

# **MUNICIPAL DEVELOPMENT PLAN BYLAW 15/2007**

**Consolidated by Bylaw 7/2013**  
(approved June 24, 2013)

CITY OF ST. ALBERT

CONSOLIDATION OF MUNICIPAL DEVELOPMENT PLAN BYLAW 15/2007  
Consolidated by Bylaw 7/2013

Being a bylaw to adopt a Municipal Development Plan

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

1. This Bylaw may be cited as the “Municipal Development Plan Bylaw”.
2. The document entitled “CityPlan 2007 – City of St. Albert’s Municipal Development Plan”, attached hereto as Schedule “A” to this Bylaw, is hereby adopted as the City of St. Albert’s Municipal Development Plan.
3. Bylaw 4/2000, as amended, is repealed by this Bylaw.

**MUNICIPAL DEVELOPMENT PLAN BYLAW 15/2007  
AMENDMENTS**

| <b>Amendment</b> | <b>Bylaw No.</b> | <b>Details</b>   | <b>Final Reading</b> |
|------------------|------------------|--|----------------------|
| 1                | 12/2008          | Maps 2 and 3 – Grandin Mall Redevelopment  | May 26               |
| 2                | 18/2008          | Map 2 – 8 & 20 Hebert Road Development   | July 7               |
| 3                | 2/2009           | Map 2 – 2 Inglewood  | April 6              |
| 4                | 3/2010           | Map 2 and 3 - 70 Arlington Drive   | May 17               |
| 5                | 20/2010          | Text - 33 & 34 City Annex North  | December 20          |
| 6                | 1/2011           | Mapping – Mission Avenue   | April 4              |
| 7                | 15/2011          | Text – removal of references to Smart Growth   | August 15            |
| 8                | 20/2011          | Map 2 - SAS (Bokenfohr)  | July 11              |
| 9                | 21/2011          | Map 2 - Avenir (Rampart & Melcor)  | July 11              |
| 10               | 11/2012          | Text & Maps to bring MDP Bylaw into compliance with Capital Region Growth Plan             | August 20            |
| 11               | 17/2012          | Changes due to outcome of Future Study Areas Report: Potential Industrial Land             | January 21, 2013     |
| 12               | 6/2013           | Map 2 – Correct Error in Map related to 23 Bellerose Drive                                 | June 24, 2013        |
| 13               | 7/2013           | Map 2 – Change Land Use Designation for 103 Bellerose Drive from Commercial to Residential | June 24, 2013        |

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**CITY PLAN**  
**ST. ALBERT**



# Municipal Development Plan

Bylaw 15/2007  
(as amended)



*St. Albert* City of

## **ACKNOWLEDGEMENTS (CITYPLAN 2007)**

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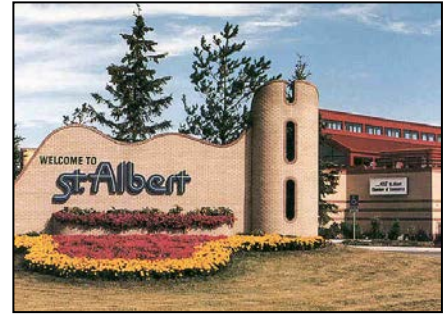
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## 1.0 INTRODUCTION

### 1.1 Basis and Purpose of the Plan

CityPlan 2007 is the City's Municipal Development Plan. Alberta's Municipal Government Act provides the legislative basis for the preparation of a Municipal Development Plan. The purpose of CityPlan 2007 is to articulate the community's vision, goals, objectives and policies to guide St. Albert's physical, social and economic development to the year 2029. St. Albert's population is forecast to reach approximately 90,808 by 2029. **(BL11/2012)**

CityPlan 2000 was originally developed in 2000 under the auspices of the volunteer CityPlan Advisory Committee (CPAC) appointed by Council. CPAC's role was to ensure an effective public participation process.

In 2007 Council approved a limited review of the Municipal Development Plan Bylaw 4/2000, with the direction that the vision and guiding principles developed by the community during the earlier process remain the focus of CityPlan 2007.

### 1.2 CityPlan 2007 Vision and Guiding Principles

Following extensive public consultations in 1999 and 2000, CPAC worked with the community to create a vision statement supported by nine guiding principles. The vision and guiding principles represent key directions for St. Albert's future, and helped guide the analysis of growth and urban form options as part of the municipal development plan review process. In 2007, Council confirmed these principles should continue to guide the implementation of the plan.

The CityPlan 2007 Vision statement is:

*St. Albert is an inclusive, family-oriented community that values its natural, cultural, historical and recreational amenities. Our community secures the safety and well-being of its people through controlled growth, innovation and dynamic leadership.*

The nine guiding principles are:

- **Our small-town atmosphere and our quality of community life are St. Albert's strengths.** Preserve our unique character and integrity in the region by maintaining independence, controlling and managing future growth.
- **We are a community of families.** Give our children and parents the opportunity to stay close by. Create different options for places to live and work in St. Albert.
- **St. Albert citizens live full and active lives.** Promote a variety of cultural and recreational activities and facilities to meet diverse, multi-generational needs.
- **St. Albert's local government continues to be responsive, approachable and an accountable steward of public funds and trusts.** Ensure that St. Albert is a dynamic leader regarding regional cooperation in business and volunteerism.
- **The downtown is the traditional heart of our community.** Make it a people place – where people of all ages and walks of life come together to celebrate special events, for commerce, and to nourish their spirits with arts, culture, learning and St. Albert's heritage.
- **The beauty of nature feeds people's soul, from natural areas, such as Big Lake, Sturgeon River and river valley, our parks and trails, to the tree-lined streets and boulevards.** Cherish and protect them for future generations. Support conservation efforts

to minimize negative human impact on the environment and enhance environmental sustainability.

- **Red Willow Park is the community's gift to future generations and as such continues to grow and unify our neighbourhoods.** Treat it with care and respect.
- **St. Albert needs a safe, efficient flow of traffic while maintaining the serenity and safety of our neighbourhoods.** Pursue innovative approaches for the movement of people and goods through and within the community.
- **St. Albert seeks the development of light industry, appropriately located, and the development of commercial enterprises to meet regional and local needs.**

### 1.3 Development, Organization and Interpretation of CityPlan 2007

The Municipal Development Plan for the City of St. Albert may be cited as "CityPlan 2007".

CityPlan 2007 is organized into three major parts:

- |                        |  |
|------------------------|--|
| <b>Section 1</b>       | OVERVIEW includes the introduction, purpose and legal basis for the Plan, along with the vision and guiding principles.  |
| <b>Sections 2 - 16</b> | GOALS, OBJECTIVES AND POLICIES contains the goals, objectives and policies adopted by Council to direct the future physical, social and economic development of the City of St. Albert.  |
| <b>Section 17</b>      | IMPLEMENTING THE PLAN describes the mechanisms and instruments available to Council to implement the policies contained in the Plan. It provides a framework for decision-making when evaluating area structure and redevelopment plans, plans of subdivision, and development proposals. It also provides direction for transportation and infrastructure improvements and budget priorities. |

A number of discussion papers were prepared to contribute to the update of CityPlan 2007. These are working papers and do not form part of CityPlan 2007. They include:

- Current Trends
- Population & Demographics
- Residential Development
- Commercial & Industrial
- Municipal & Provincial Services
- Open Space, Schools, Culture & Recreation
- Impacts of Upgrader Projects
- Sustainability
- Constraints & Opportunities in the Annexation area

As a note to the reader, the headings in the left hand margin are intended to assist the reader by highlighting the corresponding policy statements, and are not to be interpreted as policy statements themselves.

Compliance with policies in this Plan shall be interpreted and applied as follows:

- **'shall'** – means mandatory compliance
- **'should'** – means compliance in principle but is subject to the discretion of the Approving Authority where compliance is impracticable or undesirable because of valid planning principles or circumstances unique to a specific application
- **'may'** – means discretionary compliance or a choice in applying policy

To get a complete understanding of CityPlan 2007, it is recommended that the reader review the entire document and not read specific sections or policies in isolation of the balance of the document.

## **1.4 Historical Overview**

St. Albert was founded in 1861. Prior to the permanent settlement of St. Albert, the Assiniboine (Stoney) and Woodland Cree frequented the area. The modern history of settlement began with itinerant missionaries who were attracted to the site of St. Albert because of the availability of productive agricultural land, a climate that was seen as hospitable enough in which to settle and farm, and the prominent vantage offered by Mission Hill. In January of 1861 Father Albert Lacombe and Bishop Alexander Taché proclaimed Mission Hill as the home of the Oblate Mission. Initial settlement by the Métis occurred along the north shore of Big Lake and eastward along the Sturgeon Valley. The missionaries and settlers adopted the river lot form of land tenure which, unlike the surrounding township and range system, has narrow parcels of land extending perpendicularly back from the river. While settlers spread out along the river, the Oblate Brothers and Grey Nun Sisters built chapels, residences, schools and hospitals on Mission Hill, evolving into the compound of St. Albert Parish.

During the early part of the next century St. Albert's growth was steady, but not spectacular. The population almost doubled between 1901 and 1931 but, like other prairie communities, the population declined in the 1930s during the Depression. However this situation changed after World War II and between 1951 and 1976, when the population of 1,129 increased by 23,000 representing an average annual growth rate of 13%. Between 1986 and 2006 the annual average growth rate was 2.5%. Between 2006 and 2011 the annual average growth rate was 1.5%. In 2011, the city's population reached 61,466 according to the Federal Census. . (BL11/2012)

## **1.5 Regional Setting**

The City of St. Albert is located immediately northwest of the City of Edmonton in Alberta's Capital Region. St. Albert is bounded by the City of Edmonton on the south and east, and Sturgeon County on the north and west, as shown on **Map 1 - Regional Setting**.

Although physically separated by a major transportation and utility corridor, there are numerous economic, transportation, social and cultural linkages between St. Albert and Edmonton, as well as ties with other municipalities in the Capital Region. While a physical part of the Capital Region, St. Albert is also proud of its individuality and uniqueness. It is a separate and vibrant municipality, with a strong sense of community character and an expanding economic base.

### **1.5.1 Regional Context Statement**

The City of St. Albert's Municipal Development Plan conforms to the Capital Region Growth Plan because the policies address matters such as protecting and preserving the environment, increasing density targets to reduce the development footprint, providing and enhancing transit services and developing affordable housing in the city to create opportunities, and being a city of choice to live, work, and play within the region. (BL11/2012)

## **1.6 Overview of Trends and Concepts that Impact CityPlan 2007**

Extensive research and analysis was conducted through the discussion papers to assist this update of CityPlan 2007. The following is a summary of trends and concepts that have an impact as we plan for St. Albert's future and its relation to the Capital Region. Further details can be found in the discussion papers. (BL11/2012)

### **1.6.1 Economic Climate**

Highlights of the economic climate in metropolitan Edmonton and the province of Alberta include:

- Metro Edmonton's Gross Domestic Product (GDP) is projected to grow by over 3% per year between 2006 and 2011.

- Construction activity in the Metro Edmonton grew by 16% in 2006.
- Total value of the five announced Bitumen Upgrader projects in the Edmonton Area is projected at \$17.1 billion. Additional upgrader projects are anticipated.
- Major projects in Northern Alberta are estimated at \$97.8 billion in 2007.
- Metro Edmonton's employment rate will grow by a solid 3.2% in 2007. The Metro Edmonton area is projected to have over 600,000 employees by 2011.
- Metro Edmonton is anticipated to achieve over 10,000 housing starts per year until 2011.
- Metro Edmonton's retail sector is forecast to grow by 4.4% in 2007.
- Real GDP growth in Alberta is expected to be 4.5% in 2007.
- Alberta's unemployment rate is expected to decrease to below 3% in 2008.
- Oil prices are expected to be volatile until 2008, with prices up to \$75 U.S. per barrel, and will ease back to the \$55 to \$60 U.S. range toward the end of the decade.

### 1.6.2 Demographic Trends

Highlights of demographic changes and their impact include:

- Population growth rate has slowed in St. Albert compared to other regional and provincial municipalities, which continue to see significant increases.
- Household composition is changing, and the number of households is growing faster than population. People are marrying later; more are never marrying. Couples are having fewer children; more are having no children. Divorce rates continue to be high; the rate of remarriage is decreasing. This has an impact on housing choices, lifestyle choices and the type of community people are looking for.
- Young people are taking much longer than previous generations to gain education, wealth and assets, and to marry and start families.
- St. Albert has a higher proportion of pre-seniors (aged 50 - 64) than most regional municipalities, and a much lower proportion of people aged 20 - 40.
- People are living longer and healthier, the majority choose to live independently longer, and generally in their own house.
- As people age they are more likely to live in smaller households, less likely to move, more likely to consume services (eg. health, travel, financial planning) rather than goods, are more interested in walking trails than soccer fields, and are more likely to be self-employed.

### 1.6.3 Emerging Design Concepts for Residential Neighbourhoods:

Highlights of residential development trends include:

**New Urbanism, Neo-traditionalism and Smart Growth:** Similar growth management principles apply to all of these approaches to neighbourhood development. These include compact, mixed use developments with a pedestrian orientation. A modified grid street pattern is common, encouraging a more efficient use of land. Transportation and housing choices are key, along with many opportunities for public interaction.

**Transit Oriented Development:** This approach is often a regional node, like a town centre of high density, high quality mixed use development within a 10 minute walk of a transit centre (usually a train station), with reduced and managed parking and collector support transit systems. The design is a highly pedestrian-oriented one.

**Downtown/Main Street Living:** Changes in household composition, demographics and the types of workers in the new economy have resulted in a greater demand for a more traditional urban lifestyle. More people are interested in the diversity and vibrancy found in a mixed-use area with a multitude of housing options, businesses and services within a very small area.



**Infill/Gentrification:** People are gravitating back to traditional grid-patterned, inner-city neighbourhoods and upgrading or replacing existing houses. There may be conflicts as new residents impose more current housing styles and developments that clash with the existing character of the neighbourhood, and older residents may be pushed out as property values rise.

However, in other cities infill development is being actively encouraged to deliberately improve significantly run-down neighbourhoods. The existing infrastructure can make this more economical.

**Gated Communities:** Gated communities are housing developments on private roads closed to general traffic by a gate across the primary access and may be surrounded by a barrier such as a fence. They are perceived by residents to provide a sense of community, security, privacy and preserved property values. Net densities are often higher than conventional development and the private roads mean lower costs to the municipalities.

However, gated communities act as physical barriers in a community and limit access to formerly open/public spaces. They fracture public circulation systems. Currently, gated communities are more common in the United States than in Canada.

**Country Residential/Exurban Development:** The development of subdivisions of multi-acre lots, often in the midst of agricultural land or natural areas is becoming very popular. Often in close proximity to urban centres, these developments are putting a greater demand on the soft services provided by these centres without associated tax dollars. In addition, they are limiting the more economical growth of traditional urban centres and creating conflict with existing agricultural uses.

**Housing:** There are a number of different trends in housing types. There is a growth in very large homes, and at the same time a return to smaller homes. Lot sizes are getting smaller and semi-detached homes, rowhouses and apartment condominiums are increasing in popularity.

Affordable housing is a key issue for all municipalities due to increased disparities between different groups of people, continuing strength of the low-wage economy and living costs increasing faster than wages. All levels of government are working together to meet the growing need for affordable housing. While federal and provincial governments have a key responsibility to provide affordable housing, local municipalities are in the best position to deliver projects based on funding provided by other levels of governments.

#### **1.6.4 Emerging Concepts for Retailing**

Over the last decade trends and concepts in retailing changed radically having an impact on both location, size, and configuration of land relocated for commercial land uses. The following is a summary of the emerging concepts for retailing described in the *Current Trends Background Report*.

**Big Box Stores and Regional/Super-regional Power Centres:** The most popular form of commercial development is the regional or super-regional power centre. Power centres are generally built on large tracts of cheap land on the outskirts of a city along a major transportation route. They include a wide variety of big box stores and chain restaurants and smaller stores spread out in hodge-podge fashion surrounded by acres of parking. The reach of their market share is considerable, often to the detriment of smaller centres and communities.

Five different types of big box stores can be identified:

- warehouse clubs, such as Costco with a wide range of merchandise
- high volume single category stores, including Toys-R-Us and Home Depot
- discount department stores, of which Wal-Mart is probably the best known
- off price retail stores, such as Winners, offering high profile labels at lower cost
- outlet stores selling limited selections of a given brand or label at reduced prices

**Entertainment/Commercial Combination:** A variation of the power centre concept is the clustering of entertainment-related facilities, sometimes in combination with power centres. These may be found in very urban areas, such as downtowns, or in suburban areas. They could

include such things as: movie theatres, theme parks, computer game emporiums, sports facilities, comedy clubs & live theatres, large format entertainment and recreation stores such as book or electronic stores.

***E-Commerce and Direct Response Retailing:*** Various forms of electronic retailing are growing in popularity including e-commerce, purchases made online and various forms of direct response marketing, such as the shopping channels on television. The number of households participating in e-commerce is increasing significantly, far faster than the number of firms participating in e-commerce. People often combine e-commerce activities with traditional in-store shopping, such as doing a price comparison between stores before visiting the store to make the purchase.

***Home Based Business and Self-Employment:*** The City of St. Albert, like much of Alberta, has seen significant growth in small businesses, self-employment and home-based businesses. Older people are more likely to be self-employed, although younger people, with their high comfort levels with technology, are seeing this as a way to maintain independence. The majority of women entrepreneurs began their business out of their home. They add diversity to the economy. St. Albert saw a 39% increase in home based businesses between 2001 and 2006, indicating healthy growth in the sector.

***Downtowns and Transformed Main Streets:*** As young people are establishing careers and marriage at a later age, more people remain single, and more couples choose to have fewer or no children, they are often looking for a more diverse urban lifestyle. Evidence of this type of commercial development is seen in the growing popularity of such areas as Whyte Avenue in Old Strathcona. Many municipalities are investing significant resources into bringing life back to downtowns and mixed-use main streets.

#### **1.6.5 Emerging Concepts in Industrial Parks and Employment Centres**

The nature and places of work have changed as we have moved from an industrial age to an information age. Aside from the conventional light industrial parks of the 1970s and 80s new concepts are emerging:

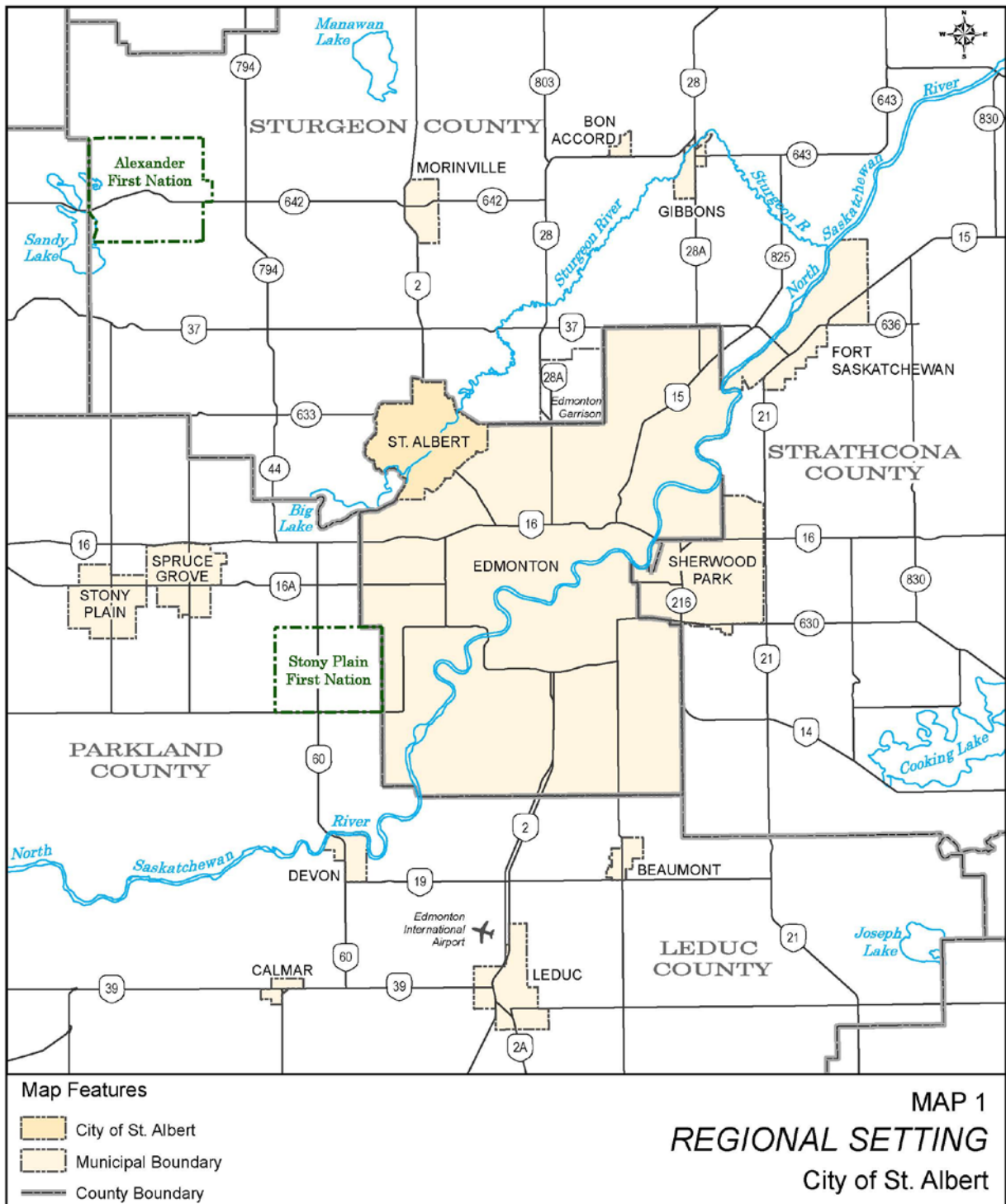
***Business/Office Park:*** This category of use complements the more traditional forms of industrial development by providing an overall setting with a prestigious and distinct identity. Business Park uses would not create land use conflicts related to smoke, noise, vibrations, dust, odour or potential environmental contamination, and therefore may be located adjacent to residential areas.

***Technology Parks or High Tech Campuses:*** High tech campuses include a concentration of high technology firms in a campus-like setting of low density development, with generous landscaping and a variety of support services and amenities. They are compatible with nearby residential areas and could form a component of an urban village centre.

***Cyberdistricts:*** A new approach to rejuvenation of older neighbourhoods and defunct commercial/industrial areas in central cities is a cyberdistrict. It includes a mix of commercial, industrial and residential uses along with a predominance of live-work situations built around mostly smaller-scale high-tech industry.

The preceding description of various population, development trends and concepts provides an important context for determining possible growth and policy directions within a regional, national, and global context.

**MAP #1 - Regional Setting**



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## 2.0 POPULATION GROWTH

**Goal:** *To accommodate steady, well-managed growth for a total population of approximately 90,808 by the year 2029. (BL11/2012)*

The population of St. Albert in 1998 was 49,243, in 2006 was 57,764 and in 2011 the city's population reached 61,466 according to the Federal Census, which was a 1.5% growth rate between 2006 and 2011. The population forecast in **Table 1** shows the population projections from 2014 to 2029, based on the Capital Region Growth Plan population forecast. Assuming average annual growth rate of 1.7%, the City of St. Albert will potentially reach a population of 90,808 by 2029. (BL11/2012)

| <b>Table 1: Future Population Scenarios to Year 2029 (BL11/2012)</b> |                   |
|--|-------------------|
| <b>Year</b>  | <b>Population</b> |
| 2014   | 64,274            |
| 2019   | 77,096            |
| 2029   | 90,808            |

*Source: CRGP, Addendum, December 2009, Table 1, Alternate Scenario Population Forecast by Municipality*

Demographic trends in St. Albert show the population is growing older, the proportion of school age children is declining, and the size of households is decreasing.

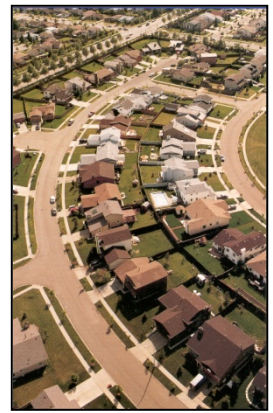
### **Objectives**

The population growth objectives established in CityPlan 2007 are to:

- promote St. Albert as a good place to live and attract a balance of business and residential growth
- maintain and improve the quality of life
- plan and develop infrastructure to support the continued population growth to a projected population of approximately 90,808 people by the year 2029. (BL11/2012)
- identify and satisfy the demands for housing, community services, commercial, industrial, educational, health, leisure and protective services created by St. Albert's changing demographic trends.

## ***Policies***

- |            |                                      |  |
|------------|--------------------------------------|--|
| <b>2.1</b> | <b>Population Growth</b>             | For the purposes of CityPlan 2007, the City of St. Albert shall plan for a projected population of 90,808 by the year 2029. <b>(BL11/2012)</b>   |
| <b>2.2</b> | <b>Monitoring Demographic Trends</b> | The City of St. Albert shall monitor demographic trends within St. Albert and the surrounding region and take appropriate land use planning actions to respond to changing conditions. |



### 3.0 GROWTH MANAGEMENT AND URBAN FORM

***Goal: To develop a controlled, managed growth strategy that meets future needs, is environmentally sound and preserves the unique character of St. Albert.***

*Growth management* is the process of directing or guiding development in a manner that is consistent with the vision, guiding principles, goals, objectives and policies contained in CityPlan 2007. *Urban form* refers to the design and layout of our urban environment. It includes issues such as density, street layout, transportation, centres of employment, and urban design, as well as growth management issues including urban sprawl, growth patterns, regional linkages, and phasing of developments.

In order to achieve a controlled, managed growth strategy to support sustained population and economic growth of St. Albert, **Map 2 - Future Land Use Policy** depicts a conceptual representation of the preferred land use development pattern to facilitate future residential, commercial, and industrial growth in a balanced, compatible, orderly, efficient and cost-effective manner. This map presents a visual representation of the preferred option for future land use and urban structure, which was determined through both technical analyses and community consultation. More specific land use designations, exact locations of nodes or elements, and precise distances and areas shall be determined upon further detailed planning. All information on the map should be verified by consulting the text of CityPlan 2007, relevant statutory plans, and the Land Use Bylaw.

A brief description of the designations on **Map 2 - Future Land Use Policy** is as follows:

***Residential Neighbourhoods:*** Residential neighbourhoods shall continue to be basic building blocks for the City. Areas designated for residential development are shown on **Map 2 - Future Land Use Policy**. New development areas must have a minimum of 30 residential dwelling units per net residential hectare and a minimum of 30% medium and/or high density residential, the proportion of medium and high density to be determined at the Area Structure Plan stage. **(BL11/2012)** More traditional neighbourhood designs, with a modified grid street pattern focused around a Neighbourhood Activity Centre, will be the preferred design principle in Area Structure Plans. However, higher density, innovative approaches to neighbourhood development shall be encouraged.

Low density residential infill and secondary suites may be allowed to provide a greater housing choice.

***Neighbourhood Activity Centres:*** Neighbourhood Activity Centres will be physically and aesthetically unified, mixed use, higher density nodes providing a safe, accessible focal point for a neighbourhood. People will be able to access shops and services to meet many of their daily and weekly needs, and it will provide a range of housing choices and employment opportunities in enterprises that provide local services. It should have a strong sense of identity and function as an integrated whole, not a series of unconnected, unrelated developments.

***Downtown:*** Downtown is the heart of the city and a vital mixed use centre accommodating civic uses, retail, office, and housing, and is a focal point for cultural events and community celebrations.

***Commercial Areas:*** The St. Albert Commercial Corridor will continue to be built out and expanded. Another commercial area to the west will include a regional shopping centre. Local

commercial needs will be met by neighbourhood commercial centres or retail and service uses incorporated into urban village centres and neighbourhood activity centres.

**Industrial Areas:** The Campbell and Riel Industrial areas will continue to be developed as light industrial/business parks, with the exception of future areas proposed for urban village centres.

**Urban Village Centres:** Urban Village Centres will become employment centres accommodating a range of office, retail, residential (including high density residential), and institutional uses. They will serve as a transit transfer station. An urban village centre will be encouraged to develop in the northwest of the City at Giroux Road and McKenney Avenue.

**Parks and Open Spaces:** Red Willow Park, Carrot Creek and Big Lake natural areas are major parts of the parks and open space system for St. Albert. A series of greenways will continue to be linked through a system of multi-purpose trails connecting parks, recreation facilities, school sites and other activity areas.

**Agricultural Land:** The addition of the annexed land includes a significant amount of land still being used for agricultural purposes. Policies related to future urban land development will be developed with consideration given to avoiding premature subdivision, reducing conflict between agriculture and other land uses, and provincial/federal legislation on policies regarding agriculture uses.

## Objectives

The growth management and urban form objectives established in CityPlan 2007 are to:

- grow primarily within the City's current geographical boundaries, or as determined in an approved Intermunicipal Development Plan
- manage growth within the City's fiscal capabilities
- avoid "leap-frogging" in the development of new areas by encouraging orderly, economical, and contiguous development

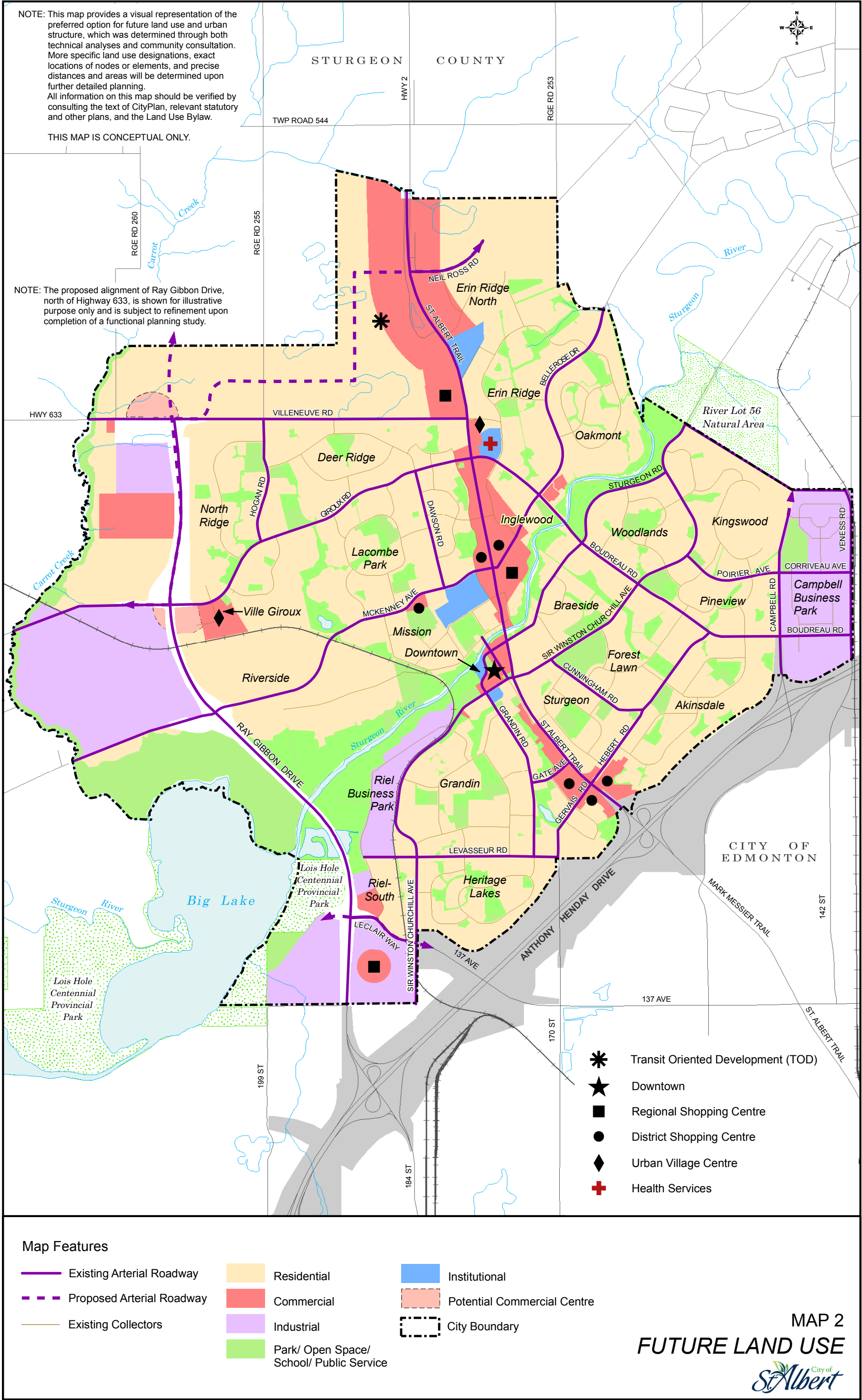
**Map 2 – Future Land Use Policy** illustrates the desired future land use patterns and urban form for St. Albert.

## Policies

- |  |   |
|--|---|
| <b>3.1 Future Land Use Policy</b>                          | The City of St. Albert shall direct future growth and development in accordance with <b>Map 2 - Future Land Use Policy</b> and in keeping with the policies contained in CityPlan 2007.   |
| <b>3.2 Phasing of New Development</b>                      | The City of St. Albert requires that development take place in a contiguous, sequential manner. Development shall not proceed unless the required transportation improvements, infrastructure, and community services are in place to support it.   |
| <b>3.3 Exception to Contiguous Development Requirement</b> | <p>Notwithstanding the requirement to develop property in a contiguous and sequential manner as mandated by Section 3.2 (and elsewhere under CityPlan 2007), such requirement shall not apply to any proposed development of the following parcels:</p> <ul style="list-style-type: none"><li>- Part of Northeast Quarter, Section 20, Township 54, Range 25, West of 4<sup>th</sup> Meridian, 33 City Annex North;</li><li>- Southeast Quarter, Section 20, Township 54, Range 25, West of 4<sup>th</sup> Meridian, 34 City Annex North;</li><li>- Plan 752 158, Block A, Lot 1, 4, 54302 Highway 2; and,</li><li>- Plan 4571NY, Parcel A, 1 54218 Highway 2.</li></ul> <p>Nevertheless, the general requirement that development shall not proceed unless the required transportation, improvements, infrastructure, and community services are in place to support it shall continue to apply to all property within the City of St. Albert.</p> |



Bylaw 12/2008, Bylaw 18/2008, Bylaw 2/2009, Bylaw 3/2010, Bylaw 1/2011, Bylaw 20/2011, Bylaw 21/2011, Bylaw 15/2011, Bylaw 11/2012, Bylaw 17/2012, Bylaw 6/2013, and Bylaw 7/2013



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## 4.0 HOUSING AND NEIGHBOURHOOD DESIGN

***Goal: Encourage the development of well-planned and attractive neighbourhoods which provide a broad range of housing types with varying densities, sizes, tenure, and prices.***

Demographic changes forecast for St. Albert over the next 15 years will increase the demand for housing mix. This demand may require development at a higher density within new suburban neighbourhoods, as well as established neighbourhoods, to provide greater housing choice for this emerging market.

Currently all new neighbourhoods are based on 'conventional' elements bounded by arterial roadways with a curvilinear street pattern, most often in the form of crescents and cul-de-sacs. This type of subdivision has effectively served to fill housing markets and satisfy homebuyers, but changes in the approach to residential development, and demographic and lifestyle changes are encouraging new approaches. **(BL15/2011)**

Communities are living entities with demographic, social, economic and other forces at work. These forces alter housing needs and desires; they also alter preferences in community design and attributes. Because individuals and populations change, so do their desires.

Council adopted the Affordable Housing Strategy (2005) and the St. Albert Community Housing Plan (2006). The Community Plan suggests approximately 2,400 households in St. Albert are unable to meet their core housing needs, and another 100 affordable units could be needed on an annual basis.

### ***Objectives (BL15/2011)***

The housing and neighbourhood design objectives established in CityPlan 2007 are to:

- facilitate an adequate supply of serviced residential lots
- phase development in an orderly way
- encourage choice in housing form and tenure for entry level, mature adult, and seniors markets
- require appropriate development policies and standards for residential development and redevelopment
- encourage the development of secondary suites in neighbourhoods
- facilitate the development of compatible infill housing in established neighbourhoods, subject to infrastructure evaluation and public consultation
- facilitate the development of affordable and special needs housing

### ***Policies***

#### **4.1 Location of Residential Development**

Residential areas shall be located in the areas so designated on **Map 2 - Future Land Use Policy**.

|            |  |   |
|------------|--|---|
| <b>4.2</b> | <b>Orderly and Contiguous Development</b>        | New residential development should be contiguous with existing residential land use and should be designed to develop an efficient land use pattern.  |
| <b>4.3</b> | <b>Area Structure Plan Technical Report</b>      | The City of St. Albert shall require Area Structure Plans to be prepared by developers for consideration by Council for new residential areas in accordance with the Municipal Government Act. Each Area Structure Plan shall be supported by a Technical Report. Requirements of a Technical Report are described in detail in Section 17.6.   |
| <b>4.4</b> | <b>Area Redevelopment Plan</b>                   | Prior to established residential neighbourhoods being substantially changed by redevelopment, an Area Redevelopment Plan Bylaw, in accordance with the Municipal Government Act is required and shall be supported by a Technical Report. Requirements of an Area Redevelopment Plan are described in Section 17.5.   |
| <b>4.5</b> | <b>Residential Land Supply</b>                   | The City of St. Albert encourages developers to maintain at least a two year inventory of serviced residential lot supply.  |
| <b>4.6</b> | <b>Housing Choices</b>                           | <p>The City of St. Albert shall regularly monitor changing local housing needs and its progress in addressing them. It shall also advocate to other levels of government on housing related issues. The City of St. Albert may encourage a variety of housing choices for residents through:</p> <ol style="list-style-type: none"> <li>(1) incentives;</li> <li>(2) identifying and acquiring land for affordable housing projects;</li> <li>(3) encouraging infill development;</li> <li>(4) allowing secondary suites; and</li> <li>(5) alternative planning and engineering standards.</li> </ol> |
| <b>4.7</b> | <b>Housing Partnerships</b>                      | The of St. Albert should work with non-profit groups, developers, and other agencies and groups to substantially increase the long-term supply of affordable housing particularly for young families, seniors, and special needs groups.  |
| <b>4.8</b> | <b>Senior Citizens and Special Needs Housing</b> | The City of St. Albert should continue to facilitate the designation of sites for seniors housing and other forms of special needs housing.   |
| <b>4.9</b> | <b>Rental Housing</b>                            | <p>The City of St. Albert shall facilitate the addition of rental housing to the local housing inventory through:</p> <ol style="list-style-type: none"> <li>(1) use of secondary suites and conversions through provisions in the Land Use Bylaw and subject to the availability of infrastructure capacity; and</li> </ol>  |

- (2) incentives for new development and redevelopment to include rental units.

#### **4.10 Low Density Infill in Existing Neighbourhoods**

The City of St. Albert shall support infill residential development on vacant or underutilized parcels of land in established neighbourhoods according to the regulations in the Land Use Bylaw, Schedule E (Established Neighbourhood Overlay District), provided due regard is given to the following:

- (1) compatibility in height, scale, and design of other buildings in the neighbourhood;
- (2) continuity with nearby streetscape and lotting patterns;
- (3) compatibility with surrounding land uses;
- (4) appropriate landscaping, provision of parking/loading, and preservation of existing vegetation;
- (5) preservation and integration of buildings considered to have historical and/or architectural significance;
- (6) infrastructure capability;
- (7) evaluation of land use impact of conversion of commercial and institutional districted lands;
- (8) encouragement of additional low density infill units through semi-detached or two or more single-detached units replacing a single-detached unit; and
- (9) public consultation.

#### **4.11 Neighbourhood Design Principles**

Through Area Structure Plans and the subdivision process, the City of St. Albert should ensure that residential neighbourhoods are designed and developed in a manner to make them safe, attractive, and well serviced. The design of residential neighbourhoods should:

- (1) have a minimum of 30 dwelling units per net residential hectare with a minimum of 30% medium and/or high density residential, the proportion to be determined at the ASP stage; **(BL15/2011)**
- (2) wherever possible, maintain stands of trees, watercourses, wetlands, ravines, and other natural features;
- (3) provide for centrally-located school sites located adjacent to neighbourhood parks and Neighbourhood Activity Centres (See Section 4.18);
- (4) provide Neighbourhood Activity Centres within the neighbourhood to provide a focal point, and encourage cohesion and interaction;

- (5) integrate and connect to city-wide trail systems by linking residential areas with open space and activity nodes through municipal, school, and environmental reserves, public utility lots, planned pathways, and other amenities;
- (6) provide adequate parks and open space to service the neighbourhood;
- (7) provide for a range of housing form and tenure;
- (8) wherever possible, locate sites for medium and/or high density residential in areas where adequate amenities are available nearby, and situated near the Neighbourhood Activity Centre (See Policy 4.18);
- (9) **(Deleted BL15/2011)**
- (10) avoid dwellings fronting onto highways and arterial roadways; and
- (11) use collector roadways as future transit routes so that transit service could be provided within a 400 m walking distance of most homes and focus transit stops or stations in Neighbourhood Activity Centres.

#### 4.12 Locations for Medium Density Residential

In evaluating locations for medium density residential in Area Structure Plans and Area Structure Plan Technical Reports, the City of St. Albert shall consider the following factors:

- (1) proximity to open space, schools, public transportation, shopping, commercial and community facilities;
- (2) superior functional design of the medium density residential;
- (3) dispersal of medium density residential sites throughout the neighbourhood;
- (4) compatibility of medium density residential sites with adjacent land uses;
- (5) minimization of negative transportation or other impacts;
- (6) location in downtown, urban village centres and neighbourhood activity centres; and
- (7) minimization of transportation or other impacts.

These factors would also be considered in evaluating locations for high density residential, should the City of St. Albert approve it.

**4.13 Medium Density Residential Staging Requirements in New Neighbourhoods**

In order to support transit service and provide a variety of housing choices throughout the development of new neighbourhoods, the City of St. Albert should require the provision of medium density residential sites meet the following staging criteria:

- (1) that at least one medium density residential site be subdivided and serviced with utilities prior to subdivision of 15% of the gross residential land area in the Area Structure Plan;
- (2) that a second medium density residential site must be subdivided and serviced with utilities prior to subdivision of 30% of the gross residential land area in the Area Structure Plan;
- (3) that a third medium density residential site must be subdivided and serviced with utilities prior to subdivision of 45% of the gross residential land area in the Area Structure Plan; and
- (4) that remaining medium density residential sites identified in the Area Structure Plan be staged generally in conformance with the staging map adopted within the Area Structure Plan.

For the purpose of this Section, a structure with more than fifteen (15) dwelling units in a mixed use project (such as commercial and residential) may be counted as a medium density residential site. High density residential sites may also be considered to meet phasing requirements. **(BL11/2012)**

**4.14 Medium Density Residential Infill**

The City of St. Albert shall undertake a review of the criteria for medium density residential infill development in the Established Neighbourhoods.

**4.15 High Density Residential Development**

The City of St. Albert shall undertake a review of the criteria for high density residential development, and develop suitable regulations and design guidelines for its development. A definition for high density, as distinguished from medium density residential, shall also be developed as part of this review.

**4.16 St. Albert Model for Future Growth (BL15/2011)**

The City of St. Albert shall consider the following for future development:

- (1) All new Area Structure and Redevelopment Plans must achieve a minimum density of 30 dwelling units per net residential hectare and must meet the policies outlined in the Capital Region Growth Plan;
- (2) Develop guidelines and regulations for Transit-oriented development (TOD) nodes. There may be up to two TOD nodes, one of which will be located as indicated on Map 2;
- (3) Any new infill development will be encouraged to meet Capital Region Board (CRB) density targets until an Infill Development Plan is developed to provide specific criteria, guidelines and regulations for infill development.

**4.17 Manufactured Home Subdivisions**

The City of St. Albert may consider a manufactured home multi-lot subdivision if it is demonstrated that such housing is compatible in design and appearance with other forms of housing and conforms to an approved Area Structure Plan and the Land Use Bylaw.

**4.18 Neighbourhood Activity Centres**

Neighbourhoods shall be focused around a Neighbourhood Activity Centre. These nodes shall encourage a mix of retail, residential, office and civic uses in a compact, physical arrangement, easily accessible by all neighbourhood residents. They should have a clear sense of identity and be pedestrian-oriented.

These centres shall provide an alternative to conventional commercial development and create a vibrant, walkable business/service area providing neighbourhood residents with goods, services and variety of housing choices.

Activity centres could include, but are not limited to, such uses as:

- (1) park space;
- (2) medium/high density residential;
- (3) live/work spaces;
- (4) street-front retail;
- (5) business;
- (6) school;
- (7) cultural, recreational or library facilities;
- (8) civic offices or facilities; and
- (9) transit access.





## 5.0 ECONOMIC DEVELOPMENT

**Goal:** *To promote, expand and enhance economic development and tourism, diversify the local economy, create jobs, attract new investment and expand and diversify the tax base.*

Economic development is high on the list of civic priorities. In order to make a community economically sustainable it is important to attract new business investment, create jobs and expand the local tax base. In the 1990s industries and businesses were much more mobile, so traditional locational criteria that were found in a manufacturing based economy, such as proximity to markets, raw materials, cheap land, and energy, become less important in an information age economy.

Higher priorities, such as maintaining a skilled and reliable labour force, and quality of life, are more important locational decisions. Also, in recent years most jobs that have been created by small business usually employ five to ten people. Therefore, supporting internal business growth and entrepreneurship has become equally or more important than external business recruitment efforts. St. Albert is well positioned to capitalize on these new trends. Maintaining an adequate supply of well located commercial and industrial land is also an important part of a local economic development strategy.

City Council adopted the *Economic Development Master Plan* on July 5, 2004 and the *Tourism Master Plan* on June 18, 2007.

### Objectives

The economic development objectives established in CityPlan 2007 are to:

- create local employment opportunities
- maintain an adequate supply of serviced and unserved commercial and industrial land
- establish land use patterns which promote proper long-term planning
- achieve a viable commercial/industrial split of 80% residential assessment and 20% non-residential assessment in order to reduce the residential tax burden
- enhance St. Albert's tourism potential.

### Policies

#### 5.1 Need for an Economic Development Strategy

The City of St. Albert shall develop an economic development strategy aimed at, among other things:

- (1) giving it unique competitive advantages in attracting specific industry clusters given its position in the Capital Region;
- (2) creating local employment opportunities;
- (3) exploring more innovative employment centre options including business parks, high tech

|   |  |
|---|--|
|   | campuses, and urban village centres;   |
|   | (4) attracting high tech and clean industry;   |
|   | (5) encouraging local businesses to participate in and integrate into community life; and  |
|   | (6) deleted (BL17-2012)  |
| <b>5.2 Commercial/Industrial Development Study</b>                      | <p>The City of St. Albert shall undertake a commercial/industrial development strategy study to determine among other things, the following:</p> <ul style="list-style-type: none"> <li>(1) the market demand for various types of commercial and industrial uses that could be attracted to St. Albert;</li> <li>(2) provide information needed to target commercial and industrial recruitment and support efforts; and</li> <li>(3) develop marketing tools to reach the target commercial and industrial sectors.</li> </ul>   |
| <b>5.3 Regional Partnerships for Economic Development</b>               | <p>The City of St. Albert shall continue to be an active partner with local and regional economic development, tourism, and community service groups to further St. Albert's economic development efforts on a regional basis.</p>   |
| <b>5.4 Entrepreneurial Support</b>                                      | <p>The City of St. Albert should continue to support the efforts of groups that provide entrepreneurial support to stimulate internal economic growth.</p>   |
| <b>5.5 Tourism Development</b>  | <p>The City of St. Albert should continue with promotions, development and enhancement of tourism attractions (e.g. local history), services, and infrastructure in order to increase tourism visitations and expenditures in St. Albert.</p>  |
| <b>5.6 Assessment of Future Industrial/Employment Lands (BL17-2012)</b> | <p>To provide the City of St. Albert with the opportunity to respond to changing demands for land that can be used to satisfy commercial and industrial development pressures, as well as provide land for residential development, the City of St. Albert shall:</p> <ul style="list-style-type: none"> <li>(1) Assess on a biennial basis the inventory of unserved and undeveloped industrial/business park land available; and the inventory of served and available industrial/business park land (See Section 8.8).</li> <li>(2) As part of the biennial assessment, identify the key land uses that can be expected to drive economic growth in the City and, based on that information, develop employment forecasts to anticipate future demand for industrial/employment lands and the need for additional lands.</li> </ul> |

- (3) Identify opportunities and facilitate redevelopment and intensification to innovative employment centre concepts such as business parks, high tech campuses and urban village centres in established industrial areas.

Future adjustments, either increases or decreases, to the inventory of industrial and employment lands shall be the subject of further examination by the City of St. Albert, in consultation with the landowners, to determine the City's needs based on the aforementioned biennial assessment. Depending upon the land use direction given by Council, following the detailed examination of the biennial assessment, both this Plan and the Intermunicipal Development Plan may need to be amended to properly reflect Council's directions for future industrial and employment land opportunities.

## **5.7 Jobs/Housing Balance**

In an effort to improve the City's jobs/housing balance, the City of St. Albert shall monitor the following economic sustainability indicators:

- (1) residential versus non-residential assessment split with market forces removed;
- (2) percentage of residents commuting outside the City of St. Albert for work;
- (3) number and size (by number of employees) of businesses in operation within the City;
- (4) number of residential and non-residential building permits and their comparative valuation; and
- (5) number of employees working within the City of St. Albert limits.

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## 6.0 DOWNTOWN

**Goal:** *Encourage the growth of Downtown as a place to live, shop, play and enjoy local art and culture.*

During the 1970s and 1980s, steady growth in the retail and office markets drove downtown's development. Social, economic, political and technological changes have affected the growth of our downtown area. Today, the key drivers of Downtown's new economy are:

- Small Value-Added Businesses
- University Connections/Expansions
- Urban Tourism
- Entertainment
- The Arts
- Specialty Retail
- Public Facilities/Offices
- Housing
- Family Attractions

St. Albert's Downtown area is positioned as a central service area, a role that can continue to augment its community, human services, and commercial functions. It is anticipated that downtown redevelopment may continue to be a challenge in view of commercial outlets continuing to locate along major arterial roadways.

The 1990 Downtown Area Redevelopment Plan (DARP) promotes Downtown's role "as a *specialized retail service, residential and gathering place*". The DARP has been an effective guide in enhancing the viability of the downtown area.

### **Objectives**

The Downtown development objectives established in CityPlan 2007 are to:

- continue to implement the DARP
- ensure Downtown remains the centre and heart of commercial, civic, human services, cultural, and residential activities of St. Albert
- ensure that Downtown continues to be an attractive, functional, and vital place
- encourage housing in and near Downtown

## ***Policies***

### **6.1 Downtown Area Redevelopment Plan**

The DARP shall provide detailed policy direction to facilitate Downtown development as a specialized retail, service, residential and gathering place.

### **6.2 Review and Update of Downtown Area Redevelopment Plan (DARP)**

The City of St. Albert should undertake a review and update of the DARP. The review and update may, among other things:

- (1) consider the role of Downtown as a vital mixed use area that integrates residential, commercial, and cultural activities;
- (2) address the management of Downtown parking;
- (3) establish an architectural theme;
- (4) promote a larger variety of retailers and businesses;
- (5) preserve the Farmers' Market in the long term;
- (6) improve public spaces, cultural facilities, and events;
- (7) improve bicycle and pedestrian links between downtown and other parts of St. Albert;
- (8) encourage medium/high density housing in or near the downtown;
- (9) examine the role of St. Albert Place while maintaining its identity as the centre of our civic government;
- (10) coordinate and promote activity building events;
- (11) examine the current boundaries of Downtown;
- (12) develop Downtown and the surrounding area as an arts and historic district; and
- (13) explore the potential for an arts and heritage facility.



# 7.0 COMMERCIAL DEVELOPMENT

**Goal:** *To provide for appropriate growth of the commercial sector by maintaining planned commercial and urban village centre areas throughout the community.*

Across Western Canada, changes in retailing concepts have radically affected the commercial structure of our cities. The traditional hierarchy entailed downtown, regional, district, and neighbourhood centres. Retailing trends and concepts today include urban village centres, big box retail outlets along major transportation corridors, entertainment and retail power centres, and e-commerce. However, there is a move back toward neighbourhood-centred service centres in the last few years.

St. Albert's commercial areas have developed in a manner typical of many urban centres. St. Albert Centre and Inglewood Town Centre form the core of an arterial strip commercial area that has a southern anchor at the Gateway Village Superstore development. This land use pattern reflects the market forces that emphasize accessibility by car and high visibility. Desirable locations for future retail development will be influenced by the direction of future city expansion and transportation routes.

## Objectives

The commercial development objectives established in CityPlan 2007 are to:

- identify locations and policies for long term commercial development
- improve the quality and aesthetics of development along major commercial corridors
- promote policies regarding the locations and development of neighbourhood convenience commercial development
- promote commercial development that generates opportunities for local employment.

## Policies

|     |   |   |
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| 7.1 | <b>Location of Commercial Development</b>         | Commercial development shall be located in areas so designated on <b>Map 2 - Future Land Use Policy</b> .   |
| 7.2 | <b>Area Structure Plans and Technical Reports</b> | Area Structure Plans for new commercial areas or amendments to existing Area Structure Plans, where significant changes are proposed to the extent and nature of commercial areas, shall be required and be prepared by developers for consideration by Council in accordance with the Municipal Government Act. Each Area Structure Plan shall be supported by a Technical Report. Requirements of a Technical Report are described in detail in Section 17.6. |
| 7.3 | <b>St. Albert Road Commercial Corridor</b>        | Commercial Corridor (CC) land use districting shall be limited in the Land Use Bylaw to St. Albert Road.  |

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| 7.4 <b>Aesthetics and Standards for Commercial Development</b> | The Land Use Bylaw shall be amended to add design guidelines to improve the aesthetics and standards for commercial development, paying particular attention to creation and maintenance of architectural standards.  |
| 7.5 <b>Neighbourhood/ Convenience Commercial</b>               | <p>The City of St. Albert shall require that Area Structure Plans and Area Structure Plan Technical Reports examine the need for neighbourhood convenience commercial development in residential neighbourhoods.</p> <p>Neighbourhood/Convenience commercial sites shall be located in Neighbourhood Activity Centres, see Section 4.18, incorporating pedestrian oriented streets, adjacent to parks and public spaces and within walking distance of neighbourhood residents to encourage safe, active neighbourhood centres.</p>   |
| 7.6 <b>Home Based Businesses</b>                               | <p>The City of St. Albert shall encourage and regulate home based businesses through performance standards in the Land Use Bylaw, which are to include, but not be limited to the following:</p> <ul style="list-style-type: none"> <li>(1) traffic and parking issues;</li> <li>(2) aesthetics;</li> <li>(3) impacts on adjacent properties; and</li> <li>(4) maintaining residential use as a primary use.</li> </ul>   |
| 7.7 <b>Urban Village Centres</b>                               | <p>The City of St. Albert may consider urban village centres in areas designated on <b>Map 2 – Future Land Use Policy</b>. The City of St. Albert's consideration shall be based on an evaluation of an Area Structure Plan and Area Structure Plan Technical Report, or an amendment to an Area Structure Plan and Area Structure Plan Technical Report, and all regular Area Structure Plan criteria as well as the following:</p> <ul style="list-style-type: none"> <li>(1) impact on surrounding land uses;</li> <li>(2) impact on community services;</li> <li>(3) compatibility of land uses;</li> <li>(4) incorporation of transit services;</li> <li>(5) fiscal impact of the loss of commercial land for residential purposes; and</li> <li>(6) impact of isolation of residential development from other contiguous residential uses, in regard to recreation and open space needs.</li> </ul> <p>The residential component of the urban village centre area is to be a minor component of the overall area. Urban Village Centres may be considered in the South Campbell industrial area and in the area around the hospital. Urban Village Centres are encouraged with future Transit Centres, to promote sustainable travel choices.</p> |



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| <b>7.8</b> | <b>Revitalization of Older Commercial Centres</b>                        | The City of St. Albert should encourage the revitalization and adaptive reuse of the existing underutilized or vacant commercial centres to incorporate a greater mix of uses and the creation of Neighbourhood Activity Centres.   |
| <b>7.9</b> | <b>Redistricting of Commercially Designated Lands to Other Land Uses</b> | <p>When a redistricting application is submitted to Council, to redistrict commercial land to another use, it shall be accompanied by a list of lands that are:</p> <ul style="list-style-type: none"><li>(1) districted for commercial use and are vacant in the City; and</li><li>(2) not districted for commercial use, but have been identified as potential sites for a replacement commercial use district in the City, where possible.</li></ul> |

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## 8.0 INDUSTRIAL DEVELOPMENT



***Goal: To provide for the development of well-planned, competitive industrial and business parks.***

Based on the city's socio-economic structure, there has been ongoing pursuit of the creation of other forms of business parks for specific sectors. One example is high technology business. As we shift from an economic base dominated by manufacturing to 'industries of the mind', emerging trends in research and development parks have shifted from industrial parks to technology parks which encourage a multi-disciplinary environment. A technology park is a concentration of high technology firms in a campus-like setting of low-density development, with generous landscaping and a variety of services and amenities. Ideally, the park should represent the region and integrate the built environment with the natural environment.

In addition to Cambell and Riel, light industry may be developed in the annexed areas to serve the regional needs of developing industries to the north of St. Albert.

Incubator centres are also emerging. An incubator centre is a facility that aids the growth of companies by providing rental space, shared office services and business consulting assistance. Incubator centres increase the chances of success of new entrepreneurial ventures, by providing a framework of focus, and bind the critical elements of the entrepreneurial process. Business incubators offer subsidized rent, flexible lease provisions, central services, and management consultations. An example of a successful incubator centre in St. Albert is the Northern Alberta Business Incubator.

### ***Objectives***

The industrial development objectives established in CityPlan 2007 are to:

- maintain an adequate inventory of serviced and unserved industrial sites of varying sizes to meet the needs of business and industry
- maintain appropriate development policies and standards for business park and industrial sites
- minimize the negative environmental effects often associated with industrial development
- promote more innovative employment centres such as business parks, high tech campuses, and urban village centres which may allow limited, integrated residential development
- attract high tech business parks and clean industry
- promote industrial development that generates opportunities for local employment and business support services to the Alberta Industrial Heartland
- promote business development that will capitalize on emerging or established industry and business sectors within the Capital Region

## ***Policies***

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| <b>8.1 Location of Industrial Development</b>         | Industrial development shall be located in areas so designated on <b>Map 2 - Future Land Use Policy</b> and may include land identified within the designated Future Study Areas.  |
| <b>8.2 Business Park Development</b>                  | The City of St. Albert shall revise the Land Use Bylaw to ensure business park development is of a high quality and does not create land use conflicts including but not limited to conflicts related to smoke, noise, vibration, dust, odour or potential environmental contamination during the normal course of operations.   |
| <b>8.3 Phasing of Industrial Development</b>          | Business park development shall occur in an orderly manner with existing serviced lands being developed prior to new unserviced areas.   |
| <b>8.4 Area Structure Plans and Technical Reports</b> | An Area Structure Plan Bylaw shall be required for any new industrial/business park prior to development and shall be prepared by developers for consideration by Council in accordance with the Municipal Government Act. Area Structure Plans or amendments to Area Structure Plans which propose to significantly change the extent or nature of business parks or industrial areas shall have an Area Structure Plan Technical Report (See Section 17.6).  |
| <b>8.5 Innovative Employment Centre Concepts</b>      | The City of St. Albert should promote more innovative employment centre concepts such as business parks and high tech campuses.  |
| <b>8.6 Urban Village Centres</b>                      | <p>The City of St. Albert may consider urban village centres in areas designated on <b>Map 2 – Future Land Use Policy</b>. The City of St. Albert's consideration shall be based on the evaluation of an Area Structure Plan and Area Structure Plan Technical Report, or an amendment to an existing Area Structure Plan and Area Structure Plan Technical Report, which is to include all regular Area Structure Plan criteria as well as the following:</p> <ul style="list-style-type: none"><li>(1) impact on surrounding land uses;</li><li>(2) impact on community services;</li><li>(3) incorporation of transit services;</li><li>(4) compatibility of land uses;</li><li>(5) fiscal impact of the loss of industrial land for residential purposes; and</li><li>(6) impact of isolation of residential development from other contiguous residential uses, in regard to recreation and open space needs.</li></ul> <p>The residential component of the urban village centre is to be a minor component of the overall area to maintain as much industrial land as possible. Proposals for urban village centres may be considered for areas within the</p> |

South Campbell industrial area and the Hospital site. Urban Village Centres are encouraged with future Transit Centres, to promote sustainable travel choices.

**8.7 Redistricting of Industrially Designated Lands to Other Land Uses**

When a redistricting application is submitted to Council, to redistrict industrial land to another use, it shall be accompanied by a list of lands that are:

- (1) districted for industrial use and are vacant in the City;
- (2) not districted for industrial use, but have been identified as potential sites for a replacement industrial use district, where possible; and
- (3) fiscal impact analysis of the uses of industrial land.

**8.8 Biennial Assessment of Non-Residential Lands (Employment Lands) (BL17-2012)**

The City of St. Albert has identified as a corporate priority the need to balance strong residential growth with continued growth in non-residential assessment. The City of St. Albert's long-term target is to continue to move toward a 20/80 percent non-residential/residential assessment split. The non-residential component is comprised of a) commercial (see Section 7.0) and b) industrial which includes business park development. In order to ensure that industrial/ business park development is accommodated within the City, the City of St. Albert should monitor and make ongoing adjustments to the supply of unserviced and undeveloped industrial/business park land, as well as the supply of serviced and immediately serviceable industrial land based on market needs.

The City of St. Albert recognizes that for land to be truly available for development of industrial/business parks - the land, utility servicing and the transportation network must be in place. Land alone does not facilitate development. Therefore, the City of St. Albert shall utilize a strategic approach to ensure that the necessary utility servicing, transportation networks, as well as land, are available so that land can be developed. As well, the City of St. Albert shall adopt appropriate incentives and a targeted marketing plan to promote industrial development.

This strategic approach shall include a biennial assessment report to Council of the following:

- (1) the available unserviced and undeveloped industrial land/business park land within the City of St. Albert;
- (2) the available serviced and available industrial land/business park land within the City of St. Albert;
- (3) the absorption rate trends of serviced industrial land/business park land within the City of St. Albert to monitor demand;

- (4) employment forecasts to anticipate future demand for industrial/employment lands;
- (5) the transportation network available to serve the serviced industrial/business park land;
- (6) the financial cost, including funding sources and necessary debt policy, to ensure that the necessary infrastructure to support the servicing (the main trunk line) of a five (5) year supply of serviced industrial/business park land is available for private developers on a cost recovery basis through levies;
- (7) an examination of the City's standards, policies and practices, including incentives and a marketing plan, that influence serviced industrial/business park lands' availability and development;
- (8) specific recommendations to ensure that utility servicing, land and the necessary transportation network is available including steps, costs and funding sources; and
- (9) a report outlining the promotional and marketing activities relating to targeted industry sectors and the results of that marketing activity.

Depending upon the land use direction given by Council, following the detailed examination of the biennial assessment, both this Plan and the Intermunicipal Development Plan may need to be amended to properly reflect in this Plan and the Intermunicipal Development Plan for future industrial and employment lands opportunities.

#### **8.9 Area Structure Plan Technical Reports (BL11/2012)**

Area Structure Plans for new industrial areas, or amendments to existing Area Structure Plans, where significant changes are proposed to the extent and nature of industrial areas, shall be required and be prepared for consideration by Council in accordance with the Municipal Government Act. Each Area Structure Plan shall be supported by a Technical Report. In addition to the relevant requirements of a Technical Report described in detail in Section 17.6, an Area Structure Plan for an industrial area shall consider:

- (1) The City's target industry sectors;
- (2) A variety of lot sizes including small (0.4-1.2 ha), medium (1.2-2 ha), and large (2 or more ha);

- (3) Amenity areas for employees; and
- (4) Facilities and systems for alternative transportation, such as walking or cycling, and connections of these to adjacent areas.

**8.10 Considerations for Industry and Employment Development (BL17-2012)**

The City of St. Albert should support clustering of industrial development which helps to establish partnerships, cooperation and efficiencies between businesses, government and academia. These opportunities to build relationships, share facilities and services, and foster an interchange of ideas and products serve to increase the productivity of the industrial area, and often expedite development in new industrial areas and redevelopment and intensification in existing industrial areas.

Clustering of industrial development may also consist of a mix of companies, organizations and agencies that, by specializing in particular products, services and markets, may become a vehicle for collaboration, and action to identify and advance the local and regional economies.

With the intention of establishing a highly sustainable environment, industries and employment opportunities should consider incorporating such elements as, but not limited to, advanced technology, innovative technology, energy efficiency and environmental sustainability.”

**8.11 Aesthetics and Standards for Industrial Development (BL17-2012)**

The City of St. Albert shall consider developing design guidelines and development standards to improve the aesthetics and promote sustainable industrial development and complete communities. The design guidelines and standards will promote the improvement in the appearance and quality of industrial development that remains beneficial to the community by encouraging:

- (1) **Sustainable Site Planning and Design** approach to evaluate the location, orientation of buildings, and other improvements, in order to minimize heat island effects and to maximize the use of passive solar energy, natural lighting, natural ventilation and the use of pervious surfaces and walkways, and the use of public transit.
- (2) **Water Efficiency** systems and features that utilize innovative cooling and irrigation systems to minimize the use of potable water. Preference should be given to Water Efficient Landscaping that applies high-efficiency irrigation technology, captured rain water, and/or drought tolerant landscaping to reduce potable water consumption for irrigation.

- (3) **Energy Conservation** systems to maximize the use of controlled natural lighting and reduce artificial lighting, the building's internal cooling load, and energy use.
- (4) **Materials and Resources** management to identify ways to reduce the amount of materials used and waste generated during construction and operation. All products and systems used should be evaluated for their ability to be recycled when they reach the end of their useful life. Preference should be given to products and systems that provide easy, non-energy intensive separation and recycling.
- (5) **Indoor Environmental Quality** management to maximize the use of low-emitting materials with reduced VOC (Volatile organic compound) emission rates.

The design guidelines and standards will assist in the interpretation and evaluation of development proposals, and to provide Council, administration and the public with a standard practice in the preparation and evaluation of development applications.”



## 9.0 EDUCATION, RECREATION, PARKS, OPEN SPACE AND CULTURE



***Goal: To maintain and develop a city-wide integrated system of schools; parks; open space; culture, recreation and library facilities which enhances the quality of life for all residents and helps preserve the natural environment.***

A guiding principle states that “*St. Albert's parks and trails system is important and should be conserved and protected for future generations*”. The central focus of the parks system is Red Willow Park, which parallels the Sturgeon River for the full width of the City of St. Albert and connects to many neighbourhoods by way of approximately 70 km (43 miles) of walking trails.

For the past 25 years, housing developers have been required to dedicate park sites within neighbourhoods. These are typically located adjacent to schools. When new neighbourhoods are built they are given campus sites for schools and athletic/play areas, plus additional open spaces and linkages as prescribed by the Area Structure Plan, Parks Master Plan and the City of St. Albert Open Space Standards and Guidelines (1994).

While in the short term, school populations may be increasing, over the next 10-20 years shifts in the demographics of St. Albert are expected to take place. These shifts will alter the demand for parks, open space and recreation facilities in the future. Some of the expected changes include:

- static demand for schools and youth-oriented programs, services, and facilities
- greater demand for senior citizen-related facilities and activities, including more "passive" types of opportunities such as bird watching and more "active" types of opportunities such as walking or other recreational activities
- the need to consider whether new facilities are developed to meet changing recreation demands or whether existing facilities may be converted to other types of uses.

An environmental measure that could be incorporated into existing school grounds is "school ground naturalization". This would see the traditional play structures augmented by gardens, trees, flowers, and other natural features. These gardens have been shown to teach children about their environment and how to protect and care for it, as well as providing a quiet and safe place to read and play. In St. Albert, Grandin EcoPark provides an example of naturalization; school ground naturalization has been implemented at the Wild Rose Learning Garden.

### ***Objectives***

The parks, recreation, open space, and schools objectives established in CityPlan 2007 are to:

- ensure that the provision of parks, open space, and recreation facilities is responsive to demographic, cultural and leisure trends
- work in conjunction with the local School Districts to provide the educational infrastructure to accommodate growth, cultural and demographic trends
- provide residents with neighbourhood parks, open space, and recreation facilities within convenient walking distance

- develop neighbourhood parks and open space in each new Area Structure Plan, in a pattern which provides trail connections to the city-wide trail system
- maintain and develop the parks and open space system in an environmentally sensitive and sustainable manner
- preserve sustainable locally significant natural areas, where possible, when developing parks and open space
- investigate opportunities to integrate passive recreational uses in locally significant areas as a form of site conservation
- ensure that development in the flood risk area complies with the Canada-Alberta Agreement Respecting Flood Damage Reduction and Flood Risk Mapping and encourage Alberta Environment to impose appropriate limits on filling and development in the floodway and flood fringe
- respond to the need for additional recreational facilities and opportunities as outlined in the City of St. Albert Recreation Master Plan (**BL11/2012**)
- explore intermunicipal options and public/private partnerships for the delivery of recreational services and the development of recreational facilities

## ***Policies***

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| <b>9.1</b> | <b>Park Development Standards</b>            | For the purpose of establishing a desirable standard for parks and open space within St. Albert, a target ratio of 2.4 hectares per 1,000 persons shall be considered adequate and reasonable. In making this calculation, lands taken as municipal and environmental reserve and other public parks and open space available for public recreation and enjoyment will be counted. |
| <b>9.2</b> | <b>Park Linkages</b>                         | Parks, natural areas, school sites, and recreation facilities should be developed in a pattern which provides connections to a continuous city-wide trail system to form greenways as represented on <b>Map 3 – Parks, Recreation, and Open Space</b> .  |
| <b>9.3</b> | <b>Integration of Parks and School Sites</b> | All school sites shall have an adjoining neighbourhood park.   |
| <b>9.4</b> | <b>Trail Development</b>                     | The trail system, wherever possible, should be developed on dedicated rights of way, not on City of St. Albert roadways.   |
| <b>9.5</b> | <b>Parks Planning and Development</b>        | The City of St. Albert should implement a systematic approach to parks planning through a Parks and Open Space Master Plan and public consultation with user groups, and implementation of the City of St. Albert Open Space Standards and Guidelines in consultation with prospective park users. ( <b>BL11/2012</b> )  |
| <b>9.6</b> | <b>Treatment of Public Open Spaces</b>       | The City of St. Albert shall maintain high standards for the treatment of public open spaces, as identified in the <i>Engineering Landscape Standards</i> .  |

**9.7 Red Willow Park Corridor**

The Red Willow Park Corridor shall form the major open space amenity for St. Albert such that:

- (1) land for the Corridor may be provided through the dedication of environmental and municipal reserves;
- (2) land for the Corridor may be acquired by municipal purchase;
- (3) development of the flood risk area in the Corridor shall conform to the Canada-Alberta Agreement Respecting Flood Damage Reduction and Flood Risk Mapping and the Land Use Bylaw;
- (4) the Land Use Bylaw shall protect and enhance the Red Willow Park Corridor;
- (5) geological, historical, and archaeological sites of educational and/or interpretive value should be protected;
- (6) all new Area Structure Plans and new Area Redevelopment Plans adjacent to the Red Willow Park Corridor, as outlined in the Red Willow Urban Park Master Plan, shall include a means of delineating a clear boundary between the corridor lands and the adjacent lands; and
- (7) private development may occur in the Red Willow Park Corridor consistent with the Red Willow Urban Park Master Plan and the Land Use Bylaw.

**9.8 Carrot Creek Greenway**

The Carrot Creek Greenway shall be considered an extension of the Red Willow Park and subject to all considerations in Section 9.7. Lot boundaries must maintain a minimum 50 m setback from the top of the bank of Carrot Creek.

**9.9 Leisure Facilities**

The development of municipal leisure facilities should be based on consultation with users and appropriate market studies.

**9.10 Municipal Reserves**

The City of St. Albert shall require municipal reserves necessary to meet the challenge of achieving its open space goals and objectives for neighbourhood, community open space, parks and playground requirements.

**9.11 Municipal Reserve Credits**

The City of St. Albert may consider providing up to 50% municipal reserve credit for that area located between the 1:100 year flood line level and the 1:25 year flood line level of stormwater dry and wet pond facilities provided that:

- (1) neighbourhood community and district level service requirements elsewhere in the neighbourhood are not compromised;
- (2) the proposed municipal reserve credit is required to be a usable and functional public space;
- (3) the developer agrees to provide trail surfacing,

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|   | landscaping, other structures or amenities to the City; and  |
|   | (4) there is an identified need in the community for this type of recreation.  |
| <b>9.12 Transfer of Municipal Reserve to School Authority</b>   | <p>In accordance with the Municipal Government Act, the following criteria shall be used by the City of St. Albert to evaluate when municipal reserves may be transferred to a school authority:</p> <ol style="list-style-type: none"> <li>(1) a school needs assessment report that defines demographic and student enrollment trends and school facilities needs;</li> <li>(2) the location and amount of reserve requested;</li> <li>(3) the schools' anticipated student population;</li> <li>(4) provincial funding policies;</li> <li>(5) a demonstrated provincial funding commitment; and</li> <li>(6) submission of building plans.</li> </ol> <p>Where a municipal reserve parcel has been transferred to a school authority, and subsequently these lands are deemed unnecessary for school needs, that parcel shall be transferred in title back to the City of St. Albert for park purposes.</p> |
| <b>9.13 Designation of School Sites</b>   | <p>The City of St. Albert, in consultation with the local school boards (public, protestant separate and francophone) and pursuant to the <i>School Allocation Agreement 2004</i> (as amended from time to time), shall monitor growth rate and demographic changes in order to facilitate the provision of anticipated school site locations in new Area Structure Plans.</p>   |
| <b>9.14 Playground/Open Space Requirements Area Structure Plan/Area Redevelopment Plan Technical Report</b> | <p>Further to the general requirements of Policy 17.5 (5) and 17.6 (1), the City of St. Albert shall require that the Area Structure Plan Technical Report address such matters as, but not be limited to:</p> <ol style="list-style-type: none"> <li>(1) the role playground/open space is to play in regards to the composition of the neighbourhood;</li> <li>(2) the rationale for playground/open space treatment and purpose;</li> <li>(3) the integration of playground/open space into the City of St. Albert parks system;</li> <li>(4) the amount of reserves;</li> <li>(5) the location of proposed reserves;</li> <li>(6) the operational costs for maintenance of playground/open space; and</li> <li>(7) the school authorities' proposed capital construction plans.</li> </ol>   |
| <b>9.15 Municipal Reserve Dedication</b>  | <p>To maximize the amount of open space made available to the community through the subdivision process and to</p>   |

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| <b>Required</b>                                   |  | <p>meet The City of St. Albert's open space and natural areas preservation objectives, the Subdivision Authority shall take as municipal reserve 10% of the area of the land to be subdivided less that portion which is environmental reserve. The Subdivision Authority may require that any combination of land, cash in lieu, or deferred reserves be dedicated. In addition, the City of St. Albert may require the following additional municipal reserve allocations to meet its objectives:</p> <ol style="list-style-type: none"> <li data-bbox="771 483 1450 640">(1) where future residential density shall exceed a density of 30 dwelling units per gross residential hectare, the Subdivision Authority may require the dedication of reserve lands up to an additional 5%, subject to the Municipal Government Act; and</li> <li data-bbox="771 640 1450 766">(2) additional reserve land may be acquired by the City of St. Albert, through City and other resources, and shall not be considered as part of the land owner's dedication at the time of subdivision.</li> </ol> |
| <b>9.16 School Ground Naturalization</b>          |  | <p>The City of St. Albert should encourage the school boards to undertake school ground naturalization in locations they deem appropriate to help teach children about the environment and how to protect and care for it.</p>  |
| <b>9.17 Refurbishment of Playground Equipment</b> |  | <p>The City of St. Albert, as resources allow, should refurbish playground equipment to Canadian Standards Association standards.</p>   |

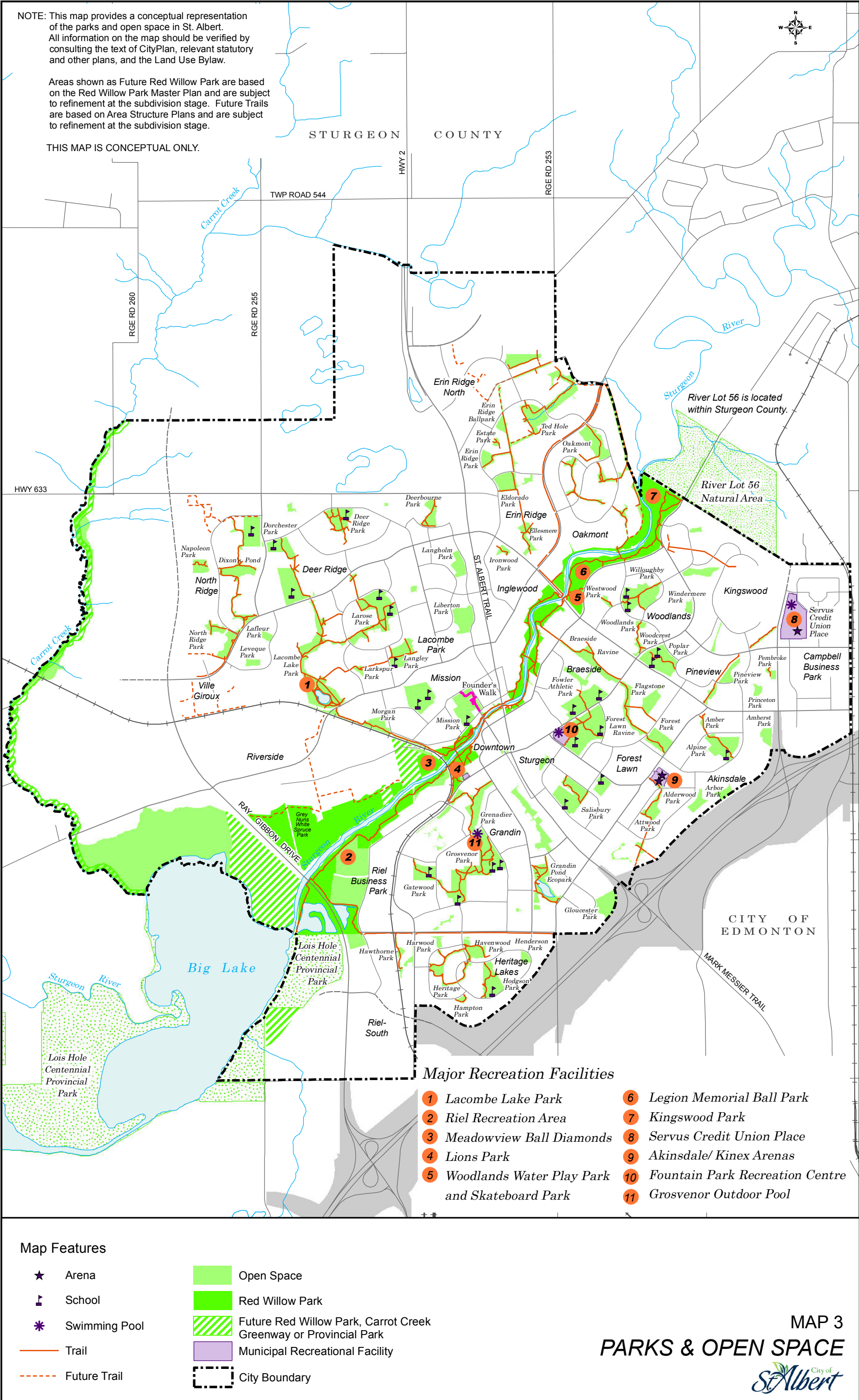
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Bylaw 12/2008, Bylaw 3/2010, Bylaw 1/2011, Bylaw 11/2012

NOTE: This map provides a conceptual representation of the parks and open space in St. Albert. All information on the map should be verified by consulting the text of CityPlan, relevant statutory and other plans, and the Land Use Bylaw.

Areas shown as Future Red Willow Park are based on the Red Willow Park Master Plan and are subject to refinement at the subdivision stage. Future Trails are based on Area Structure Plans and are subject to refinement at the subdivision stage.

THIS MAP IS CONCEPTUAL ONLY.



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## 10.0 ENVIRONMENTAL MANAGEMENT OF NATURAL AREAS

***Goal: Strengthen the protection of sustainable natural areas and minimize the negative impacts of development on natural areas.***

The “*St. Albert Natural Areas Review and Inventory*”, completed in March 1999, identified two hundred and thirty-two natural areas. Of these, seventy-seven were determined to be significant on a local, regional, or provincial scale. The *St. Albert Natural Areas Review and Inventory Addendum*, completed in March 2007, identified an additional 12 significant natural areas and 23 environmentally sensitive areas in the newly annexed lands. The consultant recommended that the City of St. Albert consider adopting a Natural Areas Policy that, at a minimum, ensures the conservation of all provincially significant and regionally significant sites using specific policy objectives.

The challenge ahead is to develop a natural areas policy and process that will conserve sustainable sites. Important points to consider include:

- As many of the sites are located on privately held lands, the City of St. Albert will need to work with landowners/developers to implement a fair conservation and compensation process
- Municipal and environmental reserves will not be sufficient to ensure protection of all sites. The City of St. Albert should identify new funding sources or acquisition means
- Some significant sites will be better suited for integration into urban development than others
- Some sites may not be suitable for intensive human use, so conservation of sensitive sites may require user restrictions and management plans

### ***Objectives***

The objectives for environmental management established in CityPlan 2007 are to:

- prioritize the natural areas on the basis of their significance and potential for sustainability
- review the impacts of development on natural areas, considering issues of land use compatibility, buffering, linkages, recreational uses, etc.
- implement policies which will minimize the negative impacts of development on natural areas, incorporating such policies in the Parks and Open Spaces Management Plan, proposed Tree Bylaw, Land Use Bylaw and Area Structure Plans
- implement policies to preserve and/or sensitively integrate natural areas wherever possible, giving consideration to their individual merits
- consider creating “manmade”, natural areas in locations where no such places currently exist (e.g., naturalized wetlands for stormwater management).

### ***Policies***

#### **10.1 Natural Areas Inventory**

The City of St. Albert shall prioritize the natural areas identified in the natural areas inventory. This inventory

shall be kept current.

- |  |  |
|--|--|
| <b>10.2 Protection of Natural Areas</b>                      | 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.   |
| <b>10.3 Linking and Integrating Open Space</b>               | The City of St. Albert shall require, wherever possible, that sustainable natural areas be integrated into the design of new development areas to form part of linked and integrated parks and open space systems, including the retention of natural corridors and ponding areas, as part of the Area Structure Plan, Area Structure Plan Technical Report and subdivision process.   |
| <b>10.4 Sturgeon River Valley and Carrot Creek Corridors</b> | The City of St. Albert shall preserve and protect the Sturgeon River Valley and Carrot Creek Corridors in accordance with the Red Willow Park Urban Park Master Plan.  |
| <b>10.5 Methods for Conserving Sustainable Natural Areas</b> | <p>The City of St. Albert shall use, but is not limited to, the following means of conserving and protecting natural areas:</p> <ul style="list-style-type: none"><li>(1) environmental reserve dedication in accordance with the Municipal Government Act;</li><li>(2) municipal reserve dedication;</li><li>(3) environmental reserve easements;</li><li>(4) conservation easements;</li><li>(5) donations and bequests; and</li><li>(6) acquisition through purchase or land trades.</li></ul>  |
| <b>10.6 Establishment of Conservation Fund</b>               | The City of St. Albert should support the establishment of a Conservation Fund capitalized through public and private sources for the acquisition of significant natural areas that cannot be preserved through other means.   |
| <b>10.7 Natural Area Assessments</b>                         | <p>The City of St. Albert should require a Natural Area Assessment for any proposed development which would adversely affect any natural area identified in the Spencer Environmental Management Services Ltd. Report shown on <b>Map #4 - Natural Areas Inventory 2007</b>. If required, a Natural Area Assessment shall include, but is not limited to:</p> <ul style="list-style-type: none"><li>(1) a description of the proposed development, including its purpose, alternatives, and staging requirements;</li><li>(2) a description of the biophysical environment that would be affected;</li></ul> |

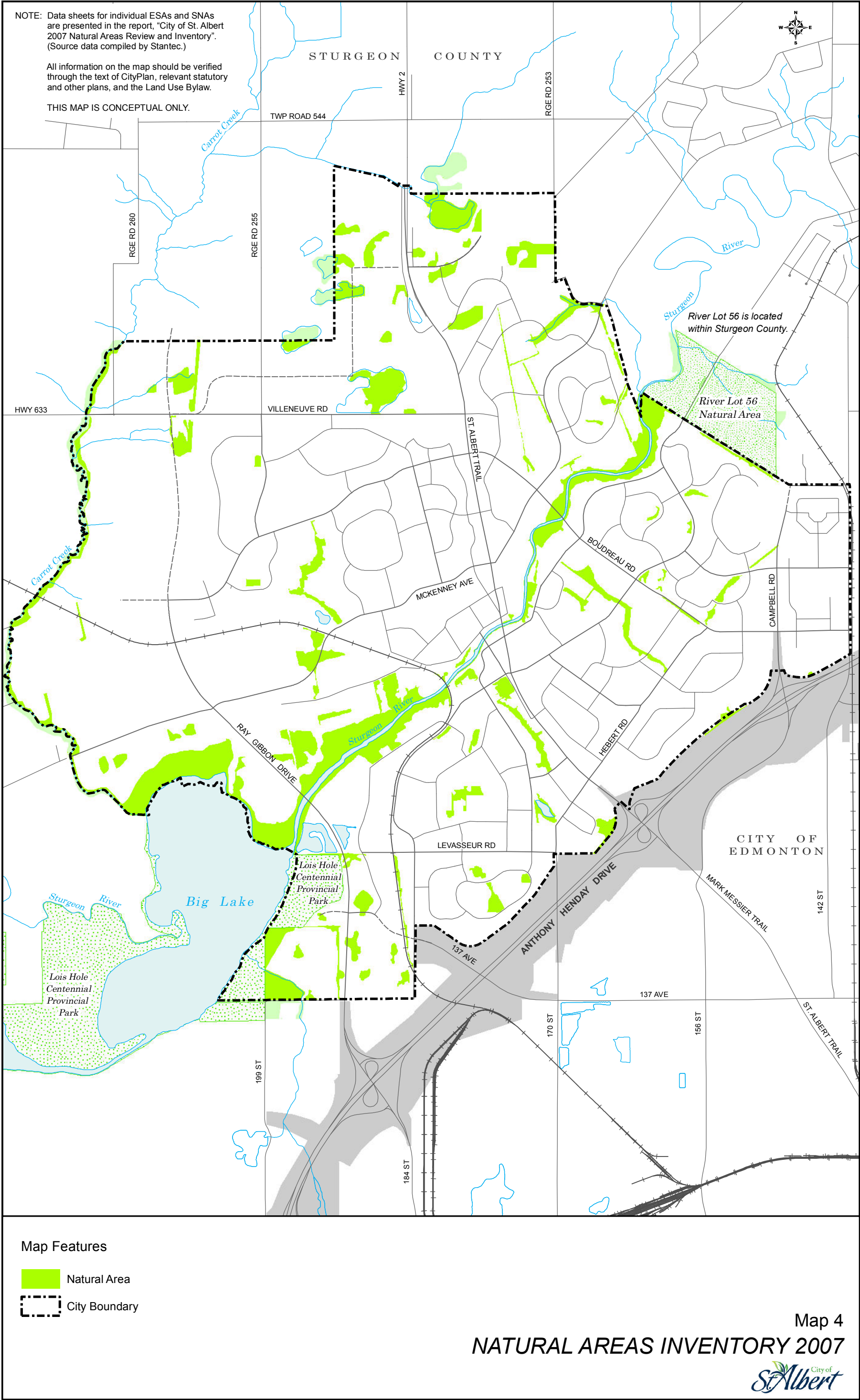
- (3) a prediction of the effects (positive and negative) that the proposed undertaking may have on the biophysical environment;
- (4) an indication of the limitation of the study, criteria used in predicting effects, and interests consulted;
- (5) recommended measures to mitigate any negative effects identified;
- (6) presentation of the results in a framework that can assist decision-makers in determining the final course of action; and
- (7) viability and sustainability of the natural area(s) based on the proposed redevelopment or development in the immediate area.

## **10.8 Living Nature**

Consideration shall be given to living nature.

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# 11.0 AGRICULTURE

**Goal:** *Strengthen the protection of agricultural areas and minimize the potential for premature conversion to other land uses.*

**Objectives**

The agricultural land objectives established in CityPlan 2007 are to:

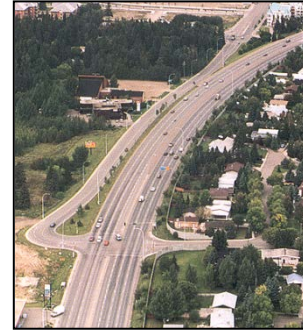
- Avoid premature subdivision and conversion of agricultural land to other land uses
- Reduce leapfrog development, ensuring contiguous development from existing urban areas
- Reduce conflict between agriculture and other land uses
- Consider the impact of provincial and federal legislation on policies regarding agricultural uses

**Policies**

|      |   |  |
|------|---|--|
| 11.1 | <b>Premature Subdivision of Agricultural Land</b> | Provide for orderly, economic and beneficial development through the Area Structure Plan process to avoid premature subdivision of productive agricultural lands.  |
| 11.2 | <b>Subdivision Policies</b>                       | Develop policies to minimize premature subdivision, and leapfrog development that is not contiguous to existing development so that productive agricultural lands are not prematurely removed from production. |

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## 12.0 TRANSPORTATION

**Goals:** *Provide for the safe and efficient movement of goods and people within and through St. Albert.*

In 2007, the City of St. Albert embarked on a new Transportation Master Plan exercise that will steer it for the next 5-8 years. The vision statement of the Transportation Master Plan is as follows:

*The transportation network shall provide safe and efficient movement of goods and people within and through the City of St. Albert that emphasizes respect for the environment, transportation demand management, congestion management and sustainable transportation solutions.*

Some intersections and corridors in St. Albert are currently at, or near, capacity. Although the overall transportation system is functioning adequately, the level of service at some locations is perceived to be a problem by some. If the City of St. Albert grows to a build-out population of 90,808 and no transportation improvement measures are undertaken, the existing capacity and level of service issues will become substantially worse, and probably unacceptable to most citizens. With even longer-term growth, such capacity and level of service issues will become all the more pressing. **(BL11/2012)**

In addition to evaluating the future roadway network for St. Albert, a full range of transportation system management (TSM) and transportation demand management (TDM) measures will be considered, examining the potential to maximize the efficiency of transportation systems and/or change the patterns in which people travel. CityPlan 2007 recognizes that, based on existing population and density characteristics of St. Albert, as well as travel and lifestyle preferences of its citizens, radical change cannot be assumed and TSM/TDM measures are not sufficient to resolve major capacity problems on their own. The new Transportation Master Plan will address many of these issues.

The opening of Ray Gibbon Drive will provide another much needed transportation link between St. Albert and the City of Edmonton. **(BL11/2012)**

### **Objectives**

The transportation objectives established in CityPlan 2007 are to:

- plan for and implement roadway improvements to address the transportation needs of St. Albert as its population grows to an estimated 90,808 by 2029 **(BL11/2012)**
- plan a future transportation network that accommodates the needs of cars, trucks, transit, LRT, cyclists and pedestrians
- mitigate community, social, environmental and noise impacts in decisions regarding the planning, operation and construction of transportation facilities
- facilitate the maintenance and extension of the transportation infrastructure
- encourage the use of public transit by improving transit service in a cost-effective manner

- promote transit-supportive land use planning and development through the Area Structure Plan process and Neighbourhood Activity Centres
- provide for appropriate roadway and transit linkages on a regional basis
- coordinate truck and dangerous goods movements to minimize impacts on residential areas
- use Transportation Demand Management (TDM) and Transportation System Management (TSM) in an environmentally friendly and cost-effective way as a means of addressing increased traffic demand
- ensure additional road capacity across the Sturgeon River for future transportation needs.

## **Policies**

- |  |   |
|--|---|
| <b>12.1 Transportation Update</b>                  | The City of St. Albert shall use the Transportation Master Plan for determining the future transportation network and improvements required as the City continues to grow. The Transportation Master Plan needs to be reviewed and updated at appropriate intervals.  |
| <b>12.2 Transportation Network Map</b>             | The City of St. Albert shall use <b>Map 5 – Transportation Network</b> as a guide for the future arterial roadway network incorporated into future land use plans for St. Albert to ensure, among other things, that rights of way are preserved and additional roadway capacity is provided across the Sturgeon River.   |
| <b>12.3 Regional Transportation Network</b>        | The City of St. Albert shall work collaboratively with the City of Edmonton, Sturgeon County, Parkland County, and Alberta Infrastructure and Transportation to develop a safe and efficient regional transportation network for roadways, public transit, future light rail transit (LRT), truck and dangerous goods movement.   |
| <b>12.4 Functional Planning and Design Studies</b> | <p>The City of St. Albert shall prepare functional planning and design studies for the East St. Albert Arterial. When the study is required, it shall, among other things, address the following:</p> <ol style="list-style-type: none"> <li>(1) the preliminary alignment;</li> <li>(2) the functional plan;</li> <li>(3) the staging of both development of the network and the impacts on adjacent neighbourhoods;</li> <li>(4) the mitigation of negative environmental, recreational, and business impacts;</li> <li>(5) the specification of design standards (access, number of lanes, speed limits, noise attenuation, etc.); and</li> <li>(6) the costing of each component of the transportation plan.</li> </ol> |
| <b>12.5 Encouraging Special Needs Transit Use</b>  | The City of St. Albert should coordinate, on a regional basis, public transit provisions and measures to accommodate the elderly or persons with disabilities.  |

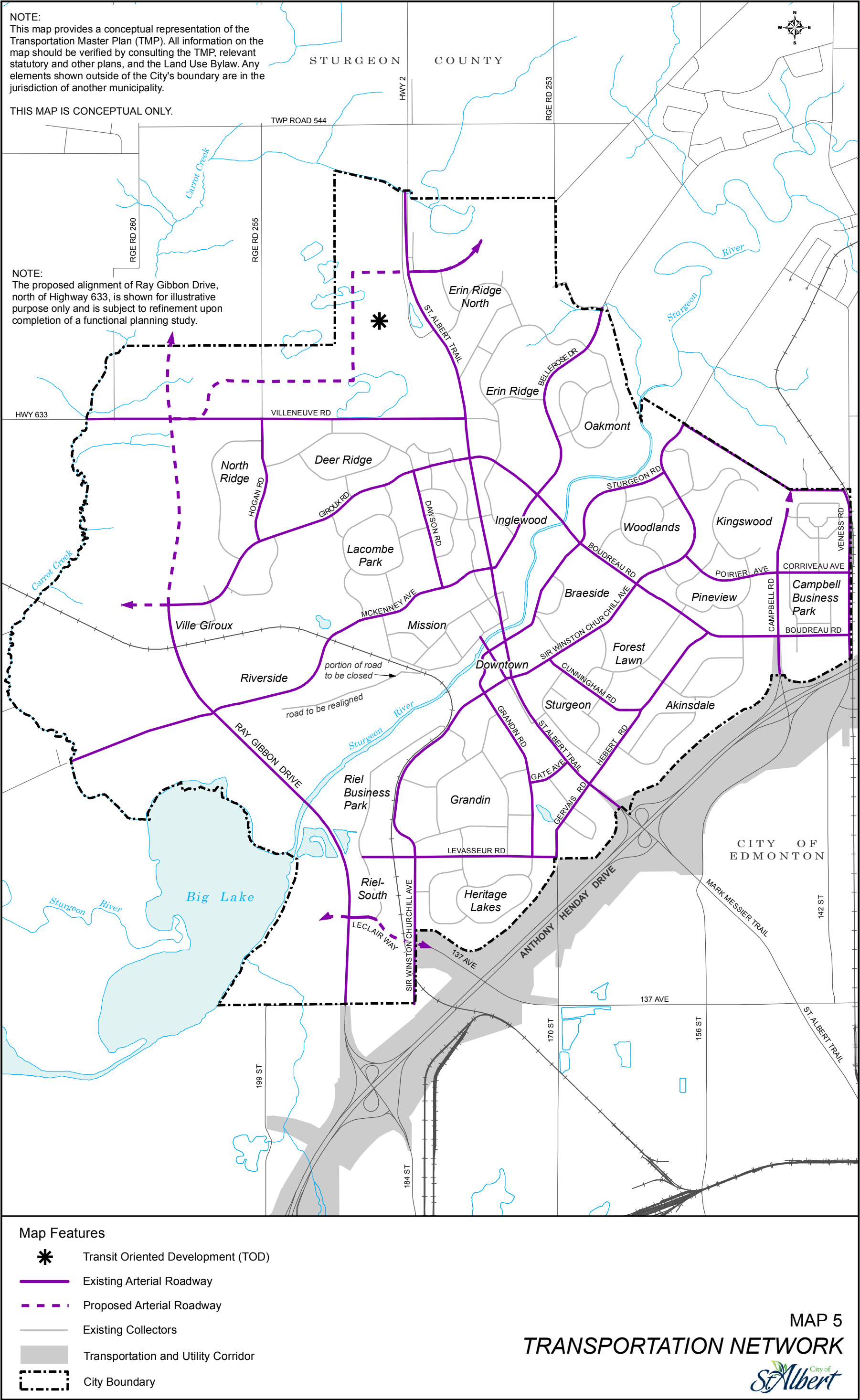
|   |  |
|---|--|
| <b>12.6 Noise Attenuation</b>                               | Area Structure Plans for new neighbourhoods shall examine issues related to noise from arterial roadways and railways adjacent to residential areas, and suggest mitigation measures that should be undertaken during the subdivision and development processes.   |
| <b>12.7 New Area Structure Plan Technical Reports</b>       | <p>Area Structure Plan Technical Reports for new neighbourhoods should address the following road and rail transportation factors:</p> <ol style="list-style-type: none"> <li>(1) the staging of the roadway system;</li> <li>(2) land uses in the vicinity of St. Albert Road and arterial roadways;</li> <li>(3) truck routes and dangerous goods routes;</li> <li>(4) energy conservation measures;</li> <li>(5) the provision for safe roadway access;</li> <li>(6) safe and convenient roadway crossings for pedestrians and bicycles;</li> <li>(7) noise attenuation requirements;</li> <li>(8) transit route development and access incorporated from the first phase of development in the neighbourhood;</li> <li>(9) key transit stops and stations located in Neighbourhood Activity Centres; and</li> <li>(10) transit stop must be within 400 metres walking distance of all residents, 250 metres walking distance of medium and high density residential development and institutional land uses, and 150 metres walking distance to major seniors' residents and activity centres. <b>(BL11/2012)</b></li> </ol> |
| <b>12.8 Transportation Demand Management (TDM) Measures</b> | The City of St. Albert should continue implementing TDM measures to moderate expected growth in auto use in favour of transit, walking, cycling, increase auto occupancy, reduce trip frequencies, reduce greenhouse gases and reduce the proportion of trips made at peak periods.  |
| <b>12.9 Transportation System Management (TSM) Measures</b> | The City of St. Albert should continue to implement TSM measures to maximize the efficiency and performance of the transportation system.  |
| <b>12.10 Control of Truck Traffic Impacts</b>               | <p>The City of St. Albert should minimize the adverse noise and pollution impacts associated with truck traffic by continuing to:</p> <ol style="list-style-type: none"> <li>(1) designate specific truck and hazardous goods routes;</li> <li>(2) discourage truck movement, unless essential, on collector roadways in residential neighbourhoods;</li> </ol>  |

- and
- (3) restrict land use activities that generate substantial truck traffic to industrial and major commercial areas.

**12.11 Alternative Transportation Standards**

The City of St. Albert may review the feasibility of alternative transportation standards such as, but not limited to, designated bus or bicycle lanes to facilitate other transportation methods. When transit stops are created, access routes for bicycles and pedestrians need to be considered. Accessibility should include paved walkways separate from traffic, curb cuts, and possible signage to provide directions to transit stops. **(BL11/2012)**

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## 13.0 INFRASTRUCTURE

**Goal:** *Plan and develop municipal infrastructure in a manner that most economically, effectively, and efficiently meets the present and future growth needs of St. Albert.*

As St. Albert continues to grow there will be a need to expand and increase capacities of its sewer and water systems. Effective stormwater management is also a concern, not only to protect people and property, but consideration should be given to environmentally friendly techniques for handling excess stormwater.

### **Objectives**

The infrastructure objectives established in CityPlan 2007 are to:

- ensure that municipal utilities and services are provided in an efficient, economic, coordinated, and timely manner relative to the desired development of the city
- ensure that public utility operators are informed of future urban development in order to coordinate the extension of public utilities

### **Policies**

|  |   |
|--|---|
| <b>13.1 Provisions for New Developments</b>            | The City of St. Albert shall ensure that new development is consistent with the efficient, economic, and coordinated provision of municipal infrastructure, human services, and public utilities. |
| <b>13.2 Water Distribution System</b>                  | The water distribution system shall be upgraded to accommodate a projected 90,808 population horizon to the year 2029. <b>(BL11/2012)</b>   |
| <b>13.3 Sewage Collection System</b>                   | The sewage collection system shall be upgraded to accommodate a projected 90,808 population horizon to the year 2029. <b>(BL11/2012)</b>  |
| <b>13.4 Review of Municipal Servicing Standards</b>    | The City of St. Albert shall conduct a review of municipal servicing standards at least every five years.   |
| <b>13.5 Cost of Expanding Municipal Infrastructure</b> | The cost of expanding municipal infrastructure shall be financed to the greatest level possible through developer obligations under development agreements.                                       |
| <b>13.6 Alternative Infrastructure Standards</b>       | The City of St. Albert may review the feasibility of alternative infrastructure standards to facilitate energy efficiency and more sustainable land use.  |

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## 14.0 HEALTH, SOCIAL, AND PROTECTIVE SERVICES

**Goal:** *Ensure health, social, and protective services are provided in an economical, coordinated, and timely manner.*

One of the purposes of a Municipal Development Plan is to ensure that policies and programs are implemented for the protection of public health, safety, and welfare of St. Albert residents. Capital Health and other health care providers are responsible for a variety of health services in St. Albert, including the Sturgeon Community Hospital. The City of St. Albert Fire Department is comprised of professional firefighters operating out of three stations in St. Albert, which are located on Sir Winston Churchill Avenue, Boudreau Road, and Giroux Road. **(BL11/2012)** The City of St. Albert detachment of the RCMP provides police services to the community, including the Traffic, Crime Prevention, and Community Relations Sections.

### **Objectives**

The health, social, and protective services objectives established in CityPlan 2007 are to:

- meet the health and social service needs of a growing and changing population
- provide emergency and protective services in an efficient and economic manner relative to land use development and planning
- provide emergency and protective services to a uniform standard in order to provide equitable access across all areas of St. Albert.

### **Policies**

- |  |   |
|--|---|
| <b>14.1 Social Service and Health Facilities</b> | The City of St. Albert should facilitate the provision of required sites for public service facilities.   |
| <b>14.2 Emergency and Protective Services</b>    | The City of St. Albert shall ensure the provision of emergency and protective services to accommodate a growing and changing population.  |
| <b>14.3 Places of Religious Assembly</b>         | The need for places of religious assembly shall be addressed within Area Structure Plans and Area Structure Plan Technical Reports and if required should be located where possible on corner sites along collector roadways and arterial roadways. |

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## 15.0 HERITAGE PRESERVATION



***Goal: To preserve and interpret heritage resources as an expression of community identity and pride, and integrate heritage resources into St. Albert's development strategies.***

St. Albert was founded in 1861 and is the oldest non-fortified residential community on the prairies west of Winnipeg (See Section 1.2 - Historical Overview). St. Albert was originally a pioneering missionary community, a Métis buffalo-hunting and agricultural settlement, and later served as a mixed settlement dominated by French-speaking residents. The history of St. Albert contributes to its image and tourist potential. Using a historical architectural theme downtown provides another opportunity for St. Albert to celebrate its rich heritage. Council adopted in principle the St. Albert Heritage Preservation Master Plan (1996) prepared by Lord Cultural Resources on September 3, 1996. Council further adopted the Master Plan for the St. Albert Heritage Sites on April 5, 2005.

### ***Objectives***

The heritage preservation objectives established in CityPlan 2007 are to:

- preserve St. Albert's heritage resources, where possible, including significant archaeological sites
- develop a municipal program for heritage preservation
- ensure compatible development with heritage properties

### ***Policies***

- |   |  |
|---|--|
| <b>15.1 Inventory of Heritage Properties</b>                    | The City of St. Albert shall maintain a current inventory of heritage properties and sites including significant archaeological sites using existing community resources which include people, artifacts and records.  |
| <b>15.2 Heritage Preservation Program</b>                       | The City of St. Albert shall develop policies and bylaws for heritage and historic site preservation.  |
| <b>15.3 Interpretation of St. Albert's History</b>              | The City of St. Albert should work with the existing resources which include people, artifacts and records in interpreting the community's rich history and enhancing the city's tourism potential.  |
| <b>15.4 Preservation and Restoration of Heritage Properties</b> | The City of St. Albert should ensure, through its planning documents, that heritage properties are preserved and restored in a manner that maintains the historical and architectural integrity as may be specified through a heritage resource designation. |

**15.5 Compatible Development  
Adjacent to Heritage  
Properties**

The City of St. Albert should ensure that development, on sites adjacent to heritage properties, is carried out in a manner that is compatible in terms of height, mass, setbacks, and overall architectural treatment.



## 16.0 INTERMUNICIPAL PLANNING AND REGIONAL COOPERATION

***Goal: The City of St. Albert will continue to maintain mutually beneficial relationships with neighbouring municipalities, authorities and other agencies in the Capital Region. (BL17-2012)***

While the City of St. Albert borders Edmonton and Sturgeon County, it has a strong desire to maintain its own identity and remain a separate entity. While Alberta has a strong tradition of local government control that recognizes the diversity across the Province, the Government of Alberta created a regional level of planning to ensure that provincial interests are addressed at a local level. This is particularly important given St. Albert's regional role in providing for residential, commercial and industrial land currently and within the foreseeable future.

An Intermunicipal Development Plan (IDP) approved in May 2001 between Sturgeon County and the City of St. Albert ensures orderly and efficient urban expansion, coordination of land uses, transportation, utilities, parks and open space linkages. The IDP was rescinded by Sturgeon County in 2010; however, the City of St. Albert maintains and continues to use the IDP as a strong policy and growth management tool to guide St. Albert's orderly and efficient urban expansion. As well it guides the City's cooperation in the planning of future land uses in the vicinity of its boundaries (fringe areas) respecting the interest of both municipalities and in a manner which does not inhibit or preclude appropriate long term use or unduly interfere with continuation of existing uses.

As a participating municipality of the Capital Region Board, the City of St. Albert is committed to working cooperatively with other municipalities, and looking at ways of providing municipal services to ratepayers in the most cost-efficient and effective manner. The City of St. Albert already has in place a number of 'partnerships' and 'mutual aid agreements' for providing municipal services.

### ***Objectives***

The intermunicipal planning and regional coordination objectives established in CityPlan 2007 are to:

- effectively coordinate land use, future growth patterns, transportation systems and municipal infrastructure with neighbouring municipalities
- continue to work with Sturgeon County through the St. Albert/Sturgeon County Intermunicipal Affairs Committee (BL17-2012)
- provide for reciprocal referrals and notification
- maintain open lines of communication to resolve problems and seize opportunities
- seek partnerships with neighbouring municipalities, public and private interests, in providing services to local ratepayers in the most cost-effective and efficient manner possible
- specifically address the desire for a regional parks corridor which connects to the Red Willow Park System

- work on intermunicipal coordination for the protection of and access to River Lot 56, Big Lake and Carrot Creek
- maintain and extend the Red Willow Park Corridor for passive recreational development along both banks of the Sturgeon River, the east bank of Carrot Creek, the shores of Big Lake and the corridor to River Lot 56

## **Policies**

|             |   |   |
|-------------|---|---|
| <b>16.1</b> | <b>Communication and Collaboration with Neighbouring Municipalities</b>                           | The City of St. Albert shall develop and maintain effective processes for communication, cooperation and collaboration at the political and administrative levels and collaboration between the City of St. Albert and adjacent municipalities in meeting mutually agreeable intermunicipal planning goals.   |
| <b>16.2</b> | <b>Intermunicipal Development Plans with Neighbouring Municipalities</b>                          | The City of St. Albert should prepare, where appropriate, Intermunicipal Development Plans with adjacent municipalities and in accordance with the Municipal Government Act to effectively coordinate land uses, future growth patterns, transportation systems, and municipal infrastructure.  |
| <b>16.3</b> | <b>Protecting Long-Term Growth Options</b>  | The City of St. Albert shall develop a strategy which will allow it to maintain a long-term supply (20 years) of all of its land use categories by protecting and managing its long-term growth options through an intermunicipal development plan, participation in intermunicipal planning committees and ongoing consultation with neighbouring municipalities.  |
| <b>16.4</b> | <b>Protecting and Preserving Environmentally Sensitive Areas with Neighbouring Municipalities</b> | The City of St. Albert shall cooperate with neighbouring municipalities in protecting and preserving environmentally sensitive areas, such as those in the Sturgeon River Valley, Carrot Creek and Big Lake shorelands, and, where compatible, provide for passive recreation opportunities.  |
| <b>16.5</b> | <b>Update and Identify Intermunicipal Planning Areas</b>  | The City of St. Albert shall continue to update and identify intermunicipal planning areas in consultation with adjacent municipalities, where development impacts may cross municipal boundaries.  |
| <b>16.6</b> | <b>Future Subdivision and Development Impacts that Cross Municipal Boundaries</b>                 | <p>Where future subdivision and development has impacts that cross municipal boundaries, the City of St. Albert shall use, and encourage adjacent municipalities to use, Area Structure Plans, Area Redevelopment Plans, subdivision and development review processes that:</p> <ol style="list-style-type: none"> <li>(1) provide opportunity for involvement by all affected municipalities;</li> <li>(2) provide opportunity for involvement by the public;</li> <li>(3) address such potential development impacts and matters as, but not limited to: <ol style="list-style-type: none"> <li>(a) the type, amount, location, density and phasing of future land uses;</li> <li>(b) the cumulative effects of development across</li> </ol> </li> </ol> |

|              |   |   |
|--------------|---|---|
|              |   | <ul style="list-style-type: none"> <li>space and over time;</li> <li>(c) compatible land use and future growth patterns in border areas;</li> <li>(d) economical long term development patterns;</li> <li>(e) transportation issues and impacts;</li> <li>(f) coordination of other major infrastructure and servicing;</li> <li>(g) environmental implications;</li> <li>(h) cooperative management of other areas of interest;</li> <li>(i) plan implementation, including staging requirements;</li> <li>(j) continued protection of natural areas;</li> <li>(k) continued coordination and connection of parks systems;</li> <li>(l) fiscal implications; and</li> <li>(m) historical and archaeological implications.</li> </ul> |
| <b>16.7</b>  | <b>Intermunicipal Planning Referrals and Notification</b>   | The City of St. Albert shall refer planning and land use proposals to adjacent municipalities according to the minimum requirements specified in <b>Table 2</b> . The City of St. Albert has negotiated these reciprocal referral arrangements with its adjacent municipalities.  |
| <b>16.8</b>  | <b>Monitor and Assess the Operation and Effectiveness of its Intermunicipal Planning Procedures</b> | The City of St. Albert shall periodically monitor and assess the operation and effectiveness of its intermunicipal planning procedures, in cooperation and consultation with adjacent municipalities.   |
| <b>16.9</b>  | <b>Intermunicipal Infrastructure Coordination</b>   | <p>Where joint servicing is contemplated between the City of St. Albert and adjacent municipalities, the City of St. Albert shall work with adjacent municipalities and utility providers to ensure:</p> <ul style="list-style-type: none"> <li>(1) the proposed servicing concept conforms with an adopted Intermunicipal Development Plan or agreement; and</li> <li>(2) in the absence of a formal intermunicipal planning agreement, development of a formal understanding and appropriate mechanisms to ensure coordination of future land use and growth patterns with municipal infrastructure and servicing.</li> </ul>   |
| <b>16.10</b> | <b>Cooperative Delivery of Managed Services</b>   | The City of St. Albert shall continue to cooperate with neighbouring municipalities, other agencies, and non-government organizations, to explore cost-effective ways for delivering municipal services, recreational services and the development of recreational facilities that benefit taxpayers.   |
| <b>16.11</b> | <b>Alternative Dispute Resolution Mechanisms</b>  | The City of St. Albert should seek to resolve issues and concerns to the mutual benefit of each municipality through the use of alternative dispute resolution mechanisms if/as required.   |

- 16.12 Adjoining Land Use or Planning Policy** The City of St. Albert may support an adjoining land use or planning policy based upon agreement and/or accord implemented between the City of St. Albert and adjacent municipalities, in the absence of an Intermunicipal Development Plan.
- 16.13 River Lot 56** The City of St. Albert should work with the Government of Alberta and Sturgeon County to ensure that River Lot 56 is protected as a natural area and public access is maintained.
- 16.14 Lois Hole Centennial Provincial Park** The City of St. Albert shall work together with neighbouring municipalities and the province to ensure the continued protection and development of Lois Hole Centennial Provincial Park.
- 16.15 Filing of Statutory Appeals** The City of St. Albert shall regard the filing of statutory appeals to deal with an intermunicipal planning dispute with an adjacent municipality as a last resort, and shall endeavour to resolve the matter through negotiations, mediation, or other alternative dispute mechanisms with adjacent municipalities as indicated in Policy 16.11.

**Table 2: Intermunicipal Planning Referrals and Notifications**

| Type of Referral  | Referred To  | Response Time<br>(Consecutive Days)  |
|---|--|--|
| Statutory Plans and Amendments  | All adjacent municipalities  | 21 except for Municipal Development Plans or amendments to the Municipal Development Plan which are 28 |
| Areas not covered under Area Structure Plan, Area Redevelopment Plan, or Developed Area | All adjacent municipalities with areas within 1.6 km of adjacent municipality boundary | 21   |
| Any Industrial Development Permits  | All adjacent municipalities with areas within 1.6 km of adjacent municipality boundary | 21   |
| Extractive Resource Operations (Including Sour Gas)                                     | All adjacent municipalities with areas within 1.6 km of adjacent municipality boundary | 21   |
| Intensive Livestock Proposals   | All adjacent municipalities with areas within 1.6 km of adjacent municipality boundary | 21   |
| Road Closure Bylaw  | All adjacent municipalities with areas within 1.6 km of adjacent municipality boundary | 21   |





## 17.0 IMPLEMENTATION

**Goal:** *To effectively implement the goals, objectives, and policies set out in CityPlan 2007.*

CityPlan 2007 will provide direction to Council's and Administration's decisions regarding St. Albert's growth and development. More detailed planning is required in certain cases through the preparation of Area Structure Plans and/or Area Redevelopment Plans. The Land Use Bylaw governs the specific and discretionary uses of land and locations and size of buildings through the development permitting process on a day to day basis, so conformity between it and CityPlan 2007 must be achieved.

The effectiveness of CityPlan 2007 needs to be monitored over time. If amendments are required, they should be carried out through an orderly amendment process. Implementation of CityPlan 2007 will also require strategic investment in community infrastructure, amenities, and services.

### **Objectives**

The implementation objectives established in CityPlan 2007 are to:

- apply the policies contained in CityPlan 2007 to guide future growth, development, and capital investment in infrastructure
- provide a policy framework for more detailed planning and development control through the Land Use Bylaw, Area Structure Plans, Transportation Update, and Area Redevelopment Plans
- coordinate CityPlan 2007 policies with the strategic planning and budget processes; and
- monitor and update CityPlan 2007 as an effective management tool through an orderly amendment procedure

### **Policies**

#### **17.1 Conformance with the Intermunicipal Development Plan**

The City of St. Albert shall work with Sturgeon County to amend the existing Intermunicipal Development Plan to ensure ongoing consistency between CityPlan 2007 and the Intermunicipal Development Plan. Amendments to CityPlan 2007 and the Intermunicipal Development Plan may be required as policies are pursued.

#### **17.2 Conformance with the Land Use Bylaw**

The City of St. Albert shall amend the existing Land Use Bylaw to ensure consistency between CityPlan 2007 and the Land Use Bylaw in accordance with the requirements of the Municipal Government Act.

- |      |  |  |
|------|--|--|
| 17.3 | <b>Compliance with other Statutory Plans, Subdivision and Development Applications</b> | All proposed amendments to a municipal statutory plan and new statutory plans, subdivision applications, amendments to the Land Use Bylaw, and development permit applications shall include a statement addressing compliance with CityPlan 2007.   |
| 17.4 | <b>Appeals to Subdivision and Development Appeal Board</b>                             | The Subdivision and Development Appeal Board shall have regard to the policies of CityPlan 2007 in making its subdivision decisions and should consider the policies of CityPlan 2007 in making its development decisions.   |
| 17.5 | <b>Area Redevelopment Plan and Technical Report Requirements</b>                       | <p>Prior to established residential neighbourhoods being substantially changed by redevelopment, an Area Redevelopment Plan shall be required in accordance with the Municipal Government Act. A Technical Report should be prepared in advance of the Area Redevelopment Plan document which addresses, among other things:</p> <ul style="list-style-type: none"> <li>(1) neighbourhood public participation;</li> <li>(2) transportation, including noise attenuation requirements;</li> <li>(3) provision of public transit service;</li> <li>(4) servicing infrastructure and capacities;</li> <li>(5) recreation and open space;</li> <li>(6) redevelopment levies;</li> <li>(7) architectural controls;</li> <li>(8) neighbourhood population and housing types;</li> <li>(9) schools and school population;</li> <li>(10) the identification and protection of sustainable locally significant natural areas;</li> <li>(11) environmental assessment;</li> <li>(12) the identification of archaeologically or historically sensitive areas;</li> <li>(13) a detailed statement addressing compliance with CityPlan 2007;</li> <li>(14) fiscal impact review and market assessment;</li> <li>(15) public consultation plan;</li> <li>(16) rationale for amendments to existing Area Redevelopment Plans; and</li> <li>(17) other topics deemed appropriate by the Approving Authority.</li> </ul> |
| 17.6 | <b>Area Structure Plan and Technical Report Requirements (BL 11/2012)</b>              | <p>Area Structure Plans or amendments which propose to significantly change the extent or nature of areas shall have an Area Structure Plan Technical Report which addresses, among other things:</p> <ul style="list-style-type: none"> <li>(1) parks and open space;</li> </ul>  |

- (2) school sites and school population;
- (3) linear parks and pedestrian walkway systems;
- (4) transportation, (see Section 12.7);
- (5) provision of public transit service;
- (6) site conditions and topography;
- (7) the market demand for medium and/or high density residential and commercial development;
- (8) neighbourhood population;
- (9) the identification and protection of locally significant natural areas;
- (10) archaeologically or historically sensitive areas;
- (11) community focus and community facilities;
- (12) servicing infrastructure and capacities;
- (13) lot size and anticipated house types and density;
- (14) effect of existing roadways, pipelines, utilities or existing industrial activity;
- (15) evaluation of the need for religious sites (see Section 14.3);
- (16) evaluation of the need for noise attenuation for major arterial roadways or railways adjacent to residential areas;
- (17) a detailed statement addressing compliance with CityPlan 2007;
- (18) fiscal impact review;
- (19) public consultation plan;
- (20) rationale for amendments to existing Area Structure Plan; and
- (21) other topics deemed appropriate by the Approving Authority.

#### **17.7 Amending the Municipal Development Plan**

A Municipal Development Plan amendment shall be preceded by a Municipal Development Plan Amendment Technical Report which shall address:

- (1) the nature and purpose of the amendment;
- (2) proposed wording or graphics for the amendment;
- (3) technical justification for the amendment;
- (4) forecast data and other relevant statistical information;
- (5) effect of the proposed amendment on adjacent land uses;
- (6) effect of proposed amendment on municipal infrastructure and services; and
- (7) landowner and public participation information.

#### **17.8 Monitoring of MDP**

The City of St. Albert shall monitor ongoing progress related to MDP policies, and undertake a review when deemed appropriate.



## 18.0 CAPITAL REGION GROWTH PLAN CONFORMANCE

(BL 11/2012)

**Goal:** *That the City of St. Albert's Municipal Development Plan conforms with the Provincial Land Use Framework and the Capital Region Growth Plan.*

The City of St. Albert has added this new section to its Municipal Development Plan which focuses on conformance with the Capital Region Growth Plan.

The Capital Region Growth Plan used the following terminology which has been added to this section for easy reference:

**Capital Region Board:** means a board made up of 24 communities in the Capital Region that are represented by their Mayor or Reeves. The board evaluates new municipal statutory plans and statutory plan amendments to ensure consistency with the long-term regional interests identified in the Capital Region Growth Plan and the Capital Region Board Regulations.

**Capital Region - Geographic Information Services (CRGIS) Strategy and Implementation Plan:** means a plan to coordinate geographically-based information and services that support sustainable land uses, public transit and housing decisions. GIS is a visualization tool used to organize the region's data.

**Capital Region - Growth Plan:** means a plan made up of four plans including Geographic Information Services, Housing Plan, Land Use Plan, and Intermunicipal Transit Network Plan with the intent to reduce the regional footprint while balancing the environment, economy, and social aspects of communities.

**Capital Region - Housing Plan:** means a plan that works to address the changing demographic and socio-economic needs of each municipality in the region in order to ensure that demand for all forms of housing for its citizens is being met. Specific goals include sustainability, affordability, density and diversity in the built form to meet the social, environmental and economic goals of the Capital Region.

**Capital Region - Land Use Plan:** means a plan with a primary purpose to guide sustainable growth that protects the Region's environment and resources, minimizes the regional development footprint, strengthens communities, increases transportation choice and supports economic development.

**Capital Region - Intermunicipal Transit Network Plan:** means a plan that provides guidance to the Capital Region for regionally integrated and coordinated transit services, planning, and delivery.

**Cluster Country Residential Areas (CCRAs):** means rural lands that have been subdivided to create multiple residential lots that are connected to municipal or communal services, designed to group or "cluster" the residential uses together on smaller lots by applying conservation design principles to maximize the retention of open space. Note: The City of St. Albert is not rural; this type of housing is not permitted within the City.

**Development Footprint:** means the amount of land consumed for development and infrastructure, typically including impervious surfaces, such as the buildings, sidewalks, roads and parking.

**Infrastructure:** means physical assets to provide services to citizens and to support the functioning of a local or regional economy, including roads, sewer lines, transit, emergency response vehicles, recreational facilities, parks, information technology and more.

**Inclusive Communities:** means communities that have a variety of housing, commerce, recreational, institutional, social and public amenities within their boundary. Inclusive communities provide a physical and social environment where residents can live, learn, work and play without having to travel beyond the community boundary.

**Market Housing:** means housing that is supplied by the private market without direct government subsidies.

**Market Affordable Housing:** means rental or ownership housing that is modest in form and specification and is capable of being produced from moderate income households without upfront or on-going direct government subsidies e.g. through regulatory relaxations, efficient design, tax incentives). Generally, it applies to households earning moderate incomes between 100 percent and 150 percent of the median income for their household size.

**Multi-Use Corridor:** means a corridor designed to accommodate multiple infrastructure facilities such as roads, transmission lines, and pipelines within and beyond the region.

**Non-Market Housing:** means housing that is operated and funded or created through direct government subsidies and includes different categories of housing based on the associated services needed by the clients.

**Park and Ride:** means a mode of travel whereby a person drives to/from a transit station, parks the vehicle in the station parking lot and then uses the transit service.

**Priority Growth Area (PGA):** means locations where growth is directed, including Major Employment Areas, due to existing or planned multi-modal transportation corridors, the proximity to existing or proposed major employment areas, the redevelopment or intensification opportunities within an existing urban area and the ability to utilize and maximize existing infrastructure or logically and efficiently extend that infrastructure.

**Public Transit:** means mass transportation services that are owned and operated by, or on behalf of, public sector entities.

**Recreation Corridor:** means inter-connected crown, public or private lands that are generally linear in form and are of regional significance for the purpose of providing recreational opportunities, such as the Trans Canada Trail, walking trails and parks and open space in the North Saskatchewan River Valley. Regional Recreation Corridors may also provide access to municipal recreation opportunities.

**Regional Evaluation Framework (REF):** means a regulatory process to evaluate statutory plans and amendments, under certain conditions, for consistency with the long-term regional interests identified in the Capital Region Growth Plan and the Capital Region Board Regulations.

**Transit Oriented Development (TOD):** means the intensified development around transit stations with progressively lower density development spreading outwards from the centre. TOD creates attractive, liveable and compact neighbourhoods with housing, jobs, shopping, community services and recreational opportunities all within convenient walking distance.

## ***Objective of the Capital Region Growth Plan***

The objective of the Growth Plan is to manage sustainable growth and to be stewards to guide the region's growth in a responsible and sustainable manner.

## ***Policies***

- |             |  |   |
|-------------|--|---|
| <b>18.1</b> | <b>Alberta Land Stewardship Act (ALSA) and Provincial Land Use Framework</b> | <p>The Alberta Land Stewardship Regulation provides clear rules for Albertans concerning the implementation of regional plans under the Land-use Framework. The Province of Alberta's Land Use Framework was developed to manage growth, sustain the economy and balance these with social and environmental objectives.</p> <p>The City of St. Albert will strive to address these desired outcomes of the Alberta Land Stewardship Regulation and the Provincial Land Use Framework in all new area structure plans.</p>  |
| <b>18.2</b> | <b>Capital Region Context</b>  | <p>The City of St. Albert's planning documents will reflect components of the four Capital Region plans as they relate to the City</p> <ul style="list-style-type: none"><li>i. Land Use Plan,</li><li>ii. Intermunicipal Transit Network Plan,</li><li>iii. Housing Plan for non-market and market affordable housing, and</li><li>iv. Geographic Information Services (CRGIS) Strategy and Implementation Plan.</li></ul>   |
| <b>18.3</b> | <b>Capital Region Growth Plan</b>  | <p>The City of St. Albert is referenced as Priority Growth Area B within the priority growth area. Therefore, the City will strive to meet the six principles of the Capital Region Growth Plan which include:</p> <ul style="list-style-type: none"><li>i. Protect the region's environment and resources</li><li>ii. Minimize regional footprint</li><li>iii. Strengthen communities</li><li>iv. Increase transportation choice</li><li>v. Ensure efficient provision of services</li><li>vi. Support regional economic development</li></ul> <p>in new area structure and redevelopment plans and, where possible, in large infill or redevelopment sites.</p> |
| <b>18.4</b> | <b>Residential Densities</b>   | <p>The City of St. Albert, as a community within the Priority Growth Area B, shall require all new residential areas of the City to meet the minimum residential target density of 30 units per net</p>   |

residential hectare. The intent of these density targets is to reduce the amount of land consumed by low density residential development and reduce the need to consume undeveloped lands prematurely.

- |              |  |   |
|--------------|--|---|
| <b>18.5</b>  | <b>Location of Affordable Housing</b>                              | The City will consider the equitable distribution of market and non-market affordable housing based on existing and future needs. The distribution of housing should be strategically located near transit services and necessary related support services.   |
| <b>18.6</b>  | <b>Anticipated Affordable Housing Needs</b>                        | The City will work collaboratively with all levels of government, the CRB, the building industry, developers, and not-for-profit housing providers to meet the housing needs of the City through a sub-regional planning model. (See Addendum December 2009, Table 9 for projected housing need in the Capital Region 2010-2019.)   |
| <b>18.7</b>  | <b>Multi-use and Recreation Corridors</b>                          | The City is supportive of multi-use corridors and recreation corridors as identified by the Capital Region Board. (See Figure 4 of the CRB)   |
| <b>18.8</b>  | <b>Park and Ride, South</b>  | The City will consider a Park and Ride facility near the northwest junction of the Anthony Henday Drive and St. Albert Trail.   |
| <b>18.9</b>  | <b>Park and Ride and Transit Oriented Development (TOD), North</b> | The City will consider a Park and Ride facility near St. Albert Trail (formerly Hwy 2) north of Villeneuve Road (not Coal Mine Road as stated in the CRGP). This site is also proposed as Transit Oriented Development (TOD).   |
| <b>18.10</b> | <b>Light Rail Line</b>   | The City will consider a northwest light rail line (LRT) along its main corridor, St. Albert Trail.   |
| <b>18.11</b> | <b>Park and Ride Facility Guidelines</b>                           | <p>The City of St. Albert will review the Intermunicipal Transit Service Plan of the Capital Region Board guidelines when a Park and Ride facility is developed and strive to include the concepts in the development of the site. Guidelines include:</p> <ol style="list-style-type: none"> <li>(1) End of line Park and Ride lots should have 800 to 1,000 stalls, subject to verification through detailed analysis.</li> <li>(2) Park and Ride lots should be well lit and have plug-ins.</li> <li>(3) Enact policies that facilitate the conversions of temporary Park and Ride lots to transit oriented development (TOD) upon extension of LRT.</li> <li>(4) Provide secure bicycle parking.</li> <li>(5) Consider Park and Ride pricing bundles (travel fare plus parking charge bundled together).</li> </ol> |



- (6) Provide Transit Priority Measures into/out of Park and Ride/Transit Centre area.
- (7) Provide high levels of security and surveillance.
- (8) Ensure good urban design.

**18.12 Intermunicipal Transit Service**

With Intermunicipal Transit Service, the City of St. Albert may consider the short, medium and long term services as shown on Figures 8, 9, 10 of the CRB Transit map. Figure 1 Regional Transportation Infrastructure for existing intermunicipal bus route, Land Use Addendum, December 2009.

**Short Term**

- (1) Additional bus service to downtown Edmonton, University of Alberta, and West Edmonton Mall.
- (2) New bus service to Edmonton Northgate area.
- (3) Transit Priority measures along St. Albert Trail to 118 Avenue.
- (4) New bus service to Morinville (reverse commute).

**Medium and Long Term**

- (1) Additional bus service to downtown Edmonton, University of Alberta, West Edmonton Mall, and Northgate.
- (2) New bus service to northeast LRT near Anthony Henday Drive.
- (3) Additional bus service to Morinville.

**18.13 Transit Services, Persons with Disabilities**

- (1) Transit services will be determined at the local level.
- (2) Transit services will continue to make conventional services more accessible, thereby reducing the amount of specialized services required.
- (3) Transit services acknowledge that specialized services will still be needed for persons unable to use the accessible conventional transit systems.

**18.14 Extending Infrastructure Services**

The City of St. Albert is not supportive of premature development of agricultural lands that creates an expectation on the City to extend services.

**18.15 Capital Region Board Referrals**

The City of St. Albert, in consultation with the Capital Region Board administration, will determine if a referral is required in accordance with legislation.

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## 19.0 CityPlan 2007 – Glossary of Terms

**“Area Redevelopment Plan”** means a plan adopted by Council as an Area Redevelopment Plan Bylaw pursuant to the Municipal Government Act, which provides a framework for future development in an already developed area.

**“Area Structure Plan”** means a plan adopted by Council as an Area Structure Plan Bylaw pursuant to the Municipal Government Act that provides a framework for future subdivisions and development of an area.

**“arterial roadway”** means a roadway identified as an existing or proposed arterial roadway on **Map 5 – Transportation Network**.

**“business park”** means an area of land primarily developed or to be developed for light industrial and office, commercial, and retail uses.

**“commercial corridor”** means an area along a major arterial roadway for the sale of the widest variety of goods and services to the community and the surrounding region.

**“community focus”** means a physical pattern of development, which reinforces neighbourhood identity, pedestrian access, and open space.

**“contiguous”** means adjacent to existing development.

**“convenience commercial”** means local retail and service outlets that provide for the sale of a variety of convenience goods and services to meet the daily needs of residents within a five minute driving distance.

**“curvilinear street pattern”** means a network of streets, often curving in nature, that is largely characterized by cul-de-sacs, crescents and other local access roads that limit through traffic and neighbourhood connectivity. Traffic is typically channeled from local streets to collector roads to arterial roads in a hierarchical system.

**“density”** means the number of persons, families, or dwelling units per unit of land (hectares). The more people living on a hectare, the higher the density. In St. Albert, density is measured by dwelling units per gross residential hectare, which includes all land less environmental reserve and commercial uses.



Example of curvilinear street pattern

**“developed area”** means an area that was built-out without the benefit of an Area Structure Plan or Area Redevelopment Plan and may have been addressed by an outline plan or conceptual plan.

**“downtown”** means the area as defined in the Downtown Area Redevelopment Plan.

**“dwelling unit”** means a self-contained residence comprising kitchen, washroom, living, and sleeping facilities with a separate private entrance from the exterior of a building or from a common hall, lobby or stairway inside a building, but does not include any part of a hospital, hotel, motel or recreation vehicle.

**“environmental impact assessment”** means a comprehensive environmental review of a project or development proposal. Several activities are required in an environmental impact study, including impact identification, preparation of a description of the affected environment (physical, social and

economic), impact prediction and assessment, selection of the proposed action from the alternatives evaluated to meet identified needs, and summarization and communication of information.

**“environmental reserve easement”** means a caveat registered with Land Titles in favour of the municipality for lands that would be normally taken as environmental reserve in accordance with Section 664 of the Municipal Government Act.

**“Established Neighbourhoods”** means those neighbourhoods established prior to 1980 and with the primary characteristic of house frontages with unobtrusive garages and driveways.

**“fiscal impact review”** means a review completed at the statutory plan level for the City of St. Albert to identify the municipal costs and revenues arising from new development to determine if the changes would have positive or negative financial effects on the municipality.

**“flood fringe”** means the area depicted as the designated flood fringe in the Flood Information Map-City of St. Albert which forms part of the Canada-Alberta Flood Damage Reduction Agreement.

**“flood risk area”** means the floodway and flood fringe.

**“floodway”** means the area depicted as the designated floodway in the Flood Information Map-City of St. Albert which forms part of the Canada-Alberta Flood Damage Reduction Agreement.

**“goal”** means an idealized end towards which planned action is directed, and which provides an indication of what is to be achieved.

**“guiding principle”** means a specific strategic direction or principle for achieving the vision.

**“highway”** means St. Albert Road or other roadway designated as a highway by the Province of Alberta.

**“home based business”** means a small scale business or professional office operated in a home by a person who occupies the dwelling as a private residence.

**“human services”** means social services that can be preventative, supportive, rehabilitative, or crisis-oriented.

**“infill development”** means development in mature or built up areas of the City of St. Albert occurring on vacant or underutilized lands, behind or between existing development and which is compatible with the characteristics of surrounding development.

**“Intermunicipal Development Plan”** means a plan adopted by two or more municipal councils pursuant to the Municipal Government Act.

**“land use bylaw”** means the bylaw that divides the City of St. Albert into land use districts and establishes procedures for processing and deciding upon development applications. It sets out rules that affect how each parcel of land in the City of St. Albert can be used and developed and includes a zoning map.

**“light industrial”** means a development used for manufacturing and warehousing where any actual or potential nuisance factor generated by the development is contained within an enclosed building but excludes bulk oil and chemical storage and chemical processing.

**“local roadway”** means a roadway that provides access to sites and lots and is designated for low volume and slow moving traffic.

**“locally significant natural areas”** means a natural area equal to or greater than 0.5 hectares, which, because of its features or characteristics, is significant from an environmental perspective to the community of St. Albert. Significant natural areas can withstand various degrees of human use.



Example of modified grid street system

**“low density residential”** means single-detached, semi-detached and duplex dwelling units.

**“modified grid street pattern”** means an interconnected network of streets generally rectilinear in alignment and orthogonal at intersections, with modifications to allow for terrain or environmental considerations, such as occasional curves or diagonally directed streets. The gridiron-like layout and shorter blocks typical of the modified grid street pattern allow for multiple travel routes, dispersing vehicular traffic within a geographic area, and encourage pedestrian activity.

**“medium density residential”** means a building containing three or more dwelling units, distinct from high density residential.

**“municipal development plan”** means a plan adopted by Council as a municipal development plan pursuant to the Municipal Government Act.

**“municipal infrastructure”** means all physical improvements that are required to provide roads, boulevards and walkways, sanitary sewer, storm sewer, water service, and parks.

**“municipal reserve”** means land provided as part of a subdivision by the developer without compensation for park and school purposes in accordance with the provisions of the Municipal Government Act, 1994.

**“municipal utilities”** means:

- (1) facilities for the collection, treatment, distribution or supply of water
- (2) facilities for the collection, treatment, movement or disposal of sanitary sewage
- (3) storm sewer drainage facilities; and
- (4) electrical utilities.

**“natural area”** means the presence of one of the following: natural vegetation; naturally-occurring water; some other natural feature. In some instances, natural areas may be disturbed.

**“neighbourhood”** means those residential areas known as: Akinsdale; Braeside; Deer Ridge; Downtown; Erin Ridge; Forest Lawn; Grandin; Heritage Lakes; Inglewood; Kingswood; Lacombe Park; Mission; North Ridge; Oakmont; Pineview; Sturgeon; Timberlea; Woodlands, and any new areas that become the subject of an Area Structure Plan or Area Redevelopment Plan.

**“neighbourhood activity centre”** means a physically and aesthetically unified, concentrated mixed-use area containing commercial, office, institutional and high- and medium-density residential uses, arranged in a walkable, compact, pedestrian- and transit-friendly manner. All elements and land uses are designed to function as an integrated whole, rather than as a series of unconnected, unrelated developments, and serve as a focal point for the surrounding neighbourhood. It will support the day-to-day needs of the neighbourhood for goods, services and facilities.

**“neighbourhood commercial”** means the provision of the sale of goods and services to the immediate neighbourhood.

**“neighbourhood parks”** means local parks generally 0.5 to 1 hectare in size that meet the recreation needs of the immediate neighbourhood.

**“objective”** means broad statements that are used as the basis for policies.

**“open space”** means space owned and maintained by a public agency, and dedicated for the common use and enjoyment of the general public. This could include open green space, parks, public squares or other spaces, but does not include stormwater ponds or systems.

**“policy”** means a statement identifying a specific course of action for achieving objectives.

**“regional parks”** means larger scale urban parks that not only serve the immediate needs of the City of St. Albert but also the region. Red Willow Park is a good example.

**“secondary suite”** means a dwelling unit that is self-contained, including kitchen, bathroom, living and sleeping area, but incorporated as a secondary use within an existing structure that was originally designed as a single dwelling unit.

**“single detached unit”** means a single self-contained residence comprising kitchen, washroom, living, and sleeping facilities with a separate private entrance from the exterior of a building or from a common hall, lobby or stairway inside a building, but does not include any part of a hospital, hotel, motel or recreation vehicle.

**“Smart Growth”** means a framework of planning principles and practices that allow a community to make informed decisions about how and where it grows.

**“Subdivision and Development Appeal Board”** means a subdivision and development appeal board established pursuant to the Municipal Government Act.

**“transportation demand management (TDM) and transportation system management (TSM)”** mean various measures that can be undertaken to essentially reduce demand for travel or increase the supply of the transportation system. Refer to St. Albert Transportation Plan Update (1999) background information for a list of these measures.

**“urban”** means everything that is not rural land that exists within City of St. Albert boundaries.

**“urban design”** means planning and architecture that gives regard to design elements such as building form and style, views and vistas, open space, and streetscape treatments to provide an urban context that is both functional and aesthetically pleasing.

**“urban village centre”** means an employment centre that accommodates a range of office, retail, residential (including high density residential) and institutional uses, incorporates transit access and is considered distinct within a neighbourhood, or to be separate from other neighbourhoods.

**“vision”** means a positive snapshot of the desired state of the City of St. Albert at a particular point in the future.