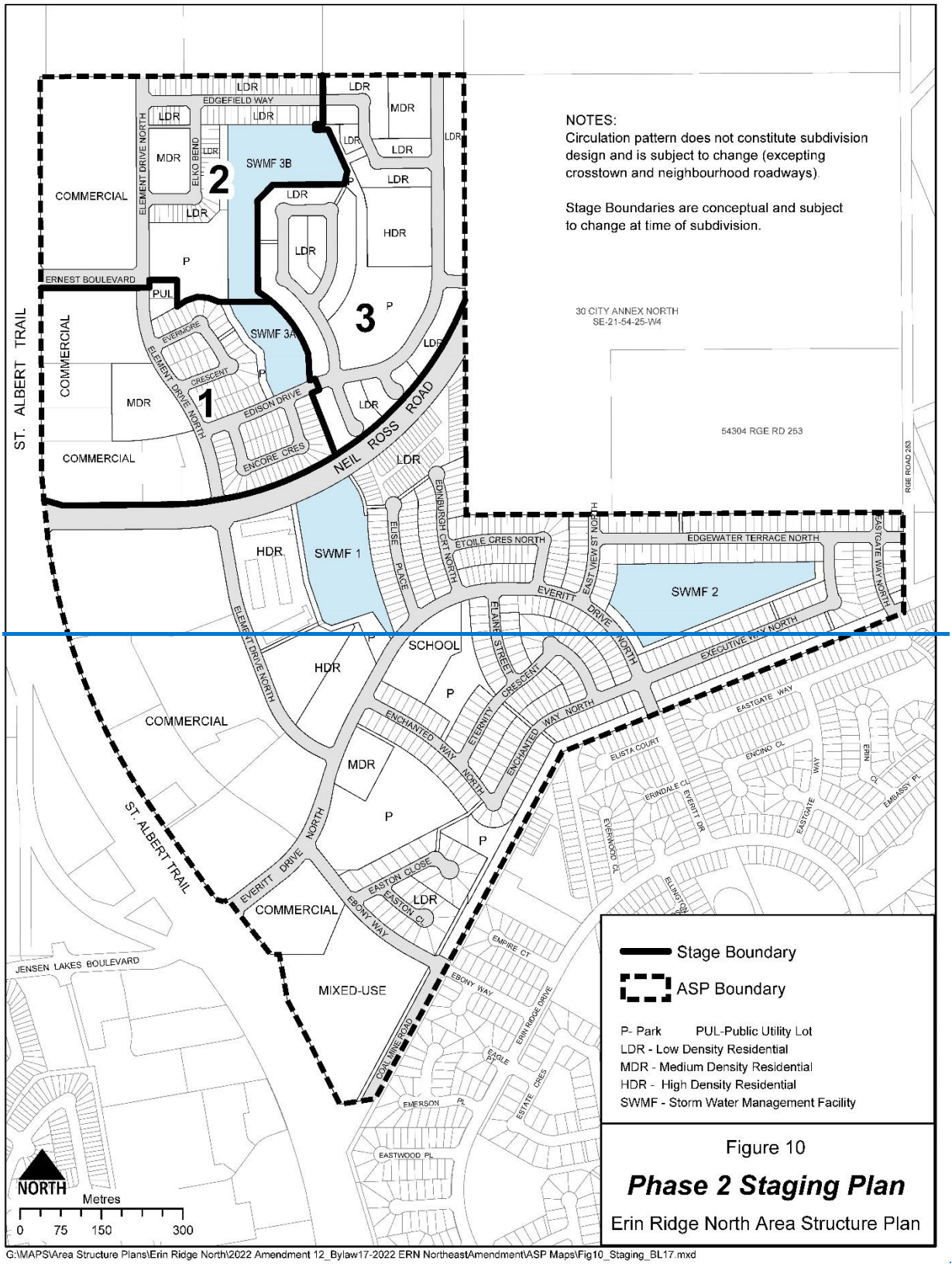
Figure 8

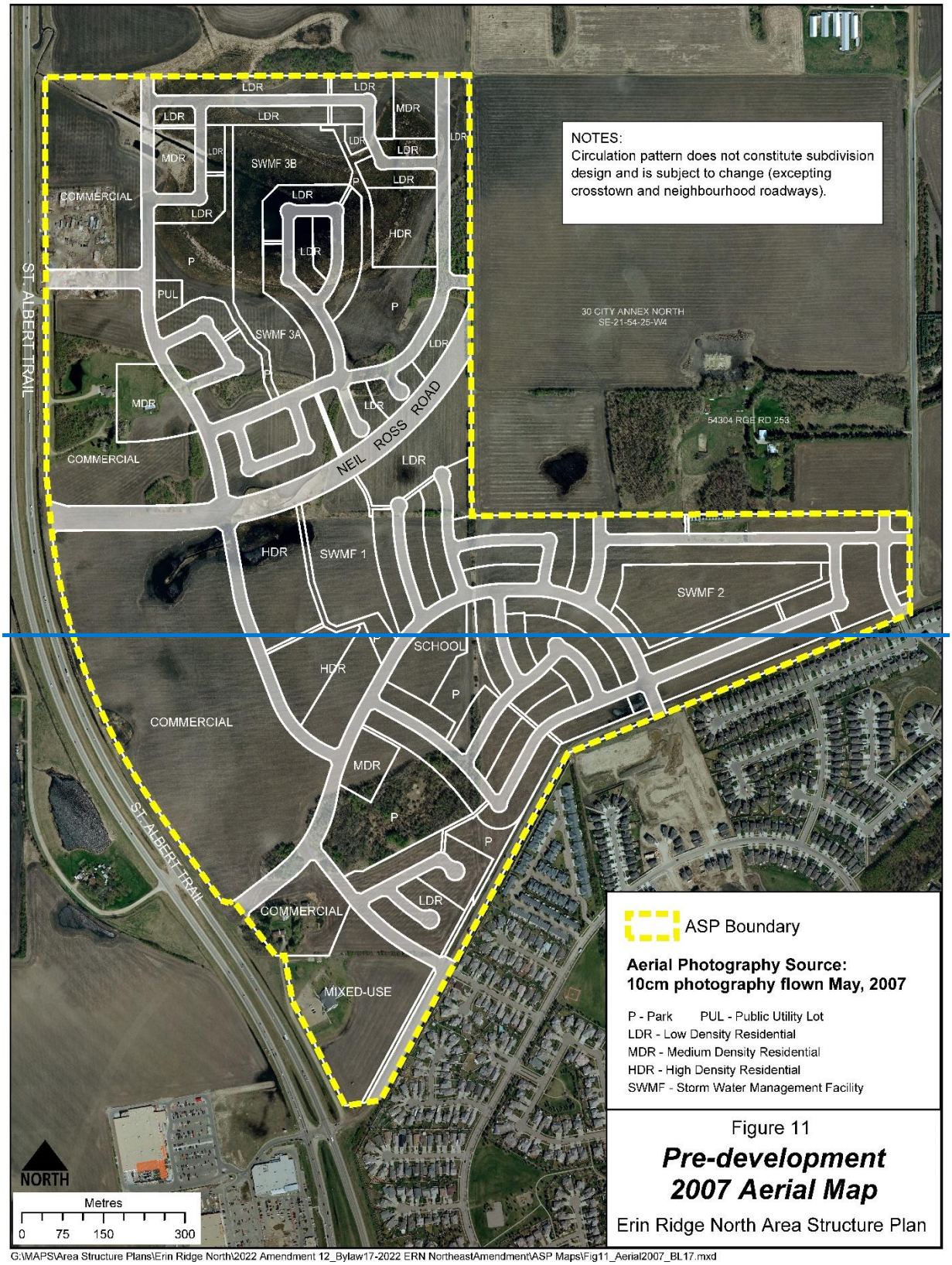
Municipal Reserve

Erin Ridge North Area Structure Plan

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ATCO High Pressure Line
(approximate location)
NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways).
License #1960
30 CITY ANNEX NORTH
SE-21-54-25-W4
54304 RGE RD 253
RGE ROAD 253
ST. ALBERT TRAIL
NEIL ROSS ROAD
ERNEST BOULEVARD
EDGEFIELD WAY
ELEMENT DRIVE NORTH
ELKO BEND
EVERMORE CRESCENT
EDISON DRIVE
ENCORE CRES
EDINBURGH
EDGEWATER TERRACE NORTH
EAST VIEW ST NORTH
EASTGATE WAY NORTH
EVERITT DRIVE NORTH
ELAINE STREET
EXECUTIVE WAY NORTH
ENCHANTED WAY NORTH
ETERNITY CRESCENT
EASTGATE WAY
ELISTA COURT
ENCINO CL
ERINDALE CL
EVERITT DR
EASTGATE
EMBASSY PL
JENSEN LAKES BOULEVARD
EASTON CLOSE
EASTON CL
EBONY WAY
EMPIRE CT
COAL LINE ROAD
ERIN RIDGE DRIVE
EAGLE RIDGE
EMERSON PL
EASTWOOD PL
ESTATE CRES
Abandoned Oil Well
License# 0002168G
Abandoned Oil Well
License# 0002168D
Abandoned Oil Well
License# 0003825
SWMF 1
SWMF 2
SWMF 3A
SWMF 3B
SCHOOL
COMMERCIAL
MIXED-USE
LDR
MDR
HDR
P
PUL
NORTH
Metres
0 75 150 300
Oil Well (Abandoned)
Abandoned Pipeline
ATCO High Pressure Line
ASP Boundary
P- Park PUL-Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Storm Water Management Facility
Figure 9
Constraints
Erin Ridge North Area Structure Plan
G:\MAPS\Area Structure Plans\Erin Ridge North\2022 Amendment 12_Bylaw17-2022 ERN NortheastAmendment\ASP Maps\Fig9_Constraints_BL17.mxd


NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways).
Stage Boundaries are conceptual and subject to change at time of subdivision.
30 CITY ANNEX NORTH
SE-21-54-25-W4
54304 RGE RD 253
RGE ROAD 253
ST. ALBERT TRAIL
NEIL ROSS ROAD
ERNEST BOULEVARD
EDGEFIELD WAY
ELEMENT DRIVE NORTH
ELKO BEND
EVERMORE CRESCENT
EDISON DRIVE
ENCORE CRES
ELISE PLACE
EDINBURGH CRT NORTH
ETOILE CRES NORTH
EDGEWATER TERRACE NORTH
EAST VIEW ST NORTH
EASTGATE WAY NORTH
EVERITT DRIVE NORTH
ELAINE STREET
ETERNITY CRESCENT
ENCHANTED WAY NORTH
EXECUTIVE WAY NORTH
EASTGATE WAY
ELISTA COURT
ENCINO CL
ERINDALE CL
EVERITT DR
EVERWOOD CL
EMBASSY PL
EASTON CLOSE
EASTON CL
EBONY WAY
EMPIRE CT
ERIN RIDGE DRIVE
EAGLE RIDGE
ESTATE CRES
EMERSON PL
EASTWOOD PL
JENSEN LAKES BOULEVARD
CAMLINE ROAD
COMMERCIAL
MDR
HDR
LDR
SCHOOL
MIXED-USE
P
PUL
SWMF 1
SWMF 2
SWMF 3A
SWMF 3B
1
2
3
NORTH
Metres
0 75 150 300
Stage Boundary
ASP Boundary
P- Park PUL-Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Storm Water Management Facility
Figure 10
Phase 2 Staging Plan
Erin Ridge North Area Structure Plan
G:\MAPS\Area Structure Plans\Erin Ridge North\2022 Amendment 12_Bylaw17-2022 ERN NortheastAmendment\ASP Maps\Fig10_Staging_BL17.mxd


NOTES:
Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways).
ST. ALBERT TRAIL
NEIL ROSS ROAD
30 CITY ANNEX NORTH
SE-21-54-25-W4
54304 RGE RD 253
SWMF 3B
SWMF 3A
SWMF 1
SWMF 2
SCHOOL
COMMERCIAL
MIXED-USE
LDR
MDR
HDR
P
PUL
NORTH
Metres
0 75 150 300
ASP Boundary
Aerial Photography Source:
10cm photography flown May, 2007
P - Park PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Storm Water Management Facility
Figure 11
Pre-development
2007 Aerial Map
Erin Ridge North Area Structure Plan
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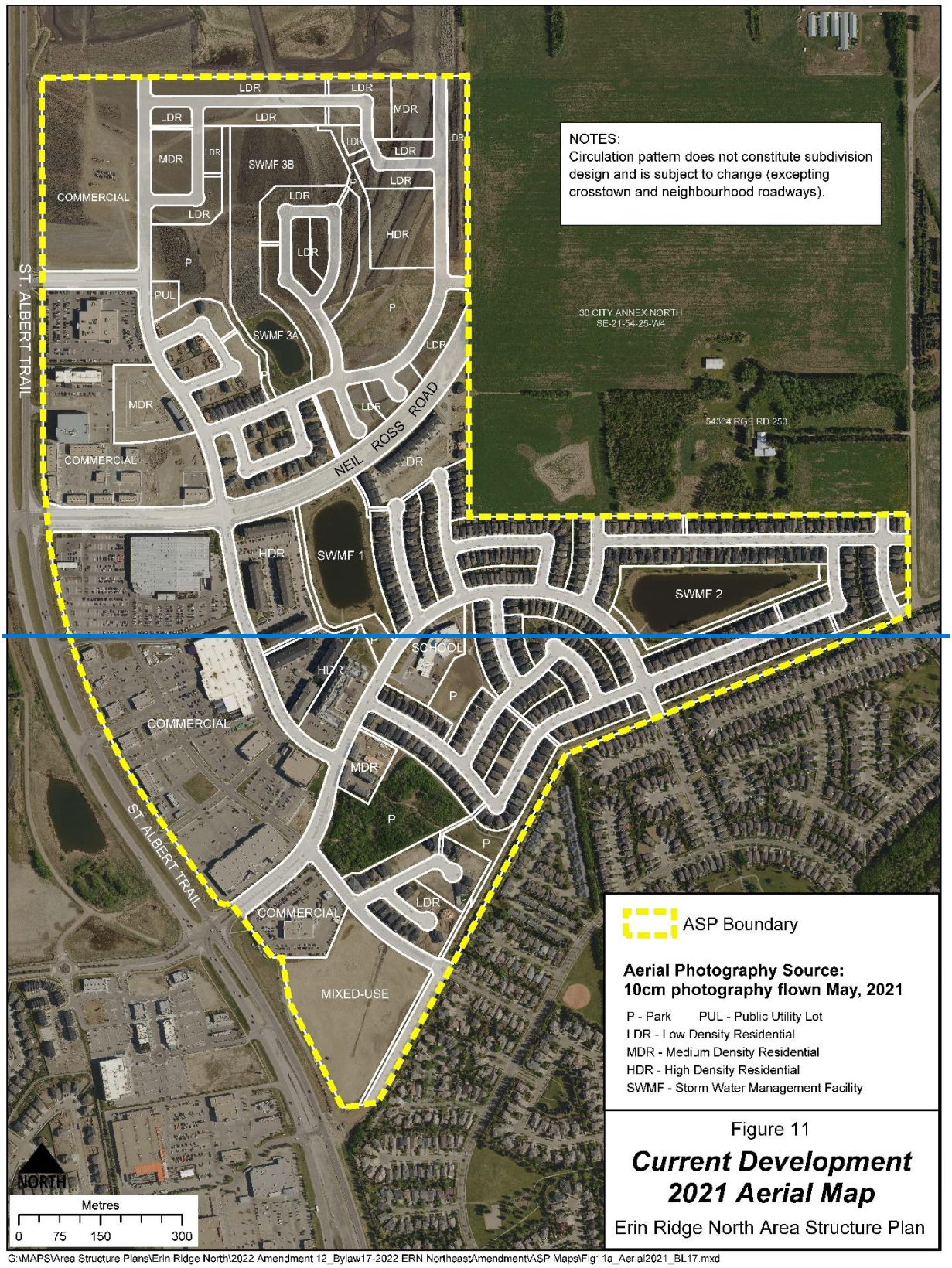
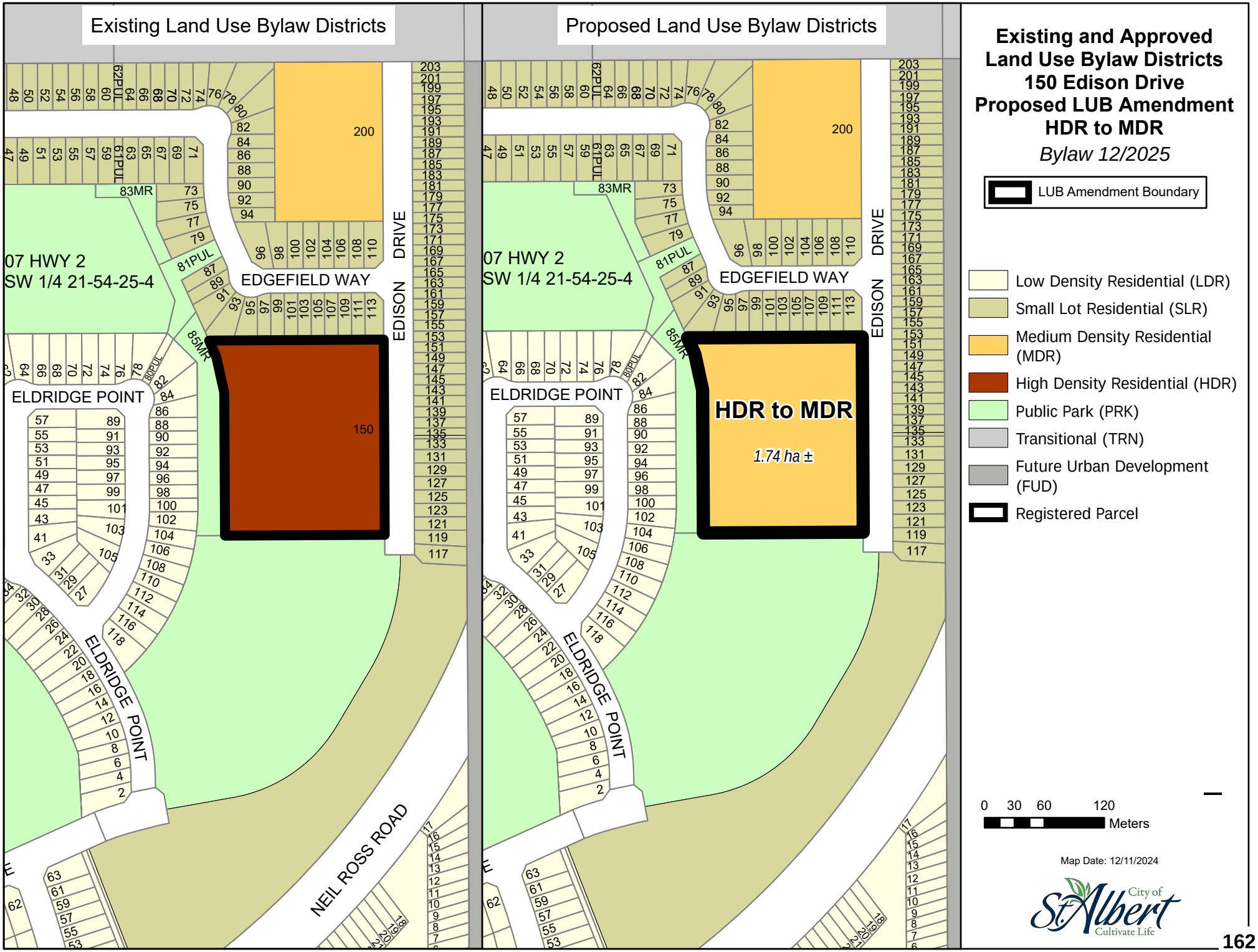


Figure 11

Current Development 2021 Aerial Map

Erin Ridge North Area Structure Plan

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Existing and Approved Land Use Bylaw Districts 150 Edison Drive Proposed LUB Amendment HDR to MDR

Bylaw 12/2025

LUB Amendment Boundary

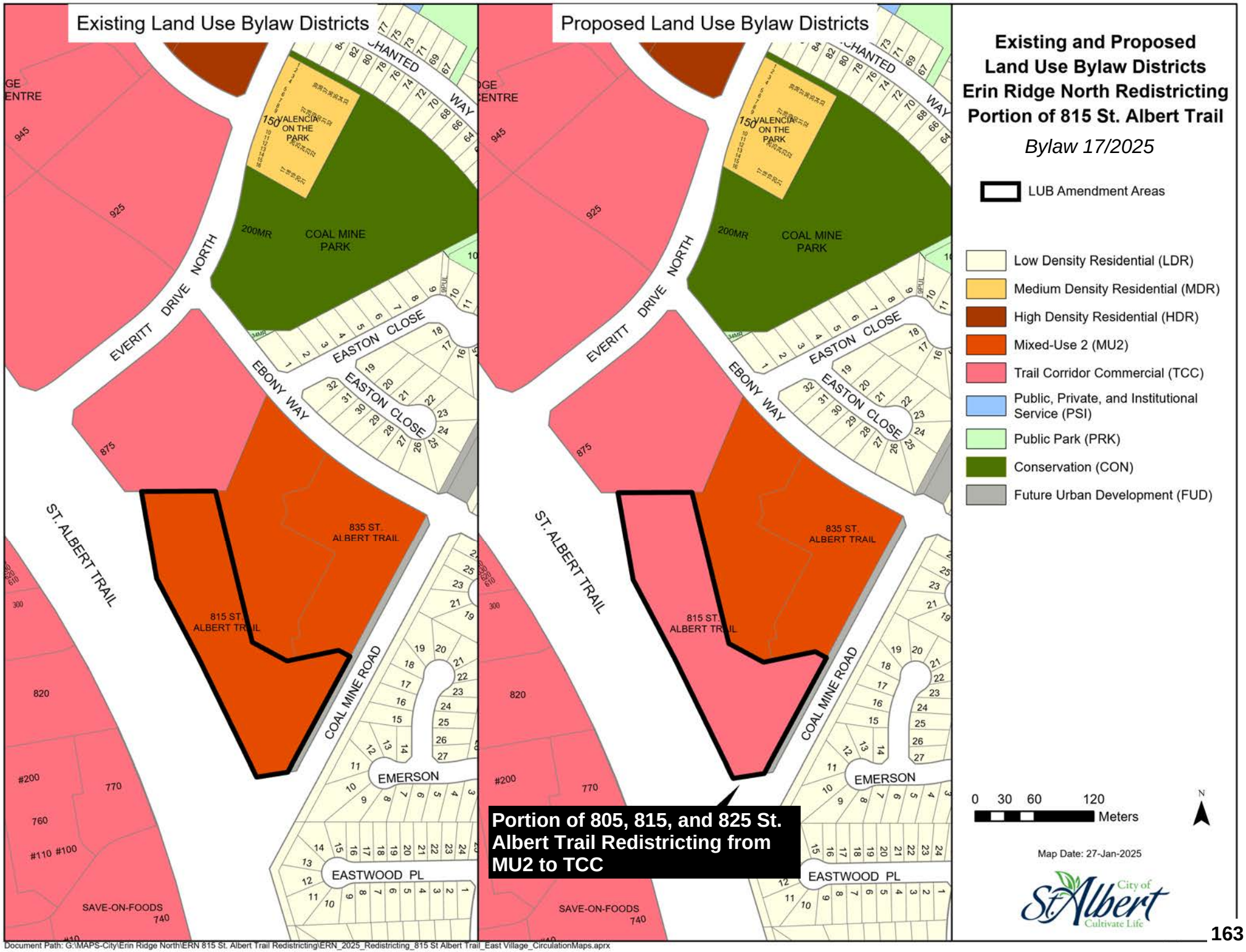
- Low Density Residential (LDR)
- Small Lot Residential (SLR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Public Park (PRK)
- Transitional (TRN)
- Future Urban Development (FUD)
- Registered Parcel

0 30 60 120
Meters

Map Date: 12/11/2024

City of St. Albert Cultivate Life

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Document Path: G:\MAPS-City\Erin Ridge North\ERN 815 St. Albert Trail Redistricting\ERN_2025_Redistricting_815 St Albert Trail_East Village_CirculationMaps.aprx

(iv) Pedestrian orientation; and

(v) Well-designed *amenity areas*.

(7) **FLOOR AREA**

(a) The maximum *gross floor area* for any *building* is 3.21 times the *site* area. In determining this calculation, the *Development Authority* may consider the total *site* area for multiple *sites* that comprise an integrated, mixed-use *development* inclusive of *public roadways* conveyed to the *City*.

(i) Notwithstanding section (a), the maximum *gross floor area* for any *building* is 1.90 times the *site* area for the following properties:

(A) Lot 9, Block 1, Plan 232 0303 (230 Bellerose Drive)

Including any future revisions to this legal description based on a subdivision or condominium plan.

(b) A minimum of 25% of the total *gross floor area* shall be used for commercial (non-residential) purposes. In determining this calculation, the *Development Authority* may consider the total commercial *gross floor area* for all *buildings* on multiple *sites* that comprise an integrated, mixed-use *development*.

(i) Notwithstanding section (b), a minimum of 11.60% of the total *gross floor area* shall be used for commercial (non-residential) purposes for the following properties:

(A) Units 1-321, Plan 162 4279 (5 St. Louis Street);

(B) Units 1-172, Plan 162 4296 (1 Goodman Drive); and

(C) Lot 69, Block 1, Plan 152 4029 (22 Sir Winston Churchill Avenue);

Including any future revisions to these legal descriptions based on a subdivision or condominium plan.

(ii) Notwithstanding sections (b) and (i), a minimum of 5% of the total *gross floor area* shall be used for commercial (non-residential) purposes for the following properties:

(A) Lot 9, Block 1, Plan 232 0303 (230 Bellerose Drive)

Including any future revisions to this legal description based on a subdivision or condominium plan.

(iii) Notwithstanding sections (b), (i), and (ii), a minimum of 10% of the total *gross floor area* shall be used for commercial (non-residential) purposes for the following properties:

(A) Lot C, Plan 942 3702 (825 St. Albert Trail); and

(B) Lot 1, Block 2, Plan 242 0625 (835 St. Albert Trail);

Including any future revisions to this legal description based on a subdivision or condominium plan.

(8) **BUILDING HEIGHT**

(a) The maximum building height is 25.00 m.

(i) Notwithstanding section (a), the maximum building height shown on Figure 11-1 applies to the following properties:

(A) Units 1-321, Plan 162 4279 (5 St. Louis Street);

(B) Units 1-172, Plan 162 4296 (1 Goodman Drive); and

(C) Lot 69, Block 1, Plan 152 4029 (22 Sir Winston Churchill Avenue);

Including any future revisions to these legal descriptions based on a subdivision or condominium plan.

(ii) Notwithstanding sections (a) and (i), the maximum building height shown on Figure 11-2 applies to the following properties:

(A) Lot 9, Block 1, Plan 232 0303 (230 Bellerose Drive);

Including any future revisions to these legal descriptions based on a subdivision or condominium plan.

(9) **BUILDING SETBACK**

(a) The minimum building *setbacks* shall be provided as follows:

(i) The front and rear yard building *setback* shall be determined by the *Development Authority* with regard to adjacent uses, urban design considerations, *on-site* constraints, or comparable Districts;

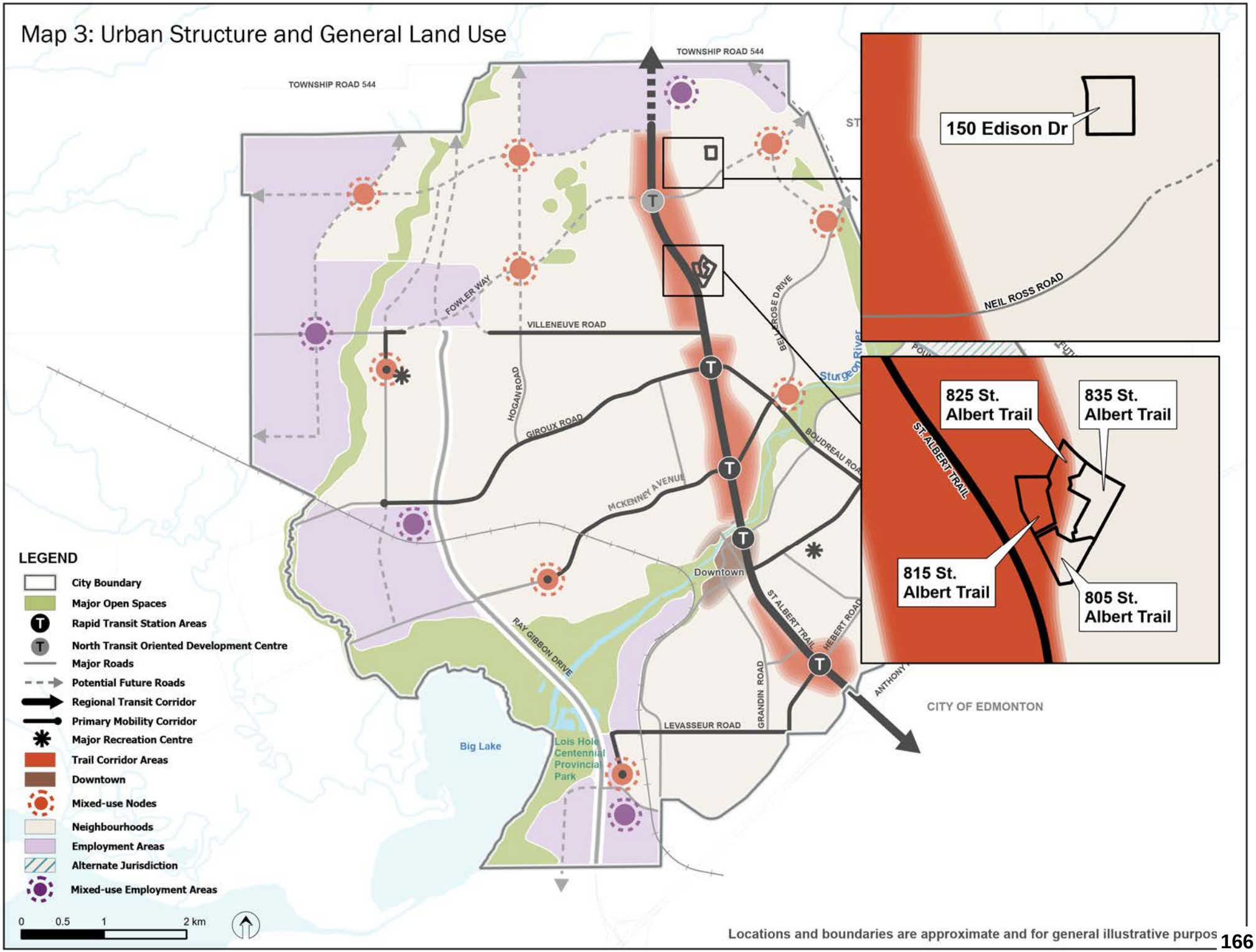
(ii) The minimum side yard building *setback* is 5.00 m, unless otherwise determined by the *Development Authority,* taking into account adjacent uses, urban design considerations, *on-site* constraints, or comparable Districts; and

(iii) The minimum *setback* for an *accessory building* is 3.00 m.

(10) **DESIGN, CHARACTER, AND APPEARANCE OF BUILDINGS**

(a) In addition to the requirements in sections 3.12 ‘Design, Character, And Appearance Of A Building,’ 3.52 ‘Design, Character, And Appearance Of Residential Buildings,’ and 3.80 ‘Design, Character, And Appearance Of Non-Residential Buildings,’ all buildings in this District must be finished as follows to the satisfaction of the *Development Authority*:

Map 3: Urban Structure and General Land Use



Locations and boundaries are approximate and for general illustrative purpos

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Bylaws 11/2025, 12/2025 and 17/2025 – MDP Policy Review

MDP Policy	Notes on Alignment
Housing Diversity 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.	This policy is relevant to the 150 Edison Drive site. Based on the unit distribution within the neighbourhood, medium-density housing is underrepresented at 15%. Often called the “missing middle”, this site could offer greater housing options such as townhouses, should it be amended accordingly.
Public Transit 8.3.5. Encourage residential and employment growth within Downtown, Mixed-use Nodes, and generally along St. Albert Trail, as identified on Map 3, to coordinate land use with transit planning.	This policy is relevant to the 805, 815, 825, and 835 St. Albert Trail site. By increasing the proposed residential units on this site from 120 to 334 (an increase of 214 units), residential growth is being directed along St. Albert Trail, in closer proximity to transit, shopping, and services.
Public Transit 8.3.9 Ensure future commercial destinations, high-density residential areas, major community facilities, and schools are located along existing or planned transit routes.	This policy is relevant to the 805, 815, 825, and 835 St. Albert Trail site. By redistributing the high-density residential from 150 Edison Drive to 825 and 835 St. Albert Trail, the proposals better align with the intent of this policy. St. Albert Trail is the planned future rapid transit corridor. There is a current bus route that runs near the site. A resident would have to walk north to Everitt Drive North, or south to Erin Ridge Road to get to a bus stop.
Outward Growth 13.1.3 Require a housing mix that achieves a minimum overall density of 40 dwelling units per net residential hectare for new Neighbourhoods.	Only Phase 2B of the Erin Ridge North ASP was required to meet the 40 du/nrha, as Phases 1 and 2A of the ASP were initiated under CityPlan MDP.

MDP Policy	Notes on Alignment
	While there would be a decrease in density for Phase 2B, should the amendments be approved, the overall density for the larger ASP area would slightly increase.
Trail Corridor Areas 14.4.1 Encourage a range of uses in Trail Corridor Areas, including retail, office, medium- and high-density housing, institutions, parks, and public spaces.	This policy is relevant to the 805, 815, 825, and 835 St. Albert Trail site. The applicant is proposing some retail/commercial uses, and some high-density residential uses on the 805, 815, 825, and 835 St. Albert Trail site, which meets the intent of this policy. In terms of the Land Use Bylaw redistricting, the Trail Corridor Commercial (TCC) District enables a mix of uses, including residential (mixed-use buildings or apartments), commercial uses (such as restaurants or retail opportunities), and ancillary uses like daycares, government services, or religious assembly. These uses are compatible with this policy.
Trail Corridor Areas 14.4.3. Encourage the transition of Trail Corridor Areas from vehicle-oriented development to transit oriented development.	This policy is relevant to the 805, 815, 825, and 835 St. Albert Trail site. While the TCC District itself is flexible in terms of uses, the applicant is seeking to establish drive-throughs on the site which is identified as Discretionary Use. Administration notes the future development proposal does not align with this MDP policy. It's noted that this policy is permissive in nature. The policy represents the optimal future development scenario. It will take time for these MDP policies to impact the development pattern along St. Albert Trail.

MDP Policy	Notes on Alignment
Neighbourhoods 14.6.1 Encourage a range of low- and medium-density housing forms in all Neighbourhoods throughout the city.	This policy is relevant to the 150 Edison Drive site. Amending the high-density residential site to a medium-density residential site, would satisfy this policy.

What We Learned Report

Erin Ridge North Area Structure Plan Amendment, and 815 & 835 St. Albert Trail Redistricting and Site-Specific Text Amendment

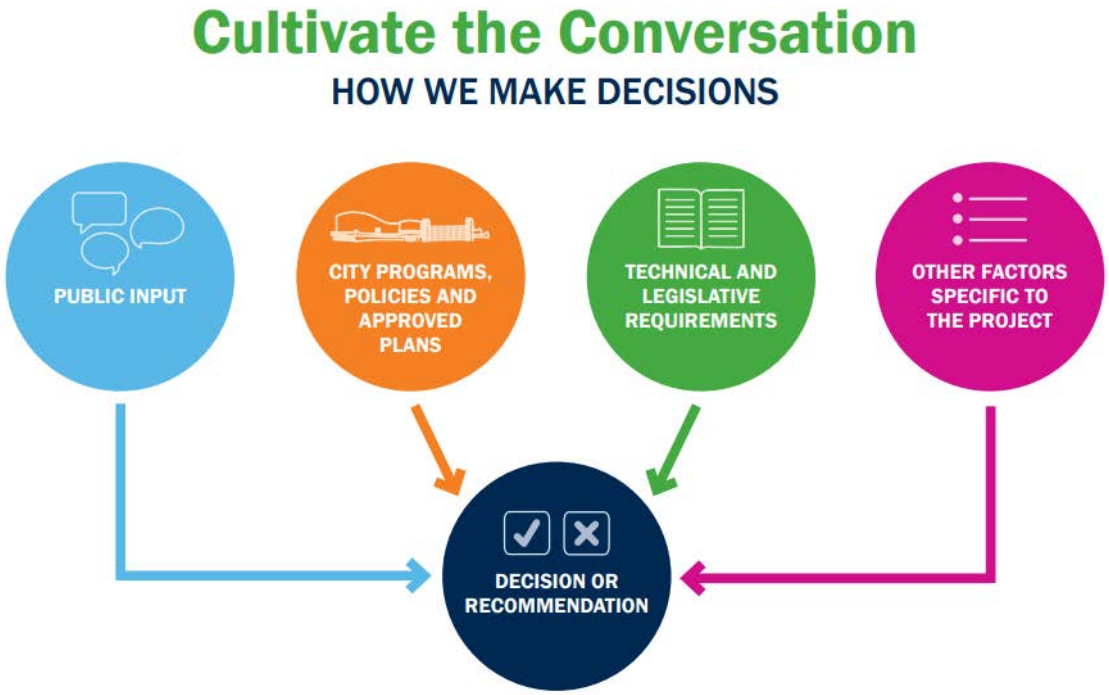
April 4, 2025

ERIN RIDGE NORTH AREA STRUCTURE PLAN AMENDMENT, AND 815 & 835 ST. ALBERT TRAIL REDISTRICTING AND SITE-SPECIFIC TEXT AMENDMENT

Thank you to everyone who was involved in reviewing or providing input into either the Erin Ridge North Area Structure Plan Amendment, or 815 and 835 St. Albert Trail Redistricting and site-specific text amendment.

As of April 4, 2025, there were a total of 180 visitors to the project page. Some residents chose to engage with us via email, phone, and website contributions. Thank you for your feedback.

This report is indented to provide an anonymous record of emails, letters, and website comments made by participants during public engagement. It is not statistically valid, and interpretation is discretionary. This information is one of many influence factors in helping Council make decisions.



PUBLIC FEEDBACK SUMMARY

In total five public comments were received:

- One comment was received during the public meeting, held January 7, 2025, at the Salvation Army St. Albert Corps & Community Centre (165 Liberton Drive). A scan of the feedback form can be found as Appendix 1.
- Administration received two public comments from December 19, 2024 to January 20, 2025 during the Land Use Bylaw amendment circulation period.
- An additional comment was received February 20, 2025.
- Administration received one public comment from February 28, 2025 to March 24, 2025 during the Area Structure Plan amendment circulation period.

A detailed list of public comments can be found in Table 1, starting on page 3.

The majority of feedback was focused on traffic. A Traffic Impact Assessment was provided in support of the Area Structure Plan amendment. This document can be viewed on the Cultivate the Conversation page for the project here: https://conversation.stalbert.ca/46463/widgets/195214/documents/148346

PUBLIC COMMENTS

Table 1: Public Feedback

Date	Feedback[1]
January 7, 2025	Please see Appendix 1 for a feedback form from the public engagement event.
January 8, 2025	As a homeowner in [redacted] at Erin Ridge, the proposed amendments to the plans for Erin Ridge North ASP and LUB amendments for 815 and 835 St Albert Trail will have direct impacts on my neighborhood. We have significant traffic along Ebony Way, Coalmine Road and Everitt Drive due to the commercial development at this time. It can be hard to get out of our community or walk cross the street safety and there are considerable accidents at both traffic circles. The development in this section has already been amended, with an increase in the apartment building adding 2 floors of suites to the original design. The area cannot accommodate the traffic that the apartments and drive thru restaurants would demand. As well there is so much drive thru capacity along this section of the trail already. The vision for this section of the community was residential with green space, walkable for pedestrians with a sprinkling of sit down restaurants and coffee shops in the area. It would be so nice to have that in our neighborhood rather than then endless fast food chains. There is plenty of space along the trail in the north designated for drive thru restaurants already. More adds nothing to our community than traffic and extends a concrete jungle along the north side of our city.
January 9, 2025	I am forwarding my comments to you regarding the proposal to redistrict a "... portion of land from the Mixed-Use Level 2 [MU2] District to the Trail Corridor Commercial [TCC] District." [Erin Ridge North neighborhood].

[1] Please note that the information in the Feedback column of Table 3 has been copied from emails, and has not been edited for spelling or grammar. Some personal information has been redacted.

Date	Feedback[1]
	This proposed change is to facilitate commercial development with drive-throughs on this land. **I am strongly opposed to this proposed change as it will exacerbate current traffic concerns in the area.** I have lived in a home which backs onto Ebony Way, since October 25, 2021. High volumes of traffic, speeding and stunting and the noise they create have been a concern on Ebony Way since then and have worsened over time. I have contacted the City of St. Albert Construction Department and the St. Albert RCMP/Bylaw Office on several occasions since April 2022 regarding these concerns. A speed and volume count conducted on Ebony Way by the Engineering Department in 2022 identified speeding as a problem and driver information signs were installed. The speed and volume count conducted on Ebony Way repeated by the Engineering Department in 2023 identified speeding remained a problem and that **the average daily traffic volume [ADV] increased from 3,521 in 2022 to 6,274 in 2023.** No speed and volume count was conducted on Ebony Way in 2024. [redacted], [redacted], advised me in 2022 that **Ebony Way is a collector road designed to accommodate 3,000 to 5,000 vehicles a day.** Ebony Way has already exceeded its maximum capacity. This summer, I was advised by an RCMP constable in the Traffic Division that they did not know what could be done to address the speeding on Ebony Way as there was really no place to conduct a "covert operation". The Engineering Department has advised me that they believe much of the traffic on Ebony Way is due to the ongoing construction on St. Albert Trail. I can see from my home where the traffic comes from and where it goes, and the majority of the traffic is unrelated to the construction on St. Allbert Trail or the East Village. Ebony Way is over utilized because the current traffic calming measures are ineffective and vehicles can speed unhindered from the Erin Ridge Drive turn onto Ebony Way to Everitt Drive knowing that the road is not monitored by law enforcement.

Date	Feedback[1]
	Although the City of St. Albert Engineering Department and RCMP/Bylaw Office are aware of the issues of high traffic volume, speeding and stunting, no effective interventions have been put in place to address them to date. Given this, allowing increased commercial/drive-throughs on the East Village site, in addition to the future residential rental apartment traffic, would increase traffic volumes and compound existing unaddressed traffic concerns. Increasingly there are long wait times to turn left onto Ebony Way from Easton Close due to the high volume of traffic on Ebony Way. I suspect a similar problem will arise when traffic starts to exit the East Village site and attempts to turn left from the access road onto Ebony Way. There are also times when traffic is backed up from the stop sign on the corner of Erin Ridge Drive and Ebony Way through the traffic circle at Coal Mine Road and Ebony Way. These situations will only worsen with increased traffic volumes on Coal Mine Road and Ebony Way. The streets/roads around the East Village are not well designed to accommodate the current traffic volumes and the proposed increased commercial/drive-through traffic will make a bad situation worse. There is now a roadway from the East Village site onto Ebony Way as well as onto Coal Mine Road. If the proposal to allow commercial development with drive-throughs on the subject lands is approved there is nothing to stop vehicles going to these drive-throughs using Ebony Way or Coal Mine Road to enter and/or exit the area. With the increased traffic anticipated from the East Village residential and commercial buildings, adding this traffic as well will create an untenable situation. I hope this information provides some background to my concerns and why I strongly oppose the proposed change to facilitate commercial development with drive-throughs on this land. Drive-throughs were not in the original plan for the site for a reason. Surely an alternate location can be found for these drive-throughs that will not have such a negative impact on adjacent and nearby residences.

Date	Feedback[1]
February 20, 2025	question about proposed ingress/egress from these lands to St Albert Trail. Is the road access to St Albert Trail solely right in/ right out?....thank you
March 17, 2025	I received a letter dated February 28, 2025, from St. Albert Planning & Development re "Proposed Erin Ridge Structure Plan Amendment". I am forwarding my email of January 9, 2025, regarding my concerns related to approving the proposed land use changes for your information. The last speed and volume count conducted on Ebony Way was in 2023 and at that time, the average daily traffic volume increased from 3,521 in 2022 to 6,274 in 2023 and in the 2023 study there were 941 vehicles daily travelling at 48 km or more in a 40km per hour zone. Given the last speed and volume count was conducted in 2023, it would be good to have the results of a more current speed and volume count on which to base these important decisions that will impact the quality of life of nearby residents. As I mentioned in my previous email, the current issues of high traffic volume, speeding and stunting continue and have yet to be addressed.

WHAT'S NEXT

The information regarding the Area Structure Plan amendment, and Land Use Bylaw Amendments will be presented to Council at a public hearing. Please note, a decision by Council on the Area Structure Plan would need to be made prior to the redistricting, or site-specific text amendment.

The public can participate in the public hearing. If you would like to register to speak, or submit a written statement please email hearings@stalbert.ca.

For more information, please visit the Cultivate the Conversation page at: https://conversation.stalbert.ca/erin-ridge-north-asp-and-lub-amendments-for-815-st-albert-trail

Erin Ridge North ASP
Land Use Bylaw

LANDREX
WATKINS LAND DEVELOPMENTS

JANUARY 2025

Feedback Form

Agree *Disagree*

1. I was given suitable notice of the meeting date, time, and location.

5 4 (3) 2 1

2. This public meeting highlighted two proposed amendments to two different sites. Was the information presented in a way that was clear?

5 4 3 2 1

3. I was able to ask questions and provide feedback adequately.

5 4 3 2 1

4. Did you attend this Public Meeting to learn more about Site 1 (815 St. Albert Trail), Site 2 (150 Edison Drive), or both?

5. Focusing on Site 1 (815 St. Albert Trail) that proposed to amend the Erin Ridge North ASP from *Mixed Use Commercial with Residential* to *Commercial*, and redistrict from the *MU2 - Mixed Use Level 2 District* to the *TCC - Trail Commercial Corridor District*, what do you like about this proposal?

NOTHING

6. Still on Site 1 (815 St. Albert Trail), what did you not like about this proposal?

INCREASING COMMERCIAL / DRIVE THROUGH RESTAURNTS ON THE SITE WILL INCREASE TRAFFIC VOLUMES WITH RESULTANT ISSUES (eg. SPEEDING & STUNTING) ON EBONY WAY & COAL MINE ROAD. THE TRAFFIC VOLUMES ON EBONY WAY (>6000 VEHICLES/DAY 2023) ALREADY EXCEED THE MAXIMUM OF 5000 VEHICLES/DAY THAT EBONY WAS DESIGNED TO ACCOMMODATE & CAUSE DISRUPTION TO LIVES OF HOMEOWNERS EBONY WAY

7. Switching gears to Site 2 (150 Edison Drive) that proposed to amend the Erin Ridge North ASP from *High Density Residential* to *Medium Density Residential*, and redistrict from the *HDR - High Density Residential District* to the *MDR - Medium Density Residential District*, what do you like about this proposal?

8. Still on Site 2 (150 Edison Drive), what did you not like about this proposal?

9. Do you have any other comments or suggestions?

DO NOT CHANGE ORIGINAL PLAN THAT WAS APPROVED.

If you would like more time to provide comments, please email your comments no later than January 15, 2025 to:
Site 1 (815 St. Albert Trail): Ray Watkins, ray@watkinsland.ca
Site 2 (150 Edison Drive): Stephen Yu, planning@invistec.ca