Bylaw 5/2020 North Ridge Area Structure Plan Amendment - 1st reading
Presented by: Eric Schultz, Planner, Planning & Development Department

RECOMMENDATION(S)

(1) Bylaw 5/2020 North Ridge Area Structure Plan Amendment - 1st Reading

1. That Bylaw 5/2020, being amendment 1 to the North Ridge Area Structure Plan 4/2015, be read a first time.

2. That Bylaw 5/2020 be referred to the Edmonton Metropolitan Region Board (EMRB) for a decision.


PURPOSE OF REPORT
This report discusses proposed amendments to the North Ridge Area Structure Plan. The North Ridge ASP amendment requires a referral to the Edmonton Metropolitan Region Board (EMRB). The application must be deemed compliant with the Edmonton Metropolitan Growth Plan, and a decision must be rendered on the ASP. The proposed amendment also requires a public hearing and Council’s approval, as per the requirements in the Municipal Government Act (MGA).

ALIGNMENT TO PRIORITIES IN COUNCIL’S STRATEGIC PLAN
N/A

ALIGNMENT TO LEVELS OF SERVICE DELIVERY
Current Planning Application Processing: Processing and coordination of the approval of statutory plans and amendments, subdivision and condominiums applications.

ALIGNMENT TO COUNCIL DIRECTION OR MANDATORY STATUTORY PROVISION
The Municipal Government Act Section 692(1) requires the subject matter of this report to go to Council and that a public hearing be held.

The Municipal Government Act, Part 17.1, outlines the regulations and compliance to the Edmonton Metropolitan Regional Board (EMRB). As such, Ministerial Order No. MSL111/17 Regional Evaluation Framework, states that the ASP amendment must be referred to the EMRB as the application:

• Results in a change to the boundaries of the area structure plan.
This amendment conforms with the Municipal Development Plan, Policy 3.1 - Future Land Use Policy:

The City of St. Albert shall direct future growth and development in accordance with Map 2 - Future Land Use Policy and in keeping with the policies contained in CityPlan 2007.

BACKGROUND AND DISCUSSION
The North Ridge Area Structure Plan (ASP) was approved by Council through Bylaw 4/2015 on February 2, 2015.

Select Engineering, on behalf of Badger Land Development Corporation, submitted an application on April 23, 2019 to amend the North Ridge Area Structure Plan Bylaw.

The purpose of this amendment is to expand the North Ridge neighbourhood boundary and create a second phase of the neighbourhood. Phase 1 is completely developed. Phase 2 is located North of the existing Villeneuve Road right-of-way, which forms the northern boundary of Phase 1. This amendment establishes the land uses and circulation patterns within North Ridge Phase 2.

The amendment lands are located in the northwest quadrant of St. Albert (please refer to the attached Figure 1 - Location Map), and are bounded by:
- Villeneuve Road to the South,
- Crown lands to the West,
- Fowler Way to the North, and
- Hogan Road / Range Road 255 and Jensen Lakes neighbourhood to the East.

The legal descriptions and addresses are:

<table>
<thead>
<tr>
<th>Legal Description</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Part of SE-18-54-25-4</td>
<td>42 City Annex North</td>
</tr>
<tr>
<td>Plan 052 5581, Block 2, Lot 1</td>
<td>43 City Annex North</td>
</tr>
<tr>
<td>Plan 042 6146, Block 1, Lot 1</td>
<td>44 City Annex North</td>
</tr>
<tr>
<td>Part of SE-18-54-25-4</td>
<td>25516 Secondary HWY 633</td>
</tr>
<tr>
<td>Plan 042 6146, Block 1, Lot 2</td>
<td>25522 Secondary HWY 633</td>
</tr>
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The future Fowler Way runs through the top portion of the amendment lands. The lands South of Fowler Way will be developed; the lands North of Fowler Way are not included in the North Ridge ASP and will be included as part of a new ASP in the future.

The East half of quarter section SE-18-54-25-4, municipal address 42 City Annex North, is owned by Badger Land Development Corporation. They are proposing a 29 hectare± (72 acres±) development in the area North of Villeneuve Road and South of the proposed Fowler Way.

The West half of the quarter section is owned by the City of St. Albert. Approximately 12 hectares (30 acres) South of Fowler Way will be referred to as "future development area". There is also a 2 hectare± (5 acre±) parcel located in the southwest corner of the quarter section, which is owned by AltaLink and contains an electrical substation. When the City lands are developed, an amendment to the North Ridge ASP will be required.
There is a three (3) hectare± (7 acre±) parcel of Crown lands in the southwest corner of the amendment area which is the site of a former landfill. Approximately 0.6 hectares (1.5 acres) will be included as "future development area"; the remainder will be part of the future Ray Gibbon Drive extension.

The amendment to the North Ridge ASP proposes land use designations (see attached Figure 2 - Future Land Use Map) of low density residential, medium density residential, commercial, park, and stormwater management facility. More details can be found in the attached Bylaw 5/2020 North Ridge Area Structure Plan Phase 2 Amendment.

Residential Density
The proposed ASP amendment area meets the current EMRB density of 40 dwelling units per net residential hectare (du/nrha).

A breakdown of the proposed number of dwelling units and residents can be found in Table 3-2: Development Statistics in the North Ridge Area Structure Plan Phase 2.

Boundary Change
North Ridge Phase 2 is an expansion of the existing North Ridge neighbourhood. Phase 2 is adding 29 hectares± (72 acres±) of developable land to the Area Structure Plan, plus 13 hectares± (32 acres±) of "future development area" land, 2 hectares± (5 acres±) for an electrical substation, and 3 hectares± (7 acres±) for the future Ray Gibbon Drive extension.

Water and Wastewater Servicing Requirements
Servicing for Phase 2 will be extended from Phase 1, using two existing watermains and an existing sanitary trunk main.

Stormwater Management Facility
One Stormwater Management Facility (SWMF) is proposed within Phase 2, located in the southwest corner of the development area. This facility will outlet directly to an existing 525 mm storm sewer that was constructed as part of Phase 1.

The storm pond will operate as a standard detention storage facility. It will receive minor system piped flow and major system road runoff from the neighborhood and discharge to the existing North Ridge stub by gravity.

The topography in the amendment area is generally flat. Due to the relatively flat nature of the site and the existing elevation of the outlet stub, fill material will need to be brought in to allow the SWMF to drain via gravity alone to the 525 mm storm sewer pipe in Phase 1. The storm pond has been designed with an elongated layout that reduces the amount of fill required.

The City-owned lands will require a separate SWMF. When the lands are ultimately developed, it is anticipated that this SWMF will take advantage of the existing topography and outfall stormwater from the City lands West to Carrot Creek.

Fowler Way
In 2015, the Transportation Master Plan (TMP) was updated by Associated Engineering Alberta Ltd.
Based on recommendations from the updated TMP, St. Albert City Council approved a realignment of a portion of Villeneuve Road, as well as the creation of a new major roadway called Fowler Way. The proposed ASP amendment has incorporated these changes.

A functional plan for Fowler Way was completed in 2018. The next step will include resident/owner public engagement, geotechnical and environmental assessments, and geometric review to finalize the actual roadway alignment. Preliminary design will begin in 2021 and construction is anticipated to begin in 2025.

**Villeneuve Road**

Villeneuve Road is currently developed as a paved two-lane, rural, connector residential roadway along the southern boundary of the proposed development area. It currently connects St. Albert Trail to Ray Gibbon Drive.

Based upon the TMP, Villeneuve Road will no longer connect to Ray Gibbon Drive. Access to Ray Gibbon Drive will be via Fowler Way. Villeneuve Road will connect to Fowler Way via a North-South neighbourhood roadway running through the City-owned lands west of 42 City Annex North.

When Fowler Way is constructed, Villeneuve Road will function as a neighbourhood residential roadway, providing access to Deer Ridge and North Ridge to the South and Jensen Lakes and North Ridge Phase 2 to the North.

The Villeneuve Road connection to Ray Gibbon Drive will be closed at the AltaLink electrical substation. Access to Ray Gibbon Drive will be via Fowler Way, which can be accessed from North Ridge Phase 2 via Villeneuve Road in the South or Hogan Road in the North.

**Connection between Phase 2 and Phase 3**

There is a proposed pedestrian connection between Phase 2 and Phase 3. City Administration had requested a roadway connection between the two phases. Based upon this request, the applicant provided traffic generation data that identified estimated levels that were beyond acceptable traffic generation levels for the street typology.

**Complete Streets**

On October 22, 2018, Complete Streets guidelines were approved by Council. The North Ridge ASP amendment shows the new road name classifications.

Engineering Services intends to have the Engineering Standards updated with the Complete Streets requirements by the end of Q2, 2020. All phases of development in North Ridge Phase 2 will be built to these requirements.

**School Site**

Phase 2 does not have a school site identified within the Future Land Use Map. A school site and accompanying park space must be a minimum of 3.8 hectares and the municipal reserve for North Ridge Phase 2 is only 2.6 hectares.

**Agricultural Impact Assessment**

Select Engineering Consultants Ltd. conducted an Agricultural Impact Assessment (AIA) on the East half of parcel SE-18-54-25-4 in December 2019 for Badger Land Development Corporation, and on
the West half of the parcel in January 2020 for the City of St. Albert. The purpose was to determine whether urban development on prime agricultural soils within the Greater Edmonton Region is logical and what impact this development will have on the future of agricultural lands within the area and the province.

The findings of this AIA support the City of St. Albert Municipal Development Plan (MDP), which designates the subject lands for residential development. Typically, lands within an urban boundary are anticipated to allow for development growth in a contiguous manner as to support municipal population projections and growth. As identified within the AIA, Phase 2 does contain Class 2 soils; however, the eastern half of parcel SE-18-54-25-4 enables logical and contiguous expansion of the North Ridge neighbourhood. This proposed amendment is in alignment of the Edmonton Metropolitan Regional Growth Plan policy direction contained within Section 6.2.4.

**Edmonton Metropolitan Region Board (EMRB)**

Processing of the ASP amendment application requires a referral to the EMRB according to Section 4.2 (c) of the EMRB’s Regional Evaluation Framework (REF) 2.0 document:

- c) The proposed statutory plan amendment would result in a change to the boundaries of an area structure plan.
  - The boundaries of the North Ridge Area Structure Plan have changed.

The application must be referred to the EMRB after Council’s first reading of Bylaw 5/2020 and before third reading. As such, the application will be circulated to EMRB after first reading, and before the public hearing, second reading, and third reading.

**STAKEHOLDER COMMUNICATIONS OR ENGAGEMENT**

**Public Meeting**

A public information meeting was held on January 29, 2019. There were 15 residents in attendance. Questions focused on the potential closure of Villeneuve Road, how the increased population would affect traffic in North Ridge Phase 1, and the loss of agricultural land.

A transcript of the public consultation meeting, prepared by a Court Reporter, is attached as the [Court Reporter Transcript](#).

**Circulation of Application**

The proposed ASP was circulated on April 23, 2019, to internal departments, external referral agencies, property owners within a 100-metre radius, and attendees of the public meeting who provided a mailing address. Two residents submitted letters (see the attachment [Public Comments](#)). The first expressed concern regarding property values being affected by Fowler Way. The second letter expressed concerns regarding the noise from Villeneuve Road. St. Albert Public Schools sent a letter stating that additional school sites will be required to accommodate student growth in the north of St. Albert.

First reading is tentatively scheduled for March 16, 2020. Following first reading, the public hearing will be posted on the City website. The public hearing will be advertised in CityLights on the 2nd and 3rd Saturday preceding the hearing. A notification letter about the public hearing will be mailed to
property owners within a 100-metre radius of the site and to attendees of the public meeting who provided a mailing address.

The public hearing is tentatively scheduled for June 15, 2020, following a 12-week review period required for an Edmonton Metropolitan Region Board (EMRB) referral.

**IMPLICATIONS OF RECOMMENDATION(S)**

**Financial:**
- The proposed stormwater management facility utilizes submerged pipes with in-pipe storage of water, and there are long-term maintenance costs associated with this design.
- The North-South Villeneuve Road extension to Fowler Way is proposed to run through City-owned lands only, so the City will be responsible for the full cost of this roadway.

**Legal / Risk:**
None at this time.

**Program or Service:**
As development proceeds:
- Engineering drawing reviews, development agreements, and inspections of infrastructure.
- Planning and Development will have Land Use Bylaw amendments, subdivision plans, and development permits to review and provide decisions on.
- Safety Codes will have building plans to review and buildings to inspect.
- Recreation Services will have park planning and development.
- Public Works will have maintenance of infrastructure.
- Fire Services, Community & Social Development, Transit, and other departments will have services to a new area of the City.

**Organizational:**
None at this time.

**ALTERNATIVES AND IMPLICATIONS CONSIDERED**

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

Defeat first reading of Bylaw 5/2020 (ASP), which will have the following implications:
The applicant cannot reapply within six months for an ASP amendment.
CITY OF ST. ALBERT

BYLAW 5/2020

NORTH RIDGE AREA STRUCTURE PLAN AMENDMENT

Being Amendment 1 to the North Ridge Area Structure Plan Bylaw 4/2015

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


2. The Chief Administrative Officer is authorized to issue a consolidated version of Bylaw 4/2015, incorporating the amendment made by this Bylaw.

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”
Is the North Ridge ASP document
Figure 1

Location Map

North Ridge Phase 2
Area Structure Plan
Figure 2
Future Land Use
North Ridge Phase 2
Area Structure Plan

NOTES:

• Circulation pattern does not constitute subdivision design and is subject to change (excepting crosstown, connectors, and neighbourhood roadways).

• Any proposed change to configuration and/or designation of crosstown, connector, and neighbourhood roadways shall be subject to an ASP Amendment.

• Proposed 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.
NORTH RIDGE AREA STRUCTURE PLAN
PUBLIC MEETING

Blaydon Dibben 
Presenter

Amanda Forestier, CSR(A) 
Court Reporter

St. Albert, Alberta
January 29, 2019

A.C.E. Reporting Services Inc.
Certified Court Reporters
(Proceedings commenced at 6:04 p.m.)

MR. DIBBEN: Okay. Thank you for coming.

If you're ready, we'll -- you can take your seats.
If you don't have a seat, we'll find one. My name
is Blaydon Dibben. I'm a planner with Select
Engineering. We're here for the public meeting for
North Ridge Area Structure Plan Amendment. We're
here. Select is working on this, the engineering
and planning for Strata Developments, who is the
owner of the lands.

So the purpose of this public
meeting -- and, actually, first, I should say that
we are recording this. The City requires that a
court reporter be present and record all of the
information and any questions and answers that are
given during this formal presentation. So I ask
that if you ask a question, please speak up so that
she can hear and also state your name before you
ask the question.

So the purpose of this meeting
is to inform you guys, the public, about the plans.
We want to gather your feedback, any comments, any
questions. We haven't submitted an application
yet. This is a requirement before we submit an
application to the City. And so we're all here to
hopefully answer your questions and give you as much information as you need.

Next slide there, please. So as you've seen on the boards, the proposal is to add another phase. So it's north of North Ridge. So it's not changing anything in the actual North Ridge Area Structure Plan or the North Ridge neighbourhood that's pretty much built out today. This is located north of Villeneuve Road. The accesses will be off of Hogan Road and Villeneuve Road. So, again, nothing that actually accesses into the existing North Ridge neighbourhood.

Sturgeon County is located north of here. We've been working on this plan for quite some time. We came forward with an application back in 2015, but at that time, the roadways, the regional roadways, hadn't been determined and finalized. Now, Fowler Way and Ray Gibbon Drive and Villeneuve Road, those alignments have been set by the City, the functional plan for that last year with public consultation and have approved that. So now we are able to come forward with the plans on behalf of Strata.

Next slide. So the existing use of the land is agricultural. There is -- it's
fairly flat. It drains generally to the northeast and northwest. Over to the west of the plan, there is that electrical substation that will continue to exist. That feeds the area for electricity. And then immediately west of the lands, there's another half quarter section here. That's owned by the City of St. Albert. And so they will be planning that area separately. So that will be a separate plan that comes in place once the budget is there and directed by Council.

The existing Hogan Road on the east boundary is currently gravel, so that will be upgraded once those phases of submission come in. And then Villeneuve Road here would have -- there would be another access off of Villeneuve Road.

So we just wanted to give you some context. We're not changing these plans. These are already approved. But this is the context of what was put forward last year by the City. So Hogan Road continues north until it connects with Fowler Way. Villeneuve Road will continue all the way along Deer Ridge through Hogan Road. There would be the access into this neighbourhood here and then would realign up to Fowler Way. So that would be basically the end of
Villeneuve at the east/west connection.

There would still likely be something to access that electrical substation, but the intention is that traffic would realign either up to Hogan or up through Villeneuve, the realigned Villeneuve, up to Fowler Way. And Fowler Way would eventually connect over to St. Albert Road or St. Albert Trail.

So this is the plan that we're amending, North Ridge, as approved. We're adding on this area to the North Ridge plan to the north. It would be planned at a density of 40 units per hectare. That's what's required by the Edmonton Metropolitan Region Board, which is a -- have a growth plan that came into effect in October of 2017.

And here's another picture of this plan. Hopefully you can all see it. If not, there's a nice big one at the back, and we can answer any questions on that as well. So the yellow is all low- to medium-density residential. The R-1 zone -- or sorry. RSL and RF zones, they allow for a range of single-detached, semi-detached, and townhouse. As I said, the residential density would meet the minimum
requirements of the Edmonton Metropolitan Region Board, and that's an overall density for the neighbourhood.

The brown areas would be townhouse, and the bigger brown area would be -- could either be townhouse or apartments. But they're meant to be a medium density. So it could be up to, like, a four-storey building potentially. And that would be determined later on with subdivision when that stage comes.

There are parks through the centre of the plan. Hopefully you can see this. But there is some dashed red lines that show where there could be some potential trail connections that would connect up from Villeneuve through this storm pond that abuts Villeneuve Road on the south. So you could go for a walk right up, cross over this local road here, and right up through the neighbourhood. So tried to have really good connections throughout and want it to be very walkable.

And then up in the northeast corner is a commercial site, which would have good visibility access from Hogan Road and Fowler Way when those come on board. Access to the commercial
site would be solely off of Hogan Road. So nothing internal for vehicles. But there would be a walkway connection through there so that if you want to go to the store, you can get there. You don't have to go out onto Hogan Road to do it.

Next. So that's basically the whole presentation. There's -- we're happy to take questions after. I'll just tell you some of the next steps, though. As I said, this is -- the intention of this meeting is to gather your input, gather your questions and comments. We'll take that back, review it, discuss it with the City. See if anything -- you know, if anything needs to be changed or -- and then the intention is to submit an application as soon as possible.

So assuming that there's no real major issues, we would try and submit that application by the end of February. It would go through a circulation process with the City, which takes a couple months. It then would have to go to the Edmonton Metropolitan Region Board if Council accepts the first reading of this, and that's about a three-month process. Finally we go to a public hearing targeting fall of 2019. And then the intention is to do the first stage of construction,
get that underway in the spring of 2020.  
So, please, if you have any  
questions, I'm here. Actually I should say, it's  
not just me here. Leo is hear from Select. He's  
the engineer. Jeanne Calder is here. She's our  
senior planning technician. And from the landowner  
here is Courtney Jensen from Strata. And then also  
some people from the City here as well if there's  
any questions about any of the City plans.  
So, please, as I said, maybe  
raise your hand if you have a question and just  
state your name. Yeah.  
JORDAN KLUTHE: Will you be taking the design  
to another open house before the public hearing do  
you think?  
MR. DIBBEN: Sorry. Can you just say your  
name first?  
JORDAN KLUTHE: Jordan.  
MR. DIBBEN: Jordan, okay. Will we be  
taking the -- another open house before public  
hearing? Which I guess it depends on whether the  
plan changes or not. If this plan goes through as  
you see it today, then we would discuss it with the  
City, but there wouldn't be a requirement to bring  
it again. So the public hearing would be another
opportunity to --

JORDAN KLUTHE: That would be the final opportunity.

MS. PETER: This is Kristina with the City. If there's substantial changes to the layout and the concept, we generally do require the developer to bring it back to the public. But if it relatively stays the same, generally the same, the layouts are similar, we don't bring it back.

BILL: I have a question.

MR. DIBBEN: Your name?

BILL: My name is Bill. And is this -- the municipal reserved for parkland, is there expected to be a school site?

MR. DIBBEN: No. There's no school site planned for this area. It's -- the whole area itself is 25 hectares, so the requirement is 10 percent of that land to be park. A school site is typically about 4 hectares in size. So we've got some linear but also some good sized parks in there that you could do some programming with, but definitely not large enough for a school. I believe, like, North Ridge had parks sized for a school, but they haven't built any.

MS. JENSEN: I can add that we did discuss
with the City whether or not they wanted to see a
park site because certainly the City would have the
option to buy additional land, more space, to
consolidate enough to do a school site, and that
wasn't desired.

BILL: Just a followup. I'll let
somebody else talk. Would the developer consider
putting the MR on the west boundary and therefore
the City owns the land adjacent to it providing for
an opportunity for a school site if there's a need?

MR. DIBBEN: I think it's difficult at this
point to say because there is no plan for that
land.

MS. JENSEN: We have tried planning with
the City, actually, a couple of times when it was
funded through the budget. But then when it got
unfunded, any planning that we did along the border
was -- we received the request from the City to not
tie them into anything through our planning. So we
actually tried to do the opposite of that where we
tried to keep the park space so that it's serving
the residents of this community and not
anticipating a use in the adjacent land that may or
may not come.

BILL: Okay. Thank you.
MR. DIBBEN: Yes.

JOANNA KRIPS: Joanna Krips. I was wondering, did it mention that your construction you are considering -- you're hoping to start 2020, was it? So this might be a question for the City. What is the timeframe for the upgrade to the roads in the area to support the additional traffic?

MR. DIBBEN: Right. I can let the City answer that in general. But, like, Fowler Way, I don't believe there's any timeframe for that right now as far as I know. And same with cutting off Villeneuve Road. So the first access will likely be off Villeneuve Road to get into this neighbourhood.

JOANNA KRIPS: So for quite some time, it will likely be any traffic from there will either be Villeneuve or Hogan. Is that the --

MS. PETER: That would be the quickest way to get road access to the site, yes.

UNIDENTIFIED SPEAKER: As if they can even handle the traffic now. The traffic is absolutely --

JORDAN KLUTHE: The intersection trying to turn off at 255.

UNIDENTIFIED SPEAKER: The intersection, Villeneuve, it doesn't matter where you come from. Pretty much
at any point of the day you can't move on there.

MS. PETER: So one of the things that will happen with this development going through is there will be a number of upgrades that will be required, and I can maybe get Leo--

MR. LEVASSEUR: Yeah. That likely would be part of the approval process of the subdivision. We would get the conditions from the City as to what may be needed. And the TIA will probably support some of that requirement. It may not be shown, but I think there was a plan for a roundabout at Hogan and Villeneuve, and it is quite likely that would all have to be partially built or fully built in order to deal with the traffic.

MS. PETER: You would see some improvements to the local conditions before this would actually get built out; however, the full redesign of Villeneuve Road and Fowler Way will take a little bit longer, and that we are talking some substantial costs that have to be associated.

UNIDENTIFIED SPEAKER: I mean, that's what they said originally five years and ten years ago. And that still hasn't happened. And as residents in that area, it's a little disconcerting because we've got so much traffic coming through there. Now we bring
another community in, which is great, but if we can't handle the infrastructure of vehicles, like, what are we doing?

UNIDENTIFIED SPEAKER: On Sunday afternoon I counted a hundred cars in ten minutes.

UNIDENTIFIED SPEAKER: Like, I know they did calculations on so many per hour. And that's actually, I believe, got four times higher than what they said. It was done back in 2014, '15. That's five years ago. So our big concern is -- and I know a lot of people --

MR. LEVASSEUR: The turning movement and everything else at Hogan and Villeneuve, or are you talking just straight down?

UNIDENTIFIED SPEAKER: Straight through. Yeah. The traffic starts very heavy at about 5:30 in the morning, and it doesn't shut down until 7 at night to the point of, like, you gotta watch what's on your shelf in your house because it will fall off because of the road traffic of those trucks. So then got that much more infrastructure coming in, obviously more heavy equipment coming through there, the road can barely handle two lanes of cars. What are we going to -- now they're going to expand the road. Well, that wasn't supposed to
happen, right? Right? Like -- and that's what
happened for the last ten years, that road. When
Deer Ridge came in, North Ridge came in, we got
the, Yeah, it will happen, but nothing happened.

MR. LEVASSEUR: Well, certainly we can't speak
for the timing of Villeneuve and the improvement of
Villeneuve because it spans quite a long length,
right.

UNIDENTIFIED SPEAKER: That's right. But now we're
on the other side of it, so...

UNIDENTIFIED SPEAKER: And you're saying that
roundabout will happen at the same time as --

MR. LEVASSEUR: It will have to happen in --
Hogan Road is an arterial, so I know Blaydon kind
of mentioned this. There was actually two
accesses, but the initial stage to come off of
Villeneuve would have to be improved too.

UNIDENTIFIED SPEAKER: The roundabout is going to be
at Hogan and Villeneuve?

MR. LEVASSEUR: Pardon?

UNIDENTIFIED SPEAKER: The roundabout is going to be
at Hogan and Villeneuve then?

MR. LEVASSEUR: Yes.

MR. DIBBEN: Right here, yes.

MATT BACHEWICH: Just following up on the -- my
name is Matt. Just following up on the theme of transportation here. We've got Ray Gibbon Drive which has an excessive amount of traffic as it is without any upgrades. And I guess the concern would be that this development is adding another nearly 2,000 residents to that area of St. Albert and, therefore, placing even more demand on Ray Gibbon Drive. So I guess my question would be, has there been consideration given to aligning the timing with this development with the timing for the Ray Gibbon Drive expansion and creating a linkage or a condition of Ray Gibbon Drive expansion being required in order to enable this site to be developed?

MR. DIBBEN: Well, there hasn't been any discussion about linking Ray Gibbon Drive to this neighbourhood. There -- yeah. So I think, you know, the City is looking for budget, as far as I know, for upgrades to Ray Gibbon, but that would be a major expense for a project this size, which would definitely impact housing costs and everything there.

MS. PETER: Do keep in mind that the Ray Gibbon Drive is also -- there's a provincial requirement as well and provincial funding that is
required for that. So for the City to take that on
in advance of getting that funding or guarantees
for funding from the Province is quite risky, and I
don't know if it is financially feasible for the
City to do and then conversely the landowner or the
developer.

For that to happen, it could
be 15 years. Like, we don't know at this stage.
It could be three. Depending on elections and
promises and stuff like that, but it's -- at this
stage, the City doesn't have the -- we're not fully
in control of the full development of Ray Gibbon
Drive.

MATT BACHEWICH: I guess the -- I understand
provincial funding requirement. Obviously St.
Albert is not going to take that level of burden on
to develop Ray Gibbon Drive. But I guess the point
is that the City may not have control over when the
funding occurs, but the City has control over when
additional development occurs. And my point would
be that we've got already thousands of people using
Ray Gibbon Drive on a daily basis, and we have to
sit, and it takes sometimes over 20 minutes to get
from Giroux to Anthony Henday Drive. By adding
another 2,000 people to this region, we're only
going to exasperate that issue. So I guess my
comment would be that the City does have control
over the timing of development, and my point would
be that until we have the roadway infrastructure
that's required for that development, then we
shouldn't be exasperating the problem by adding
more development.

MS. PETER: That's fair. And I think the
one thing, as Blaydon did mention, this is a
pre-application. So the application has not
actually come into the City. So one of the things
that will happen when it is officially applied for
is there will be circulation, and our
transportation engineers will have to take that
into consideration regarding traffic counts and
safety and such. If the existing road network can
accommodate it, though, just as a warning, it will
be very difficult to say that we would have to hold
back on approval of this.

MATT BACHEWICH: Okay. Thank you.

MR. DIBBEN: And, again, I know that -- you
know, because it's on this side of the City that
Ray Gibbon Drive might be the most direct route,
but, I mean, I happen to live in Deer Ridge. So if
Ray Gibbon is backed up, I go to St. Albert Trail,
which is also a busy road, but it -- you know, you
go down 170th. There are other alternatives in
Campbell Road. And so it wouldn't -- you know, if
this causes more traffic going that way, I think it
disburses again to the other roadways. And, I
mean, we all want upgrades to all the roadways for
sure, so hopefully there's enough sort of political
will to get it there eventually.

Any other questions at this
time? We can answer questions, you know, offline
too I guess.

BILL: Can I just ask one more?

MR. DIBBEN: Yes.

BILL: It's about the internal road
network. So you've got an arterial at the top
here. They used to be called arterials, Fowler
Way. It's like Giroux. And then at the bottom,
Villeneuve is kind of a hybrid of that. And then
in the middle normally there's some sort of bus
routes or something. They're called collectors.

MR. DIBBEN: Right.

BILL: So the road that goes through
the middle looks like it should connect to the road
west into the stuff you can't plan because the City
isn't in a position to be able to plan that yet.
MR. DIBBEN: Right.

BILL: So the collector that would go that way, I guess, like, from a design perspective -- maybe I'm just asking a question I can't answer.

MR. DIBBEN: So we have done a traffic impact assessment, you know, and it hasn't gone into the City yet. But, yes, you're right, this is -- well, Hogan is kind of a major collector type of -- and so there would be transit along Hogan, and transit would loop through here and then go back up or up that way to Fowler. So definitely transit is a requirement in every neighbourhood within 400 metres of all residents. This is meeting that requirement here. And nice and central to the neighbourhood. So at this point, yeah, there's nothing going through -- proposed to go through here. We have shown a walkway. If and when that gets planned so that, you know, it's not turning our backs on it completely, but focusing more on the pedestrian access.

BILL: And I respect your input in that precarious position, so it's hard to plan 80 acres, right, due to a major neighbourhood. So the cul-de-sac south of that main road, so the one sort of -- I guess it's the square between Villeneuve
and --

MR. DIBBEN: This here?

BILL: Yes. It's south on Hogan Road, south of the school, there's a section of Villeneuve that's developed that has that access off of Hogan versus access off of Giroux. Would the developer consider an access off of Hogan to the east versus the access that's coming off of Villeneuve to reduce the number of accesses on Villeneuve?

MR. DIBBEN: You're saying an access out here?

BILL: Yes.

MS. JENSEN: Because they wouldn't have the proper spacing from -- you need to have a minimum amount of spacing from all of the other major roadways.

BILL: It's to the top of the cul-de-sac.

MR. DIBBEN: We've got 400 metre spacing for collector roadways.

BILL: Did you have 400 metres from Hogan and Villeneuve?

MR. DIBBEN: Yes. So we've -- from Fowler Way and Villeneuve. And then the one in the middle
is 400 metres.

BILL: The one to the west?

MR. DIBBEN: Oh, this one here. Sorry. Villeneuve is considered a collector, and so off of a collector, you can have 60 metres as your maximum.

BILL: Okay. Just things for you to consider.

MR. DIBBEN: Yes. Yeah, yeah.

MS. PETER: To expand on that, the City will look at different road networks and different road patterns. One of the things that the City is starting to look at, because of the higher density, is increased accesses. In the past we've kind of limited them, which has caused some difficulties because of traffic flow. So the more accesses you have, people have more options to get around, so then they're not as overly condensed on certain areas. That would have to be in accordance with the designs that the engineers could support.

MR. DIBBEN: The computer just went to sleep I think. I'll just bring this up here just in case. Were there any more questions at this time? Okay. Well, I'd like to thank you all for showing interest and coming out. We have comment
forms at the back. Please sign in. Sign your names. And any comments you leave here will be submitted to the City. We'll review those with them and definitely include them for Council.

PROCEEDINGS ADJOURNED 6:28 P.M.

CERTIFICATE OF TRANSCRIPT

I, the undersigned, hereby certify that the foregoing pages are a complete and accurate transcript of the proceedings taken down by me in shorthand and transcribed from my shorthand notes to the best of my skill and ability.

Dated at the City of Edmonton, Province of Alberta, this 4th day of February, 2019.

Amanda Forestier, CSR(A)
Court Reporter
A.C.E. Reporting Services Inc.
Certified Court Reporters
Hello Mr. Schultz,

I’m replying to the notice I recently received on the updated plan for the Villeneuve road re-alignment. Personally, I do not agree with the new proposal, specifically with the decision to leave Villeneuve road open.

If you recall, there was a prior public consultation and vote where residents decided that the best course of action was to close Villeneuve road between Ray Gibbon drive and Hogan road with Fowler way acting as a the replacement route. Many of us chose to buy homes here based on these prior consultations and I think that the City of St. Albert is not acting in good faith if they change course now.

Frankly, I feel this project has been neglected for much too long. I’ve spent the last 5 years waiting for some type of remediation for the noise, pollution and congestion caused by the addition of Ray Gibbon drive traffic to Villeneuve road. Development has increased the traffic load many-fold, yet Villeneuve still has no shoulder, no lights at Hogan/Villeneuve and nothing to help reduce noise levels for those of us unlucky enough to back onto this artery.

I’ve shared my concerns before and have attached the last email chain here for your review. I’m still waiting to hear about the results of the noise survey the city undertook last year and would very much appreciate if you could provide the report for me.

All this said, I appreciate that you’ve made the effort to reach out to us, the residents who will be impacted the most by the project. Please give our feedback due consideration and thank you for keeping us updated as this project progresses.

Kind regards,

Jeff Waye

Sent from Mail for Windows 10

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Hi Jeff

Thank you for your email expressing your concerns about the North Ridge ASP amendment. I will add your comments to the file. I would also encourage you to attend the public hearing that will occur later this fall so that you can address City Council directly.

I just want to clarify that Villeneuve Road will become a dead-end road west of Hogan Road, to allow access to the electrical substation located just west of Ray Gibbon Drive. Villeneuve will *not* have an access onto Ray Gibbon once this occurs.
Hi Eric
As per our conversation can you forward this to the powers that be (infrastructure and planning)
My property is 2.5 acres on the north west corner of St. Albert off range road 255
Legal 4-25-54-18-NE
I have lived and owned it for 25 years
It appears the planning for Fowler Way is to either go through my property or have an interchange right next to it , I do not wish for this to happen.
I understand things change city’s grow and progress happens.
This may be several years in the making and soon my property will be in St. Albert (annexation)
I wish to be kept informed every step of the planning process , as the decisions made for the many will a have profound effects on the few.
The today’s estimated value is in excess of 1 million dollars.
Once the proposed as is Fowler way my property will be worth CONSIDERABLY less!
My email is

Keith Mackenzie