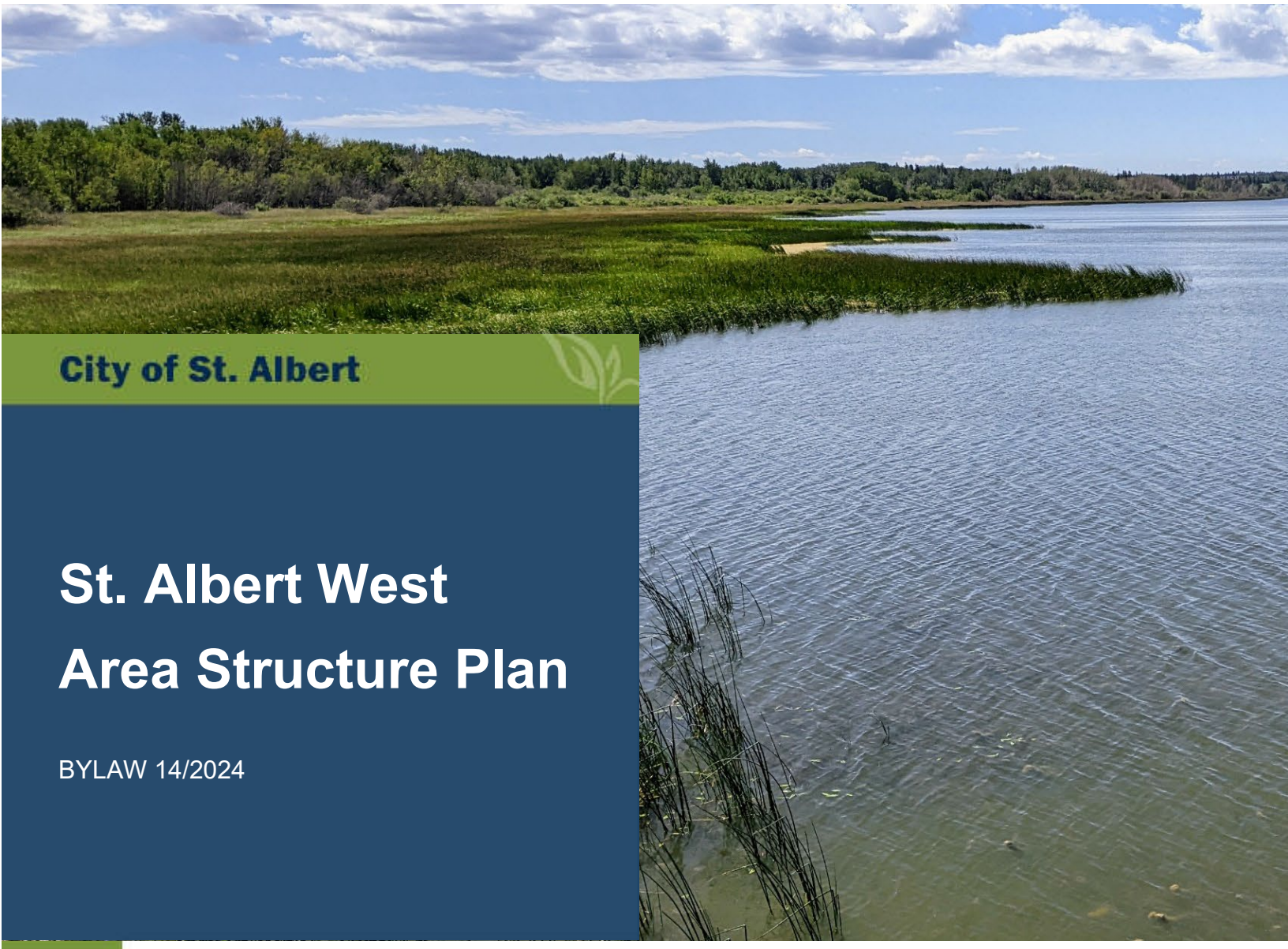
Schedule A



City of St. Albert

St. Albert West Area Structure Plan

BYLAW 14/2024

Land Acknowledgement

We respectfully acknowledge that we are on Treaty 6 territory, traditional lands of First Nations and Métis peoples. As treaty People, Indigenous and non-Indigenous, we share the responsibility for stewardship of this beautiful land.

CITY OF ST. ALBERT

BYLAW 14/2024

A bylaw to adopt the St. Albert West Area Structure Plan

(with consequential repeal of the Cherot Area Structure Plan Bylaw and consequential amendments to the North Ridge Area Structure Plan Bylaw)

WHEREAS section 633 of the *Municipal Government Act* allows a municipal council to pass a bylaw to adopt an area structure plan to provide a framework for subsequent subdivision and development of an area of land;

NOW THEREFORE the Council of the City of St. Albert ENACTS AS FOLLOWS:

1. This bylaw may be cited as the "St. Albert West ASP Bylaw".

2. The St. Albert West Area Structure Plan, attached hereto as Schedule A, is adopted.

CONSEQUENTIAL

3. Bylaw 23/2014, the Cherot Area Structure Plan Bylaw, is repealed.

4. Bylaw 4/2015, the North Ridge Area Structure Plan Bylaw, is amended by deleting Schedule A to that bylaw and substituting in its place the Schedule B attached to this Bylaw which shall be labelled Schedule A in the consolidation of Bylaw 4/2015 authorized under section 6.

EFFECTIVE DATE

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

CONSOLIDATIONS

6. The Chief Administrative Officer is authorized to issue consolidations of Bylaw 4/2015 and this bylaw that incorporate the amendments made by this bylaw and otherwise conform to section 69 of the *Municipal Government Act.*

READ a First time this 4th day of June 2024.

READ a Second time this 3rd day of September 2024.

READ a Third time this 3rd day of September 2024.

SIGNED AND PASSED this 6th day of September 2024.

C. Heron

MAYOR

Marta Caufield (Sep 6, 2024 12:55 MDT)

CHIEF LEGISLATIVE OFFICER

Schedule A
St. Albert West Area Structure Plan

St. Albert West Area Structure Plan Amendments

AMENDMENT NUMBER	BYLAW NUMBER	1ST READING	2ND READING	3RD READING
Original Bylaw	14/2024	June 4, 2024	September 3, 2024	September 3, 2024

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1.0 INTRODUCTION

1.1 Purpose of the St. Albert West ASP

The purpose of the St. Albert West Area Structure Plan (ASP) is to establish a conceptual distribution of various land uses, and a high-level transportation and servicing network, that will implement the Municipal Development Plan (MDP), *Flourish*, and guide future development within the area.

The St. Albert West ASP encompasses an area of approximately 1,035 hectares (2,557 acres), as shown **Map 1: Location**. As shown in **Map 2: Future Land Use**, a variety of land uses are proposed in the St. Albert West ASP, including mixed-use areas, mixed-use employment areas, various residential development, light industrial, commercial, school and park sites, and natural areas. St. Albert West includes a provincial park, Lois Hole Centennial Provincial Park (LHCPP), and a globally significant Important Bird Area (IBA) at Big Lake.

In accordance with the City of St. Albert's *Area Structure Plan and Neighbourhood Structure Plan Terms of Reference*, several technical studies were completed as part of this Plan's preparation, and to inform its direction. They include:

- Agricultural Impact Assessment (2023)
- Historic Resource Act Approval with Conditions (2022)
- Natural Features Assessment and Prioritization Report (2024)
- Servicing Design Brief (2024)
- St. Albert West ASP Technical Report (2024)
- Transportation Impact Assessment (2024)

The St. Albert West ASP was a project initiated by the City of St. Albert with planning and technical support from Stantec Consulting Ltd.

1.1.1 The Role of the St. Albert West ASP for the City of St. Albert

St. Albert's Municipal Development Plan (MDP), *Flourish*, identifies St. Albert West as a priority area for outward growth within the city. St. Albert West will enable strategic and sustainable economic growth that enhances St. Albert's competitiveness and attractiveness to investors and employers within and beyond the Edmonton metropolitan region and will contribute an estimated 5,000 jobs for the city.

While the ASP provides for various types of development (i.e., residential, commercial, employment areas, mixed-use, parks, and open spaces), an important focus of St. Albert West are the employment areas generally located north of Villeneuve Road, the Lakeview Business District south of Township Road 540A, and the area northwest of the intersection between 137 Avenue NW and

Ray Gibbon Drive. This enhanced focus on employment areas supports the goals of *Flourish* by expanding St. Albert's non-residential land base and providing employment opportunities.

The St. Albert West ASP will also enhance and conserve the natural environment. Within and adjacent to St. Albert West are Big Lake, Carrot Creek, and the Sturgeon River, that serve as regionally significant wildlife corridors. While the St. Albert West ASP will provide direction for conserving the ecological integrity of these natural areas, there is an opportunity to plan and develop adjacent parkland and connections to the existing trail system of the Red Willow Park as a city-wide and regional recreational amenity.

Planning growth to the west will also help address current conditions within the city, such as alleviating traffic volumes on St. Albert Trail and adding recreational opportunities through the City's identification of a Community Amenities Site west of Ray Gibbon Drive and south of Villeneuve Road.

1.2 Planning and Development Framework

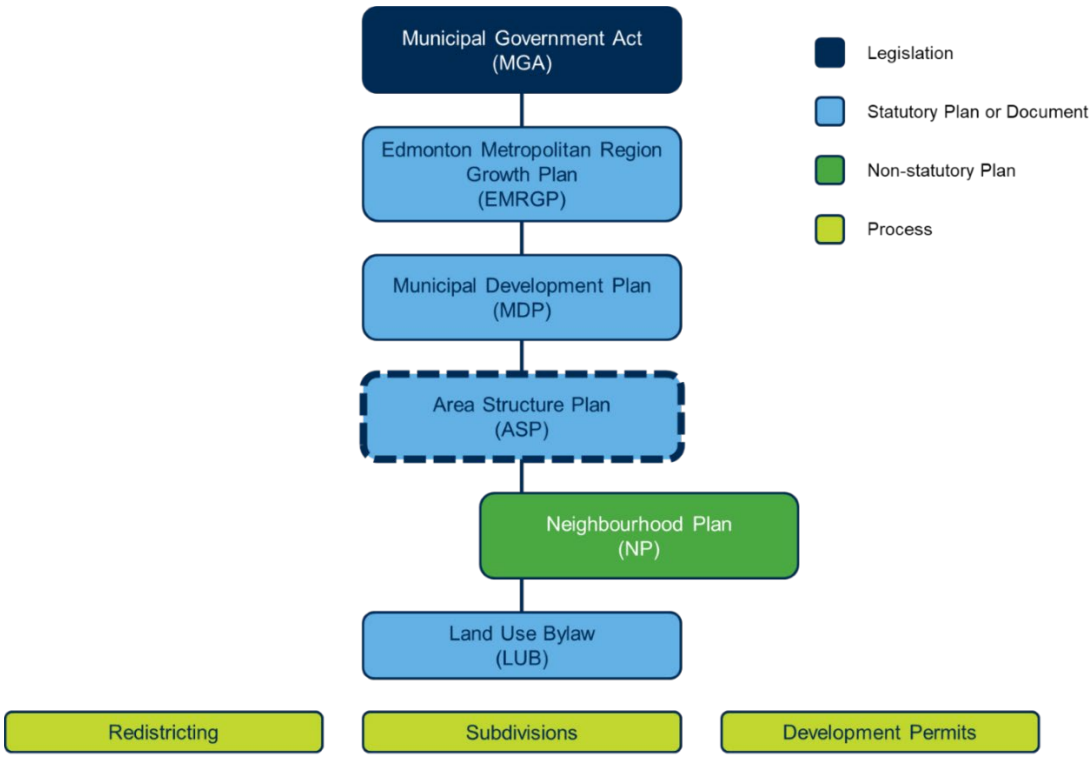
As **Figure 1** illustrates, the authority to prepare ASPs and other statutory plans is granted to municipalities in Alberta through legislation known as the *Municipal Government Act* (MGA). See **Section 1.2.1** for more information regarding the MGA's direction for ASPs.

Two higher order plans that guide the direction of more detailed planning are the *Edmonton Metropolitan Region Growth Plan* (EMRGP), **Section 1.2.2**, and the *Municipal Development Plan* (MDP), *Flourish*, **Section 1.2.4**.

Area Structure Plans (ASP) are intermediate plans within the hierarchy of the planning and development framework and must conform to the requirements of the MDP, the EMRGP, and the MGA. ASPs identify land use, infrastructure, and servicing requirements within the Plan area, and provide information on development sequencing, density, and implementation.

Through the *Neighbourhood Plans Bylaw 5/2022*, subsequent planning and implementation of the St. Albert West ASP will occur through non-statutory plans known as Neighbourhood Plans (NP), which are sub-areas within an ASP and must conform with its ASP. Neighbourhood Plans will provide further and more detailed information on land uses and servicing and provide guidance for implementation through the St. Albert *Land Use Bylaw* (LUB), as well as planning and development processes such as redistricting, subdivision, and development permits.

Figure 1: Planning and Development Framework



1.2.1 Municipal Government Act

The *Municipal Government Act* (MGA) provides the legal framework for governance and planning in Alberta municipalities. It is the legislation that enables the City of St. Albert to create statutory plans. The St. Albert West ASP has been adopted through a bylaw passed by Council in accordance with the MGA.

This ASP has been prepared within the statutory context of Part 17, Section 633 of the MGA, and as such, describes the following for the St. Albert West area:

- The proposed land uses;
- The proposed sequence of development;
- The proposed density of population; and
- The general location of major transportation routes and public utilities.

The approval of the St. Albert West ASP and Neighbourhood Plans do not guarantee development rights.

Additionally, at the time of subdivision, detailed engineering drawings and plans of subdivision will be reviewed, and the City will then determine if development

can proceed. Notwithstanding City Council approval of this ASP, the following limitations are acknowledged:

- That final approval of any servicing agreements remains subject to a review of plans of subdivision and detailed engineering drawings, as per the *Municipal Engineering Standards*, *Utility Master Plan* (UMP), *Transportation Master Plan* (TMP), *Transportation System Bylaw*, *Municipal Development Plan* (MDP), *Land Use Bylaw* (LUB), *Natural Areas Inventory and Management Plan*, and any other documents, municipal or otherwise, that the City determines relevant to the development. The approval of this ASP does not warrant approval of any neighbourhood plan, servicing agreement, future districting and subdivision, development agreement, development permit, or building permit.
- That the City reserves the right to apply any additional infrastructure servicing specification to the lands covered by this ASP in order to provide quality services to the residents and businesses.
- That the City reserves the right to require dedication of Environmental Reserve, Conservation Reserve, and Municipal Reserve, in accordance with the municipal authority and requirements provided in the MGA.
- That all development expenses and other costs, of every nature and kind, are expended at the developer's sole risk, and that any additional expenses incurred by the development as a result of any modification resulting from the aforesaid *Municipal Engineering Standards* are for the sole account of the developer.
- For the St. Albert West ASP, the City provided up-front capital investment in infrastructure servicing to catalyze non-residential development in the area. However, the City is not responsible, financially, or otherwise, to provide infrastructure to support development of this ASP.
- That the City reserves the right to require an amendment(s) and/or rewrite of this ASP, should a significant lapse in time deem it advantageous to review original assumptions such as, but not limited to, technical criteria, servicing and/or land use feasibility, population forecasts, and any similar considerations, prior to future planning and development activities occurring.

1.2.2 Edmonton Metropolitan Region Growth Plan

The City of St. Albert is a member municipality of the Edmonton Metropolitan Region Board (EMRB), a growth-management board established through the *Municipal Government Act.* The purpose of the board is "to provide for integrated and strategic planning for future growth in municipalities." The *Edmonton Metropolitan Region Growth Plan* (EMRGP), approved in 2017 and as amended, is a 30-year plan for growth and development in the region. The regional plan's focus areas include managing population growth, employment growth, and

related infrastructure investment to ensure the attractiveness, livability, and economic prosperity of the region for future generations. The City of St. Albert's new statutory plans must align with the EMRGP and are subject to EMRB approval.

The St. Albert West ASP manages growth in a sustainable manner and advances the six interrelated regional policy areas of the EMRGP. More specifically, the formation of the ASP and resulting policies achieve the following:

- Promotes regional job growth and economic diversification by including Employment Areas and an associated comprehensive policy framework in the ASP.
- Advances economic competitiveness of the region at the global, national, and provincial level, by leveraging regional assets.
- Maximizes the efficient and safe movement of goods and services to and from Employment Areas by prioritizing employment land uses in such areas.
- Encourages a shift in transportation modes by incorporating policies that address public transit, walkability, and cycling infrastructure.
- Plans for the development of greenfield areas in an orderly, phased, and complete manner, that includes a variety of housing options, access to transportation, employment opportunities, parks, and community and cultural amenities.
- Protects regional watershed health through the application of ecologically appropriate setbacks and mitigation measures for natural features.
- Minimizes the fragmentation and conversion of prime agricultural lands by facilitating contiguous, orderly growth, and requiring the minimum greenfield density targets.

1.2.3 Regional Agricultural Master Plan

The Edmonton metropolitan region is home to some of the most fertile soils in Canada. In the context of a growing and dynamic region, the *Regional Agriculture Master Plan* (RAMP) is an essential component of the Edmonton Metropolitan Region Growth Plan. The document provides a policy framework that balances the needs of member municipalities to develop, grow, and conserve prime agricultural lands with the economic opportunities of the agricultural sector in the region. RAMP establishes policy areas to identify different types of agricultural lands within the region.

Lands within the City of St. Albert's municipal boundaries have been identified as being either *Policy 3 Area – Agriculture in Future Transition Lands* or *Policy 4 Area – Urban Agriculture Lands.* Applicable planning policies have been included in the St. Albert West ASP to support the implementation of RAMP. This includes

policies about minimizing fragmentation of agricultural lands and maximizing opportunities for the continued presence of agricultural activities as the area is developed.

1.2.4 Municipal Development Plan

St. Albert's *Municipal Development Plan* (MDP), *Flourish*, was approved by Council through Bylaw 20/2020 on April 28, 2021. The MDP is a city-wide plan that contains goals, objectives, and policies that provide high level direction regarding growth and change in the city. As a statutory, long-term plan also approved by the Edmonton Metropolitan Region Board, the MDP guides the city-building process. The MDP will be implemented in a number of ways, including through more detailed statutory plans such as Area Structure Plans (ASPs) and Area Redevelopment Plans (ARPs). Topic or area specific non-statutory plans, the City's Land Use Bylaw, guidelines for development, community group initiatives, and strategic decisions by Council are also informed by the direction in the MDP. This hierarchy is illustrated in **Figure 1**.

The St. Albert West ASP conforms to the City's MDP. In alignment with the MDP, the lands within this Plan are designated as Employment Areas, Neighbourhoods, Major Open Spaces, Mixed-use Areas, and Mixed-use Employment Areas.

The St. Albert West ASP complies with the policies of the MDP by:

- Providing a balance of land uses including areas for employment, commercial, natural areas, community services, and residential, that support the guiding direction of the MDP;
- Establishing an ASP that enables and fosters the development of the Lakeview Business District as an employment area;
- Designating employment lands across the Plan area to provide opportunities for local jobs and to support the goal of increasing the City's non-residential assessment base;
- Promoting the development of an attractive area, including the employment lands, to create a unique sense of place and celebrate the City and area's history and cultural diversity;
- Providing a planning framework for residential development within the context of existing Area Structure Plans and anticipated future amendments to such plans;
- Protecting Big Lake, Carrot Creek, Sturgeon River, and other natural features as areas around it are developed;

- Outlining the direction of staging and infrastructure requirements so that development occurs in a logical, efficient, and cost-effective manner while also being resilient to technological change and climate impacts; and
- Establishing the requirements for a multi-modal transportation network to support walking, biking, transit, driving, and trucking routes. More detailed analysis, including identification of trails, pedestrian connections, biking routes, and local roads will be completed with Neighbourhood Plans.

1.3 Community Engagement

Development of the original St. Albert West ASP involved two phases of engagement with Council, external stakeholders, Indigenous communities, internal stakeholders, landowners (see **Map 7: Legal Descriptions**), and the general public, to discuss the project and gather feedback.

Phase 1 occurred in the Spring and Summer of 2022, and focused on introducing the project, identifying opportunities and constraints within the Plan area, and vision for St. Albert West. The Phase 1 presentation, questions, and responses were documented in the *Phase 1 Engagement – What We Heard Report*.

Phase 2 occurred in the Fall of 2022, and focused on presenting a draft land use concept based on applicable documents and feedback received from Phase 1 and gathering additional feedback. The Phase 2 presentation, questions, and responses were documented in the *Phase 2 Engagement – What We Heard Report*.

Multiple methods were used to gather feedback during the development of the ASP to enable participation including St. Albert's *Cultivate the Conversation* online platform, online surveys, online open houses, online workshops and meetings, and a site visit. Engagement was conducted in accordance with the City of St. Albert's *Public Participation Policy* and *Public Participation Guidelines for Planning and Development Applications.*

1.4 How to Navigate the St. Albert West ASP

The St. Albert West ASP is structured in general accordance with the City of St. Albert's *Area Structure Plan and Neighbourhood Plan Terms of Reference*.

- **Part 1 (Introduction)** introduces the purpose of the Plan, location within the city, regional and provincial planning policy framework, and summarizes engagement activities that informed the Plan.
- **Part 2 (Site Analysis)** addresses the Plan area's context and constraints.
- **Part 3 (Vision and Principles)** provides the overall vision and high-level principles that guide the Plan. The vision and principles are informed by the Municipal Development Plan and community feedback.

- **Parts 4 through 6 (Policies)** provide the Plan's objectives and policies, which include area-wide policies, land use policies, and implementation. Policies in each Part must be met in the subsequent stages of planning and development, as applicable.
    - **Part 4 (Area-wide Policies)** topic areas are organized into six separate areas: Economic Diversification, Urban Design, Environment, Culture & Community Services, Transportation, and Utility Infrastructure. Objectives and policies in **Part 4** are meant to be overarching and generally applicable to all areas in St. Albert West.
    - **Part 5 (Land Use Policies)** outlines the objectives and policies to guide the logical and orderly development of the land uses identified in the future land use concept as shown in **Map 2: Future Land Use**, which include Major Open Spaces & Parks, Mixed-use Areas, Neighbourhoods, Employment Areas, and Mixed-use Employment Areas.
    - **Part 6 (Implementation)** provides policies for activating the Plan in terms of regional cooperation, staging, and other planning processes such as amendments, neighbourhood plans, redistricting, and subdivisions.
- **Part 7 (Statistics)** contains a table of development area statistics to inform future neighbourhood planning.
- **Part 8 (Maps)** contains the Plan's maps to assist with interpretation and future neighbourhood planning. The maps illustrate a single point in time and are based on the conditions and technical studies at the time of the Plan's preparation.

The Plan's policy structure is illustrated in **Figure 2**. The planning and development direction contained within **Parts 4 and 5** of this Plan is structured as shown in **Figure 3**.

Figure 2: Structure of the St. Albert West ASP

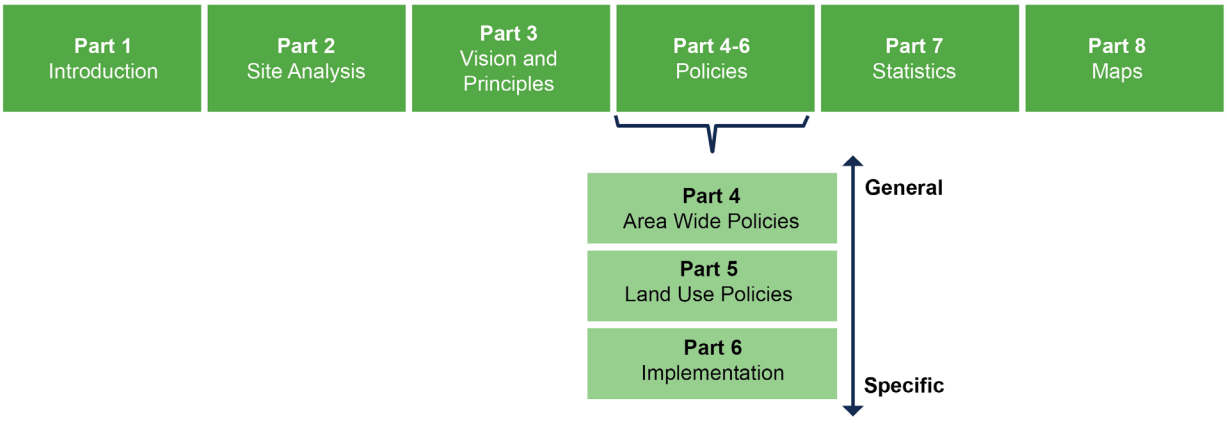
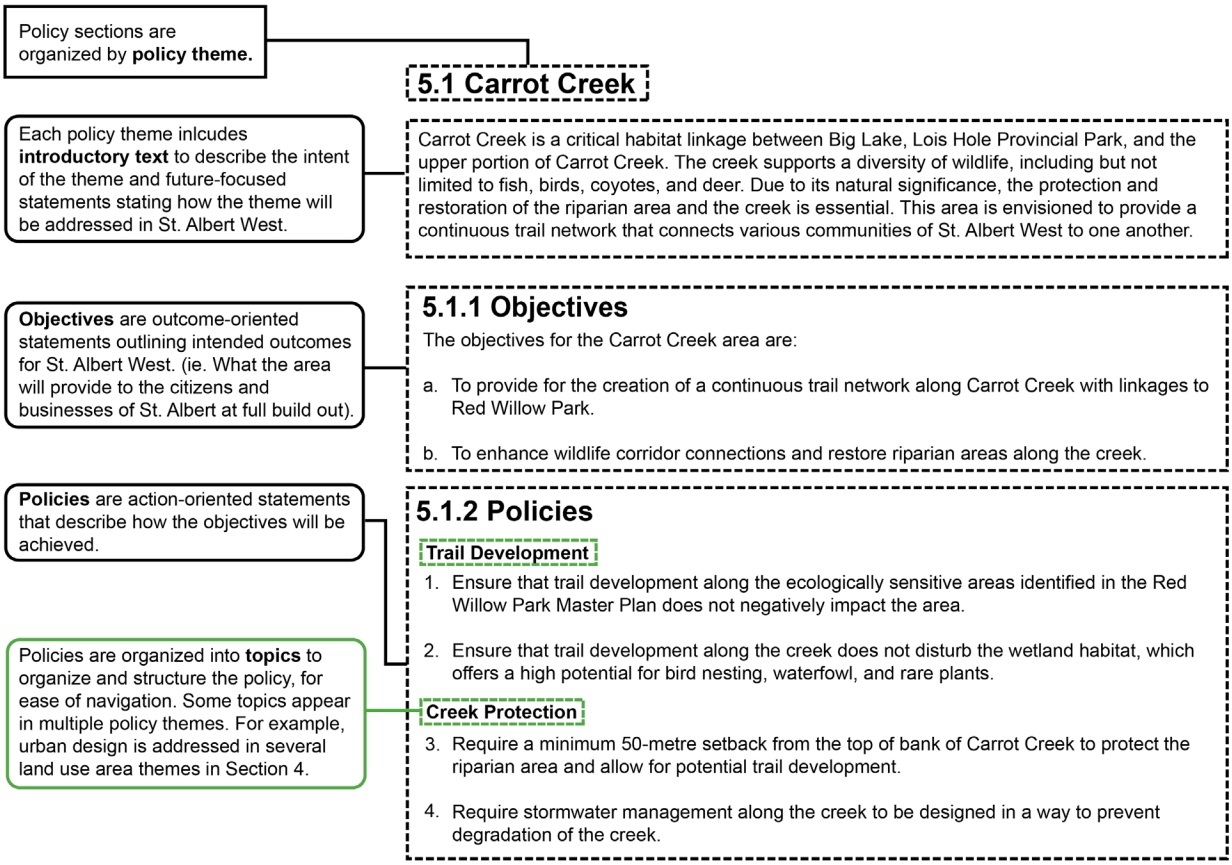


Figure 3: Policy Structure



1.5 Interpretation

All figure symbols, locations, and boundaries contained within the St. Albert West ASP shall be interpreted as approximate, unless otherwise specified in the Plan or coinciding with clearly recognizable physical features or fixed (i.e., legal) boundaries.

1.5.1 Terminology Explanation

Policies of the ASP include terminology consistent with the MDP. The terminology is purposeful and specific to ensure that all policies and intent are clear. There are four types of policies used in this ASP. The policy type, function, and example key words are outlined in **Table 1**. Policies of the ASP apply to the lands within the St. Albert West ASP boundary.

Table 1: Policy Types, Functions, and Example Key Words

POLICY TYPES	POLICY FUNCTION	EXAMPLES OF KEY WORDS USED
Mandatory	Outlines compulsory requirements that must be met to achieve critical goals of the Plan or statutory regulations.	Require, Ensure, Prohibit, and Must
Permissive	Outlines requirements that are to be met; however, discretion may be applied if it can be demonstrated why the policy is inappropriate or unreasonable and the intent of the objective is still met.	Encourage, Support, Promote, Allow, and Enable
Restrictive	Limit practices or actions that are contrary to the goals of the Plan, although compliance or implementation is generally discretionary.	Discourage and Limit
Action-Oriented	Identify important initiatives that will support the goals of the Plan.	Adapt, Partner with, Consider, Establish, Develop, Evaluate, Monitor, Maintain, Prepare, Assess, Apply, Locate, Design, and Update

2.0 SITE ANALYSIS

2.1 Location

As shown in **Map 1** and **Table 3: Future Land Use Statistics**, the St. Albert West ASP spans an area of approximately 1,035 hectares (2,557 acres) and is bounded by:

- Ray Gibbon Drive, Fowler Way (future), and the eastern boundary of parcel, Plan 052 5581, Block 2, Lot 1, to the east;
- Carrot Creek and Big Lake to the west;
- The northern boundaries of quarter section, SW 18-54-25-4; Plan 042 6146, Block 1, Lot 1; Plan 052 5581, Block 2, Lot 1; and quarter section, SE 18-54-25-4; and
- 137 Avenue NW to the south.

Neighbourhoods surrounding the Plan area are developed as residential with a mixture of housing forms, commercial, and industrial adjacent to the southern area of St. Albert West. Furthermore, the area west of Carrot Creek, annexed in 2022, is expected to be developed as employment areas in the future. Please refer to the Area Structure Plans of the neighbourhoods surrounding St. Albert West, where applicable.

2.2 History

St. Albert West is rich in Indigenous history prior to settlement well before the 20th century. Métis and Enoch Cree Nation are some of the Indigenous communities that resided around the Plan area, which once comprised of horse and cattle pastures, trails, and a trading route to Alexander First Nation. Records indicate that the historical River Lots of 7, 13, 14, and 15, as well as the western half of Land Section 18, were once owned by the Métis.

River Lot 55, a former timber reserve located northeast of Big Lake, was once owned by the Youville Convent. The Youville Convent also owned lands in proximity to a former trail connecting St. Albert and Lac Ste. Anne, which included Land Section 1, and portions of Land Sections 2 and 12. Other landowners were immigrants from Europe, with many holding backgrounds in farming and others in carpentry.

The Big Lake area is also of historical significance with strong ties to the Indigenous community. In fact, the Cree name of St. Albert, *Mistahi Sâkahikan*, translates to Big Lake. Historically, there were a number of camps and a horse guard for Fort Edmonton located around Big Lake. Very old artifacts have also been found along the shoreline of Big Lake. One of the first trails used for travelling between St. Albert and Lac Ste. Anne is also of historical significance; it extended towards the northwest from roughly the intersection of Cherot Boulevard (Range Road 260) and Township Road 540A. The trail may have also connected to the north shore of Big Lake straddling between the historical River Lots of 15 and 16.

In 1911, some of the lands in St. Albert West were transferred to the Canadian National (CN) Railway Company for track laying. Today, some native traditional use plant species can be found along the CN Railway, including, but not limited to, horsetail, sage, sweetgrass, and yarrow. These native traditional use plants are important to Indigenous peoples for ceremonial purposes and medicines.

River Lot 9 once operated a mail and passenger service to and from trains, freighting as far north as Athabasca Landing, now known as Athabasca. In 1952, oil was discovered adjacent to Carrot Creek on River Lot 8, which led to the St. Albert Unit Battery I operations until the 1980s. St. Albert West has later become largely cultivated for agricultural purposes and will likely remain as such until development occurs.

2.3 Legal Descriptions

As shown in **Map 7**, the lands within the ASP boundary are owned by various private landowners, the City of St. Albert, and the Government of Alberta.

2.4 Site Context

Site context and various development constraints are identified in **Map 9: Site Analysis**. Prioritized natural features are identified in **Map 10: Natural Features**.

2.4.1 Natural Features (Wetlands, Waterbodies, Forested Areas)

The *Ecological Assessment – City of St. Albert Growth Management Study* (2020) and the *St. Albert Natural Areas Assessment – 2015 Update* provide the locations and extent of various natural areas including their ecological role within the ASP area. The ASP area consists of a regional core natural area through Big Lake, regional ecological corridor through Carrot Creek and Sturgeon River, and multiple ecological stepping-stone areas.

The major natural features identified in the ASP support three main ecological corridor linkages including:

- A linkage that follows the Sturgeon River supporting connectivity on the north and south sides of Big Lake;
- A linkage that connects Big Lake to the north via Carrot Creek; and
- Outside the ASP area connecting the Carrot Creek linkage to the northern extent of the Sturgeon River linkage in the northeast portion of the City of St. Albert.

On a broader scale, Big Lake represents the eastern extent of the Lois Hole Centennial Provincial Park, which is understood as a key regional biodiversity hotspot and a globally significant Important Bird Area connected to the broader region through the above-noted corridors. Similarly, the MDP and St. Albert West ASP identify these subject areas as Major Open Spaces, which establishes the intent to conserve these important natural spaces.

The *St. Albert West ASP Natural Features Assessment and Prioritization Report* (2024) was completed to identify additional key natural feature priorities and recommendations within St. Albert West. Twelve (12) natural features were identified as a priority for retention in St. Albert West, as shown on **Map 10,** and discussed in **Table 2**.

The *Badger and Lakeview Area Structure Plan Natural Area Assessment* (2021) also includes detailed wetland mapping, which accounts for some portions of the ASP areas and informed the *St. Albert West ASP Natural Features Assessment and Prioritization Report*.

Based on the methodology prepared under the *St. Albert West ASP Natural Features Assessment and Prioritization Report*, identified natural features are categorized under the following levels of prioritization:

- **Retain:** Features that should be prioritized for retention in their current form and extent.
- **Attempt to Retain:** Features that should be prioritized for retention in their current form and extent; however, were ranked less in either ASP-Level Landscape Value or Natural Feature Ecological Ranking, and as such, are more discretionary. Efforts should be made to retain these features.
- **Attempt to Retain Ecological Function:** These features were valuable to the ecological network; however, did not rank high in the Natural Feature Ecological Ranking. These features may be retained, although due to their attributes that resulted in lower Natural Feature Ecological Ranking, may require additional management or inputs (i.e., restoration etc.). As such, these are strong candidates for replacement with the objective of replacing with a feature that can support or potentially enhance ecological function (i.e., replace with a semi-natural piece of infrastructure such as a naturalized stormwater management facility, or vegetated greenway).
- **Not Identified for Retention:** These features have low ASP-Level Landscape Value and low Natural Feature Ecological Ranking and are therefore not recommended for retention.

As per the *St. Albert West ASP Natural Features Assessment and Prioritization Report*, three (3) of the twelve identified natural feature priorities are ranked as 'Retain', and nine (9) are ranked as 'Attempt to Retain'. Please note that natural features identified as 'Attempt to Retain Ecological Function' and 'Not Identified for Retention' are not discussed in **Table 2**, however, they are discussed in the *St. Albert West ASP Natural Features Assessment and Prioritization Report* (2024).

Various retention mechanisms for each of the prioritized natural features were examined. In accordance with the *Municipal Government Act*, the potential retention mechanisms include:

- **Environmental Reserve (ER):** Lands that consist of a swamp, gully, ravine, coulee or natural drainage, lands subject to flooding or, in the opinion of the subdivision authority, unstable, or a strip of land, not less than 6 metres in width abutting the bed and shore of any body of water.
- **Municipal Reserve (MR):** Lands reserved by a municipality or school board for the purpose of developing a public park, a public recreation area, or use for school board purposes. MR lands may be separate areas that could be used for different purposes and equate to no more than 10% of the gross developable land.
- **Conservation Reserve (CR):** Lands that, in the opinion of the Subdivision Authority, have environmentally significant features, cannot be designated as ER, but can enable the municipality to protect and conserve the land in accordance with the *Municipal Development Plan* and/or ASP.

Please note that the exact boundaries of ER, MR, and CR will be determined at later planning and development stages.

Table 2: Prioritized Natural Features in St. Albert West

AREA	RANKING	DESCRIPTION	POTENTIAL DEVELOPMENT CONSTRAINTS	POTENTIAL RETENTION MECHANISM
A	Attempt to Retain	This area contains deciduous forest, seasonal and temporary graminoid marsh that provides wildlife connectivity to Carrot Creek.	It is anticipated that the existing Ray Gibbon Drive corridor will extend north and eventually connect to Highway 2. As such, the future extension Ray Gibbon Drive will impact this area.	This area contains both portions of upland and wetland. Upland can be retained as MR or CR. Wetland and lands subject to 1:100 year flooding will be retained as ER.
B	Retain	This area is Carrot Creek, which includes riparian areas, wetland, slopes, upland, and lands subject to flooding.	The development line along Carrot Creek is subject to geotechnical studies at later stages of the planning and development process.	This area contains both portions of upland and wetland. Upland can be retained as MR or CR. Wetland and lands subject to 1:100 year flooding will be retained as ER.

AREA	RANKING	DESCRIPTION	POTENTIAL DEVELOPMENT CONSTRAINTS	POTENTIAL RETENTION MECHANISM
C	Retain	This area is Big Lake, which includes riparian areas, wetland, slope, upland, and lands subject to flooding.	The development line along Big Lake is subject to geotechnical studies at later stages of the planning and development process. The extension of LeClair Way from St. Albert to Edmonton may impact a portion of tree stand in the southern area of the Plan adjacent to Big Lake.	This area contains both portions of upland and wetland. Upland can be retained as MR or CR. Wetland and lands subject to 1:100 year flooding will be retained as ER.
D	Attempt to Retain	This area contains woodland. Most of this area is located within the floodplain of Big Lake.	N/A	ER for the area that is within floodplain. MR or CR for the area that is outside the floodplain.
E	Attempt to Retain	This area contains woodland. Some of this area is located within the floodplain of Big Lake.	N/A	ER for the area that is within floodplain. MR or CR for the area that is outside the floodplain.
F	Retain	This area is a relatively large mixed wood forest area north of Big Lake. Some of this area is located within the floodplain of Big Lake.	The north portion of this area is located within road right-of-way (ROW) of Ray Gibbon Drive.	Portions outside of the ROW and floodplain can be MR or CR. Portions within the floodplain will be ER.
G	Attempt to Retain	This area is identified as a wetland.	The future expansion of Ray Gibbon Drive may impact this area.	ER
H	Attempt to Retain	This area is a wetland.	The parking lot to the Lois Hole Centennial Provincial Park Day Use Area is located immediately west of this area.	ER
I	Attempt to Retain	This area is a wetland.	This area may be impacted by the future extension of LeClair Way	ER, however, if this area is impacted by future municipal infrastructure, consider wetland

AREA	RANKING	DESCRIPTION	POTENTIAL DEVELOPMENT CONSTRAINTS	POTENTIAL RETENTION MECHANISM
			from St. Albert to Edmonton.	compensation or a constructed wetland elsewhere in replacement to support the ecological network.
J	Attempt to Retain	This area is a wetland and contains relatively large seasonal shrubby swamp east of Big Lake.	This area may be impacted by the future extension of LeClair Way from St. Albert to Edmonton. The development buffer must be taken into account during roadway design and construction.	ER, however, if this area is impacted by future municipal infrastructure, consider wetland compensation or a constructed wetland elsewhere in replacement to support the ecological network.
K	Attempt to Retain	This linear area contains aspen woodland with wetland pockets in the southeast.	Some of this area is located within the right-of-way of Ray Gibbon Drive. This area may be impacted by the future road widening of Ray Gibbon Drive as an eight-lane freeway.	This area can be MR or CR. To be determined at the Neighbourhood Plan stage.
L	Attempt to Retain	This area is a wetland.	This area may be impacted by the future extension of LeClair Way from St. Albert to Edmonton.	ER, however, subject to any future municipal infrastructure.

Map 10 also illustrates a 'variable buffer', derived from the *Environmental Reserve Determination – Variable Buffer Analysis for the St. Albert West Area Structure Plan* (2024). The variable buffer analysis considers the recommended data and sources outlined in the Government of Alberta's *Stepping Back from the Water: A Beneficial Management Practices Guide for New Development Near Water Bodies in Alberta's Settled Region* (SBFTW), and meets the intent of the City's *Municipal Development Plan* to restrict development within unstable lands and areas that may be prone to flooding. The variable buffer includes three different components:

- **Vegetated Filter Strip:** The vegetated filter strip is a setback established adjacent to wetlands, waterbodies, and riparian areas for pollution prevention.

This was calculated using SBFTW, which provides guidelines for development near water bodies in the Province of Alberta. Methodology in SBFTW stipulates that setbacks around permanent water bodies should be determined using a combination of different functions, including water quality, slope stability, flood storage, wildlife habitat and biodiversity. For the variable buffer analysis in St. Albert West, the focus was on water quality functions related to surface water run-off and determining the appropriate vegetated filter strip for pollution prevention. The SBFTW outlines the recommended data sources to consider when developing waterbody and riparian filter strip setbacks.

- **Upland Features:** A separate setback was applied to areas classified as upland areas, as the vegetated filter strip is specifically applied to wetlands, waterbodies, and riparian areas. The upland setback considers tree protection setbacks to protect the critical root zone and could allow for access such as trail construction or emergency vehicle access outside of the treed portion. As such, a 10 m setback from the edge of strictly upland vegetation is applied.
- **Wildlife:** The riparian area along Carrot Creek provides habitat connectivity and wildlife movement corridor, as well as breeding habitat. A general wildlife sensitivity setback of 100 m is recommended from the bed and shore of Carrot Creek. For Big Lake, the Important Bird Area (IBA) boundary incorporates a 200 m setback at most locations, and therefore recommended as the appropriate setback along Big Lake. However, requirements for effective corridor width also vary by wildlife species and can exceed 200 m setback along Big Lake depending on the type of species present.

Overall, the variable buffer, as shown on **Map 10**, addresses the most conservative area, including the maximum extent of the following: 1) the top of bank line; 2) the 1:100 year floodplain; 3) the vegetated filter strip for pollution prevention; or 4) the setbacks for wildlife sensitivity. The total recommended variable buffer consists of:

- Approximately 30 m to 100 m setback from the edge of the natural feature boundary of Carrot Creek.
- Approximately 150 m to 500 m from the edge of the natural feature boundary of Big Lake.

As the components within the variable buffer are based on a desktop review, it should be refined at the Neighbourhood Plan stage using site specific field data, especially as it relates to wildlife habitat features prior to development and information related to site specific setbacks for slope stability developed from geotechnical assessments.

2.4.2 Floodplain Boundary

The designated floodway shown in **Map 9** is derived from the designated flood line under the St. Albert Land Use Bylaw. The lands below the floodplain boundary are identified as Environmental Reserve (ER) lands, in accordance with the MGA. Please note that ER has been defined at a high level based on the designated flood line shown in the Land Use Bylaw. At the Neighbourhood Plan stage, ER designated lands will need to be delineated at a more detailed level, based on geotechnical and development setbacks identified through more detailed, site-specific study.

The vast majority of natural lands in proximity to Big Lake, Carrot Creek, and Sturgeon River are considered critical to the riparian corridor, which are transitional areas between upland and the water boundary, within the floodplain. The width of the natural riparian area along most of Carrot Creek varies between approximately 5 metres and 50 metres. In some reaches, the creek has been channelized and completely lacks a natural riparian zone. Along the north shore of Big Lake, there are only a few scattered patches of riparian woodland habitat; much of the north perimeter of Big Lake is within the designated flood line and transitions directly into agricultural fields. The riparian area along the Sturgeon River is generally wider and comprises large areas of riparian meadow and patches of adjacent woodland.

2.4.3 Topography

St. Albert West is an undulating landscape that generally slopes east to west towards Carrot Creek, and north to south towards Big Lake. Higher elevations are located in the north portions of the Plan, with lower elevations to the south and west. Elevations range between approximately 685 metres in the north and northeast, and 651 metres in the south and southwest. The direction of surface drainage generally flows from east to west towards Carrot Creek, and north to south into Big Lake.

2.4.4 Soil Condition (Geotechnical)

A comprehensive geotechnical investigation was not completed for the entirety of the St. Albert West ASP area. However, previously completed geotechnical investigations for the Cherot neighbourhood, and the City-owned lands in the Lakeview Business District and the Badger Lands are summarized in the following sections. Other future Neighbourhood Plans will require the completion of geotechnical studies prior to approval.

Cherot Area Structure Plan – Geotechnical Investigation

Based on the geotechnical report submitted as part of the former Cherot ASP, the subsurface soil was identified as being medium to high plastic lacustrine clay located near the surface, and clay till or sand below the clay. The groundwater

depths and elevations were highest near Carrot Creek with depths between 0.3 metres to 2.4 metres from ground surface. In the centre of the site, groundwater depths were 10 metres below ground surface. In addition, groundwater can fluctuate depending on the season or amount of rainfall. Given the soil conditions and groundwater levels, some locations may not support development such as heavy structures or buildings. Future development may require sump pumps, cast-in-place pile installation, or slab-on-grade construction. These locations will require further investigation at the time of subdivision and/or development permit and building construction stage, to identify mitigation measures addressing hydrogeological concerns to the City's satisfaction. If an acceptable strategy cannot be obtained, the land may be deemed unsuitable for development and affected plans are to be amended by the proponent accordingly.

City-owned Lakeview Lands and Badger Lands – Geotechnical Investigation

Based on the subsurface information from field exploration in the City-owned lands within the Lakeview Business District Lands and Badger Lands area, the expected subsurface and site conditions are considered suitable for future development for both sites, such as construction of buildings, transportation networks and supporting infrastructure. However, the groundwater level in both sites is relatively shallow, within 1 metre below the existing ground. This is expected to impact the design and maintenance of buried structures, such as basements or underground parkades. Furthermore, the soils encountered are considered to be frost susceptible and have a potential for frost heave in the presence of water and freezing temperatures. Considering the groundwater levels and frost susceptible soils, the implementation of associated construction mitigation measures may be required.

The soil stratigraphy in the City-owned lands in the Lakeview Business District mainly comprised a thin topsoil layer overlying glaciolacustrine clay, overlying glacial clay till, followed by fine to medium preglacial sand. Groundwater levels studied in this site ranged from 1.0 metre to 13.7 metres from ground surface.

The subsurface stratigraphy in the City-owned Badger Lands area mainly comprised a thin topsoil layer overlying glaciolacustrine clay, overlying glacial till, followed by interbedded clay shale and sandstone bedrock. The clay layer extended to the termination depth of 4.5 metres to 10.5 metres. Groundwater ranged from 0.9 metres to 5.0 metres below ground surface.

2.4.5 Utility Infrastructure (Hydro Corridors, Pipelines, Wells – Oil and Sour Gas)

Well sites and various utility rights-of-way, including but not limited to, pipelines, powerlines, and other utilities, are shown in **Map 9**. Utility infrastructure in the area includes TELUS trenches, power lines and poles (FortisAlberta Inc. and EQUS), and low-pressure natural gas pipelines, the majority of which follow roadways and service residential properties. Based on the Alberta Energy Regulator (AER) data, thirty (30) pipelines are in the Plan area.

There are a number of oil and gas wells within the Plan area, see **Map 9**. At the time of writing this ASP, there were no active well sites within the Plan area.

License Status of Oil and Gas Wells

- **Abandoned:** The well site is permanently sealed and taken out of service in accordance with the requirements of AER Directive 020.
- **Reclamation Exempt:** Approval has been granted by the AER for an exemption from reclamation certificate requirements due to other "specified land" activity taking place. For example, when a portion of an access road is being used by another operator, the operator may apply for an exemption due to the presence of an overlapping activity.
- **Reclamation Certified:** The well site is restored, and all reclamation requirements of AER have been met.
- **Suspended:** Inactive well sites where the initial suspension has been completed and reported as per AER Directive 013.

2.4.6 Railways

As shown in **Map 9**, the Canadian National Railway (CN) crosses the ASP area (east to west) and continues east and south adjacent to other neighbourhoods of St. Albert including Ville Giroux, Lacombe Park, Riverside, Mission, Downtown, South Riel, and Heritage Lakes. The segment of the CN railway that bisects St. Albert West is a principal branch line known as Sangudo.

2.4.7 Brownfield Sites

As shown in **Map 9**, there are two inactive landfill sites south of Villeneuve Road on the east side of Cherot Boulevard that have not operated since 1996. The inactive landfill sites are known as Pit 1, located more north, and Pit 2, located closer to Cherot Boulevard (formerly known as Range Road 260).

A Phase 1 Environmental Site Assessment (ESA) was conducted by Tetra Tech on behalf of the developer in May 2019, to summarize all previous environmental assessments, assess environmental risks associated with the inactive landfills, and make recommendations for closure and post-closure monitoring. The City retained a third-party consultant to review this report, and it was recommended that further studies be completed to assess potential groundwater migration,

seasonality of environmental risks associated with the inactive landfills, and the potential to reduce the setback variance around each Pit.

Applications for landfill setback variances can be reviewed at the Neighbourhood Plan stage. Should a variance be approved, the updated landfill setback can be reflected as an amendment to the Neighbourhood Plan, rather than in the Area Structure Plan.

Pit 1

Pit 1, located in the north of the Plan area, collected a range of waste from organic material, metals, household waste, plastics, industrial liners, cardboard, garbage bags, and empty industrial buckets. Pit 1 did accept prohibited waste, which should have been deposited at a hazardous waste landfill. This resulted in an Order issued against Pit 1 by the Aspen Regional Health Authority #11 on May 29, 1996, in accordance with the Public Health Act.

Pit 1 has not been appropriately closed and capped as per the 2010 *Standards for Landfills in Alberta* ('the Standards'). There is an existing 300 metre setback from the edge of Pit 1 in the south direction which is a provincially legislated requirement for the protection of human and ecological health. Current legislation states that no residential building, schools, and/or hospital are permitted within 300 metres of an inactive landfill. There is a process to vary the setback requirements, as per the *Guideline for Setback Reviews [Waste Facility]*, and any setback variances have yet to be approved by the City.

The proposed future land use of Pit 1 is passive recreation. Prior to development on or around Pit 1, the inactive landfill will have to be properly closed, as per the Standards. This will need to be completed through a provincially accepted Closure Plan; requirements of the Closure Plan are outlined in the Standards. After Closure Plan acceptance and completion of the final cap, a Post-Closure Monitoring Plan including details pertaining to landfill gas and groundwater monitoring, will need to be accepted by the Government of Alberta. Once these documents and provincial acceptance have been provided to the City for review, the City may choose to vary the setback requirements. This should only be undertaken if the environmental risks associated with Pit 1 are appropriately controlled to prevent undue risk to human and ecological health.

Pit 2

Pit 2 (located east of Cherot Boulevard) collected a range of waste including vehicles, metals, concrete debris, and some household refuse. In 2012, remediation of Pit 2 was undertaken with waste material removed from Pit 2 and placed in Pit 1. Several environmental assessments were conducted on remaining surficial soil and exceedances of nickel were found. Following a remediation excavation of the nickel impacted soil, a remediation certificate (No. 326481-00-00) was issued by Alberta Environment, now known as Alberta

Environment and Protected Areas (AEPA), in January 2015, for the remediation of nickel concentrations in surficial soil within a portion of Pit 2.

The proposed future land use for Pit 2 is a stormwater management facility (SWMF). Approval to use the inactive landfill as a SWMF was provided by AEPA on November 17, 2022, and AEPA has confirmed that no closure or post-closure monitoring for a landfill is required for Pit 2.

North of Villeneuve Road

As shown in **Map 9**, a former landfill, known as the Holden Landfill, is located immediately north of Villeneuve Road and is currently being used as a golf driving range. A portion of these lands on the east side are designated as Employment Areas, and the remainder will be used for the future Ray Gibbon Drive extension. Further environmental evaluation will be required at the Neighbourhood Plan stage or prior to redistricting.

City-owned Lands in the Lakeview Business District

The City-owned lands within the Lakeview Business District (Plan 142 3317, Block 1, Lot 3, & Plan STALBER, Lot 8) have been assessed through several previous environmental reports. Most recently, a Phase 1 Environmental Site Assessment (ESA) was completed in 2021. The report identified areas of potential environmental concern in proximity to the oil and gas wells within the City-owned parcels, and a well site within a parcel immediately south of the City-owned lands (Lot 2, Block 2, Plan 092 3408). The report recommends further assessment (i.e., a Phase II Environmental Site Assessment) of the City-owned lands prior to development.

City-owned Badger Lands

The City-owned Badger Lands, Lot 1, Block 2, Plan 052 5581, have been assessed through several previous ESAs and groundwater conditions are annually monitored as per the Risk Management Plan that was developed for the property in 2018.

The northern portion of the Badger Lands was historically used as a temporary municipal snow storage facility. Several ESAs have been conducted around the former temporary snow storage area, and until future land use is determined, on-going monitoring under the current Risk Management Plan will continue. Once future land uses are determined, additional environmental investigations, remediation, and/or risk managements plans may be required for the soil and groundwater that has been impacted because of municipal activities.

2.4.8 Confined Feeding Operation

According to the *Agricultural Baseline Assessment – City of St. Albert Growth Management Study* (2020), there are no Confined Feeding Operations identified within the ASP area or impacting the ASP area.

2.5 Agricultural Impact Assessment

An *Agricultural Impact Assessment* (AIA) was completed for the ASP area in 2023. The AIA indicates that the Plan area currently contains approximately 734 hectares (1,816 acres) of quality agricultural land for grain, oilseed, and sod production. The *Regional Agriculture Master Plan* (RAMP) also identifies the cultivated lands within St. Albert West as 'prime agricultural land'.

Agricultural productivity of the soil is relatively uniform and high across the subject lands. The southern and northern lands within St. Albert West are currently more fragmented and have greater instances of non-agricultural uses. While nearly all the land within the ASP is highly suitable for annual crop production, it is not unique in quality or current agricultural use that its conversion to non-agricultural use would present a significant loss of agricultural potential to the greater Edmonton area.

There is minimal agricultural infrastructure within the subject area and only one specialty operation, a sod farm that was in operation since 1975. Nearly all of the business activity in or supporting the agriculture industry is located nearby, outside the Plan area. The overall impact to these businesses following the transition to developed lands is deemed to be negligible.

As development occurs, considerations for potential drainage issues and access to agricultural lands must be considered. If any of the surface drainage ways that flow to the west into Carrot Creek are obstructed, there is the potential for saturation and flooding within the northern and central lands. Flooding of the land could potentially have negative impacts to agricultural operations within the subject area. Additionally, future development would likely increase commuter traffic that may cause challenges for the movement of farm equipment. Access to the agricultural lands from Villeneuve Road, Township Road 540A, Meadowview Drive, and 137 Ave NW, should be maintained to enable the continuation of any farming activity.

The AIA concludes that St. Albert West is deemed suitable for future development. Development will not unduly impact the overall viability of either the local agricultural community or crop production in surrounding areas but should be developed in a contiguous manner that minimizes impacts to any agricultural operations in the immediate area, and prolongs the duration of existing agricultural land uses.

2.6 Historic Resources

The *Listing of Historic Resources* (Government of Alberta, 2022) and the *Historical Resources Study – City of St. Albert Growth Management Study* (2020) were reviewed to identify potential constraints related to cultural features. According to the *Historical*

Resources Study (2020), no archeological or paleontological sites were identified within the area. However, the *Historic Resources Study* (2020) identified that Carrot Creek has potential to support paleontological artifacts due to its geological conditions.

According to the *Listing of Historic Resources* (2022), an area that covers most of the southern extent of the Plan area and reaches as far north as the northern boundary of Big Lake has been given a Historic Resource Value (HRV) of HRV 5, with one area within Province-owned lands rated HRV 4 (see **Map 9**). In addition, the *Listing of Historic Resources* (2022) categorizes the HRV 4 area as 'HRV 4c', which means that this area contains, or is in close proximity to, one or more Aboriginal traditional use sites. Development activities in such areas may need to be avoided and/or consultation will be required with Indigenous communities about potential impacts.

Historic Resource Values (HRV)

HRV ratings range from HRV 1 to HRV 5, and a site with a rating means the following:

- HRV 1: Designated under the Historical Resources Act (HRA) as a Provincial Historic Resource.
- HRV 2: Designated under the HRA as a Registered Historic Resource.
- HRV 3: Contains a significant historic resource that will likely require avoidance.
- HRV 4: Contains a historic resource that may require avoidance.
- HRV 5: Believed to contain a historic resource.

As there are lands within St. Albert West included in the *Listing of Historic Resources* (2022), a Historic Resources Application was submitted to the Government of Alberta. A Historical Resource Act Approval with Conditions (HRA Number: 4835-22-0076-001) was provided on December 22, 2022, with the following notes:

- All future proposed developments within the following areas, as shown on **Map 9**, must be submitted for Historical Resources Act approval prior to the onset of any land disturbance:
    - LSD 8, Section 36, Twp 53-26-W4M;
    - LSD 1, 4-12, Sec-31, Twp 53-25-W4M;
    - LSD 4-6, 2, Sec-32, Twp 53-25-W4M;
    - LSD 1, 8, Sec-30, Twp-53-25-W4M; and
    - LSD 4-6, 11-13, Sec-29, Twp-53-25-W4M.
- Depending upon the nature and location of proposed developments, a Historic Resources Impact Assessment may be required prior to land disturbance activities proceeding in these areas.
- There are no further concerns relative to archaeological resources for those portions of the planning area outside of the lands specified above.

- Historical Resources Act approval is granted relative to historic sites with the understanding that historic period structures within the boundaries of the Plan area will be identified and reported to the Government of Alberta prior to disturbance or demolition. The area being developed was part of the early St. Albert settlement. While it is not known if any structures from the earliest periods of the area's development are still extant, there are several structures within the Plan area that are potentially of the historic period. As plans for development within St. Albert progress, requirements may be issued for historic period structures.

3.0 VISION AND PRINCIPLES

3.1 Vision

St. Albert West is a key growth area for the City of St. Albert. The area includes valued natural areas, the Cherot residential neighbourhood, and priority employment areas.

These employment areas will significantly impact economic and employment diversification in St. Albert creating an estimated 5,000 new jobs. St. Albert West employment areas are accessible to the region through integrated multi-modal transportation links. The envisioned light and medium-industrial businesses in this area will transition St. Albert into a city where more residents can proudly work, live, and recreate.

St. Albert West will integrate these priority employment areas with a residential neighbourhood that will be home to nearly 8,000 residents. Residents will enjoy varied housing options in a walkable, well-connected community. Both the residential and employment areas will leverage and integrate natural features while conserving the ecological integrity of Big Lake, Carrot Creek, and Sturgeon River.

3.2 Principles

1. **St. Albert West will significantly impact economic and employment diversification in St. Albert.**

   Development will be guided by:

   - A goal of approximately 5,000 new jobs in St. Albert.
   - Economic and industrial diversification centred on light and medium industrial uses, with consideration for supportive commercial uses.
   - Flexibility and adaptability to market conditions regarding industrial development.
   - The City's assessment split goal of 70/30 residential to non-residential development.
   - Strategic infrastructure investment within the Employment Areas.
   - Financial attractiveness of land.

2. **Development in St. Albert West will be designed and built to high quality standards incorporating best practices and innovative solutions.**

   Development will be guided by:

   - Sustainable building practices.

- Accommodation of different lifestyles and incomes.

3. **Big Lake, Carrot Creek, and Sturgeon River are valued city amenities and are conserved in St. Albert West.**

   Development will be guided by:

   - Mitigating impacts on significant natural areas and environmentally sensitive areas.
   - Conservation of the ecological integrity of natural features.
   - Maintenance of wildlife corridors along Big Lake, Carrot Creek, and Sturgeon River.

4. **Inclusive, programmable parks and public places are integrated throughout St. Albert West.**

   Development will be guided by:

   - Strategic locations for programmable spaces for events, recreation, and cultural activities.
   - Accessibility and inclusivity.

5. **Transportation networks are well connected for efficient and convenient travel within and beyond St. Albert West.**

   Development will be guided by:

   - Transportation flow that promotes accessibility and supports the viability of the employment lands.
   - Ease of access locally and regionally.
   - Safety, comfort, and convenience.

6. **Utility infrastructure in St. Albert West functions in an environmentally and fiscally responsible manner.**

   Development will be guided by:

   - Efficiency and cost effectiveness.
   - Climate resiliency.
   - New and emerging technologies.

4.0 AREA-WIDE POLICIES

The policies in Section 4.0 are broadly applicable to the entire Plan area, in addition to the policies provided for specific land uses in Section 5.0.

4.1 Economic Diversification

Strategic growth is critical in building and maintaining a sustainable and robust economy. A robust economy helps a city attract employers and maintain competitiveness. St. Albert is committed to supporting and investing in the local and regional economy, through target sectors identified to maximize attraction and generate employment opportunities. St. Albert's target sectors include advanced manufacturing, agribusiness, clean technology, construction, life sciences, and transportation & logistics.

Accommodating the City's target sectors is also a means of providing jobs. Providing employment opportunities for residents and non-residents will enable a more complete community as the City's population grows, and as the regional economy expands and diversifies. Additionally, retaining businesses and enabling opportunities for current businesses to expand within St. Albert is equally important as attracting new businesses and employers.

The objectives and policies in this section will support the increase of employment opportunities, enable a sustainable balance between non-residential and residential assessment, and help businesses thrive and achieve synergies necessary for economic growth.

4.1.1 Objectives

a. To ensure the strategic location and adequate land supply for non-residential land uses and businesses.

b. To support the City's target sectors that enable employment opportunities within St. Albert West and for the region.

c. To attract, support, and retain businesses in St. Albert West.

d. To support local and regional economic development, entrepreneurship, and innovation.

e. To promote and steward Big Lake and Lois Hole Centennial Provincial Park as destinations for tourism.

f. To support agriculture as a valued industry both locally and regionally.

4.1.2 Policies

General

1. Support the City's target sectors to foster economic growth and leverage the City's unique value proposition and regional strengths.

2. Identify and retain a minimum of 40% of net developable area for non-residential uses to support the City's employment land base.
3. Require industries and businesses to be compatible with surrounding and adjacent land uses to mitigate potential negative impacts.
4. Explore cost sharing opportunities, capital investment, and other funding strategies to encourage non-residential development in St. Albert West.
5. Encourage the development of industrial, offices, institutional, and complementary commercial uses to promote economic diversity.
6. Prioritize uses related to the City's focus sectors (advanced manufacturing, agribusiness, clean technology, construction, life sciences, and transportation & logistics), as well as complementary uses to the focus sectors.
7. Support the co-location of similar or interrelated businesses, services, and industries to achieve synergies, efficient use of resources, collaboration, and innovation.
8. Promote opportunities for innovative businesses to advance economic growth, promote a sustainable community, and to address emerging trends.
9. Support Indigenous economic development and tourism opportunities through collaboration and partnerships.
10. Partner with the Government of Alberta and Indigenous communities for potential tourism opportunities in proximity to Big Lake, to promote the Indigenous culture and eco-tourism to increase community awareness.
11. Explore opportunities to partner with post-secondary educational institutions to invest in St. Albert West.
12. Collaborate with the Government of Alberta and regional municipalities to support passive recreation, and interpretative and educational opportunities for the Lois Hole Centennial Provincial Park and the surrounding watershed.

Agriculture

13. Require the orderly and contiguous phasing of development to prolong the duration of agricultural land uses.
14. Support the continuation of agricultural land uses and operations until such time as urban development occurs, to support the local agriculture and promote logical development.
15. Enable appropriate small-scale agricultural tourism and new agricultural businesses to enable transition uses prior to future urban development.

16. Implement appropriate access to agricultural land uses to enable the movement of farm implements during the time of surrounding development activity.
17. Promote surface drainage as development proceeds to mitigate potentially severe impacts to agricultural operations within the Plan area.
18. Support the retention of local soils to maximize the benefits of effective soil management. In the event soils are exported beyond St. Albert's city limits, the developer is encouraged to engage with the recipient municipality to coordinate soil management efforts.
19. Encourage soil management practices, including reuse and recycle, to preserve Alberta's agricultural land base and ensure the long-term productivity of the farming sector.

4.2 Urban Design

Urban design is the art of shaping the interaction between people and places. Higher quality urban design influenced by guiding direction is essential for building great places that are visually attractive and functional. Urban design considers the physical characteristics of the city and the impact of design and planning decisions on the public realm and one's experience. Thoughtful urban design can also enable community-building, such as through the incorporation of gathering places for leisure and programming, and a regard for safety through CPTED (Crime Prevention Through Environmental Design) principles.

All new development in St. Albert West should enhance the City's urban environment through high quality and innovative design. The following objectives and policies will drive the development of excellent urban design in St. Albert West by supporting and promoting mixed-use, pedestrian friendly developments that incorporate quality design in the built environment.

4.2.1 Objectives

a. To establish a high standard of design amid the built environment in St. Albert West with a focus on the public realm and highly visible prominent areas.
b. To incorporate environmentally sustainable and greenscaping practices in the built environment.
c. To promote interconnectedness between land use areas in St. Albert West.
d. To enhance the uniqueness and character of each land use area in St. Albert West.

4.2.2 Policies

General

1. Promote higher design standards across St. Albert West to reinforce the City's identity as *The Botanical Arts City* and reputation as an attractive place to live and work.
2. Discourage blank walls along the street line in favour of building entrance features, building fenestration, and architectural detailing.
3. Require building entrances to be clearly articulated, visible, and connected to pedestrian walkway systems to enable convenient access for pedestrians to public transit. Building entrance features should be oriented to major public roadways.
4. Promote consistent building finishes and architectural treatments to elevations fronting public roadways.
5. Promote the incorporation of a pedestrian-orientated network from public sidewalks of adjoining streets and on-site parking areas to main building entrance(s) for safe, pleasant, and convenient pedestrian movement.
6. Encourage the use of colour in building design to brighten and enliven the landscape during the wintertime.
7. Require the incorporation of appropriate bird friendly design features, based on location and building type, to minimize hazardous conditions for birds. This can include, but is not limited to, bird friendly glazing, visual markers, low-reflective materials, and lighting design.
8. Design building roofs to prevent falling ice, snow, and discharge of roof leaders onto entrances and walkways to enhance pedestrian safety.
9. Support building lighting that enhances visibility, aesthetics, safety, and wayfinding for building users and pedestrians.
10. Locate commercial uses on the ground floor with residential above, when residential and commercial uses are provided within the same building.
11. Encourage the incorporation of transparent glazing into building facades that have an interface with outdoor gathering spaces, to increase visibility and illumination.

Gathering Places

12. Identify publicly-accessible gathering places at the Neighbourhood Plan stage that can accommodate community events and gatherings. Such places can include publicly owned lands, or privately owned lands that function like a public space.

13. Design outdoor publicly-accessible gathering places with considerations such as, but not limited to:
    a. Buildings that frame the gathering place with active uses on the ground floor;
    b. Signage and wayfinding;
    c. Ample seating areas;
    d. Shelter from weather elements;
    e. Visibility and accessibility;
    f. Public washrooms;
    g. Safety and security;
    h. Outdoor lighting; and
    i. On-site personnel are present to support in the organizing and facilitation of on-site events and programming.
14. Encourage the design for repurposing of public and/or private spaces to accommodate a range of community events for temporary or seasonal usage, and to promote a sense of community and social interaction.
15. Promote building massing and siting that maximizes sun exposure onto outdoor gathering spaces during the wintertime.
16. Encourage the strategic use of colour and lighting in plazas and gathering places to provide warmth and enliven streetscapes.
17. Encourage the installation of public art that may be interactive, reflective of culture and heritage, and appropriately located within gathering places.

Figure 4: Gathering Places



Streetscape

18. Require high quality urban design along:
    a. Boulevard roadways;
    b. Crosstown roadways;
    c. Connector roadways;
    d. Neighbourhood roadways that intersect a Boulevard, Crosstown, or Connector roadway;
    e. Roadways adjacent to Major Open Spaces and residential areas; and
    f. Locations with high visibility adjacent to gateways to Employment Areas, to enhance the streetscape.
19. Integrate pedestrian amenities such as street furniture, pedestrian-scale lighting, and wayfinding signage adjacent to sidewalks, trails, and shared use paths. Prioritize such amenities along primary pedestrian corridors.
20. Design streetscapes as attractive and safe spaces to promote walkability, cycling, and other forms of active transportation.
21. Require a high standard of public and private realm streetscape design, in accordance with the *Complete Streets Guidelines and Implementation Strategy*, including tree planting, cycling infrastructure, sidewalks, and strategic placement of utilities.

Built Form

22. Require appropriate transitions and interfaces between the public and private realm to enable a pedestrian friendly environment and to enhance pedestrian movement, security, and comfort.
23. Require the most active and architecturally detailed building façade to face the public street by incorporating main entrances and building fenestration to address the streetscape.
24. Require high quality architectural treatments, landscaping, and site design along:
    a. Boulevard roadways;
    b. Crosstown roadways;
    c. Connector roadway;
    d. Neighbourhood roadways that intersect a Boulevard, Crosstown, or Connector roadway; and
    e. Roadways adjacent to Major Open Spaces and residential areas.
25. Require the consistent placement of building mass and orientation of buildings along Crosstown roadways, Connector roadways, and Neighbourhood roadways to create a continuous street frontage.
26. Integrate the built form and the public realm through complementary built form, scale, and massing.
27. Require pedestrian-oriented active frontages in commercial areas, medium and high-density sites, and adjacent to Major Open Spaces and parks, to be identified at the Neighbourhood Plan stage.
28. Encourage underground parking structures or shared parking facilities.
29. Maximize views and appropriate access to Big Lake, Carrot Creek, Major Open Spaces, and other natural features, through design considerations such as the location and orientation of buildings.

Accessibility and Comfort

30. Incorporate universal design principles into City-initiated capital projects to balance spatial needs of people of all ages and abilities, including, but not limited to, considerations for the following:
    a. Accessible routes, paths, and corridors;
    b. Building entrances and floor surfaces;
    c. Washrooms;
    d. Amenities and facility specific requirements;

e. Systems and controls;

f. Streetscapes;

g. Transit; and

h. Park infrastructure.

31. Support the incorporation of universally accessible design principles in all new development, including design that is:

    a. Equitable and flexible to accommodate a range of abilities;

    b. Simple and intuitive to use and navigate;

    c. Tolerant of potential user error;

    d. Conducive to low physical effort; and

    e. Appropriately sized and spaced regardless of user's body position, size, posture, or mobility.

32. Require street furniture, landscaping, transit stops, utility boxes, or other design elements to be located in a manner that will not impede or obstruct the movement of pedestrians and cyclists.

33. Require design elements such as crosswalks, signage, depressed curb, and tactile surfaces in proximity to transit stops, schools, park sites, and community facilities to facilitate pedestrian connectivity and accessibility .

34. Promote sites to be developed with consideration of Crime Prevention Through Environmental Design (CPTED) principles to enhance safety, comfort, and security.

Sustainability and Greenscaping

35. Promote landscaping that prioritizes low maintenance, drought tolerant native vegetation to enhance environmental sustainability and support ecosystem functions.

36. Encourage the incorporation of green infrastructure into the site, public realm, and building design such as, but not limited to, natural landscaping, Low Impact Development (LID), LED lighting, district energy, photovoltaic power generation, and microgrids.

37. Incorporate green development standards at the Neighbourhood Plan stage, such as, but not limited to, bio-retention, rainwater harvesting, permeable pavement, grass and dry swales, green roofs, bird friendly glazing, lighting, and energy efficient building design.

38. Ensure the integration of green space and landscaping through the use of vegetation and native species to enhance the area, mitigate any potential

negative environmental impacts from development, and to promote biodiversity year-round.

39. Promote the planting of species that require minimal water consumption to enable sustainable landscaping.
40. Require continuous street tree planting on both sides of the street to support greening in St. Albert West, clean the air, maximize shade, and create an attractive pedestrian environment. Where street tree planting is not possible, an alternative, appropriate landscape treatment may be required.
41. Encourage landscape design that includes tree and vegetation plantings that provides a visual buffer between various land uses and decreases the amount of impervious surfaces.
42. Encourage the incorporation of LEED ND principles, or other comparable sustainable development standards, at the Neighbourhood Plan stage, including, but not limited to:
    a. Reduced building setbacks;
    b. Attractive and architecturally diverse facades;
    c. Frequent building entrances onto public spaces;
    d. Appropriate locations for driveways and garage doors;
    e. Street trees and landscaping; and
    f. On-street parking.

Leadership in Energy and Environmental Design for Neighbourhood Development (LEED ND)

LEED ND principles aim to promote the design of walkable streets for improved public health, environmental sustainability, and neighbourhood vitality through design elements.

43. Encourage dark sky measures within St. Albert West to help minimize potential negative impacts associated with light pollution.
44. Promote the incorporation of responsible outdoor lighting principles, such as lighting that is useful, targeted, low level, controlled, and warm-coloured.

Major Roads, Gateways, and Signage

45. Encourage entrances to St. Albert West to include gateway features that incorporate prominent landscape elements or public art to enable wayfinding and a focal point that provides a sense of identity and urban aesthetic.
46. Promote design compatibility between buildings and associated signage including but not limited to, architectural design, scale, materials, and colour.
47. Require coordination with developers regarding proposed signage at the Neighbourhood Plan stage.

48. Consider the placement of signage to be located in a manner that does not obstruct views and supports the safety of pedestrians and drivers.

4.3 Environment

St. Albert West contains natural features that are regionally significant, providing habitat and movement corridors for a diverse range of wildlife and vegetation. The two most prominent and environmentally sensitive areas in St. Albert West are Carrot Creek and Big Lake.

Carrot Creek represents the western boundary of St. Albert West, and supports a diversity of wildlife including, but not limited to, fish, amphibians, birds, small mammals, and ungulates. Due to its natural significance, the protection and restoration of the riparian area and the creek itself is essential.

Big Lake is another environmentally significant area and is recognized as a globally significant Important Bird Area, where more than 235 bird species have been observed. Adjacent to Big Lake in the southern area of St. Albert West, is the Lois Hole Centennial Provincial Park (LHCPP) that spans west beyond the ASP area.

The natural environment is a key contributor to quality of life and sense of wellness for residents. The area around Big Lake currently includes recreational amenities and walking trails that are sensitively integrated in the natural landscape and provide viewpoints for residents and patrons to explore and enjoy. The area around Big Lake is envisioned as a significant parkland amenity with additional connections to the existing trail network of Red Willow Park and the LHCPP. The trail network will continue north along Carrot Creek to connect various communities of St. Albert West to one another and the broader city trail network.

With future expansion of development in St. Albert West, it is critical that the urban fabric and the existing natural areas are sensitively integrated with one another. Any hazardous uses, contamination, and former landfills must also be addressed to mitigate risks to public health, and to improve the quality of land, air, and water. Natural features, ecological connections, wetlands, and a desktop-level assessment of the Carrot Creek top-of-bank, top-of-bank setback, and floodplain are shown in **Map 9.**

Locations of utility rights-of-way, former landfills, and other development constraints within St. Albert West are also shown in **Map 9**.

4.3.1 Objectives

a. To protect prioritized natural features, including Big Lake, Carrot Creek, and Sturgeon River for their environmental function and important ecological services such as flood and drought mitigation.

b. To champion the conservation and enhancement of wildlife and vegetation biodiversity.

c. To achieve an appropriate balance between protecting natural features and surrounding urban development.

d. To protect naturally forested areas and support the expansion of the urban forest tree canopy in developing areas.

e. To support the health and quality of air, water, and soil.

f. To mitigate risks to public health and safety associated with both natural and built hazards.

4.3.2 Policies

Natural Features

1. Support the retention of natural features, which have been ranked as 'Retain', as per appropriate studies, through tools including Environmental Reserve, Municipal Reserve, and/or Conservation Reserve, to maintain their environmental function and ecological services.
2. Strive to support the retention of natural features which have been ranked as 'Attempt to Retain', as per appropriate studies, through tools including Municipal Reserve, Conservation Reserve, or easements, to maintain their environmental function and ecological services.
3. Promote the protection, conservation, and restoration of natural features as outlined in the *St. Albert West ASP Natural Features Assessment and Prioritization Report*. Where a natural feature is located within areas of planned municipal infrastructure, efforts should be made to maximize conservation of the natural feature during design and construction.
4. Require prioritized wetland natural features identified in the *St. Albert West ASP Natural Features Assessment and Prioritization Report* to be dedicated as Environmental Reserve, or per the discretion of the Subdivision Authority.
5. Dedicate prioritized non-wetland natural features identified in the *St. Albert West ASP Natural Features Assessment and Prioritization Report* as Municipal Reserve and/or Conservation Reserve, or per the discretion of the Subdivision Authority.
6. Support the conservation of natural features that have known development conflicts, until such time of development, to prolong their environmental wildlife connectivity, and habitat function.
7. Require appropriate environmental studies, at the Neighbourhood Plan stage, based on the current site conditions, to confirm matters including, but not limited to:
    a. Limits of Environmental, Municipal, and Conservation Reserve, as applicable.

b. Associated buffers and/or setbacks including the variable buffer.

8. Refine the components within the variable buffer identified on **Map 10**, through site specific and scientifically defensible field data at the Neighbourhood Plan stage to determine exact limits of Environmental Reserve, Municipal Reserve and Conservation Reserve, as applicable.
9. Enable appropriate development in proximity to the variable buffer as shown on **Map 10**, to serve as a transition area, thereby minimizing potential negative impacts to natural features.
10. Explore alternative designs of development, i.e., municipal infrastructure, near natural features with known development constraints to prolong the current form and ecological functions of the natural feature.
11. Encourage the incorporation and naturalization of landscaping patches throughout St. Albert West to improve the potential for wildlife habitat and ecological connectivity.
12. Require the incorporation of bat and bird friendly design features such as appropriate glass and lighting to minimize risks.

Landscaping Patch

An area of vegetation rather than single plantings of shrub or trees, including the provision of various short, medium, and tall shrubs, with herbaceous understory and canopy trees.

13. Support the ecological functions of natural features through green infrastructure to provide landscape permeability and connectivity to key environmental corridors such as Big Lake, Carrot Creek, and Sturgeon River.
14. Promote the conservation of existing ecological corridors and stepping stones to facilitate wildlife movement.
15. Develop trails in such a manner as to mitigate impacts to natural features through measures such as, but not limited to, appropriate setbacks, trail location, and permeable trail surfacing, as determined through more detailed site study.
16. Protect natural features as determined by the *St. Albert West ASP Natural Features Assessment and Prioritization Report*, in order that the natural features generally remain in their natural state, while preventing or mitigating loss of integrity or decline in overall health of the area. If municipal infrastructure must cross natural features, it is to be in the least intrusive manner possible, by minimizing the impact of the crossing.
17. Encourage restoration and naturalization activities to enhance and expand the urban forest and riparian zones to improve habitat connectivity.

18. Evaluate opportunities to establish public viewpoints in key locations around Big Lake, as identified in the *Red Willow Park West Master Plan* and in consultation with the Government of Alberta, to provide visitors with unique viewing experiences and opportunities to connect with nature.
19. Prioritize neighbourhood and site designs that avoid and minimize any negative impacts to the ecological integrity of Big Lake, Carrot Creek, Sturgeon River, and other natural features.
20. Encourage improvements that enhance the ecological integrity and natural functions and systems of Big Lake, Carrot Creek, Sturgeon River, and other natural features.
21. Work with regional and provincial stakeholders to help maintain and restore the ecological functions of Big Lake, Carrot Creek, and Sturgeon River, including Lois Hole Centennial Provincial Park.
22. Explore the creation of educational material regarding Big Lake and future development in the surrounding area to enhance public awareness and understanding.

Wetlands

23. Require a minimum 30-metre setback from wetlands or other waterbodies that are to be retained as identified in wetland assessments to be completed at the Neighbourhood Plan stage. Any alterations to the setback distance shall be determined using an approved scientifically defensible setback tool.
24. Confirm wetlands for retention at the Neighbourhood Plan stage in accordance with the *Alberta Wetland Policy*, and prioritize avoidance as the preferred course of action, followed by minimization and replacement as per the *Wetland Mitigation Hierarchy*.
25. Evaluate the feasibility of restoring degraded wetlands or integrating them as stormwater management facilities at the Neighbourhood Plan stage.
26. Require proof of *Water Act* approval at the Neighbourhood Plan stage of all identified wetlands for their removal and related replacement despite the level of degradation, pursuant to the *Alberta Wetland Policy*.
27. Encourage the inclusion of wetlands in Major Open Spaces to enhance the ecological network, increase climate change resiliency, and promote wildlife connectivity in the area.
28. Facilitate low impact trail development around or near wetlands that avoid disturbance of wetland habitats, and where wetlands are protected by the *Alberta Wetland Policy*. Boardwalks may be considered where permitted by higher level policy and regulation. For other wetlands, mitigation measures should be considered to retain as much of the wetland as possible for

integration as stormwater management facilities or within private sites, and to minimize impacts to the environment.

Urban Forest

29. Encourage the protection of existing woodlots and tree stands to enhance the natural environment, maintain wildlife habitat, and reduce the urban heat island effect.
30. Encourage the ecological restoration or naturalization of existing woodlots and tree stands to improve the health of the urban forest ecosystem.
31. Encourage the retention and inclusion of existing woodlots and tree stands within sites to enhance the ecological network, increase climate change resiliency, and promote wildlife connectivity. Prioritize retention of natural features as shown on **Map 10**.
32. Require appropriate buffers from retained woodlots and tree stands, to protect the root system, with the incorporation of additional scientifically-based setbacks based on wildlife habitat and recreation uses, to be determined at the Neighbourhood Plan stage.

Biodiversity

Native Plant Species

Plant species that originated or naturally found in a certain region or area.

33. Encourage the protection and planting of native plant species to enhance local biodiversity.
34. Prioritize the protection of native plant species in their original locations for Indigenous traditional uses including, but not limited to, horsetail, sage, sweetgrass, and yarrow, through appropriate tools including land dedication.
35. Support the function of riparian areas by maintaining and enhancing natural vegetation and native plants in creek banks to stabilize the soil and reduce erosion.
36. Encourage the accommodation of wildlife habitat and movement between retained natural features and other Major Open Spaces.
37. Promote the inclusion of natural areas into the open space network to support wildlife connectivity, viability of the ecological network, and opportunities for residents to connect with nature in St. Albert West.
38. Require the implementation of appropriate dark sky measures in proximity to natural features to avoid potential negative impacts of light pollution on wildlife.

Risk Management

39. Require the submission of appropriate groundwater, geotechnical, and hydrogeomorphology studies as per the *Area Structure Plan and Neighbourhood Plan Terms of Reference*, prepared by a qualified professional, to identify groundwater conditions at the time of subdivision or development permit, as deemed necessary by the City. The study is to inform conditions and any constraints regarding site and building design.
40. Support flood mitigation through the planting of appropriate vegetation or low impact development initiatives within Major Open Spaces through the dedication of Environmental Reserve, to help minimize potential risks associated with flooding events.
41. Ensure industrial operations and activities adhere to applicable legislation and regulatory requirements regarding wastewater, run-off treatment, and material storage, to minimize risk to natural features.
42. Require adequate buffers from hazardous features, such as, but not limited to, oil and gas wells (active and abandoned), pipelines, transmission lines, and waste facilities, in accordance with applicable legislation, regulations, and bylaws.
43. Require the remediation of contaminated sites in accordance with environmental site assessments to a level suitable for the intended development prior to redistricting, subdivision, or development, as appropriate.
44. Require the completion of a risk assessment and approval by the Subdivision or Development Authority to vary the setback from any landfills and waste storage sites.
45. Consider reduced landfill setbacks to enable development providing that all the associated technical studies and requirements have been completed to the satisfaction of the City.
46. Ensure appropriate development setbacks from the railway are incorporated to minimize risks to public safety.

4.4 Culture & Community Services

Cultural environments are woven throughout a city and enable a sense of community. Whether it be the landscape of natural features, gathering spaces within the built form, or embracing the values of the community, St. Albert West is an area abundant with opportunities to conserve and enhance a sense of community through cultural environments. A healthy community enables an environment where people of all demographics can experience a sense of safety, inclusion, and quality living.

Within St. Albert West, there are several areas of historical significance that contribute to the city's cultural environment. Big Lake and its surrounding area are rich in Indigenous culture and native plant species. Native plant species for medicinal and traditional use by Indigenous communities can also be found along the CN railway. These plants include, but are not limited to, horsetail, sage, sweetgrass, and yarrow. See **Figure 5**.

Figure 5: Known Native / Medicinal Plants in St. Albert West



Horsetail



Sage



Sweetgrass



Yarrow

Historic buildings and sites are also an important part of culture and community. Of historical significance is a barn, located 800 metres south of Villeneuve Road (Highway 633) along Cherot Boulevard, that is listed in St. Albert's *Heritage Inventory*. Properties identified on the Heritage Inventory indicate that they have the potential to be legally protected by bylaw from demolition or alterations that are not in accordance with the *Standards & Guidelines for the Conservation of Historic Places in Canada*.

Community well-being and culture can be attained through several provisions such as community services and facilities. Located south of Villeneuve Road and west of Ray Gibbon Drive, is the Community Amenities Site which will be designed to foster physical and mental wellness through the provision of passive and active recreational spaces, and encourage community building and social opportunities. The Community Amenities Site will also contain a future high school site for approximately 1,500 students, and ultimately become a key area of enabling a sense of community and connection for residents, students, and patrons.

The objectives and policies in this section aim to promote well-being and healthy lifestyles in St. Albert West and a community that acknowledges its rich history, celebrates its present, and cultivates a strong sense of culture and community for the future.

4.4.1 Objectives

a. To provide opportunities for placemaking that enable arts and cultural programming.

b. To acknowledge, promote, and celebrate Indigenous culture and history in the city.

c. To promote history through the conservation of heritage areas.

d. To promote community-focused development that supports culture and social connections.

e. To design spaces that are sustainable in the long term and adaptable to the changing needs of the community over time.

4.4.2 Policies

General

1. Integrate cultural elements in the public realm and built form of St. Albert West to celebrate the city's cultural richness.

2. Encourage the location of synergistic uses together or in proximity to one another, such as senior housing, affordable housing, market housing, school sites, commercial uses, and community services, to create complete communities and promote community gathering, health, and well-being.

3. Locate the development of senior housing and high-density housing in proximity to community and commercial amenities, health services, and transit nodes to promote accessibility and convenience.

4. Locate institutional land uses along Crosstown roadways or Connector roadways to improve accessibility and to mitigate traffic related impacts on Local roadways.

5. Support institutional land uses in Neighbourhoods that generally serve the local neighbourhood to enable walkability and a complete community.

6. Enable institutional land uses that complement the surrounding residential neighbourhood through appropriate scale, design, layout, and configuration to enhance compatibility and minimize adverse impacts.

Cultural Development and Programming

7. Design gathering spaces such as plazas to enable cultural programming and its associated needs.

8. Promote cultural activities and programs at the Community Amenities Site to support an inclusive range of community needs.

9. Explore partnerships with local community groups and land developers to facilitate cultural opportunities that reflect and leverage local features of St. Albert West.

Indigenous Culture

10. Partner with the Government of Alberta and Indigenous communities to explore opportunities in bringing awareness and promoting Indigenous culture and recreation surrounding Big Lake.
11. Collaborate with local Indigenous communities to identify locations of Indigenous significance and potential cultural practices.
12. Foster opportunities, guided by Indigenous peoples, that incorporate Indigenous culture such as place names, the provision of cultural space, and the integration of interpretive elements into the landscape, to promote and celebrate Indigenous culture.
13. Promote the retention of native traditional use plants.
14. Facilitate collaboration amongst developers and Indigenous communities for opportunities to harvest native traditional use plants prior to site construction.
15. Promote access to areas known to have traditional use plants and when access is enabled through higher order legislation and policy.
16. Engage with Indigenous communities and developers prior to ground disturbance where proposed development is within or in proximity to areas identified for further investigation in relation to Indigenous history and/or associated oral stories, including the potential presence of unmarked graves associated with historical operation of residential schools in the municipality.

Heritage Conservation

17. Identify sites of cultural and historical significance to acknowledge the rich history in St. Albert West.
18. Promote the conservation of properties identified in St. Albert's *Heritage Inventory* and *Properties of Interest List*.
19. Ensure the conservation, retention, and protection of designated historic resources including buildings, sites, and landscapes, in alignment with the *Standards & Guidelines for the Conservation of Historic Places in Canada*.
20. Mitigate the impact of development in proximity to a historic site to maintain its historical integrity and character.
21. Require the reporting of all historical, archaeological, and paleontological discoveries made during construction to the Government of Alberta.

22. Require a Historic Resources Impact Assessment, as necessary, prior to the earlier of any land disturbance activities or land use planning approvals.

Public Art

23. Identify opportunities to incorporate public art as per applicable City documents regarding public art.
24. Consider public art installations that reflect and celebrate Indigenous and local culture, as well as the unique natural features of St. Albert West. This should include the potential for local Indigenous artists to participate in the design and manufacturing of public art.

Community Amenities Site

25. Develop a Community Amenities Site that is reflective of demonstrated community needs, demographic trends, and appropriate municipal service levels, to accommodate a range of community services. Throughout the planning stages of the Community Amenities Site, consideration is to be given to recreational, educational, cultural, and social needs and services.
26. Utilize demographic information and trends to help guide the provision of services and programs that address evolving community needs.
27. Notwithstanding setback requirements from landfill sites, encourage the mixing of land uses in the same building or in proximity to each another, such as recreational, educational, childcare, and complementary commercial uses, to maximize synergies and the efficient use of resources.
28. Collaborate with local school boards regarding the provision of a high school site to meet future community needs regarding education.
29. Collaborate with the applicable school board regarding the school building location and overall site plan design to:
    a. Maximize student safety;
    b. Minimize potential traffic related issues;
    c. Address infrastructure required for school buses and other modes of transportation;
    d. Efficient use of land;
    e. Ensure development regulations are satisfied; and
    f. Coordinate with plans for surrounding land uses and development.
30. Explore opportunities with the applicable school board to share built and programmable spaces for a variety of community uses, as per the Joint Use and Planning Agreement to reduce facility duplication, maximize resources and land efficiency.

31. Support shared parking between complementary land uses and development to increase the efficient use of land and resources.
32. Develop a site design that provides for a variety of recreational activities, including passive and programmed uses, to accommodate a range of community needs.
33. Incorporate electric vehicle charging infrastructure into site design and development to support reducing greenhouse gas emissions.
34. Site outdoor recreational facilities in locations that minimize potential conflicts with residential land uses by incorporating appropriate buffers between the facilities and residential lots.
35. Ensure that outdoor recreational facilities are sited and designed to minimize potential conflict with vehicular traffic.
36. Develop the Community Amenities Site to incorporate universally accessible design standards to ensure appropriate and equitable access for everybody.
37. Design, construct, and operate buildings with an environmentally sustainable approach by incorporating sustainable and resilient practices, to support the global transition to a greener, low-carbon future.
38. Ensure that the Community Amenities Site is designed and built to enable a range of safe, comfortable, and efficient travel modes within, and to and from the site. This includes, but is not limited to:
    a. Provision of adequate roadway and trail connections;
    b. Access points from Cherot Boulevard and a Neighbourhood roadway;
    c. Appropriate location and design of sheltered bicycle storage;
    d. Minimal distance between transit stops and main building entrances;
    e. Appropriate location and design of transit shelters;
    f. Designated pedestrian pathways and connections to building entrances and in-between facilities; and
    g. Wayfinding signage and building identification.
39. Explore flexibility in site and amenity design that enables repurposing and a range of community events for temporary, interim, or seasonal usage, to promote a sense of community and social interaction.

Urban Agriculture

40. Explore urban agricultural opportunities in publicly accessible communal areas to promote the production of local food, education, and community gathering.

41. Encourage value-added agricultural production to support economic development, the agricultural sector, and the regional food system.
42. Support rooftop and community gardens on private property with measures incorporated to ensure compatibility with surrounding uses and to mitigate human-wildlife contact.

Emergency Services

43. Locate emergency services along Crosstown roadways or Connector roadways, to promote sufficient access for necessary response times and to enhance public safety.
44. Require development that exceeds the 10-minute fire response time, to incorporate additional code compliant safety feature measures as outlined within the *Safety Codes Act*, and at the discretion of the City.

4.5 Transportation

Providing multi-modal transportation alternatives to connect people to services, schools, parks, and places of employment within and beyond St. Albert West is crucial for the development of a complete community. Enabling a range of transportation options, to support vehicle and pedestrian movement, along with service consideration for public transit and goods movement, creates more walkable and multi-modal neighbourhoods. This also supports the viability and accessibility of the employment lands. For any user, travel should be safe, comfortable, and convenient.

Under the two-tier Area Structure Plan and Neighbourhood Plan planning framework, the Area Structure Plan identifies roadway classifications of Boulevard, Crosstown, Connector, and Neighbourhood type roadways. Within St. Albert West are the following roads based on the aforementioned road classifications:

- Boulevard Roadway – Ray Gibbon Drive
- Crosstown Roadways – Fowler Way, Villeneuve Road (west of Ray Gibbon Drive), Township Road 540A, Meadowview Drive, and LeClair Way
- Connector Roadways – Villeneuve Road (east of Ray Gibbon Drive), Hogan Road, and Cherot Boulevard
- Neighbourhood Roadways – Traditionally labeled as a collector roadway, a Neighbourhood roadway provide direct access to, and around a neighbourhood, and can accommodate public transit buses.

Ray Gibbon Drive

Ray Gibbon Drive is a regional transportation corridor that runs north-south through the City of St. Albert connecting Anthony Henday Drive and Villeneuve Road. Ray Gibbon Drive will eventually extend north of Villeneuve Road and connect to Highway 37 and Highway 2, as per the *Edmonton Metropolitan Region Growth Plan*. Given the

significance of Ray Gibbon Drive, Ray Gibbon Drive is and will continue to be a critical city and regional roadway for the movement of people and goods in, out, and through St. Albert. Ray Gibbon Drive is a major truck and dangerous goods route that will support employment uses and industrial operations in St. Albert West.

Additionally, based on the Functional Planning Study completed in 2009, Ray Gibbon Drive will ultimately be widened to an eight-lane freeway with vehicular access via grade separated interchanges at:

- Villeneuve Road / Fowler Way
- Giroux Road / Township Road 540A
- McKenney Avenue / Meadowview Drive
- LeClair Way

No further access to Ray Gibbon Drive will be considered and individual site access to Ray Gibbon Drive will not be allowed. Signage along highways, such as Ray Gibbon Drive, is also restricted.

Presently, Ray Gibbon Drive is being upgraded from two lanes to four lanes with a new bridge crossing at Sturgeon River as well as north-south shared use paths along Ray Gibbon Drive as part of its upgrade to four lanes. Upgrading Ray Gibbon Drive to four lanes is separated into four phases with the final phase slated for construction in 2029.

Ultimately, Ray Gibbon Drive is planned as a future freeway with access limited to interchanges at each of the four locations noted above; however, timing is unknown and will be dependent on several factors including intersection operations.

The intent is that pedestrians will be able to cross Ray Gibbon Drive at any one of the four locations noted above, including after the expansion of Ray Gibbon Drive, as well as at the shared use path provided under the Sturgeon River bridge. There will be no mid-block at-grade pedestrian crossings of Ray Gibbon Drive.

Ray Gibbon Drive is currently a municipal roadway situated within road right-of-way owned by the Government of Alberta and subject to provincial direction. While Ray Gibbon Drive is not outright owned or controlled by the Government of Alberta, the Government of Alberta purchased additional right-of-way for widening to a future eight-lane freeway, and they are considered an important partner in the protection of the right-of-way for future expansion. The Government of Alberta is a funding partner with the current improvements to Ray Gibbon Drive and the City is working closely with the Government of Alberta to ensure that the design and present upgrades do not preclude Ray Gibbon Drive from being a viable future provincial highway.

Fowler Way

As per the Functional Planning Study completed for Fowler Way in 2018, Fowler Way is a future east-west Crosstown roadway in the northern area of St. Albert West connecting

Ray Gibbon Drive to St. Albert Trail and eventually tying into Villeneuve Road west of Ray Gibbon Drive. As an initial stage, Fowler Way is planned to connect directly into Ray Gibbon Drive forming one contiguous route. However, in the future, when Ray Gibbon Drive is extended further north and/or an interchange is required at this location, Fowler Way is intended to tie directly into Villeneuve Road west of Ray Gibbon Drive. Further preliminary design and detailed design is required to finalize the alignment of Fowler Way.

Villeneuve Road

Villeneuve Road runs east-west in the north of St. Albert West, and becomes Highway 633 west of the City limit. When Fowler Way is constructed, a portion of Villeneuve Road east of Ray Gibbon Drive will be closed to a point west of an existing power substation (25516 S HWY 633). The portion of Villeneuve Road between Ray Gibbon Drive and St. Albert Trail is designated as a Connector roadway, and currently undergoing urbanization. Villeneuve Road west of Ray Gibbon Drive is designated as a future Crosstown roadway, which will eventually tie directly into Fowler Way.

Hogan Road

The northeast boundary of St. Albert West is bounded by Hogan Road. Hogan Road is a north-south Connector roadway and becomes Range Road 255 as the road continues to extend north.

Cherot Boulevard (Formerly Range Road 260)

Cherot Boulevard is designated as a Connector roadway. It runs north-south through the Cherot neighbourhood connecting Township Road 540A to Villeneuve Road. Within the Lakeview Business District, Range Road 260 will be realigned between Meadowview Drive and Township Road 540A to align with Cherot Boulevard north of Township Road 540A and better serve lands within the Lakeview Business District.

With this realignment, a new CN railway crossing is envisioned. Discussions with CN regarding this new railway crossing as well as what happens with the existing railway crossing on Range Road 260 will be required at the Neighbourhood Plan stage. However, it is assumed that the existing railway crossing will be closed. The new railway crossing will need to be developed in accordance with City of St. Albert and Transport Canada standards.

Concept planning through detailed design is required to confirm the future alignment of Range Road 260 (future Cherot Boulevard) between Township Road 540A and Meadowview Drive.

Construction to realign Range Road 260 within the Lakeview Business District is envisioned to begin no earlier than 2026.

Township Road 540A

Township Road 540A west of Ray Gibbon Drive is designated as a future east-west Crosstown roadway in the city's transportation network. As a Crosstown roadway, shared use paths are envisioned on both sides of Township Road 540A tying into the shared use paths on Ray Gibbon Drive. Pedestrian crossings will be provided at the Township Road 540A/Range Road 260 and Ray Gibbon Drive/Township Road 540A intersections.

Based on the Functional Planning Study completed for Ray Gibbon Drive in 2009, an interchange is ultimately planned for the Ray Gibbon Drive/Township Road 540A/Giroux Road intersection. The right-of-way for this interchange has been protected based on the functional plans; however, preliminary/detailed design engineering will be completed in the future to confirm the interchange configuration, geometry, and right-of-way. Pedestrian accommodation will be incorporated into the future interchange.

Meadowview Drive

Meadowview Drive, between Ray Gibbon Drive and Carrot Creek (west city limit), is designated as a future east-west Crosstown roadway.

As per the Functional Planning Study completed for Ray Gibbon Drive in 2009, an interchange is ultimately planned for the Ray Gibbon Drive / McKenney Avenue / Meadowview Drive intersection. The right-of-way for this interchange has been protected based on the functional plans; however, preliminary/detailed design engineering will be completed in the future to confirm the interchange configuration, geometry, and right-of-way.

Within the Plan area, Meadowview Drive is bounded to the west by a bridge crossing at Carrot Creek. Reconstruction of the bridge is expected as it nears the end of its life expectancy. Consideration will be given at that time to providing a wider bridge with accommodation for pedestrian movements.

LeClair Way

LeClair Way is designated as a Crosstown roadway. LeClair Way is planned to extend west of Ray Gibbon Drive and tie into either 137 Avenue NW or 199 Street NW in Edmonton, ultimately providing a continuous arterial connection between Winterburn Road in Edmonton and Ray Gibbon Drive in St. Albert. This road is intended to replace 137 Avenue NW, in this area, as a connection to Ray Gibbon Drive. Due to land ownership in this area, there is limited opportunity for double-loaded frontage and access. Collaboration with the City of Edmonton and other stakeholders will be essential in the design of any road network and alignment between St. Albert and Edmonton.

137 Avenue NW

137 Avenue NW is located within the City of Edmonton. The Ray Gibbon Drive / 137 Avenue NW intersection is planned to be closed when Ray Gibbon Drive is upgraded to

a freeway and potentially sooner if intersection operational issues arise. However, the LeClair Way extension needs to be in place as well as alternate connectivity for lands in Edmonton located east of Ray Gibbon Drive and south of 137 Avenue NW before this intersection can be closed.

Transit

Public transit is an essential community service that plays an important role in the daily lives of many residents as an alternative mode of transportation. Additionally, public transit contributes to the economic health and vitality of businesses by connecting workers to their places of employment. The provision of public transit in St. Albert West will be an integral component of the overall transportation system and help to increase capacity of major arterial roadways by reducing the use of private vehicles.

The Canadian National (CN) Railway

The CN railway within St. Albert West is connected to the CN Edmonton Intermodal Terminal in the City of Edmonton. This connection lends itself valuable opportunities for regional transportation and logistics.

In 2022, a spur line was proposed within the Lakeview Business District. The spur line would diverge from the branch line, run parallel to the branch line, and reconnect back with the branch line within the Lakeview Business District (often referred to as a 'hitch and haul' connection). The spur line is technically feasible; however, a significant investment would be necessary to accommodate requirements for a spur line. Due to the setback requirements, the potential spur line would only accommodate a few dozen railcars at maximum.

Railway Classifications

There are generally three (3) railway line classifications: main, branch, and spur.

- A **main line** has a volume that generally exceeds 5 trains per day, High speeds frequently exceeding 80 km/h, and crossings, gradients, etc. may increase normal railway noise and vibration.
- A **branch line** has a volume of less than 5 trains per day, slower speeds usually limited to 50 km/hr, and trains of light to moderate weight.
- A **spur line** has unscheduled traffic on demand basis only, slower speeds limited to 24 km/h, and short trains of light weight.

While a spur line may not be financially feasible within the Lakeview Business District, there are considerations for it to be located off the CN railway, west of Carrot Creek and north of Township Road 540A. Further discussions and studies will be required. The costs and maintenance of a spur line would be at the expense of the proponent.

Three roadways within St. Albert West currently cross the CN railway: Ray Gibbon Drive; Range Road 260 (south of Township Road 540A); and Township Road 540A. Discussions with CN are required at the Neighbourhood Plan stage; however, it is assumed that only one railway crossing between the Township Road 540A crossing and the Ray Gibbon Drive crossing will be permitted. With Range Road 260 expected to be realigned including a new crossing of the CN railway, it is envisioned that the existing

Range Road 260 railway crossing will be closed. Concept planning through detailed design is required to confirm the future alignment of Range Road 260 between Meadowview Drive and Township Road 540A. At this time, there is conceptual support from the CN Railway Company to advance further detailed engineering and design of the proposed new crossing that will enable a final review and evaluation for formal approval.

In the future, the CN railway will be temporarily re-routed slightly southward to enable Ray Gibbon Drive to be lowered and the existing tracks to be above Ray Gibbon Drive. The temporary re-routing is approximately 0.192 hectares on the northwest corner of the Riverside ASP area, and approximately 0.236 hectares on the west side of Ray Gibbon Drive within St. Albert West. These two areas are legally registered as roadway.

Red Willow Trail System

The *Red Willow Park West Master Plan* identifies a comprehensive multi-use trail network throughout St. Albert West, enabling active transportation options and connections along Big Lake, Carrot Creek, Sturgeon River, and the Lois Hole Centennial Provincial Park. Residents and visitors outside St. Albert West can also connect to the Red Willow Trail System as it extends to other various locations across the city. The *Red Willow Park West Master Plan* identifies several access points to the Red Willow Trail System within St. Albert West along Carrot Creek and Big Lake.

As per *Red Willow Park West Master Plan*, the multi-use trails do not currently extend into adjacent municipalities, however, regional trail connections to the Red Willow Trail System can be planned as development progresses in the subject areas.

Wildlife Corridor

The lands adjacent to Big Lake on the west side of Ray Gibbon Drive, and Grey Nuns White Spruce Park on the east side Ray Gibbon Drive, are both key areas of wildlife habitat and movement with the Sturgeon River largely used as the wildlife corridor. There is one wildlife corridor identified in St. Albert West located on the north side of Sturgeon River below the Ray Gibbon Drive bridge. Locating the wildlife corridor below the bridge of Ray Gibbon Drive provides good connectivity between Big Lake and the Grey Nuns White Spruce Park. To better accommodate this wildlife passage, pedestrian connectivity under the bridge is limited to the south side of the Sturgeon River.

Transportation is a vital component of a complete community and the following objectives and policies support achievement of a safe, diverse, and efficient transportation network in St. Albert West.

4.5.1 Objectives

a. To facilitate access and connectivity for all citizens and businesses through all modes of transportation.

b. To create an accessible and efficient transportation network that improves the viability and attractiveness of walking, wheeling, biking, and transit.

c. To provide a logical, efficient, and well-connected street network that accommodates effective delivery of emergency services and enables the movement of people and goods.

d. To design a transportation network that contributes to a quality-built environment and enhances the safety, experience, and comfort for all users.

e. To connect St. Albert West to the rest of the city and surrounding region through primary mobility and regional corridors, and the Red Willow Trail System, in a logical and efficient manner to promote the area as an important destination for the community and region.

f. To maintain and protect Ray Gibbon Drive as a major local and regional corridor with strict access management requirements for the safe and efficient movement of people and goods, while providing key access to and from St. Albert West.

4.5.2 Policies

General

1. Require the transportation network to be developed in general accordance with **Map 3**, and at the direction of the City. Timing of roadway development and expansion is to occur in advance of, or with site development, and must ensure that existing and new development sites have appropriate legal access to parcels, as required for the existing or intended development.

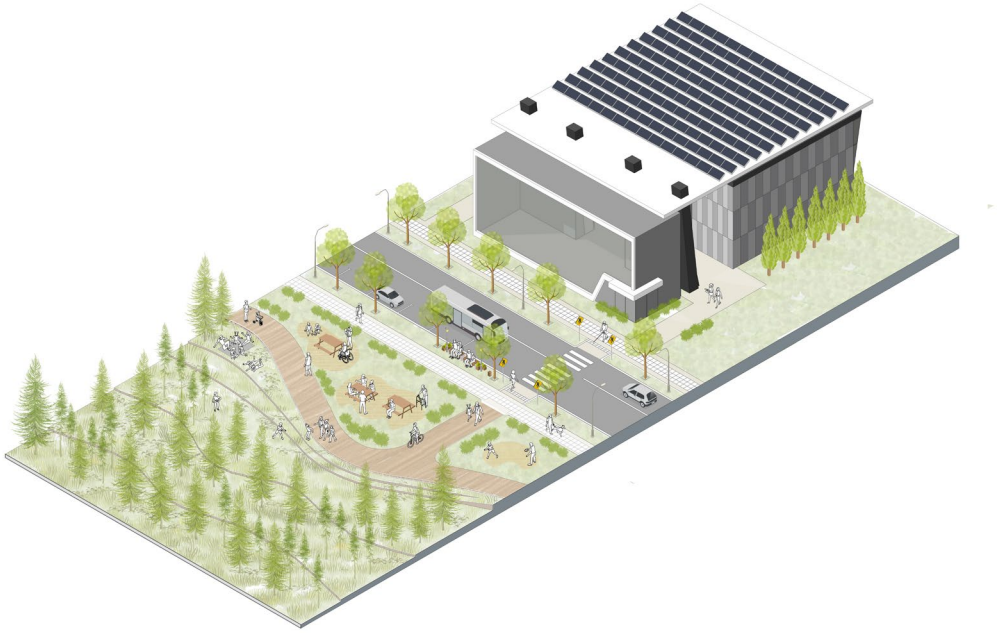
2. Require the transportation network to be designed in accordance with the City of St. Albert *Municipal Engineering Standards* and *Complete Streets Guidelines and Implementation Strategy*.

3. Establish appropriate public access and views to Major Open Spaces, Carrot Creek, and Big Lake through trails and/or a public roadway along the top of bank of Carrot Creek in St. Albert West.

Single-Sided Road

A 'single-sided road' means open space on one side of the road, particularly a natural area, and built form on the other side of the road. This adds value to the natural area and enables public access and views to it. Additionally, principles of *Crime Prevention Through Environmental Design* (CPTED) can be implemented through single-sided development along a roadway, where any potential crime is not purposely hidden behind buildings. Please refer to **Figure 6**.

Figure 6: Single-Sided Road Design



4. Require all roads to be designed to accommodate emergency service vehicle access and movement.
5. Design a multi-modal transportation network that provides connections to pedestrian, bicycle, vehicle, and transit routes within St. Albert West to facilitate access for all users.
6. Encourage measures to minimize conflict between vehicles and active transportation users.
7. Facilitate wildlife movement through the identified wildlife crossing, as per the Ray Gibbon Drive Functional Planning Study, to enable a connected ecological network and continuous system of wildlife corridors.
8. Consider wildlife corridors when designing the trail network to help minimize conflict between trail users and wildlife.
9. Consider the incorporation of roundabouts as an alternative to conventional signalized or unsignalized intersections to promote continuous traffic flow and minimize vehicular conflict. A roundabout is to be considered at the intersection of:
    a. Two arterial (Connector or Crosstown) roadways; or
    b. An arterial (Connector or Crosstown) roadway and Neighbourhood roadway.

10. Partner with the Government of Alberta with respect to road upgrades, access changes, and linkages for Ray Gibbon Drive.
11. Collaborate with the City of Edmonton with respect to LeClair Way and access around 137 Avenue NW.
12. Support the development of a multi-use trail connecting areas around Big Lake and along Carrot Creek for improved active transportation.

Street Network

13. Limit access to Ray Gibbon Drive to the following intersections: LeClair Way, McKenney Avenue / Meadowview Drive, Giroux Road / Township Road 540A, and Villeneuve Road / Fowler Way.
14. Require the development of a well-connected and efficient street network to provide a safe, convenient, and comfortable experience for users.
15. Require a street network with well-planned and appropriate access for the type of roadway including limited dead-ends and active transportation infrastructure to enable greater connectivity and mobility choices.
16. Encourage street networks to be in the form of grids or modified grids to enhance wayfinding, efficient movement of people, goods, and services, and to improve walkability and access to the transit system.
17. Discourage the development of cul-de-sacs throughout St. Albert West to improve walkability, connectivity, and wayfinding.
18. Require vehicular access from lanes for all development where a lane is provided, to promote walkability, safety, and reduced interruptions and conflicts in the sidewalk network.
19. Encourage vehicular access from the lower order roadway, i.e., lanes over Local roadways, Local roadways over Neighbourhood roadways, Neighbourhood roadways over Connector roadways, Connector roadways over Crosstown roadways, and Crosstown roadways over Boulevard roadways, to promote improved traffic flows on higher order roadways.

Active Transportation

20. Require new developments and roadways to accommodate pedestrians and cyclists to ensure walking and cycling are viable transportation options throughout St. Albert West.
21. Incorporate sidewalks or shared use paths on both sides of streets and in accordance with the *Complete Streets Guidelines and Implementation Strategy* to enhance pedestrian safety, walkability, and access to transit.
22. Encourage the development of facilities that support active transportation.

23. Identify opportunities for a bicycle friendly network at the Neighbourhood Plan stage that considers cycling infrastructure, safety, connectivity, and comfort.
24. Incorporate sidewalks, trails, bike lanes and/or other pedestrian and bicycle connections and infrastructure through larger scale residential, employment, commercial, and mixed-use sites to enable active mobility.
25. Require regional active transportation network and facilities to provide safe and direct connections within St. Albert West and to other parts of the city and the region to enable active transportation as a viable option for people's travel needs.

Transportation Facilities

Regional active transportation facilities could include dedicated bicycle lanes, trails, benches, rest stop areas, and wayfinding signage.

26. Utilize rights-of-way, public utility lots, and open spaces to enhance connections between Major Open Spaces and parks.
27. Incorporate the principles of Universal Accessibility in the planning, design, and integration of active transportation.
28. Incorporate the principles of Crime Prevention Through Environmental Design (CPTED) in the planning and design of active transportation networks.
29. Promote the permeability of pedestrian movement within larger scale development sites through the use of mid-block pedestrian connections.
30. Require secure and convenient parking for active transportation modes where there is large-scale residential and non-residential development, the Community Amenities Site, and mixed-use sites, to ensure that all forms of active transportation modes are viable options. Parking for active transportation modes should be a combination of secure and convenient permanent (i.e., protected within buildings) and temporary (i.e., outdoor racks) parking.
31. Promote connections from St. Albert West to other locations in the city and region via the Red Willow Park Trail System in accordance with the *Red Willow Park West Master Plan*.
32. Partner with the Government of Alberta to provide trail connections through Lois Hole Centennial Provincial Park to Big Lake, Carrot Creek, and the Red Willow Park Trail System.

Public Transit

33. Require the planning and design of the transportation network in St. Albert West, including through streets, to enable an efficient and functional integration with the city's transit service network.
34. Support transit vehicles on roads as shown in **Map 3** through the provision of sufficient right-of-way and/or dedicated lanes to allow efficient and convenient transit access throughout St. Albert West and across the city, and to promote transit as a viable commuter option.
35. Ensure street layouts are supportive of convenient, efficient, and effective transit services through shorter road lengths and smaller blocks.
36. Require transit stops to be located within 400 metres, or within a 5-minute walk, of all passengers to enable transit as a viable transportation option.
37. Consider the hours of operation of businesses when planning transit services to the Employment Areas, to enable public transit as an option for workers in Employment Areas.
38. Provide amenities such as an interconnected sidewalk network, transit shelters, and benches to enable comfort for transit users.
39. Facilitate local transit service connections to regional transit centres and infrastructure to enable intermunicipal connections and promote public transportation as a viable transportation option.
40. Work with the City of Edmonton, and other applicable public transportation providers, to coordinate public transit services to enable efficient travel routes in and out of St. Albert West.

Parking

41. Encourage shared parking in Mixed-use Areas, Mixed-use Employment Areas, and Employment Areas to promote the efficient use of land and higher density developments.
42. Encourage parking to be screened by buildings, located underground, or located within structures, to promote a pedestrian-oriented built form.
43. Promote on-street parking where street-oriented commercial uses are provided, as feasible.
44. Encourage the integration of charging infrastructure on private sites, City-owned parking lots, and where on-street parking is provided near street-oriented commercial developments to support electric vehicle use.
45. Promote the prioritization of parking spaces located in proximity to building entrances for barrier free parking, higher occupancy vehicles, car-share, and electric cars utilizing charging infrastructure.

Railway

46. Require safe and efficient railway crossing design that is in accordance with Transport Canada standards and guidelines and subject to CN Railway Company approval.
47. Require noise and vibration studies, as deemed appropriate by the City, at the Neighbourhood Plan stage for sites in proximity to the railway to minimize any negative impacts.
48. Design at-grade rail crossings that enables the City to apply and successfully receive the support of CN Railway Company for whistle cessation.
49. Ensure development adjacent to the railway complies with the recommendations of the CN Railway Company to mitigate risks to people and property.
50. Consult with CN Railway Company to explore future utilization of the railway and truck route to serve industrial development.
51. Collaborate with CN Railway Company to establish traffic thresholds or timelines for crossing upgrades to ensure rail crossing safety and a connected street system.

4.6 Utility Infrastructure

Planning appropriate utility infrastructure and identifying existing infrastructure improvements is critical in meeting the appropriate levels of services for residents and to support future growth. St. Albert West's utility infrastructure must be sustainable, resilient to climate impacts, and adaptable to an array of evolving and emerging development technologies. The utility infrastructure must also have capacity to support development and population growth, and St. Albert's practice has been to design infrastructure according to the scenario with the highest planned density.

A Servicing Design Brief was completed for St. Albert West that outlines the major pipes that effectively make up the spine of the stormwater, water, and wastewater/sanitary networks in the Plan area. The high-level utility servicing networks for St. Albert West are shown in the following maps:

- **Map 4: Water Servicing**
- **Map 5: Wastewater Collection System**
- **Map 6: Stormwater Management**

Since the City of Albert is envisioned to embark upon an update to the Utilities Master Plan, the ultimate alignments of all water, wastewater, and stormwater infrastructure conceptually illustrated within this ASP may be subject to change.

For the Lakeview Business District, SWMFs are planned to be located generally near the north shore of Big Lake. Since the Lakeview Business District currently consists

primarily of river lots originating from Big Lake, most landowners within the district will bear equal benefits of the SWMFs being located to the south and serve landowners of the Lakeview Business District collectively. By locating SWMFs closer to Big Lake's north shore, the Lakeview Business District can also retain a greater amount of developable land and enable greater flexibility in parcel sizes and configurations.

Locating stormwater management facilities involves a study of land elevations and identifying floodplain boundaries around waterbodies. In preparing the servicing design for St. Albert West, please note that the designated flood line utilized was a different flood line employed for the original Cherot ASP approved in 2021. As such, future amendments to the Cherot neighbourhood must take into account the updated designated flood line and ensure that the Land Use Bylaw and all applicable regulations and documents are met. Please note that there are three (3) stormwater management facilities that have existed before the St. Albert West ASP. They are located northwest of Big Lake within the Major Open Spaces.

Additionally, there may be impacts on the drainage along Carrot Creek both upstream and downstream near the Cherot neighbourhood. Updates to appropriate studies will be required at the Neighbourhood Plan stage before any development can proceed or before any future development decisions to understand whether servicing infrastructure will need upgrades.

The objectives and policies in this section address the design and provision of resilient, durable, sustainable, and cost-effective stormwater, wastewater, and water services in St. Albert West to support the daily needs of residents and business operations.

4.6.1 Objectives

a. To provide and plan for the logical provision of utility services in St. Albert West as well as servicing connections to the north and west for future growth.

b. To provide resilient, durable, sustainable, efficient, and cost-effective infrastructure including stormwater, wastewater, and water servicing to an urban standard.

c. To provide stormwater servicing systems that meet urban standards and incorporate opportunities for innovative stormwater management strategies such as low impact development.

d. To facilitate the strategic development of the Employment Areas.

e. To explore opportunities for alternative energy and energy efficient development in St. Albert West that support climate goals and strive for carbon neutral development.

f. To provide a connected network of communications infrastructure that is adaptive to new and emerging technology.

4.6.2 Policies

Servicing and Staging

1. Require development to occur in a logical and contiguous fashion in general conformance with **Map 11** to utilize available servicing resources, and reduce costs to development and servicing infrastructure.
2. Require all new urban development to be connected to municipal water, stormwater, and wastewater systems to ensure services are provided to an urban standard. Limited exceptions may be considered by the City to enable on-site servicing for some industrial and recreational development should connections to municipal water, stormwater, and wastewater systems not be available.
3. Require the location of all utilities, as well as the provision of rights-of-way, easements, and related line alignments, to conform to the City of St. Albert *Municipal Engineering Standards* and the City of St. Albert *Utilities Master Plan*.
4. Require plans for development to have regard for existing pipelines, utility corridors, and natural systems to ensure efficient service provision that is compatible with existing corridors and systems.
5. Require new urban developments provide for the extension of shallow utility services such as gas, electrical, and telecommunication lines in St. Albert West to ensure services are provided to an urban standard for all new development.
6. Require appropriate servicing studies and infrastructure to ensure adequate infrastructure capacity for land uses planned within St. Albert West. Should infrastructure capacity be exceeded, costs of associated upgrades to the infrastructure system will be borne by the applicant.
7. Ensure that development in proximity to pipelines, oil and gas infrastructure, and utility corridors, align with applicable regulatory requirements.
8. Evaluate opportunities for utility corridors within the rights-of way of Crosstown roadways and Connector roadways, to improve servicing accessibility and to promote an adaptable infrastructure network.
9. Require developers to provide appropriate servicing extensions and upgrades to enable future development. Should a developer choose to oversize without a request from the City, the oversizing will be at the full cost of the developer, and the cost will not be recoverable. The City will assume ownership of the oversized infrastructure and operational matters regarding the capacity.

Infrastructure Costing

10. Require off-site levies to be calculated, assessed, and collected at the time of subdivision or upon execution of a Development Agreement, in conformance with Council Policies and Bylaws.
11. Enable the provision for developers to enter into cost-sharing and coordination agreements for the creation of stormwater management facilities.

Water

12. Develop the water servicing network in general accordance with **Map 4.**
13. Require water distribution in St. Albert West to be designed to urban servicing standards with the required fire protection to ensure safe and efficient development.
14. Require that development of future water systems align with the *Infrastructure Corridors* of the *Edmonton Metropolitan Region Growth Plan*.

Wastewater

15. Develop the wastewater servicing network in general accordance with **Map 5**.
16. Require the Neighbourhood Plans to confirm locations and capacity for any required wastewater lift stations, as per the direction of the City.
17. Ensure the appropriate location and sizing of wastewater infrastructure buildings to minimize any potential land use conflicts.
18. Require that development of future wastewater systems align with the *Infrastructure Corridors* of the *Edmonton Metropolitan Region Growth Plan*.

Stormwater and Low Impact Development

19. Develop the stormwater servicing network in general accordance with **Map 6.**
20. Require stormwater management systems to be designed in a way that prevents degradation of waterbodies and follows the release rate of 2.5 L/s/ha, in accordance with City standards.
21. Require Neighbourhood Plans that contain any stormwater management facilities discharging to Big Lake, Carrot Creek, and Sturgeon River, to accommodate stormwater drainage and to protect the integrity of the natural areas through the use of regulated release rates and detailed erosion assessments in accordance with relevant technical studies, including the *Carrot Creek Regional Master Drainage Plan*.
22. Require the design of stormwater management facilities to mitigate any potential impacts to environmentally sensitive areas, significant natural

areas, and other retained natural areas through measures including, but not limited to, naturalization, landscaped buffers, and integration of naturally occurring wetlands, intact or degraded.

23. Support the grading, contouring, and shoreline design of stormwater management facilities to enable habitat opportunities for wetland and riparian species.
24. Promote the development of naturalized stormwater management facilities to improve water quality through natural processes with the land development community.
25. Require stormwater management facilities to be located, designed, and constructed in accordance with applicable provincial standards and to the satisfaction of the City, in order to minimize potential negative impacts associated with flooding events and surface water contaminants.
26. Require that stormwater management facilities be adequately sized to reduce the number of stormwater management facilities, and to maximize efficiency of municipal operations, cost effectiveness, and reduce maintenance of infrastructure.
27. Design and identify constructed wetlands, as an alternative or addition to a stormwater management facility, to the satisfaction of the *Municipal Engineering Standards* and at the Neighbourhood Plan stage.
28. Encourage the incorporation of natural, degraded, or constructed wetlands as stormwater management facilities through cold-climate LID technology to promote the long-term health of the wetland system and natural drainage patterns.
29. Require new Neighbourhood Plans to include policies that address the implementation of Low Impact Development (LID) methods to promote efficient use of land, reduce urban heat island impacts, improve accessibility to water, improve stormwater quality, provide natural drainage system resiliency, and to mitigate the impact of stormwater run-off into Big Lake, Carrot Creek, and Sturgeon River. LID methods should be considered where site conditions and other relevant technical considerations are suitable to the City.

Low-Impact Development

LID methods may include, but are not limited to, bio-retention, bio-swales, green roofs, natural drainage ways, naturalized stormwater management facilities, permeable surfaces, and rainwater harvesting for stormwater management, storage, infiltration, and alternatives to the irrigation of public lands.

Solid Waste

30. Encourage joint waste plans between different sites and businesses to promote shared waste disposal.
31. Encourage three stream waste collection (i.e., garbage, recycling, organic waste) to promote a more effective waste strategy across St. Albert West.

Energy

32. Support alternative energy systems and electricity generation including, but not limited to, district energy systems and solar power to support safe, reliable, and efficient utilities, and to reduce the overall carbon footprint in the city. Such systems are encouraged to be implemented across multiple parcels to maximize efficiencies and energy production.
33. Encourage renewable energy generation through measures such as, solar collectors, to reduce dependency on the electrical power grid.
34. Encourage the use of energy efficient lighting and implementation of dark sky measures in proximity to natural features, to promote improved directional visibility, conserve the night sky, and benefit wildlife.
35. Encourage building orientation to facilitate solar warming and optimize energy efficiency to promote sustainable building development and reduced energy consumption.
36. Consider energy efficiency through the layout and orientation of a neighbourhood to optimize opportunities for the use of solar energy, both actively and passively.
37. Require energy efficient and sustainable design to minimize environmental impacts and reduce resource and energy consumption.
38. Encourage landscaping design that reduces energy usage through measures such as, but not limited to, using trees as windbreaks, maximizing tree canopy for cooling purposes, and utilizing climate-adaptive native species.
39. Incorporate the provision of electric vehicle charging infrastructure when planning electrical servicing for neighbourhoods to ensure charging stations can be implemented on sites and streets.
40. Encourage adaptive energy infrastructure such as incorporating electric vehicle charging infrastructure provisions to enable widespread use of electric vehicles.

41. Encourage the development of "green buildings" that incorporate energy efficiency measures, water conservation strategies, and sustainable and/or recycled building materials.
42. Encourage the exploration of renewable energy sources and distribution systems at the neighbourhood scale that serves multiple buildings to increase efficiencies related to energy and costs.

Solar Energy

Sunlight from the south is stronger and more consistent than sunlight in other directions, while northern light can provide a consistent glare free source of interior daylighting. As such, it is ideal when neighbourhood blocks (or lower density buildings) can maximize northern and southern sun exposure.

Communications

43. Accommodate communications infrastructure within rights-of-way in locations that are easily accessible to maximize adaptability to changing technology and limit disruptions during upgrades to communications and transportation networks.
44. Support the implementation of digital infrastructure to ensure businesses and residents have access to technology and services that support innovation.
45. Require the location of community mailboxes within public utility lots or road right-of way that enable convenient access for users and mail delivery companies.

5.0 LAND USE POLICIES

In addition to the area-wide policies provided in Section 4.0, the following section provides policies for specific land uses located within the Plan area.

5.1 Major Open Spaces & Parks

St. Albert West contains several environmentally sensitive areas, natural features, and proposed parks and open spaces. The Major Open Spaces & Parks land use designation include the Big Lake, Carrot Creek, Sturgeon River, and other natural features to be protected and enhanced as the city grows. The designation also includes various park classifications throughout the area, which will provide for active and passive recreation opportunities, and focal points for community gatherings. Known and potential school site locations have also been identified for St. Albert West; two (2) school sites are planned within the Cherot neighbourhood, one of which will be a high school at the Community Amenities Site. There is potential for another school site within the City-owned lands north of Villeneuve Road for a future high school. It is difficult to procure land of sufficient size to support a high school through the normal land dedication process of development. As such, flexibility for a future potential high school has been incorporated on City-owned lands within the St. Albert West ASP. The projected student population for St. Albert West is approximately 1,590 students.

Located in the southern area of St. Albert West is the Lois Hole Centennial Provincial Park (LHCPP). The LHCPP is under provincial jurisdiction and is recognized as a globally significant Important Birding Area (IBA) due to its abundant and diverse bird population. The park is a popular destination for walkers, hikers, and birdwatchers, and will continue to serve as an important natural feature.

The following section sets out the objectives and policies of the areas, Major Open Spaces & Parks, as shown in **Map 8**, to enhance recreational and social opportunities for residents while protecting the natural environment.

5.1.1 Objectives

a. To create an interconnected and easily accessible network of Major Open Spaces & Parks.

b. To minimize any disruption caused by development to the topography, wildlife habitat and movement, and the natural environment within St. Albert West.

c. To ensure that Major Open Spaces & Parks create a high quality and multi-functional green network, that serves the recreational, social, and cultural needs of the community, and is consistent with related plans.

d. To connect Lois Hole Centennial Provincial Park to the broader St. Albert West area.

5.1.2 Policies

General

1. Support the retention of natural features, as shown in **Map 8**, through Environmental Reserve, Conservation Reserve, Municipal Reserve, easements, setbacks, or other measures, as deemed appropriate by the City, and in accordance with the *Municipal Government Act*.
2. Require protection, maintenance, and enhancement of the Major Open Spaces within the Red Willow Park corridor in accordance with the *Red Willow Park West Master Plan*.
3. Require development of Major Open Spaces and Parks to be in accordance with the *City of St. Albert's Parks and Open Space Standards and Guidelines* and Park Master Plans.

Municipal Reserve

4. Require the full dedication of Municipal Reserve, as per the *Municipal Government Act.*
5. Require a 20-metre setback from Environmental Reserve along Carrot Creek and Big Lake to be dedicated as Municipal Reserve to accommodate additional ecological buffer and a multi-use trail, and in accordance with the *Red Willow Park West Master Plan*.
6. Require that Municipal Reserve be provided as land, where land is designated as Neighbourhood or Mixed-use Area, in accordance with the *Municipal Development Plan* and to ensure the maximum provision of open space in the area.
7. Consider cash-in-lieu in place of Municipal Reserve for non-residential development only at the City's discretion and where the market rate is to be approved or established by the City.
8. Ensure the quality of the lands eligible for Municipal Reserve dedication is suitable for intended development, function, and programming. Considerations for lands eligible for Municipal Reserve include, but are not limited to:
    a. Appropriate size, location, configuration, and requirements for street frontage (fragmented land parcels are not considered eligible);
    b. Provisions of direct access and connectivity through non-MR lands, such as sidewalks, public utility lot, and pedestrian walkways, to and from MR lands; and
    c. Uncontaminated lands that are fully developable, unencumbered, and does not contain fill or marginal material that would compromise future

development and use resulting in higher municipal construction and maintenance costs.

Environmental Reserve

9. Require dedication of Environmental Reserve in accordance with the *Municipal Government Act*.
10. Require the boundaries of Environmental Reserve and development setbacks to be determined utilizing a combination of technical studies including, but not limited to, top-of-bank survey, slope stability study / geotechnical assessment, floodplain / flood hazard report, and/or site-specific biophysical report to ensure the continued health of natural ecosystems.
11. Require minimum development setbacks from the property line of Environmental Reserve to be established at the Neighbourhood Plan stage to ensure protection of unstable slopes, floodplains, hazard lands, and retained waterbodies.
12. Require public access to Environmental Reserve lands through active transportation infrastructure.
13. Develop appropriate public access points to Environmental Reserve land to provide safe and convenient access and to discourage the occurrence of unplanned or unauthorized access points.

Conservation Reserve

14. Assess lands identified for suitability as Conservation Reserve to protect significant natural and cultural features.
15. Explore the use of Conservation Easements on private lands to support biological diversity and ecological functions.

Parks, Recreation, and School Sites

16. Require a park or open space to be located within a 400-metre unobstructed walk of every residence to enhance accessibility to the open space network.
17. Locate parks in areas with strong connectivity to the integrated trail system of the Red Willow Park, public roadways, and connectivity to the regional network.
18. Require a mix of park types and open spaces that provide an interconnected green network for active and passive recreation, socializing, community gathering, celebration, programming, and connections to nature.
19. Require Neighbourhood Plans to address the adequate provision of parkland, including, but not limited to, park type classification, size, and block

configuration, to ensure that future park facilities can be appropriately accommodated.

20. Encourage the placement of larger-scale parks in proximity to high density and mixed-use sites to maximize access in more populated areas.
21. Develop Park and school sites in accordance with the City of St. Albert *Parks and Open Space Standards and Guidelines*.
22. Provide recreational facilities within St. Albert West to promote healthy, active living and meet the demonstrated needs of the community.
23. Plan recreational facilities in appropriate locations within a park parcel to ensure compatibility with adjacent land uses.
24. Require school sites to be developed within the general locations shown in **Map 8**, or as directed by the City.
25. Ensure the provision of adequate park space adjacent to school sites in accordance with the *City of St. Albert Parks and Open Space Standards and Guidelines*.
26. Require configuration of parks to meet or exceed the minimum public street frontage standards outlined in the *City of St. Albert Parks and Open Space Standards and Guidelines* to ensure access and visibility. Additional Park frontage may be required to enable adequate park sizes and configuration to accommodate civic facilities required to service the area.
27. Require school sites to be appropriately designed and located within the street network to ensure that they are accessible using public transit, and can accommodate school buses. The school site design will front or flank at least two Connector roadways or Neighbourhood roadways.
28. Ensure the provision of multiple access points in the design of school sites to enable bus lane(s), drop-offs, parking, and other required facilities that reduces potential conflicts and improves traffic circulation.
29. Ensure school sites are designed to incorporate strong pedestrian and cyclist connections, and access to transit.

Lois Hole Centennial Provincial Park

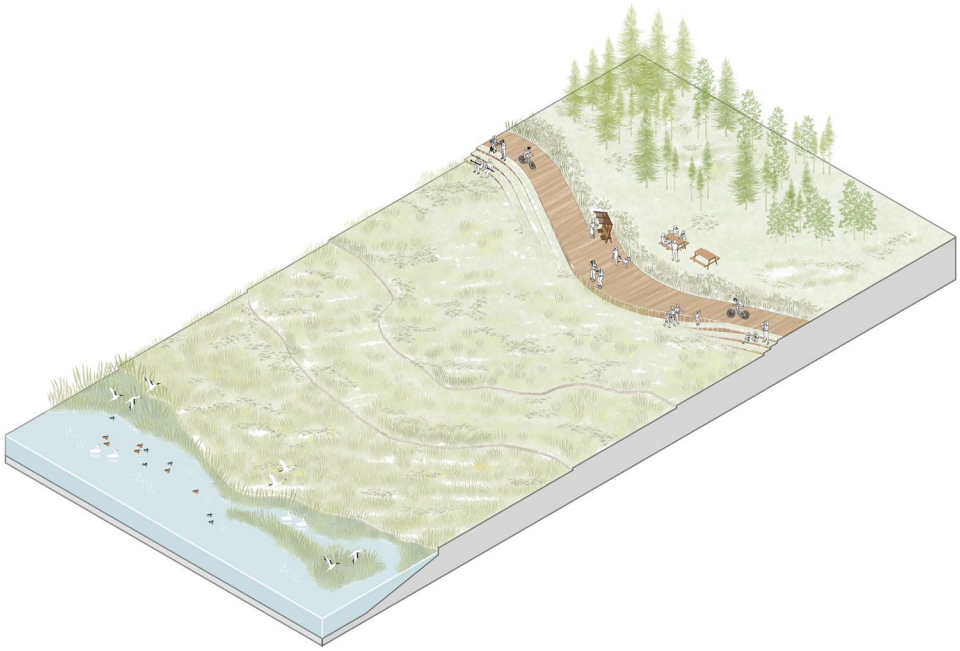
30. Support Government of Alberta initiatives to enhance Lois Hole Centennial Provincial Park for the betterment of the park, environmental purposes, and to enhance the overall park experience.

Open Space Connections

31. Encourage open space connections to communities adjacent to St. Albert West to promote integration of the Major Open Spaces corridor with the broader St. Albert multi-use trail network and open space network.

32. Promote a connected network of trails and open spaces to ensure safe and convenient access to Major Open Spaces and Parks for residents and visitors.
33. Encourage trail improvements that enhance access and enjoyment of waterfront areas.

Figure 7: Red Willow Trail System



Design and Public Realm

34. Encourage all-season design and built form within and adjacent to Major Open Spaces & Parks to promote year-round use, enjoyment, and comfort.
35. Encourage high quality design and built form within and adjacent to Major Open Spaces & Parks through measures such as, but not limited to, appropriate landscaped buffers, graduated transitions and massing, ground-floor entrances, use of quality and durable materials, and protection of viewsheds.

5.2 Mixed-use Areas

The Mixed-use Areas are located in the northern area of St. Albert West generally along Cherot Boulevard and south of Villeneuve Road, as shown in **Map 2**. The Mixed-use Areas functions as a focal point for St. Albert West, accommodating a mix of medium and high density residential uses, as well as local retail and service uses in a pedestrian friendly manner. Retail uses and services within Mixed-use Areas are envisioned to serve the wider community, in addition to its immediate surroundings. Buildings and the

public realm are well-integrated with one another to encourage pedestrian activity and foster a sense of community. Near the Mixed-use Areas is the Community Amenities Site, which will further enhance the area, enable convenient access for residents and patrons, and support local businesses. The following section details objectives and policies for the Mixed-use Areas to transform into a vibrant urban environment.

5.2.1 Objectives

a. To provide medium and high density residential uses in proximity to commercial uses, services, and communal amenities, that meets the daily needs of residents and patrons.

b. To achieve the minimum residential density envisioned for the Mixed-use Nodes, in accordance with the *Municipal Development Plan*.

c. To accommodate various arrangements of mixed-use development that are orientated both vertically and horizontally.

d. To encourage vertical mixed-use development in a manner where there is commercial located at the ground level and residential units located above.

e. To encourage development patterns and a well-connected multi-modal transportation network that create a walkable and pedestrian-friendly area.

5.2.2 Policies

General

1. Require a minimum overall residential density of 40 dwelling units per net residential hectare in Neighbourhood Plans where there are Mixed-Use Areas and Neighbourhoods, in accordance with the density target established by the MDP.
2. Encourage innovative development forms within the Mixed-use Areas to create unique housing opportunities that meet the needs of all residents.
3. Require a range of housing forms within the Mixed-use Areas, such as townhouses, low-rise buildings, and mid-rise buildings to ensure a variety of housing options and to maximize synergies with complementary commercial uses.
4. Limit building heights within Mixed-use Areas to mid-rise buildings, to help ensure that high-rise buildings are located at appropriate areas in the city, as per the growth policies outlined in the MDP.

Building Types

Low Rise: Buildings of 1-4 storeys

Mid Rise: Buildings of 5-9 storeys

High Rise: Buildings of 10 storeys and above

5. Locate low-rise and mid-rise buildings in appropriate locations to promote compatibility, cohesion, and suitable transitions, as it relates to built form in the neighbourhood.
6. Strive to develop the Mixed-use Areas with a minimum of 60 dwelling units per net residential hectare.

Mixed-Use

7. Require a mix of uses including medium and high density residential uses and commercial uses.
8. Design for vibrancy and walkability through mixed-use development, appropriate building setbacks, public spaces, interconnected street networks, and smaller block sizes.
9. Incorporate ground floor commercial services within high density residential development to create vibrant and self sustaining communities.

Smaller Block Sizes

The layout and design of streets and blocks influences connectivity and walkability. Shorter blocks provide greater permeability for pedestrians, cyclists, and vehicles. Generally, the length of a block should be limited to 175 metres. At a minimum, when blocks exceed 175 m, midblock connections should be provided to enable access and connectivity for pedestrians.

Residential

10. Require residential uses in the form of medium or high density residential development in the Mixed-use Areas.
11. Restrict low density residential development in the Mixed-use Areas.
12. Enable residential development to be standalone or as part of a mixed-use building.
13. Evaluate the location of high density residential uses that addresses the following factors, including, but not limited to:
    a. Proximity to open space, schools, public transportation, shopping, commercial, and community facilities;
    b. Proximity to Mixed-use Nodes as identified in the MDP;
    c. Superior functional design;
    d. Compatibility with adjacent land uses; and
    e. Minimization of any negative transportation impacts or other impacts.

Commercial

14. Enable commercial uses that are complementary to residential uses to be located within Mixed-use Areas.

15. Require commercial uses that serve the broader neighbourhood to be located within the Mixed-use Areas.
16. Promote built form to be compact, walkable, and well connected to its surrounding area.
17. Require commercial uses to be compatible with surrounding residential uses to minimize impacts.
18. Allow commercial development to be standalone or as part of a mixed-use building, to serve both residents and patrons.
19. Limit large-format retail uses to key commercial areas in the Neighbourhood Plan.
20. Encourage the design of larger format retail uses to:
    a. Utilize denser, more compact built form through multi-storey buildings with appropriate setbacks to the streets;
    b. Incorporate screened parking areas; and
    c. Provide for an attractive and comfortable streetscape.
21. Require mitigation measures to address noise, light, and odour issues created by commercial uses to limit impacts on surrounding uses.

Open Space

22. Encourage the incorporation of plazas and open spaces to promote social interaction, gathering, and vibrancy.
23. Locate plazas in proximity to residential density and commercial uses to enable high pedestrian activity.

Design and Public Realm

24. Incorporate policies and/or regulations regarding urban design within the Mixed-use Areas, at the Neighbourhood Plan, redistricting, subdivision, and development permit stages of the planning and development process that address the following, but is not limited to:
    a. Buildings generally frame and are oriented towards the public realm;
    b. A significant amount of building fenestration is located on the building façade(s) oriented towards the public realm;
    c. Public realms are designed at a pedestrian scale;
    d. Public realms are purposefully located and visible to enable easy wayfinding;
    e. Pedestrian access to the public realm is maximized and not negatively impacted by vehicular traffic; and

f. Parking lots are located away from the public realm.

5.3 Neighbourhoods

The provision of housing options correlates with the varying needs of residents, ages, income levels, and lifestyle preferences. To help achieve sustainable growth and housing options for everyone, as outlined in the MDP, new residential growth in St. Albert West will be provided within Neighbourhoods as shown in **Map 2**. In addition, housing will be provided in the Mixed-use Area. The Neighbourhood areas will contain low and medium density residential development and may include small scale commercial uses and neighbourhood parks, to be defined at the Neighbourhood Plan stage. Commercial uses within the Neighbourhoods are envisioned to serve the immediate area.

There are two Neighbourhood areas within St. Albert West, as shown in **Map 2**. The larger, predominant Neighbourhood area, known as Cherot, is bounded by Villeneuve Road to the north, Township Road 540A and the CN railway to the south, Carrot Creek to the west, and Ray Gibbon Drive to the east. The other Neighbourhood area is located in the northeast corner of St. Albert West, bounded by Hogan Road to the east, and Fowler Way to the south.

Objectives and policies for the Neighbourhood areas will accommodate predominantly low and medium density residential, as well as a mix of uses that are compatible with the residential land uses and provide for the daily needs of residents.

5.3.1 Objectives

a. To provide a wide range of housing options that accommodate a range of income groups, market segments, and lifestyle needs to enable residents to remain in their community at all life stages.

b. To accommodate a diversity of housing forms and densities in alignment with the *Edmonton Metropolitan Region Growth Plan* (EMRGP) and *Municipal Development Plan*.

c. To enable a complete community that is safe, walkable, and inclusive.

d. To enable complementary uses such as commercial services, home-based businesses, and open spaces that support and meet the daily needs of residents.

Complete Community

A complete community includes housing suitable for all ages and income levels, provides residents with easy access to jobs, local amenities, services, community facilities, and multi-modal transportation.

e. To locate appropriate housing forms in proximity to multi-modal transportation networks to enable convenient access to services.

f. To ensure that non-residential uses are compatible with the built form, character, and scale of predominantly residential areas.

5.3.2 Policies

General

1. Require a minimum overall residential density of 40 dwelling units per net residential hectare in Neighbourhood Plans where there are Mixed-use Areas and Neighbourhoods.
2. Require adjacent mixed-use and residential buildings within Neighbourhoods to be compatible with their surrounding in terms of built form, scale, and land uses.
3. Require a mix of low and medium density residential uses to enable a variety of housing options.
4. Limit building heights within the Neighbourhood areas to low-rise buildings.
5. Locate medium density residential uses:
    a. Within walking distance of transit routes;
    b. Within 250 metres of a school site;
    c. At the intersection of two public roadways; and
    d. In proximity to the Mixed-use Areas, commercial services, and open spaces.
6. Restrict high density residential uses in Neighbourhood areas to Mixed-use Areas, as shown in **Map 2**.
7. Encourage the development of secondary, garage, and garden suites in Neighbourhood areas to promote housing diversity and provide affordable housing options.
8. Encourage co-location of market and non-market housing to promote inclusive neighbourhoods.

Commercial

9. Limit commercial uses that serve the broader neighbourhood and city, within the Neighbourhood Areas.
10. Accommodate commercial uses that serve the immediate neighbourhood within the Neighbourhood area, and are complementary to the predominantly residential character of the Neighbourhood area.

11. Encourage site design to provide parking in the back, promote walkability, compact built form, minimal setbacks from public roadways, and compatibility with surrounding area.
12. Support local commercial integrated with residential uses, such as ground floor commercial in townhomes, provided that the built form complements adjacent residential structures.

Integrated Commercial Uses

Convenient access to daily needs such as food items and health products support a complete and walkable community. Smaller scale, commercial uses and services that serve local residents can be integrated into neighbourhoods through commercial parcels and/or mixed-use development. The built form and architecture of these buildings can be designed in a complementary manner that blend seamlessly into the residential character of the area.

Design and Public Realm

13. Design the Neighbourhood area at the Neighbourhood Plan stage, where:
    a. Residential dwellings are street-oriented to enable a pedestrian-friendly environment;
    b. Driveways are oriented towards roadways considered for lower vehicular traffic, such as laneways;
    c. Convenient vehicular travel is enabled through a permeable street network;
    d. Pedestrian walkways are located at mid-block, where appropriate, and well-connected to various destinations such as transit routes, open spaces, and commercial uses; and
    e. Tree planting is incorporated along public roadways and pedestrian walkways to enable strong tree canopy in the future.

Permeable Street Network

People need to access services and workplaces on a daily basis. Smaller block sizes and frequent intersections enables a street network that is 'permeable' in terms of connectivity, allowing travel to be efficient and convenient.

14. Encourage townhouses and apartments to enhance and have a presence on the streetscape through measures such as, but not limited to:
    a. Locating buildings closer to the street;
    b. Utilizing a variety of architectural design features; and
    c. Locating parking lots away from the streetscape.

15. Utilize the placement of residential uses in the form of medium density residential development as a transition between the Mixed-use Areas and Neighbourhoods to enable appropriate and complementary built form, scale, and massing.
16. Require commercial and mixed-use buildings to be compatible in built form, scale, and massing, to nearby residential uses.

5.4 Employment Areas

St. Albert West has many locational advantages, making it a logical and beneficial choice for local and regional investment. The Employment Areas shown in **Map 2**, include a major portion of the Lakeview Business District, and two other areas in the north and south of St. Albert West. The Employment Areas are envisioned to accommodate light and medium industrial uses, professional office spaces, institutional uses, and complementary commercial uses and services to meet the needs of employees in the area. The Employment Areas are also ideal locations for the City's focus sectors in advanced manufacturing, agribusiness, clean technology, construction, life sciences, and transportation & logistics. There are also opportunities to accommodate civic, educational, and government-related institutions within the Employment Areas to support the City as its population continues to grow.

The Lakeview Business District is particularly important to the City as a critical local employment area and anticipated to provide at least 5,000 employment opportunities. While the Employment Areas enable regional opportunities, given their locations and envisioned focus sectors for City, the Employment Areas aims to provide local economic growth through job creation. Past municipal census have shown that the majority of St. Albert residents travel outside the city for work. Therefore, it is intended that the Employment Areas provide local residents in St. Albert with a variety of employment opportunities for travel convenience.

The Employment Area within the Lakeview Business District is bounded by the Canadian National (CN) Railway to the north, Ray Gibbon Drive to the east, the flood line of Big Lake to the south, and Carrot Creek to the west. The geographic location of the Lakeview Business District lends itself to significant opportunities such as convenient access to Ray Gibbon Drive, a regional transportation corridor connected to Anthony Henday Drive in Edmonton. Through purposeful urban design, the Lakeview Business District will encompass high quality buildings and landscaping, and be an attractive place for employees to work in.

The north and south Employment Areas in St. Albert West are also key and beneficial locations for industrial uses due to their geographical proximity to several major transportation corridors. The north Employment Area is located immediately adjacent to Highway 633 (Villeneuve Road), Fowler Way, and Ray Gibbon Drive which is anticipated to extend north of Villeneuve Road. The south Employment Area is immediately adjacent to Ray Gibbon Drive, near Anthony Henday Drive, and about five (5) kilometres

from the CN Edmonton Intermodal Terminal. While the south Employment Area is a prime location for industrial uses, servicing infrastructure may be limited and provided via servicing connections from the adjacent South Riel neighbourhood, immediately east of Ray Gibbon Drive. As such, land uses proposed in the south Employment Area should be cognizant of available utility services and infrastructure costs.

Designating lands as Employment Areas in St. Albert West is essential for achieving economic growth and financial sustainability for the City. It is critical that the Lakeview Business District and the north and south Employment Areas are protected for non-residential purposes in order for the City to achieve an overall assessment split of 30% non-residential assessment and 70% residential assessment. The objectives and policies in the following section will ensure that the Employment Areas accommodates a diversity of non-residential uses to enable economic activity and employment opportunities.

5.4.1 Objectives

a. To enable a diversity of industrial and office uses aimed at generating employment opportunities and stimulating economic activity.

b. To enable a range of site sizes, configurations, built forms, and scales that can accommodate appropriate business activity.

c. To support development that avoids, limits, and mitigates any negative impacts on surrounding areas.

d. To leverage existing and future local and regional transportation corridors for the movement of goods and services, enabling economic growth.

e. To provide complementary commercial and institutional uses that are compatible with the form, character, and function of surrounding areas.

5.4.2 Policies

General

1. Enable the development of light and medium industrial uses, office, and manufacturing uses in the Employment Areas.

2. Enable a mix of parcel sizes to support uses of varying scales and types.

Industrial Parcel Sizes

- Small: 0.5 - 2.0 hectares
- Medium: 2.0 - 4.0 hectares
- Large: 4.0+ hectares

3. Develop measures that prevent nuisances such as odour, dust, smoke, particulate matter, lighting, electrical interference, gas fumes, waste materials, vibration, and/or noise from extending beyond sites, buildings, and parking areas, to minimize potential negative impacts to people and property.

4. Require mitigation measures for any potential nuisances associated with accessory outdoor storage and public work facilities in proximity to environmentally sensitive areas, Ray Gibbon Drive, Crosstown roadways, and Connector roadways.
5. Promote uses that align with the City's focus sectors (advanced manufacturing, agribusiness, clean technology, construction, life sciences, and transportation and logistics), as well as complementary uses to the City's focus sectors.
6. Encourage a range of employment opportunities that are reflective of the skills and education of the resident labour force.
7. Protect Employment Areas to accommodate a diversity of appropriate employment uses to meet existing and future needs of the community.
8. Consider impacts to economic development and employment growth potential when reviewing applications for land use permissions in all Employment Areas.
9. Encourage the leveraging of existing assets, infrastructure, and transportation corridors to support the development and operational efficiencies for the City's focus sectors.
10. Require appropriate setbacks, buffering, landscaping, or screening of development in proximity to Major Open Spaces.
11. Support opportunities for innovative renewable energy production to contribute to the energy needs of St. Albert West and to support the City's *Climate Adaptation Plan*.

Industrial Uses

12. Support industrial uses by discouraging redistrictings that would enable incompatible land uses that could result in the following:
    a. Requiring industrial uses to significantly modify their operations;
    b. Causing industrial uses to be in non-compliance with applicable standards;
    c. Preventing the development of land districted for industrial uses.
13. Restrict industrial land uses and operations with unmitigated nuisances that would:
    a. Negatively impact Big Lake and the Important Bird Area, Carrot Creek, and Sturgeon River;
    b. Impact the proposed location of other industrial uses; and

c. Prevent future development on surrounding lands by requiring setbacks greater than what is required in the *Land Use Bylaw*.

14. Prohibit development that requires large quantities of land, high levels of servicing, and/or that would generate substantial nuisance factors beyond the site, in order to minimize impacts regarding the use, function, and safety of surrounding sites.
15. Prohibit stand-alone outdoor storage uses, such as laydown yards, in the Employment Areas to foster employment growth.
16. Require accessory outdoor storage to be screened and not visible from public roadways and Major Open Spaces, through measures including, but not limited to, berms, landscaping, tree planting, solid fencing, site configuration, setbacks, and layout.

Commercial and Institutional Uses

17. Ensure that commercial uses are complementary to the surrounding industrial uses in terms of scale, compatibility, and type of service or activity.
18. Encourage complementary commercial uses located in the Employment Areas to support employees in the area. Complementary commercial uses may include, but are not limited to, food establishments, health and fitness establishments, and limited retail uses.
19. Limit select commercial uses in Employment Areas to locations and criteria identified through the Neighbourhood Plan, to advance the City's goals for non-residential growth.
20. Prohibit large format retail uses from locating in the Employment Areas to avoid high commercial activity and trip generation in the Employment Areas.
21. Assess the potential risks of locating sensitive uses, such as daycares, in the Employment Areas.
22. Encourage the location of institutional uses on the edges of the Employment Areas or near Crosstown roadways and Connector roadways, to facilitate convenient access to transit services.
23. Enable institutional uses such as, but not limited to, post-secondary institutions, business incubators, and civic uses to promote partnerships, innovation, and hands-on training opportunities.
24. Encourage the location of institutional uses and complementary commercial uses in proximity to one another to enable synergies.

Residential Prohibited

25. Prohibit residential uses from locating within the Employment Areas to enable the City in achieving its overall goals for a robust economy.

26. Restrict the conversion of employment lands to residential lands to enable a sustainable tax base.

Transition Areas

27. Establish a defined buffer distance between Employment Areas and the Neighbourhoods at the Neighbourhood Plan stage, to mitigate risks to health and public safety.
28. Require transitions between Employment Areas and Neighbourhoods to avoid or mitigate potential negative impacts on residential areas through measures such as, but not limited to:
    a. Siting of lower intensity, lower impact, or transitionary uses such as light industrial, business, office, service, or open space uses;
    b. Landscaping, tree planting, fencing, or berms;
    c. Provision of a public roadway and/or active transportation corridors; and
    d. Site design and architectural controls such as setbacks, orientation of façades, screening, and building articulation.
29. Require transitions between Employment Areas and Major Open Spaces, Big Lake, Carrot Creek, Sturgeon River, and other natural features, to avoid or mitigate adverse impacts on the natural environment. Transitions are to be determined through further detailed planning at the Neighbourhood Plan stage through measures such as, but not limited to:
    a. Siting of lower intensity, lower impact, or transitionary uses such as business, office, service, open space uses, or Municipal Reserve;
    b. Landscaping, tree planting, stormwater management facilities, and Low Impact Development; and
    c. Provision of a public roadway and/or active transportation corridors.

Open Space

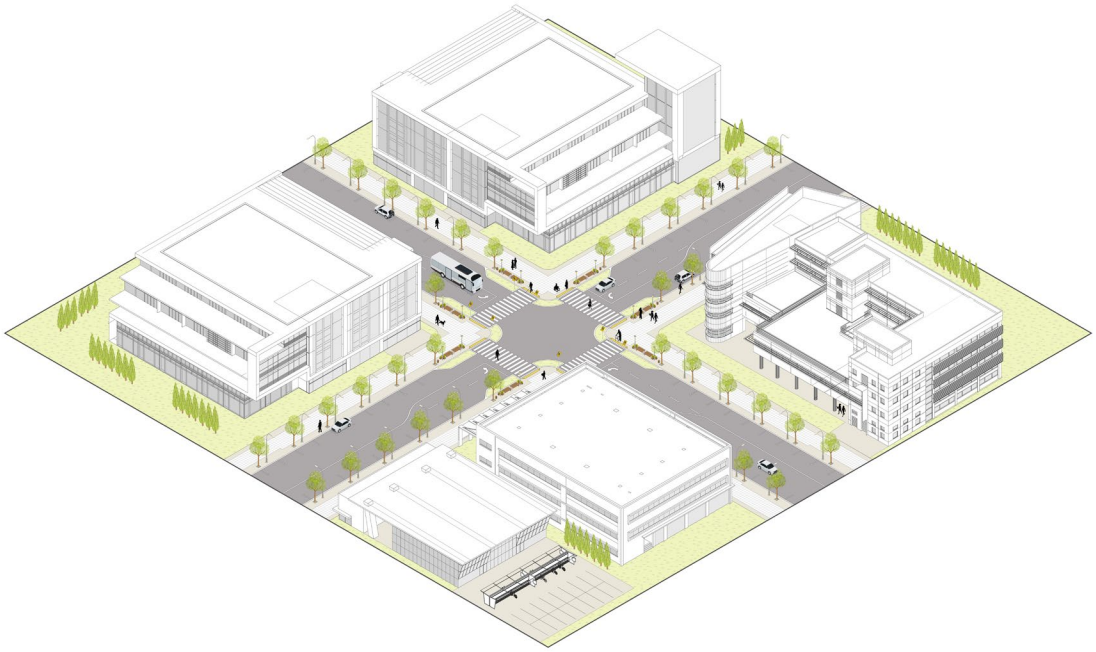
30. Ensure that parks and open spaces in Employment Areas are designed and developed in a manner that primarily supports employees in the area.
31. Require appropriate setbacks, landscaping, and screening within private property to mitigate any negative impacts on environmentally sensitive areas.
32. Incorporate additional environmental buffers, such as Municipal Reserve, Conservation Reserve, plantings, and/or setbacks, to mitigate potential negative impacts to environmentally sensitive areas.
33. Ensure development in Employment Areas considers the natural environment through best management practices to minimize potential impacts on natural features and wildlife.

34. Integrate outdoor common spaces such as courtyards, squares, and walkways within the private realm during the site planning process to promote social interaction and employee enrichment.

Design and Public Realm

35. Incorporate urban design policies at the Neighbourhood Plan stage to address the following, but not limited to:
    a. The interface and relationship between the public and private realms;
    b. Building placement, height, and massing;
    c. Multi-modal transportation network and circulation patterns;
    d. Parking infrastructure for vehicles and bicycles;
    e. Beautification through landscaping and quality architecture and streetscape;
    f. Shelter from environmental elements through all-seasons design;
    g. Wayfinding through entrance features, gateways, and signage; and
    h. Appropriate siting of pedestrian realms to avoid or minimize any potential nuisances.
36. Require building façades that face the public street and intersection to be visually interesting through architectural design details to address the streetscape.
37. Promote strong built form along the street frontage with massing emphasis at corners to limit visible parking and loading areas at the street lines.
38. Encourage the use of landscaping features to soften building massing and enable a pedestrian friendly environment.
39. Require the siting of parking areas to be located in the side or rear of sites, where feasible, or in a manner where the parking area can act as a buffer between uses.
40. Promote a built environment that is conducive to social interaction for everyone through the implementation of Universal Accessibility principles and through the design of gathering spaces, sidewalks, and trails.

Figure 8: Design and Public Realm in the Employment Areas



Lakeview Business District

41. Develop the Lakeview Business District in accordance with the economic objectives of the *Municipal Development Plan* to promote economic vitality and growth in the area.
42. Promote uses that generate high employment density to support job creation and/or where the lot coverage is maximized to contribute to the City's overall non-residential tax base.
43. Promote flexibility in land use scale and layout to accommodate appropriate industrial businesses of all types and sizes.
44. Explore interim uses for the City owned parcel in the Lakeview Business District to help address civic oriented recreational and operational needs.
45. Foster non-residential economic development activity by advancing Council approved civic road and utility infrastructure projects in the Lakeview Business District.
46. Restrict commercial land use districts in the Lakeview Business District and limit complementary commercial uses to strategic locations in the area.
47. Identify gateways to the Lakeview Business District at the Neighbourhood Plan stage to enable convenient wayfinding and through considerations of landscaping, signage, and/or public art.

48. Support the integration of public facilities with private enterprise to create a vibrant employment node.
49. Develop the Lakeview Business District in a manner that is ecologically sensitive and minimizes potential impacts on its surrounding landscapes of Big Lake, Carrot Creek, and other natural features.
50. Ensure strong connectivity and access to major roads, open spaces, pedestrian walkways, outdoor amenities, active transportation infrastructure, and public transit network to foster quality living and active lifestyles.
51. Prioritize capacity and function of the transportation network within and in proximity to the Lakeview Business District for light industrial, office, and employment uses.
52. Facilitate access to high speed/capacity information technology and communications infrastructure to attract a range of knowledge and intelligence-based industries.
53. Promote the implementation of new, emerging communications, and smart city infrastructure in the Lakeview Business District to improve services and operations.
54. Evaluate development constraints and restrictions associated with pipelines, oil and gas infrastructure, and hazardous materials, to minimize conflicts, comply with restrictions, promote safety, and mitigate risks.
55. Encourage and support eco-industrial developments and practices in the Lakeview Business District through the implementation of clean technology, Low Impact Development (LID), shared parking, and design that minimizes potential impacts on the environment.
56. Support partnerships with institutions and businesses in the Lakeview Business District to enable synergies, promote innovation, and attract investment in the area.

Clean Technology

Any good or service designed with the primary purpose of contributing to remediating or preventing any type of environmental damage. Clean technology is also any good or service that is less polluting or more resource efficient than equivalent normal products that furnish a similar usefulness.

North and South Employment Areas

57. Require remediation of the City-owned Badger Lands (Plan 052 5581, Block 2, Lot 1) within the north Employment Area, in accordance with applicable environmental site assessments for the intended use prior to redistricting, subdivision, or development, as necessary.

58. Partner and collaborate with the Government of Alberta regarding development and improvements to the Provincial lands (Plan 042 6146, Block 1, Lot 1) within the north Employment Area, to ensure that municipal and provincial goals are met.
59. Support light industrial development and office uses in the south Employment Area in keeping with the servicing capacity in the area.

5.5 Mixed-use Employment Areas

The Mixed-use Employment Areas, as shown in **Map 2** is located within the Lakeview Business District, bounded by Township Road 540A to the north, Ray Gibbon Drive to the east, and the CN railway to the south. The geographical location of the Mixed-use Employment Area provides a transition between the adjacent Employment Area to the south and the Neighbourhood area to the north.

The Mixed-use Employment Areas are envisioned to accommodate light industrial uses, professional office spaces, and complementary commercial and retail uses and services to meet the needs of employees and businesses in the area. Buildings will be oriented and designed to enable walkability and encourage pedestrian activity. Ideally, development will include mixed-use buildings with commercial uses, and promote synergies amongst businesses and employment uses.

Similar to Employment Areas, designating lands as Mixed-use Employment Areas contributes to the City's strategic goals of achieving economic and financial sustainability through an overall assessment split of 30% non-residential assessment and 70% residential assessment.

Objectives and policies in the following section will ensure that the Mixed-use Employment Areas accommodates a diversity of light industrial uses, office uses, and commercial uses with safe and convenient access for employees and patrons.

5.5.1 Objectives

a. To accommodate a diversity of light industrial, office, and commercial uses that meet local needs, and benefit from being in proximity to one another and the Lakeview Business District.
b. To encourage smaller built forms and scales to support a pedestrian-oriented environment and provide an appropriate transition between the Neighbourhood area to the north and the Lakeview Business District.
c. To mitigate risks associated with the CN railway located adjacent to the Mixed-use Employment Areas.

5.5.2 Policies

General

1. Enable a mix of light industrial, office, and commercial uses in the Mixed-use Employment Areas.
2. Prohibit development that requires large quantities of land, high levels of servicing, and/or that would generate substantial nuisance factors beyond the site, in order to minimize impacts regarding the use, function, and safety of surrounding sites.
3. Encourage mixed-use buildings with retail or other active uses on the ground floor and offices above to ensure a diversity of businesses.
4. Require smaller lot sizes to enable smaller scale light industrial uses and office uses, and to restrict large-scale warehousing and distribution uses, and outdoor storage.
5. Consider the potential limitations that sensitive uses, such as daycares, may have on enabling future industrial uses in the general area.
6. Encourage the co-location of similar uses and activities on the same site, or within proximity to each other, to promote collaboration, innovation, and synergies.
7. Limit nuisances such as odour, dust, smoke, particulate matter, lighting, electrical interference, gas fumes, waste materials, vibration, and/or noise occurring outside of buildings, to minimize potential negative impacts to people and property.

Commercial

8. Encourage smaller-scale commercial development and a fine-grained urban form, to provide a transition to nearby residential areas, support local business opportunities, and promote walkability.
9. Promote supportive retail and commercial uses to serve nearby Employment Areas and employees.
10. Encourage the separation between pedestrians and vehicular traffic from drive-through businesses, to minimize potential negative impacts on the public realm, pedestrian connections, and walkability.

Residential Prohibited

11. Prohibit residential uses from locating within the Mixed-use Employment Area to ensure that opportunities for industrial and employment uses are not limited.

Transition Areas

12. Require transitions between the Mixed-use Employment Areas and Neighbourhood areas to avoid or mitigate any negative impacts on residential uses through measures such as, but not limited to:
    a. Appropriate siting of lower intensity, lower impact, or transitionary uses such as business, office, complementary commercial, or open space uses;
    b. Landscaping, tree planting, and berms;
    c. Provision of a public roadway and/or active transportation corridors; and
    d. Site design and architectural controls such as setbacks, orientation of facades, screening, and building articulation.

Open Space

13. Integrate outdoor common spaces such as courtyards, squares, and walkways within the private realm during the site planning process, to promote social interaction and employee enrichment.

Design and Public Realm

14. Develop design policies to give the Mixed-use Employment Area character and to promote quality design in the public realm.
15. Encourage high quality urban design in the built form that is distinctive and urban in character, contributing to the character of Ray Gibbon Drive as envisioned in the *Complete Streets Guidelines and Implementation Strategy*, and the Mixed-use Employment Area.
16. Encourage high quality urban design adjacent to Mixed-use Employment Area entrances, Ray Gibbon Drive, Crosstown roadways, and Connector roadways.

6.0 IMPLEMENTATION

The St. Albert West ASP is a document that outlines the vision for future development and guides City Council, Administration, utility agencies, developers, landowners, and the public regarding development in St. Albert West. This section of the ASP elaborates on the implementation process and provides additional information on the development sequence.

Any changes to the St. Albert West ASP must be consistent with the *Municipal Government Act* (MGA), *Edmonton Metropolitan Region Growth Plan* (EMRGP), and *Municipal Development Plan* (MDP). Applicants seeking to amend the St. Albert West ASP will be required to provide the City with supporting information, analysis, and technical data for the merits and consequences of the proposed changes to be properly considered and evaluated, in accordance with the *Area Structure Plan and Neighbourhood Plan Terms of Reference*. As the St. Albert West ASP was prepared in conjunction with supporting technical studies, any change to the ASP may also necessitate an update to applicable studies.

6.1 Working Regionally

The St. Albert West ASP falls within a hierarchy of applicable planning framework in the region. As a partner in the region, the City of St. Albert intends to implement this Plan in accordance with the *North Saskatchewan Regional Plan* (under development) and the *Edmonton Metropolitan Region Growth Plan*. When completed, the *North Saskatchewan Regional Plan* will provide direction for managing lands and natural resources with the aim of achieving the Alberta Government's long-term environmental, economic, and social goals. The City of St. Albert also intends to implement this Plan collaboratively with its regional and provincial stakeholders and partners, as well as its intermunicipal neighbours.

The City of St. Albert shares its boundaries with the City of Edmonton and Sturgeon County. Hence, a positive working relationship with neighbouring communities on land use planning matters is essential. Maintaining relationships and partnerships with agencies, non-governmental organizations, and regional and provincial stakeholders are also of importance. The following objectives and policies guide communication standards and requirements as part of the implementation of the St. Albert West ASP and ensure that future planning in the area aligns with higher plans.

6.1.1 Objectives

a. To collaborate with regional partners to integrate strategies and policies of regional plans that guide urban growth and land use, regional transportation, and support economic growth and protection of the environment.

b. To foster positive intermunicipal relationships and continued dialogue through communication between regional agencies in order to implement regional plans.

6.1.2 Policies

North Saskatchewan Regional Plan

1. Ensure that the ASP is updated, as required, following completion of, and any, subsequent amendments to the *North Saskatchewan Regional Plan*.

Edmonton Metropolitan Region Growth Plan

2. Ensure that the St. Albert West ASP is updated, as required, following any amendments to the *Edmonton Metropolitan Region Growth Plan*.
3. Require amendments to the St. Albert West ASP, be referred to the Edmonton Metropolitan Region Board (EMRB), in alignment with the Board's *Regional Evaluation Framework* (REF).

Intermunicipal Planning

4. Ensure amendments to the St. Albert West ASP are circulated to neighbouring municipalities, in accordance with the *Municipal Development Plan*.
5. Encourage collaboration with neighbouring municipalities and other regional and provincial stakeholders on land use planning and development matters.
6. Prioritize collaboration and communication at the boundary areas of St. Albert West on matters including, but not limited to, economic growth, development phasing, impacts or changes to the transportation network including boundary roads, major infrastructure and servicing, environmental issues, planning around water bodies and natural features, regional parks and trail networks, and historical and archeological findings.
7. Encourage collaboration with utilities, other agencies, and non-governmental organizations to explore partnerships and opportunities for providing infrastructure, utilities, servicing, and programming in St. Albert West.

6.2 Implementation Items

As noted in **Section 1.2**, implementation of the St. Albert West ASP will occur through Neighbourhood Plans, as well as planning processes such as redistricting, subdivision, and development permits. Completion of applicable Neighbourhood Plans is required prior to redistricting and subdivision within St. Albert West. The lands in St. Albert West are expected to develop over 20 to 30 years depending on St. Albert's growth rate and market factors. The direction of development will be determined by the logical extension of infrastructure and servicing in the area.

Policies in this section outline requirements and expectations related to Neighbourhood Plans and processes. Additional technical information may be required with proposed amendments to the St. Albert West ASP, at the Neighbourhood Plan stage or at the time of a redistricting, subdivision, or development permit application, to make informed

planning and development decisions. Please refer to the *Area Structure Plan and Neighbourhood Plan Terms of Reference*.

In 2021, prior to the development of the St. Albert West ASP, a portion within St. Albert West was approved under an ASP called the Cherot ASP Bylaw 23/2014. The Cherot ASP was developed prior to Neighbourhood Plans being introduced in 2022. As St. Albert West is under the two-tier ASP and NP planning framework, the Cherot ASP transitioned to a Neighbourhood Plan under the St. Albert West ASP. The Cherot NP must comply with the MDP and the St. Albert West ASP.

6.2.1 Objectives

a. To ensure consistent review and implementation of the St. Albert West ASP.

b. To encourage collaboration between landowners in St. Albert West to implement the St. Albert West ASP through respective Neighbourhood Plans.

6.2.2 Policies

1. Require the preparation of Neighbourhood Plans, under the St. Albert West ASP, with further technical studies and in accordance with the *Area Structure Plan and Neighbourhood Plan Terms of Reference*.
2. Neighbourhood Plans must:
    a. Define the location and mix of land uses, servicing, and road network prior to redistricting and subdivision.
    b. Include policies that support water conservation, reduced energy consumption, and reduced greenhouse gas emissions.
    c. Define the location, size, and orientation of Municipal Reserve for neighbourhood parks, connector parks, school sites, urban squares and special use areas, and Environmental Reserve sites/areas and adjacent roadways prior to redistricting and subdivision.
3. Require the approval of Neighbourhood Plans prior to redistricting or subdivision of parcels.
4. Ensure development sequencing occurs in general alignment with the phasing as shown in **Map 11**, **Map 11a**, and **Map 11b**.
5. Require the provision of financial implications to proposed amendments that deviate from the phasing and build out as shown on **Map 11**, **Map 11a**, and **Map 11b**.
6. Update the *Land Use Bylaw* (LUB), as needed, to provide land use districts, uses, and regulations that accommodate the intent of the St. Albert West ASP.

7. Ensure that redistricting and subdivision applications comply with the City of St. Albert *Land Use Bylaw*, Neighbourhood Plans, the objectives and policies contained in this ASP, the provisions of the *Municipal Government Act*, the *Matters Related to Subdivision and Development Regulation*, and any other relevant policy, bylaw, or legislation.
8. Require payment of all applicable fees, levies, or assessments for on-site and off-site costs associated with servicing the developments with the required infrastructure.
9. Require amendments to previously approved statutory plans deemed substantive by the City to be consistent with the policies of the *Municipal Development Plan* and the St. Albert West ASP. Amendments deemed substantive by the City shall also be compliant with the principles and policies of the *Edmonton Metropolitan Region Growth Plan*.
10. Require a comparative financial impact analysis, at the discretion of the City, for any proposed land use amendment from non-residential land uses to residential land uses to demonstrate the net fiscal impact to the City.
11. Encourage collaboration between landowners in developing their respective Neighbourhood Plans to coordinate development plans, staging, and timing.
12. Update planning documents to incorporate new information received as it pertains to Indigenous history, be it through primary and secondary sources, such as oral history.

7.0 STATISTICS

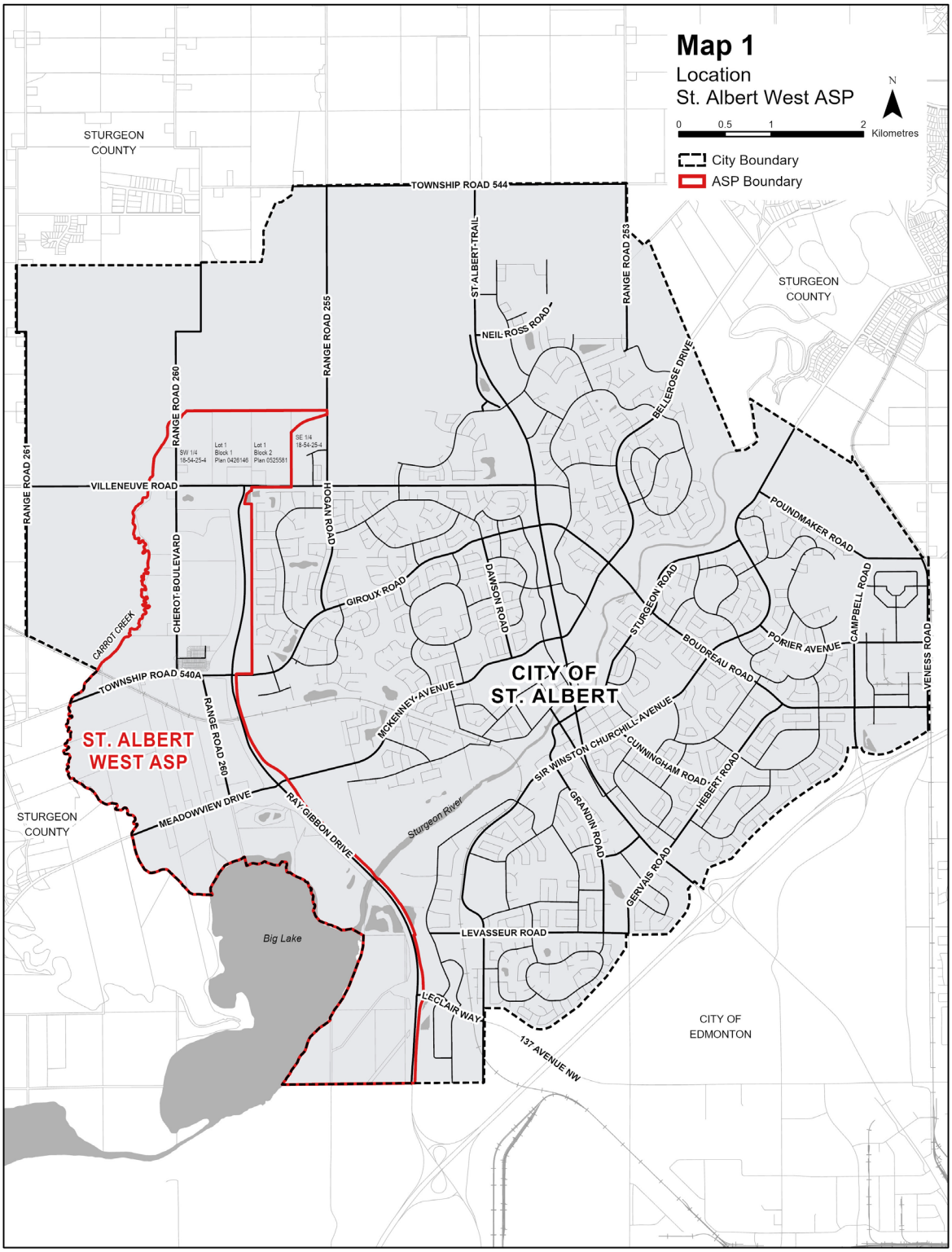
Table 3: Future Land Use Statistics

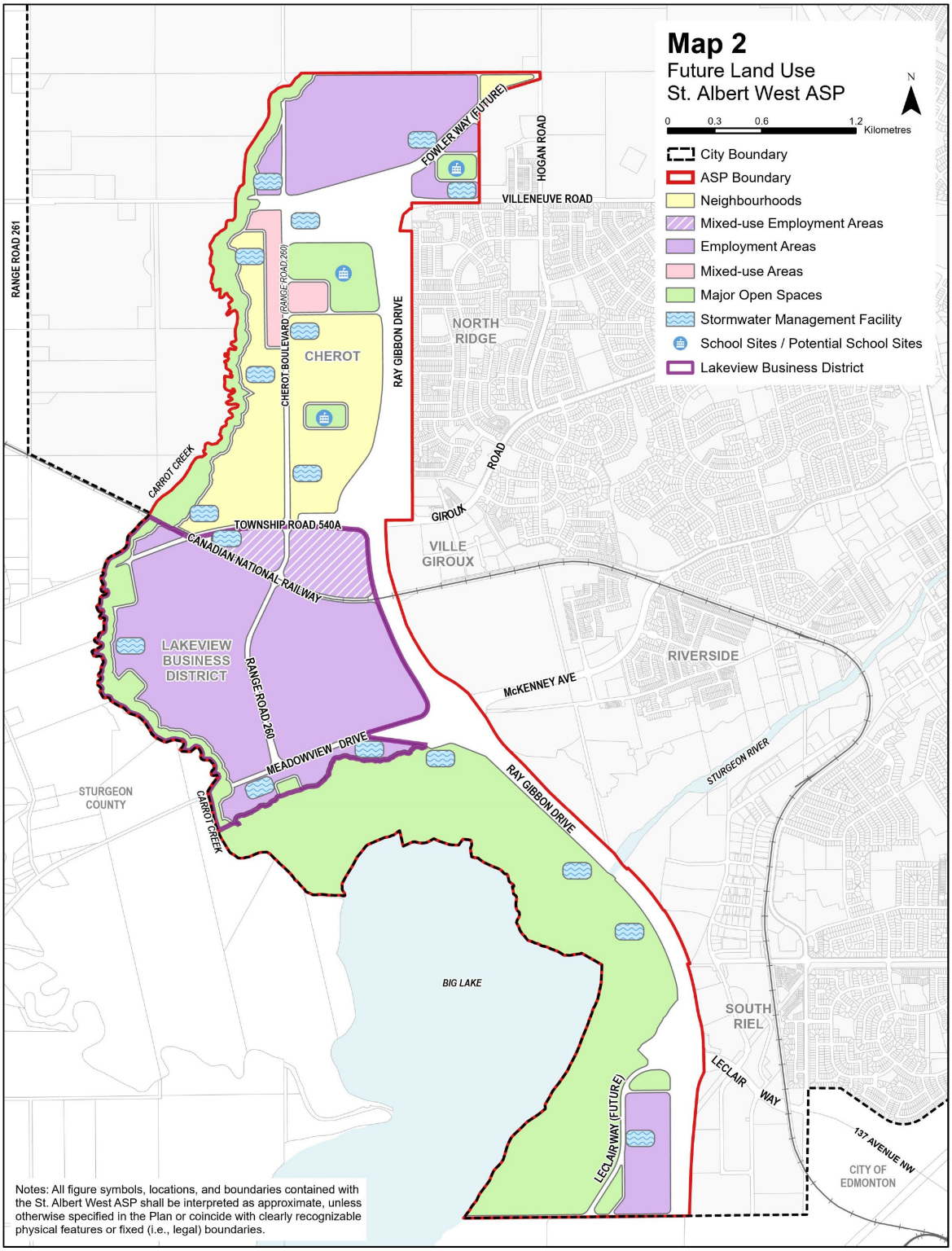
	Area (ha)	% of Net Developable Area	Units	Population
Gross Area	**1,035**			
Non-Developable Area				
Environmental Reserve (ER) • Non-developable Major Open Spaces. • The ER identified in the St. Albert West ASP is the designated flood line, as per the Land Use Bylaw. • ER requirements are estimates only and will be refined and confirmed at the Neighbourhood Plan stage with dedication to occur at the time of subdivision. • Includes the portions of ER that are also part of the LHCPP.	247	-	-	-
Canadian National (CN) Railway	5	-	-	-
Ray Gibbon Drive Road Right of Way	132	-	-	-
Lois Hole Centennial Provincial Park (LHCPP) • The portions of LHCPP also identified as Environmental Reserve are included in the ER area, but not included in the LHCPP area.	51	-	-	-
Subtotal Non-Developable Area	**435**	-	-	-
Net Developable Area (NDA)	**600**	**100%**		
Other Uses				
Roadways • Assumes 20% of NDA. Detailed calculations will be prepared at the Neighbourhood Plan stage. • Boulevard Roadways • Crosstown Roadways • Connector Roadways • Neighbourhood Roadways • The road right-of-way for the future extension of Ray Gibbon Drive through parcel Plan 052 5581, Block 2, Lot 1, is to be determined.	120	20.0%	-	-
Stormwater Management Facilities (SWMF) • Assumes 7% of NDA will be required for SWMF. • Detailed calculations will be prepared at the Neighbourhood Plan stage. • The area for SWMFs also includes the landfill, Pit 2, which is identified as a future SWMF.	42	7.0%	-	-
Subtotal Other Uses	**162**	**27.0%**		

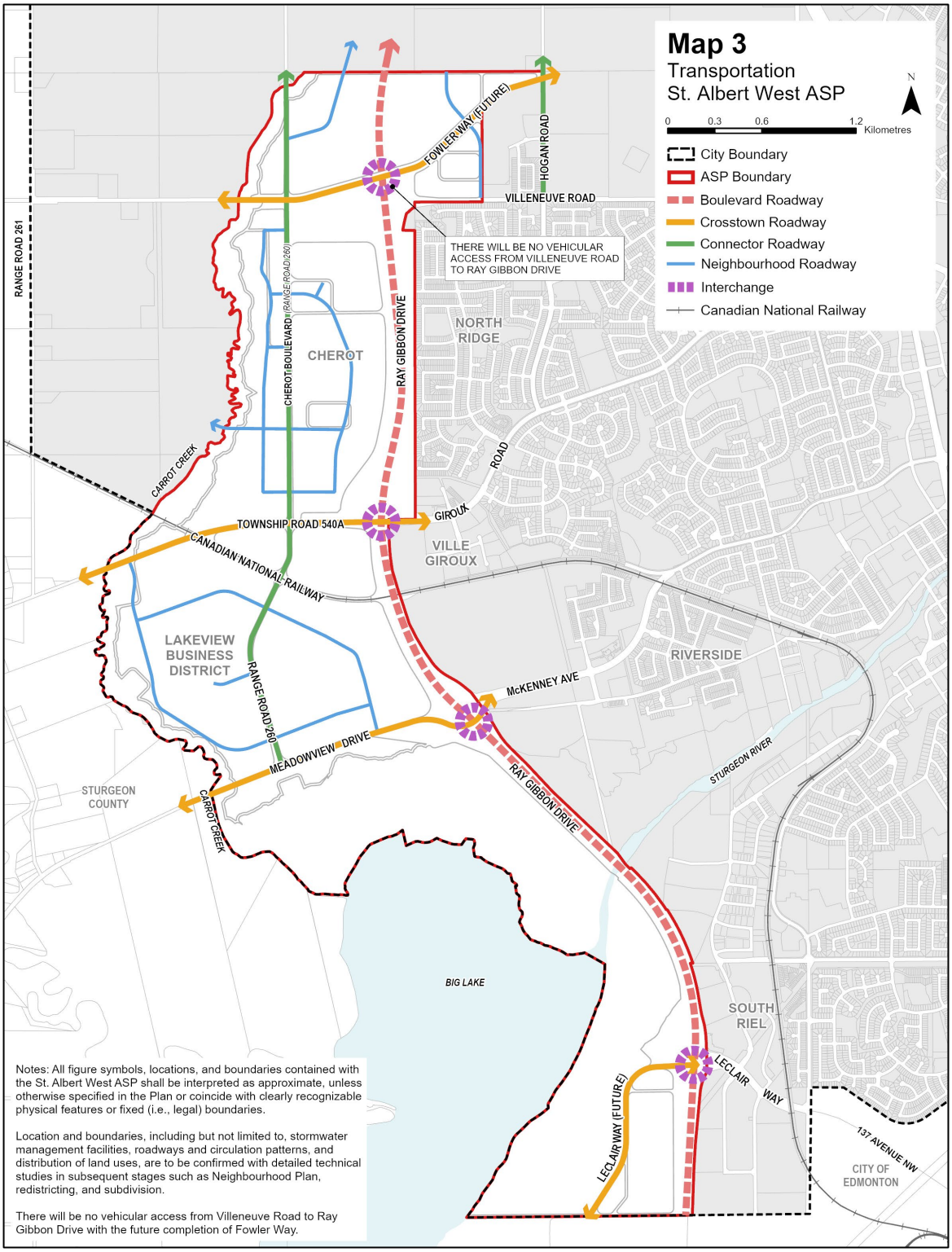
	Area (ha)	% of Net Developable Area	Units	Population
Commercial				
Mixed-use Area (Commercial) • The commercial lands are identified based on the Cherot ASP Bylaw 23/2014. Commercial lands will be identified in greater detail at the Neighbourhood Plan stage.	2	0.3%		
Commercial • The commercial lands are identified based on the Cherot ASP Bylaw 23/2014. Commercial lands will be identified in greater detail at the Neighbourhood Plan stage.	3	0.5%		
Subtotal Commercial	**5**	**0.8%**		
Major Open Space (Developable)				
Community Amenities Site • These lands were donated by Rohit Land St. Albert West Ltd. to the City of St. Albert, and are exempt from MR dedication credit. • Includes the 10-ha landfill, Pit 1, identified for passive recreation.	22	3.7%	-	-
Municipal Reserve (MR) • City Parks • Community Parks • Connector Parks (Red Willow Trail System) • School Sites • Does not include the Community Amenities Site. • Additional MR requirements will be identified at the Neighbourhood Plan stage to achieve an overall 10%.	31	5.1%	-	-
Subtotal Major Open Space (Developable)	**53**	**8.8%**		
Employment Lands				
Employment Areas	267	44.5%	-	-
Mixed-use Employment Areas	30	5.0%	-	-
Subtotal Employment Lands	**297**	**49.6%**		
Neighbourhoods				
Neighbourhoods • Predominantly low density residential development is envisioned in the Neighbourhood area of St. Albert West.	77	12.9%	2,715	6,966
Mixed-use Areas • Medium and high density residential.	6	1.0%	731	1,287
Subtotal Neighbourhoods	**83**	**13.9%**	**3,446**	**8,253**

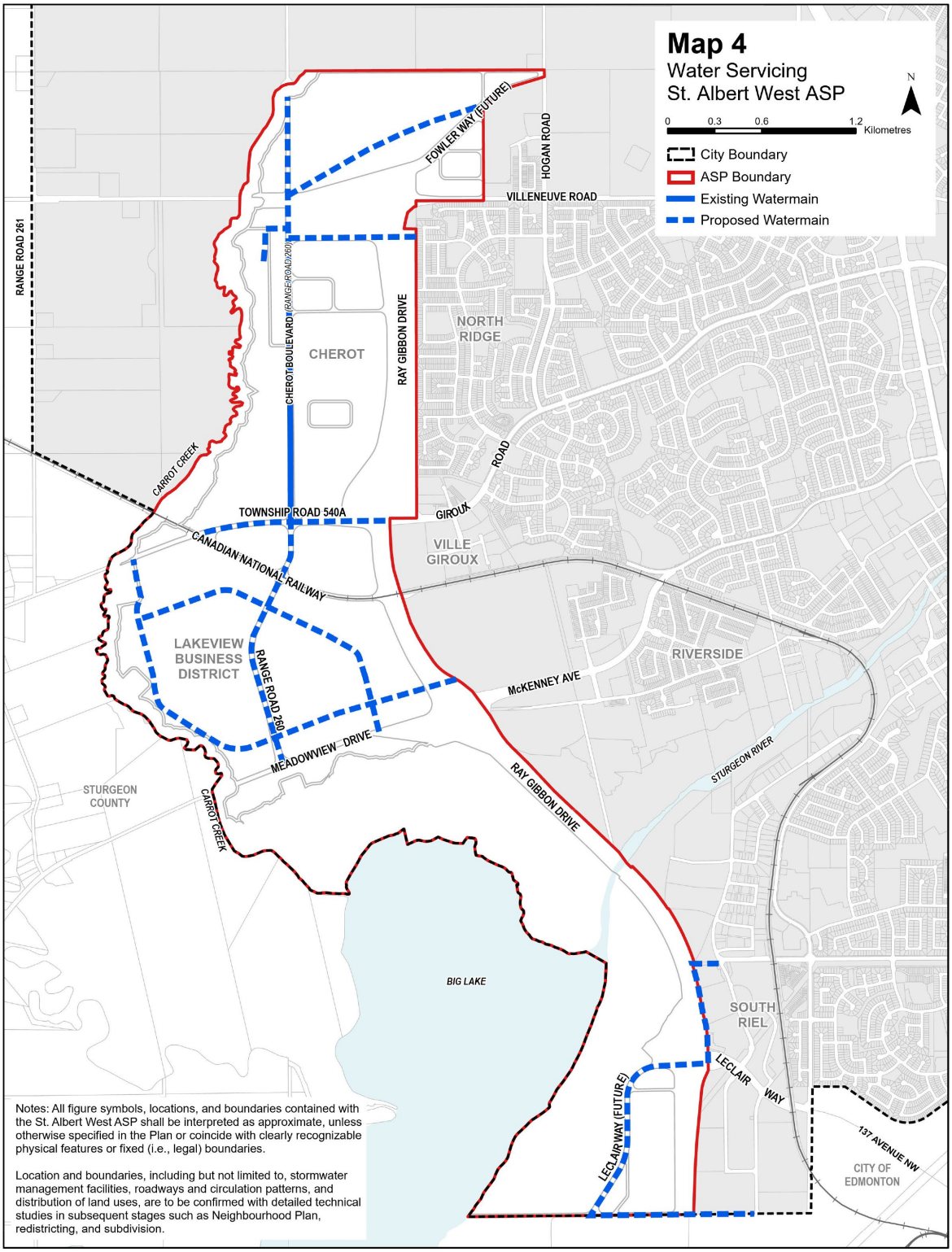
* All numbers are approximate and will need to be further refined at the Neighbourhood Plan stage.

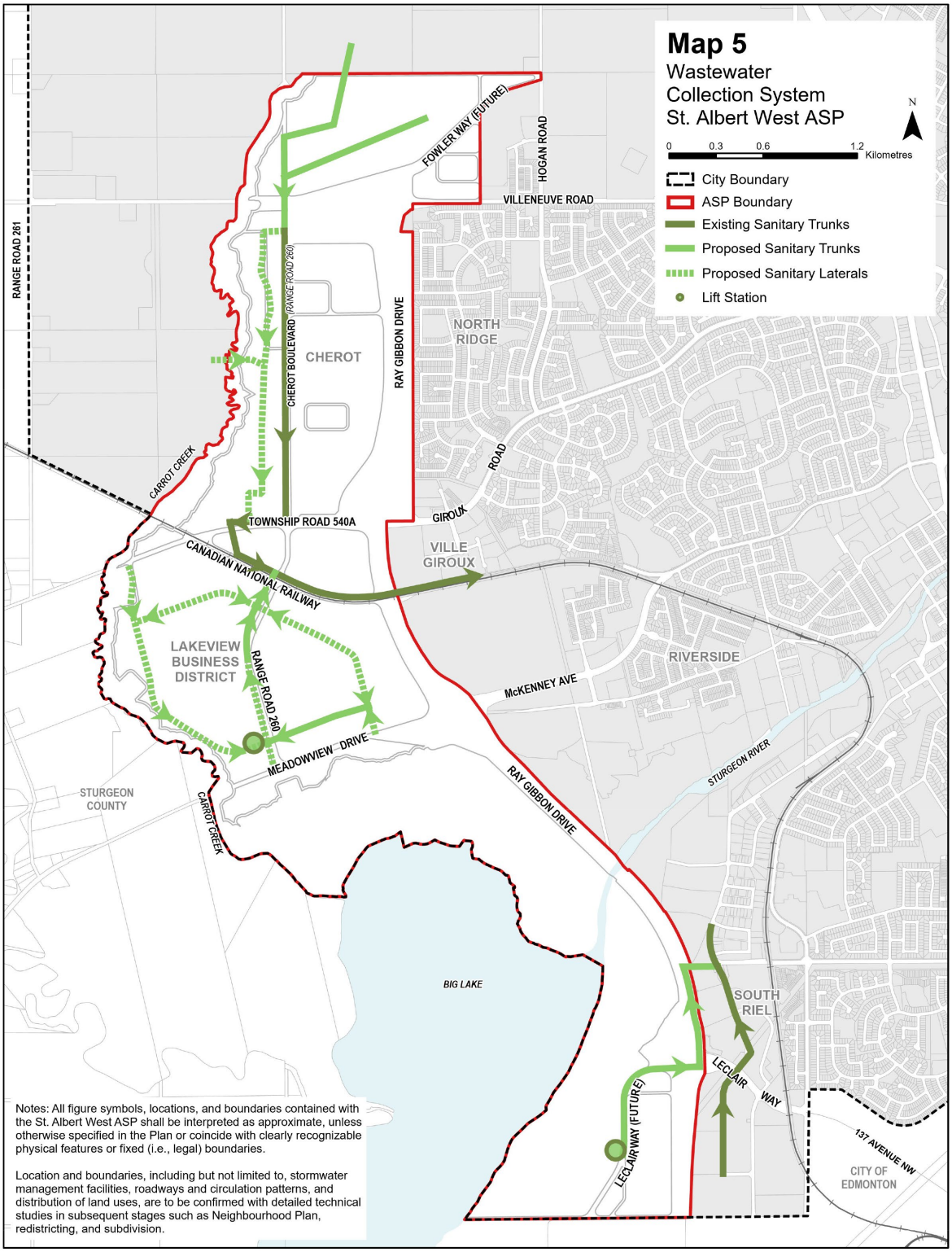
8.0 MAPS

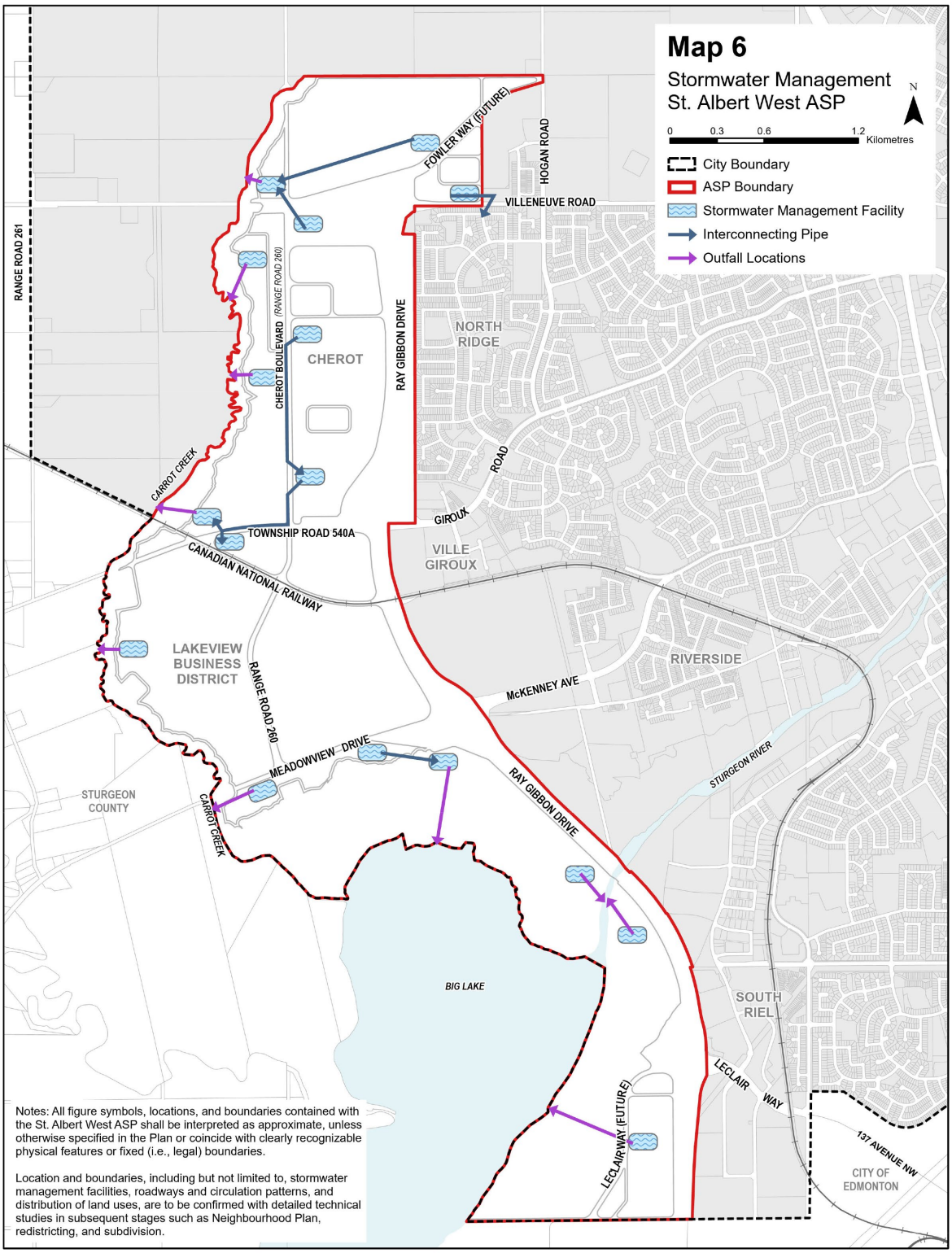

Map 1
Location
St. Albert West ASP
N
0 0.5 1 2 Kilometres
City Boundary
ASP Boundary
STURGEON COUNTY
TOWNSHIP ROAD 544
RANGE ROAD 255
ST ALBERT TRAIL
RANGE ROAD 253
NEIL ROSS ROAD
BELLEROSE DRIVE
RANGE ROAD 260
RANGE ROAD 261
VILLENEUVE ROAD
HOGAN ROAD
CHEROT BOULEVARD
CARROT CREEK
GIROUX ROAD
DAWSON ROAD
STURGEON ROAD
POUNDMAKER ROAD
CAMPBELL ROAD
VENESS ROAD
BOUDREAU ROAD
POIRIER AVENUE
CITY OF ST. ALBERT
TOWNSHIP ROAD 540A
MCKENNEY AVENUE
SIR WINSTON CHURCHILL AVENUE
CUNNINGHAM ROAD
HEBERT ROAD
ST. ALBERT WEST ASP
MEADOWVIEW DRIVE
RAY GIBBON DRIVE
Sturgeon River
GRANDIN ROAD
GERVAIS ROAD
Big Lake
LEVASSEUR ROAD
L'ECLAIR WAY
137 AVENUE NW
CITY OF EDMONTON

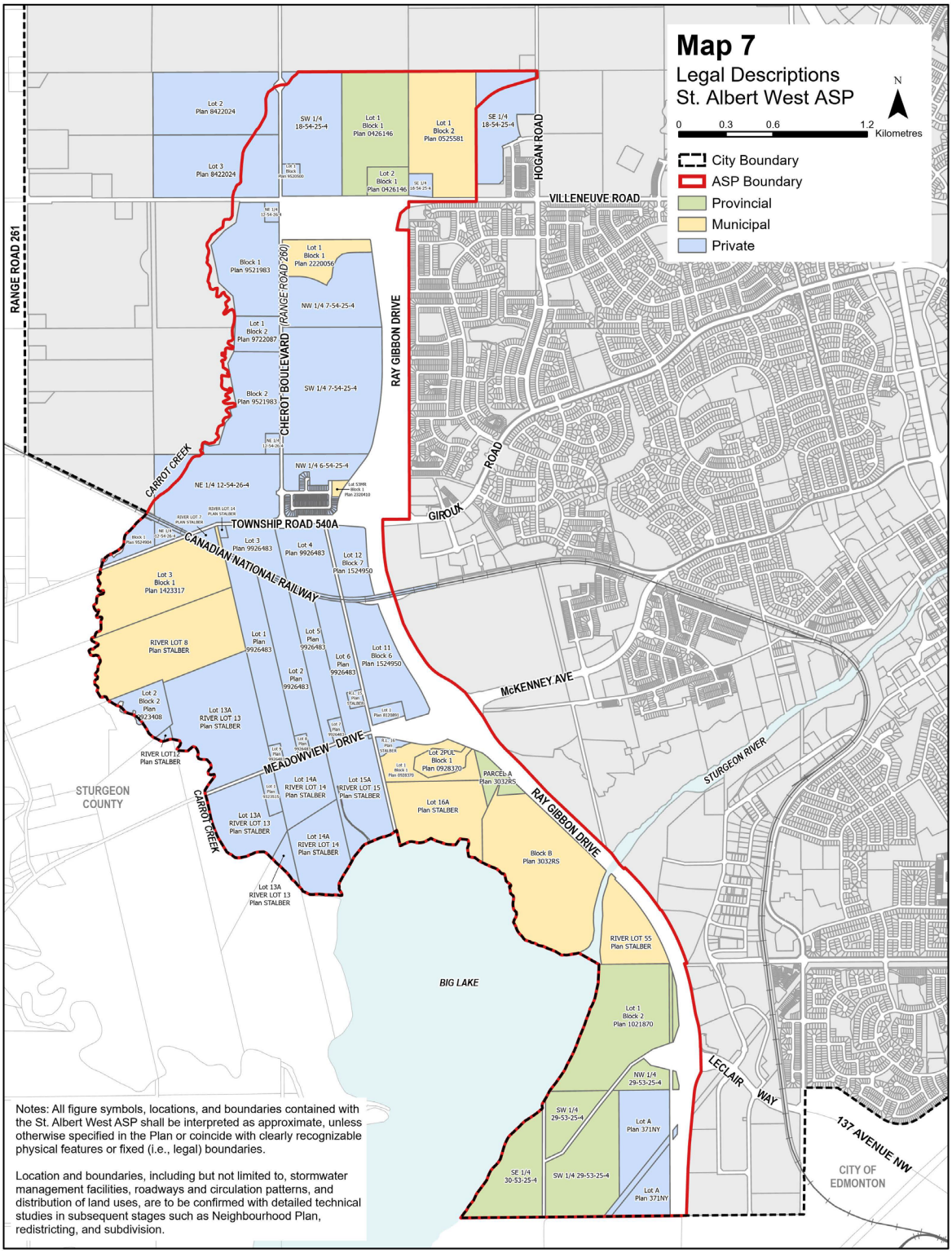

Map 2
Future Land Use
St. Albert West ASP
N
0 0.3 0.6 1.2 Kilometres
City Boundary
ASP Boundary
Neighbourhoods
Mixed-use Employment Areas
Employment Areas
Mixed-use Areas
Major Open Spaces
Stormwater Management Facility
School Sites / Potential School Sites
Lakeview Business District
RANGE ROAD 261
FOWLER WAY (FUTURE)
HOGAN ROAD
VILLENEUVE ROAD
CHEROT BOULEVARD (RANGE ROAD 260)
CHEROT
RAY GIBBON DRIVE
NORTH RIDGE
CARROT CREEK
TOWNSHIP ROAD 540A
CANADIAN NATIONAL RAILWAY
GIROUX ROAD
VILLE GIROUX
LAKEVIEW BUSINESS DISTRICT
RANGE ROAD 260
MEADOWVIEW DRIVE
McKENNEY AVE
RIVERSIDE
STURGEON RIVER
STURGEON COUNTY
CARROT CREEK
RAY GIBBON DRIVE
BIG LAKE
SOUTH RIEL
LECLAIR WAY
LECLAIR WAY (FUTURE)
137 AVENUE NW
CITY OF EDMONTON
Notes: All figure symbols, locations, and boundaries contained with the St. Albert West ASP shall be interpreted as approximate, unless otherwise specified in the Plan or coincide with clearly recognizable physical features or fixed (i.e., legal) boundaries.

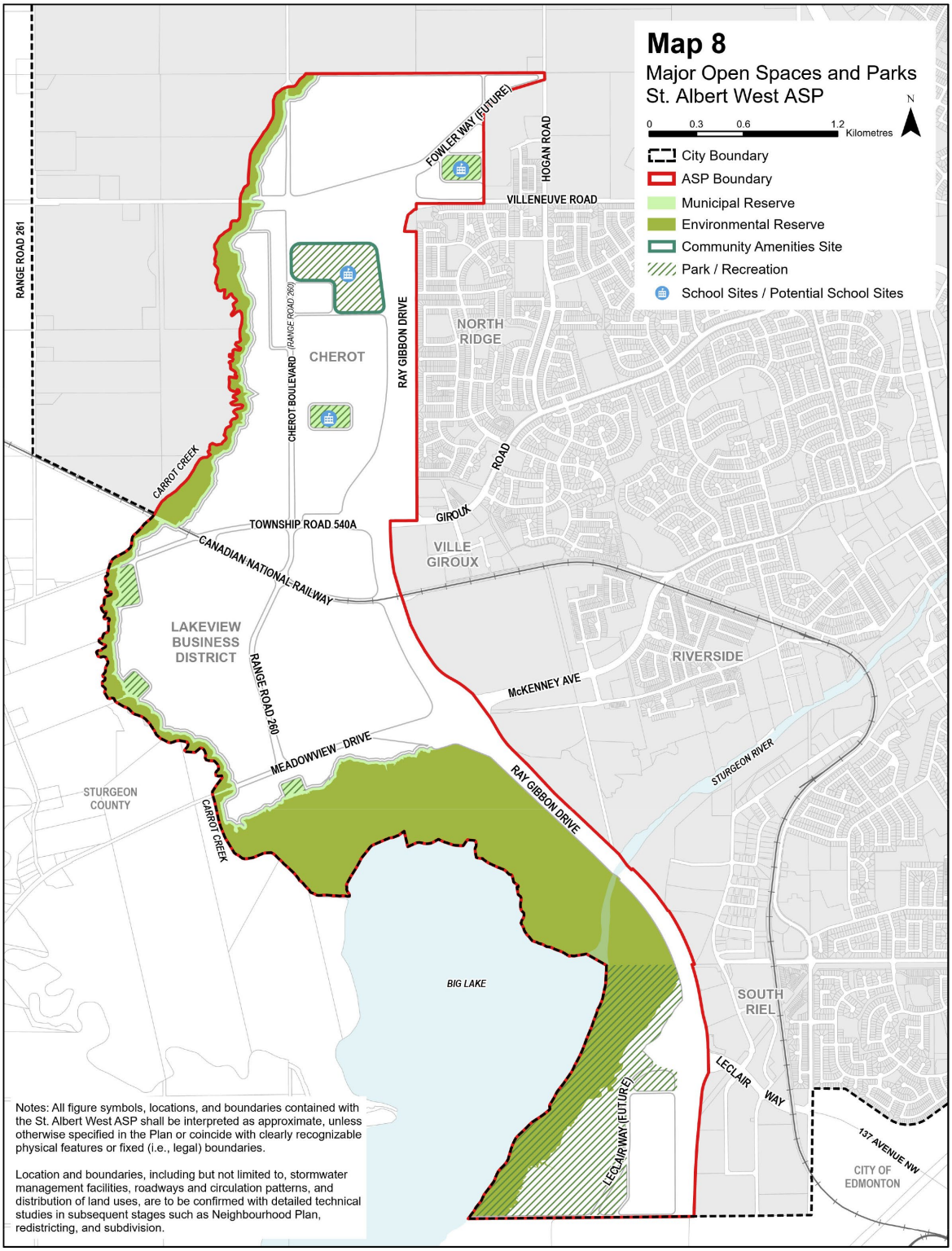

Map 3
Transportation
St. Albert West ASP
N
0 0.3 0.6 1.2 Kilometres
City Boundary
ASP Boundary
Boulevard Roadway
Crosstown Roadway
Connector Roadway
Neighbourhood Roadway
Interchange
Canadian National Railway
RANGE ROAD 261
FOWLER WAY (FUTURE)
HOGAN ROAD
VILLENEUVE ROAD
THERE WILL BE NO VEHICULAR ACCESS FROM VILLENEUVE ROAD TO RAY GIBBON DRIVE
CHEROT BOULEVARD (RANGE ROAD 260)
RAY GIBBON DRIVE
CHEROT
NORTH RIDGE
CARROT CREEK
TOWNSHIP ROAD 540A
GIROUX
ROAD
VILLE GIROUX
CANADIAN NATIONAL RAILWAY
LAKEVIEW BUSINESS DISTRICT
RANGE ROAD 260
RIVERSIDE
McKENNEY AVE
MEADOWVIEW DRIVE
STURGEON RIVER
STURGEON COUNTY
CARROT CREEK
BIG LAKE
SOUTH RIEL
LECLAIR WAY
LECLAIR WAY (FUTURE)
137 AVENUE NW
CITY OF EDMONTON
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Location and boundaries, including but not limited to, stormwater management facilities, roadways and circulation patterns, and distribution of land uses, are to be confirmed with detailed technical studies in subsequent stages such as Neighbourhood Plan, redistricting, and subdivision.
There will be no vehicular access from Villeneuve Road to Ray Gibbon Drive with the future completion of Fowler Way.

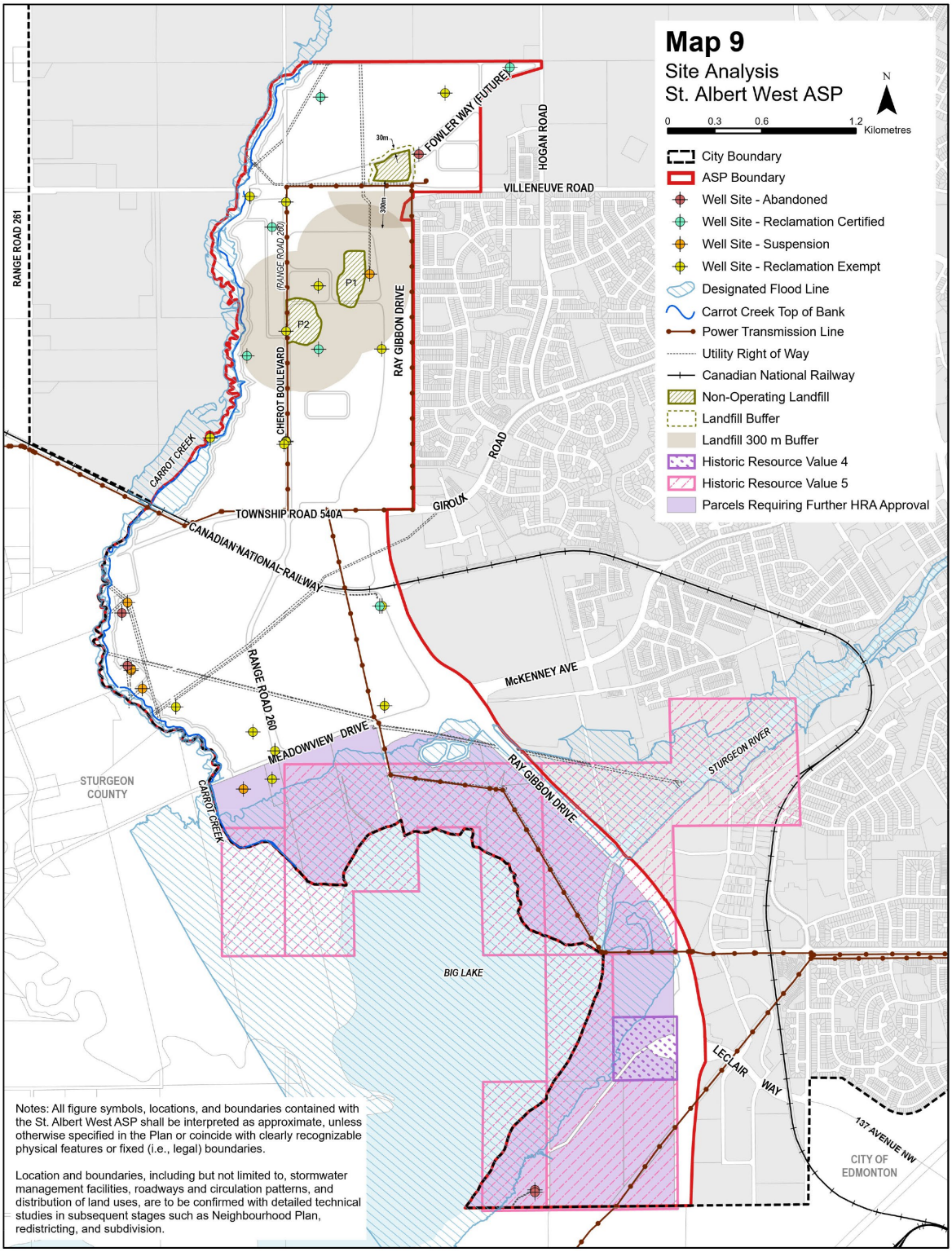

Map 4
Water Servicing
St. Albert West ASP
N
0 0.3 0.6 1.2 Kilometres
City Boundary
ASP Boundary
Existing Watermain
Proposed Watermain
RANGE ROAD 261
FOWLER WAY (FUTURE)
HOGAN ROAD
VILLENEUVE ROAD
CHEROT BOULEVARD (RANGE ROAD 260)
RAY GIBBON DRIVE
CHEROT
NORTH RIDGE
CARROT CREEK
ROAD
GIROUX
TOWNSHIP ROAD 540A
VILLE GIROUX
CANADIAN NATIONAL RAILWAY
LAKEVIEW BUSINESS DISTRICT
RANGE ROAD 260
McKENNEY AVE
RIVERSIDE
MEADOWVIEW DRIVE
STURGEON RIVER
STURGEON COUNTY
CARROT CREEK
RAY GIBBON DRIVE
BIG LAKE
SOUTH RIEL
LECLAIR WAY
LECLAIR WAY (FUTURE)
137 AVENUE NW
CITY OF EDMONTON
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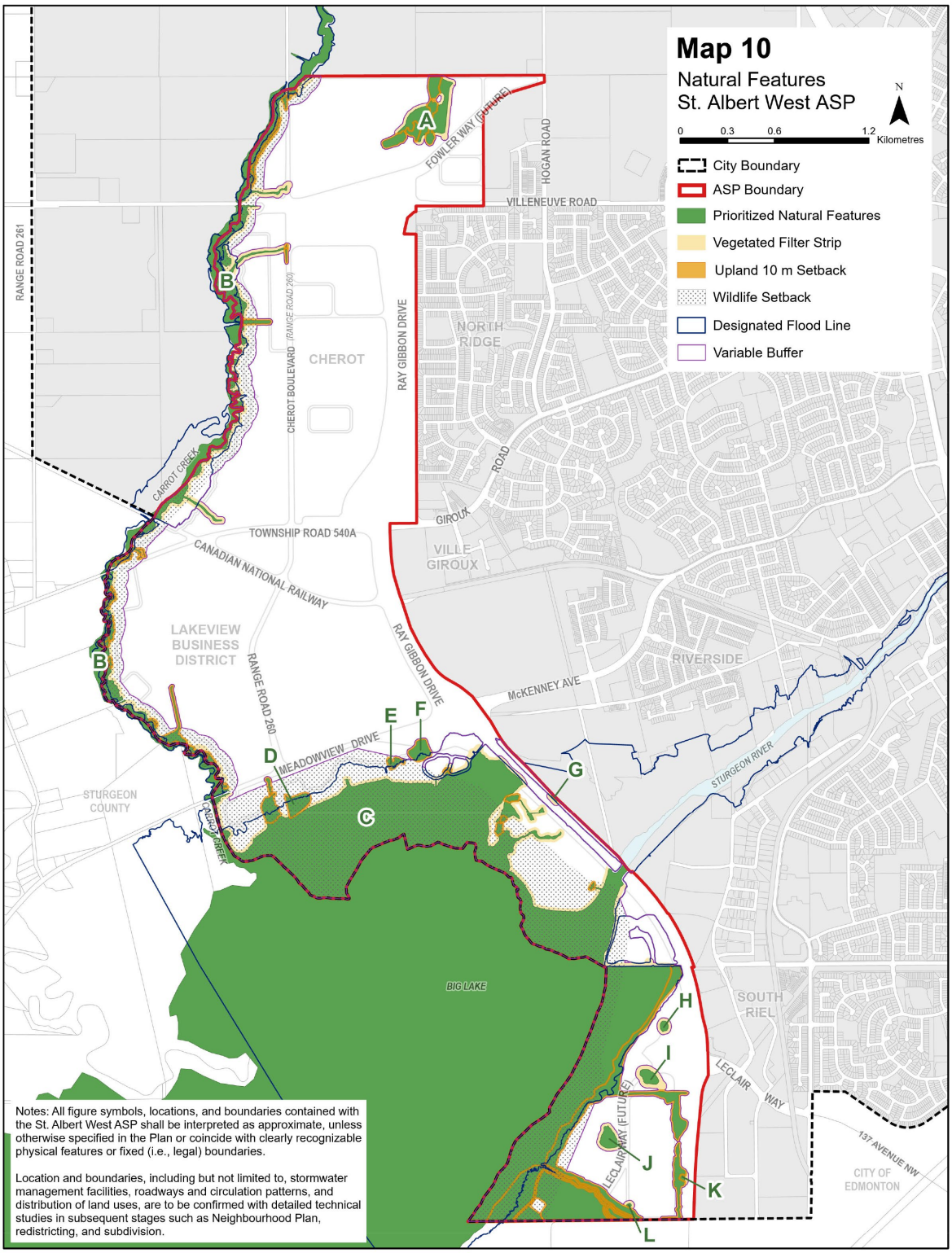

Map 5
Wastewater
Collection System
St. Albert West ASP
N
0 0.3 0.6 1.2 Kilometres
City Boundary
ASP Boundary
Existing Sanitary Trunks
Proposed Sanitary Trunks
Proposed Sanitary Laterals
Lift Station
FOWLER WAY (FUTURE)
HOGAN ROAD
VILLENEUVE ROAD
RANGE ROAD 261
CHEROT BOULEVARD (RANGE ROAD 260)
CHEROT
RAY GIBBON DRIVE
NORTH RIDGE
CARROT CREEK
TOWNSHIP ROAD 540A
GIROUX ROAD
VILLE GIROUX
CANADIAN NATIONAL RAILWAY
LAKEVIEW BUSINESS DISTRICT
RANGE ROAD 260
MEADOWVIEW DRIVE
RIVERSIDE
McKENNEY AVE
STURGEON RIVER
STURGEON COUNTY
CARROT CREEK
RAY GIBBON DRIVE
BIG LAKE
SOUTH RIEL
LECLAIR WAY
LECLAIR WAY (FUTURE)
137 AVENUE NW
CITY OF EDMONTON
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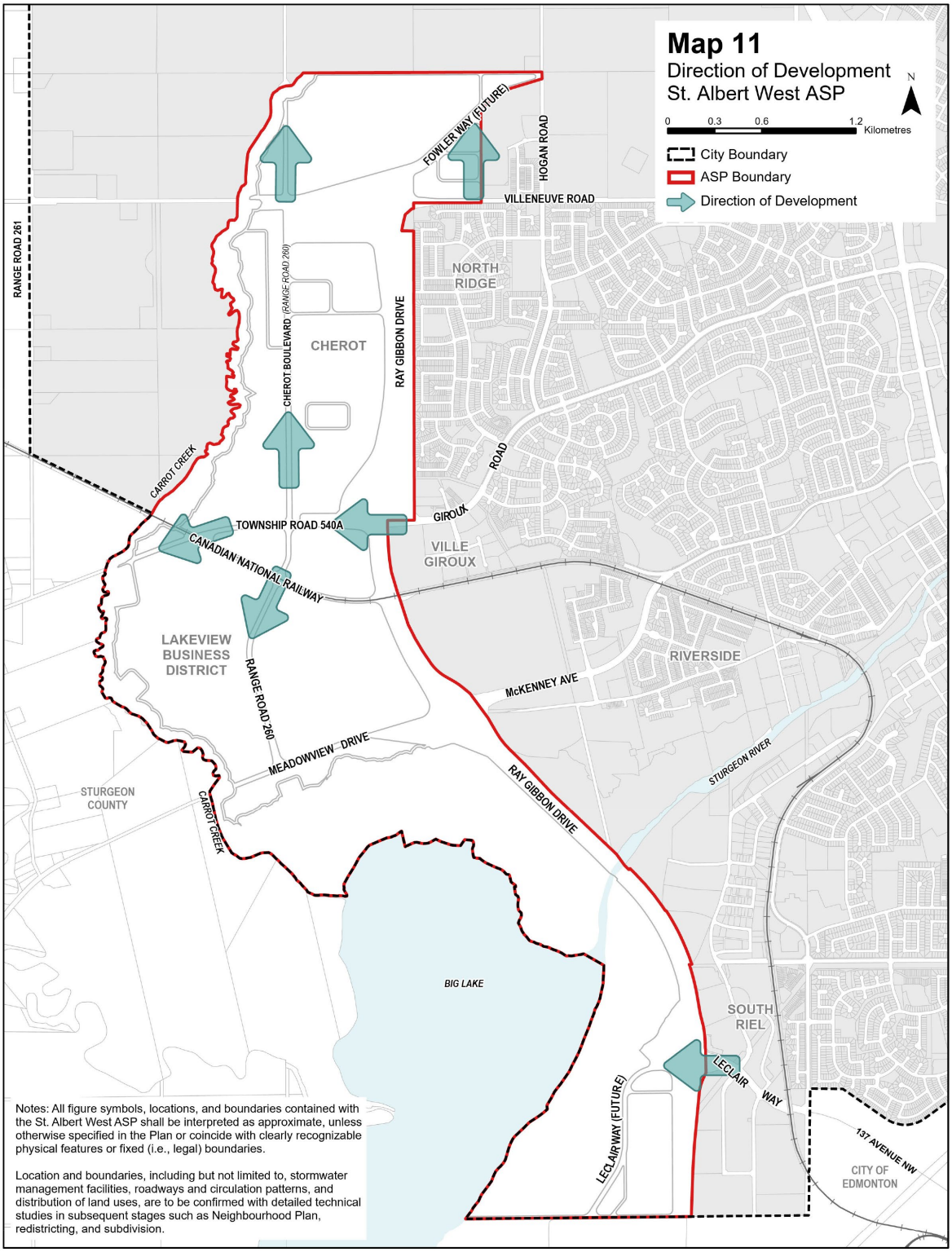

Map 6
Stormwater Management
St. Albert West ASP
N
0 0.3 0.6 1.2 Kilometres
City Boundary
ASP Boundary
Stormwater Management Facility
Interconnecting Pipe
Outfall Locations
FOWLER WAY (FUTURE)
HOGAN ROAD
VILLENEUVE ROAD
RANGE ROAD 261
CHEROT BOULEVARD (RANGE ROAD 260)
CHEROT
RAY GIBBON DRIVE
NORTH RIDGE
CARROT CREEK
TOWNSHIP ROAD 540A
GIROUX ROAD
VILLE GIROUX
CANADIAN NATIONAL RAILWAY
LAKEVIEW BUSINESS DISTRICT
RANGE ROAD 260
RIVERSIDE
McKENNEY AVE
MEADOWVIEW DRIVE
STURGEON RIVER
STURGEON COUNTY
CARROT CREEK
RAY GIBBON DRIVE
BIG LAKE
SOUTH RIEL
LECLAIR WAY
LECLAIR WAY (FUTURE)
137 AVENUE NW
CITY OF EDMONTON
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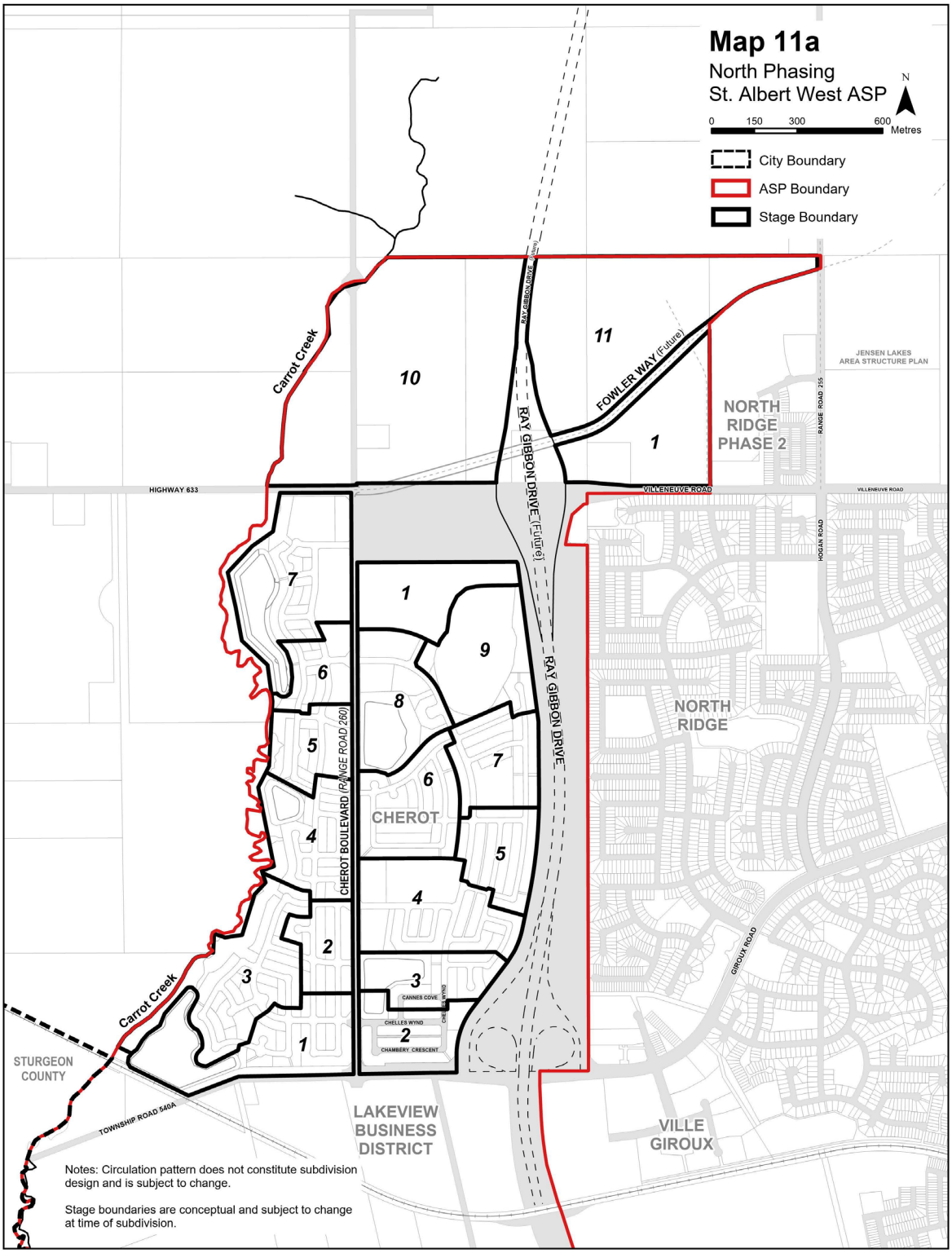

Map 7
Legal Descriptions
St. Albert West ASP
N
0 0.3 0.6 1.2 Kilometres
City Boundary
ASP Boundary
Provincial
Municipal
Private
HOGAN ROAD
VILLENEUVE ROAD
RANGE ROAD 261
CHEROT BOULEVARD (RANGE ROAD 260)
RAY GIBBON DRIVE
CARROT CREEK
TOWNSHIP ROAD 540A
CANADIAN NATIONAL RAILWAY
GIROUX ROAD
McKENNEY AVE
MEADOWVIEW DRIVE
STURGEON RIVER
STURGEON COUNTY
BIG LAKE
LECLAIR WAY
137 AVENUE NW
CITY OF EDMONTON
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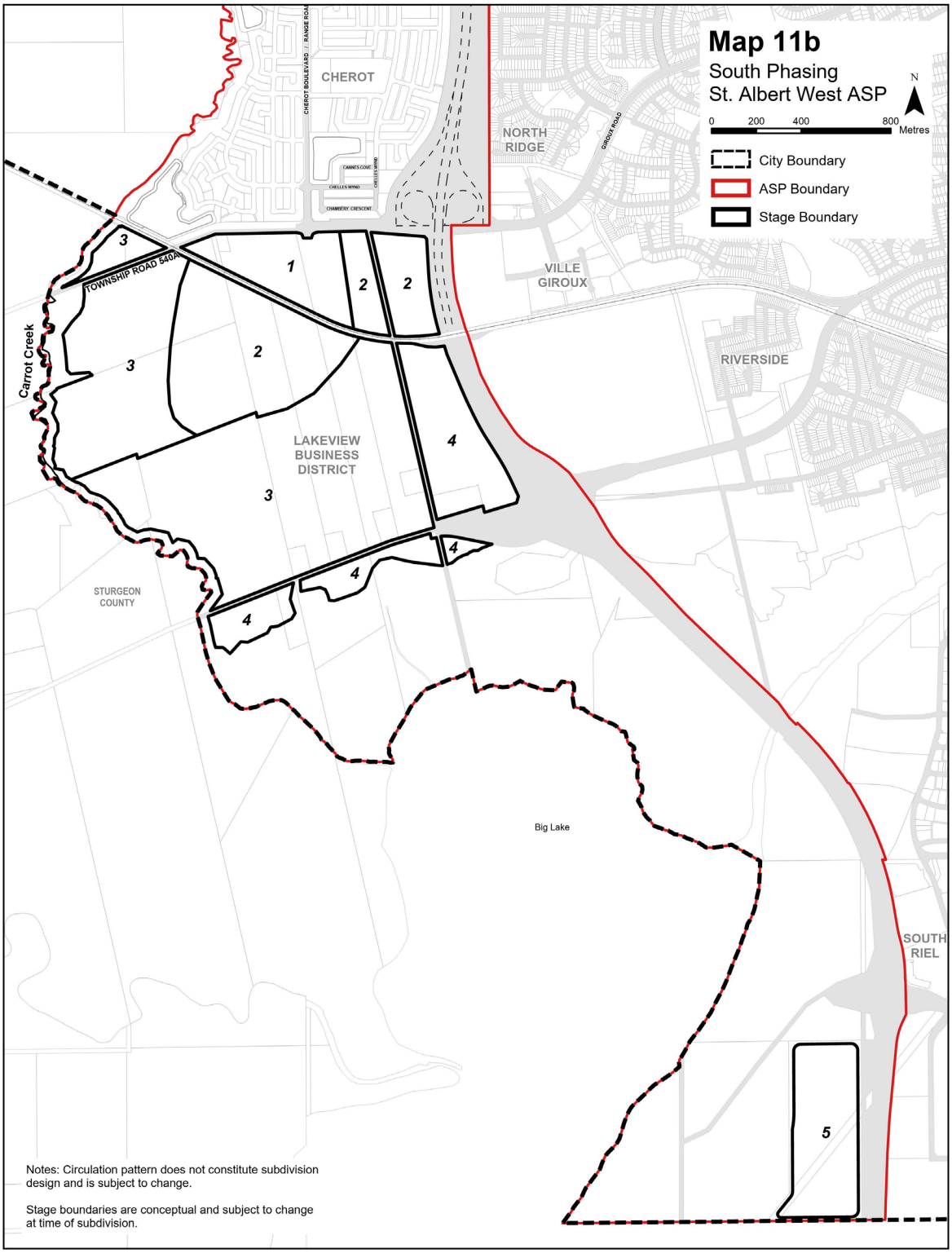

Map 8
Major Open Spaces and Parks
St. Albert West ASP
N
0 0.3 0.6 1.2 Kilometres
City Boundary
ASP Boundary
Municipal Reserve
Environmental Reserve
Community Amenities Site
Park / Recreation
School Sites / Potential School Sites
FOWLER WAY (FUTURE)
HOGAN ROAD
VILLENEUVE ROAD
RANGE ROAD 261
CHEROT BOULEVARD
(RANGE ROAD 260)
CHEROT
RAY GIBBON DRIVE
NORTH RIDGE
CARROT CREEK
TOWNSHIP ROAD 540A
GIROUX ROAD
VILLE GIROUX
CANADIAN NATIONAL RAILWAY
LAKEVIEW BUSINESS DISTRICT
RANGE ROAD 260
RIVERSIDE
McKENNEY AVE
MEADOWVIEW DRIVE
STURGEON RIVER
STURGEON COUNTY
CARROT CREEK
RAY GIBBON DRIVE
BIG LAKE
SOUTH RIEL
LECLAIR WAY
LECLAIR WAY (FUTURE)
137 AVENUE NW
CITY OF EDMONTON
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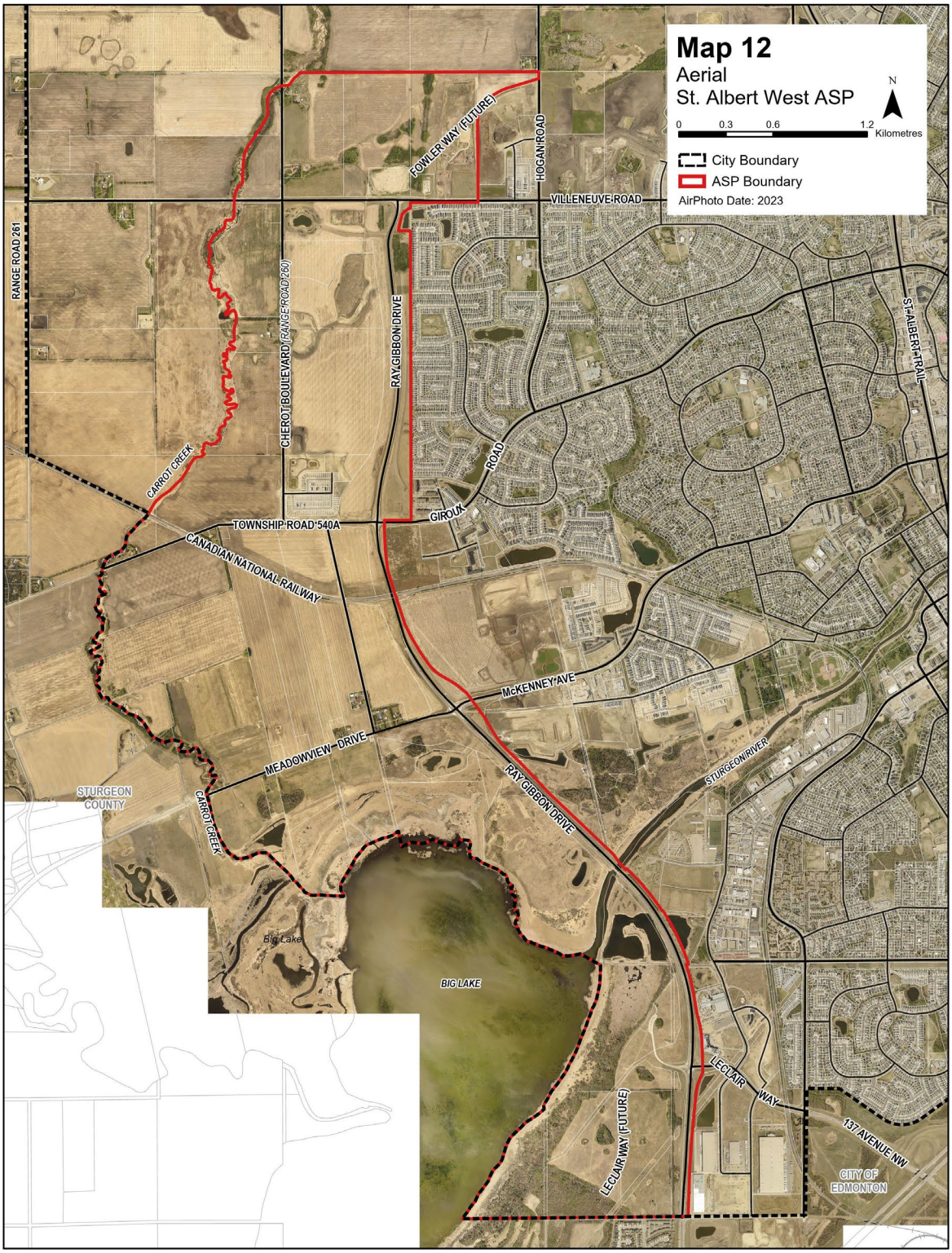

Map 9
Site Analysis
St. Albert West ASP
N
0 0.3 0.6 1.2 Kilometres
City Boundary
ASP Boundary
Well Site - Abandoned
Well Site - Reclamation Certified
Well Site - Suspension
Well Site - Reclamation Exempt
Designated Flood Line
Carrot Creek Top of Bank
Power Transmission Line
Utility Right of Way
Canadian National Railway
Non-Operating Landfill
Landfill Buffer
Landfill 300 m Buffer
Historic Resource Value 4
Historic Resource Value 5
Parcels Requiring Further HRA Approval
FOWLER WAY (FUTURE)
HOGAN ROAD
VILLENEUVE ROAD
RANGE ROAD 261
(RANGE ROAD 260)
CHEROT BOULEVARD
RAY GIBBON DRIVE
P1
P2
30m
CARROT CREEK
TOWNSHIP ROAD 540A
CANADIAN NATIONAL RAILWAY
GIROUX ROAD
RANGE ROAD 260
McKENNEY AVE
MEADOWVIEW DRIVE
STURGEON COUNTY
STURGEON RIVER
BIG LAKE
LECLAIR WAY
137 AVENUE NW
CITY OF EDMONTON
Notes: All figure symbols, locations, and boundaries contained with the St. Albert West ASP shall be interpreted as approximate, unless otherwise specified in the Plan or coincide with clearly recognizable physical features or fixed (i.e., legal) boundaries.
Location and boundaries, including but not limited to, stormwater management facilities, roadways and circulation patterns, and distribution of land uses, are to be confirmed with detailed technical studies in subsequent stages such as Neighbourhood Plan, redistricting, and subdivision.

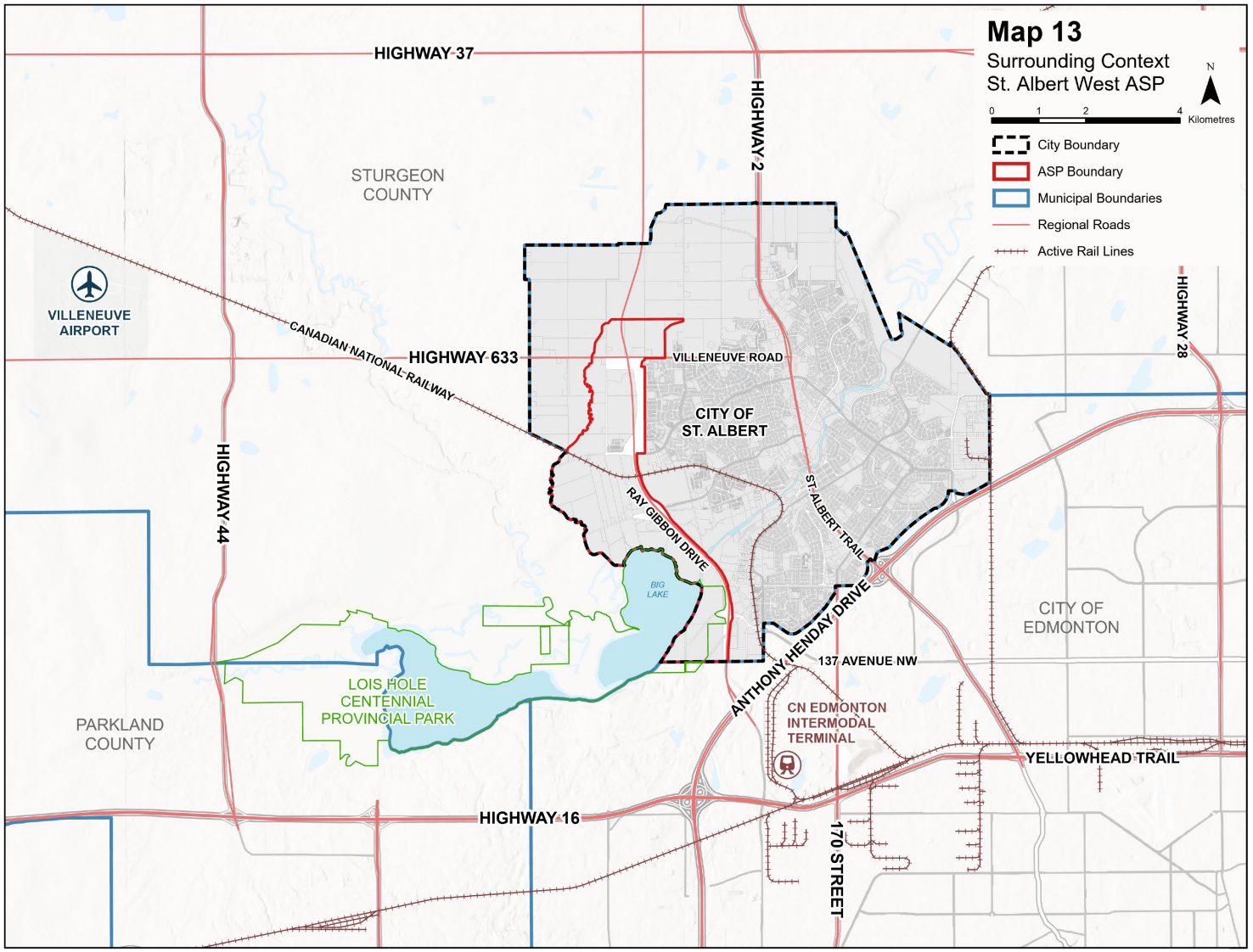

Map 10
Natural Features
St. Albert West ASP
N
0 0.3 0.6 1.2 Kilometres
City Boundary
ASP Boundary
Prioritized Natural Features
Vegetated Filter Strip
Upland 10 m Setback
Wildlife Setback
Designated Flood Line
Variable Buffer
A
B
C
D
E
F
G
H
I
J
K
L
FOWLER WAY (FUTURE)
HOGAN ROAD
VILLENEUVE ROAD
RANGE ROAD 261
CHEROT BOULEVARD (RANGE ROAD 260)
CHEROT
RAY GIBBON DRIVE
NORTH RIDGE
CARROT CREEK
TOWNSHIP ROAD 540A
GIROUX ROAD
GIROUX
VILLE GIROUX
CANADIAN NATIONAL RAILWAY
LAKEVIEW BUSINESS DISTRICT
RANGE ROAD 260
RIVERSIDE
McKENNEY AVE
MEADOWVIEW DRIVE
STURGEON COUNTY
STURGEON RIVER
BIG LAKE
SOUTH RIEL
LECLAIR WAY
LECLAIR WAY (FUTURE)
137 AVENUE NW
CITY OF EDMONTON
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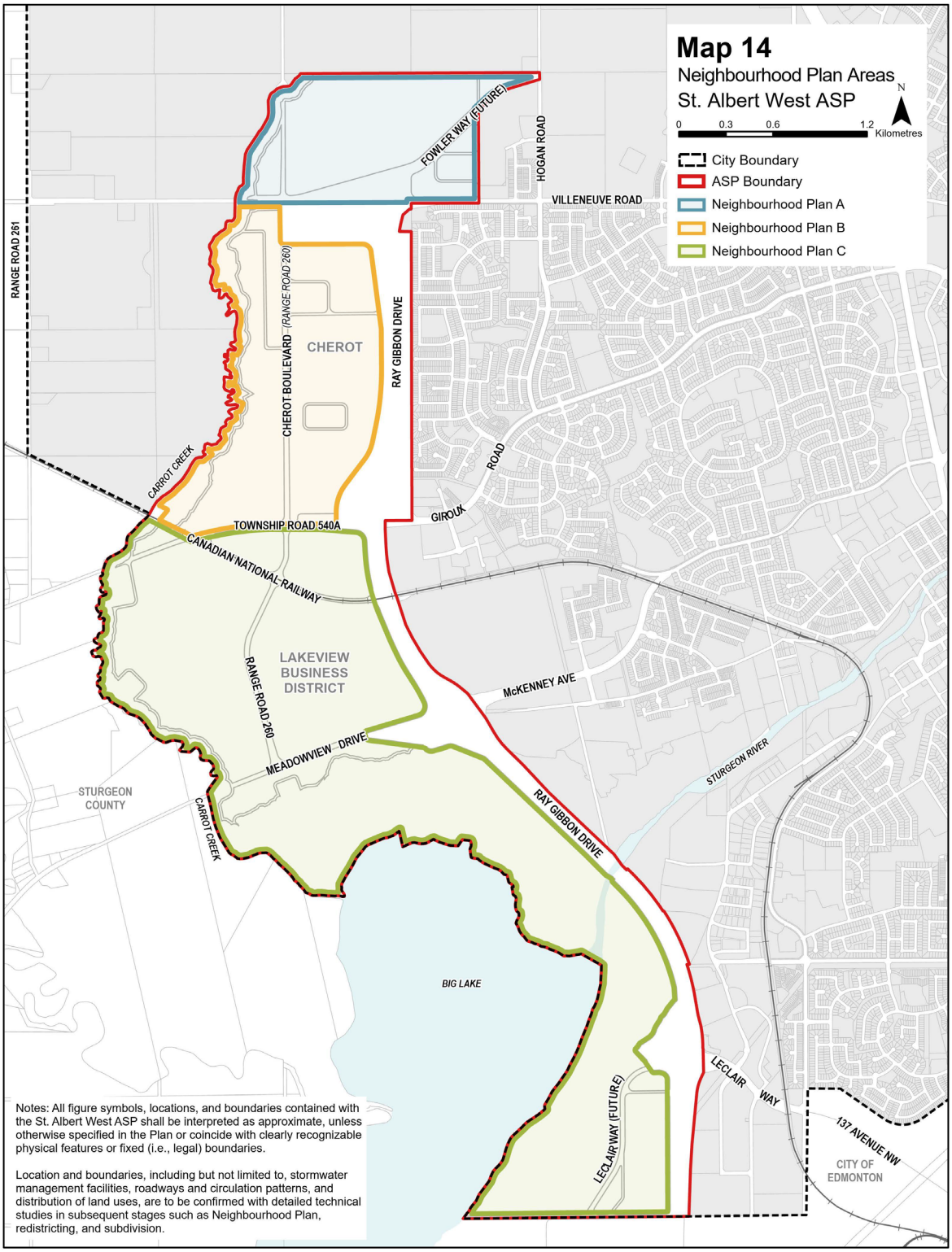

Map 11
Direction of Development
St. Albert West ASP
N
0 0.3 0.6 1.2 Kilometres
City Boundary
ASP Boundary
Direction of Development
FOWLER WAY (FUTURE)
HOGAN ROAD
VILLENEUVE ROAD
RANGE ROAD 261
CHEROT BOULEVARD (RANGE ROAD 260)
RAY GIBBON DRIVE
NORTH RIDGE
CHEROT
CARROT CREEK
TOWNSHIP ROAD 540A
CANADIAN NATIONAL RAILWAY
GIROUX ROAD
VILLE GIROUX
LAKEVIEW BUSINESS DISTRICT
RANGE ROAD 260
MEADOWVIEW DRIVE
McKENNEY AVE
RIVERSIDE
STURGEON RIVER
STURGEON COUNTY
BIG LAKE
SOUTH RIEL
LECLAIR WAY
LECLAIR WAY (FUTURE)
137 AVENUE NW
CITY OF EDMONTON
Notes: All figure symbols, locations, and boundaries contained with the St. Albert West ASP shall be interpreted as approximate, unless otherwise specified in the Plan or coincide with clearly recognizable physical features or fixed (i.e., legal) boundaries.
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Map 11a
North Phasing
St. Albert West ASP
N
0 150 300 600 Metres
City Boundary
ASP Boundary
Stage Boundary
Carrot Creek
10
11
1
RAY GIBBON DRIVE (Future)
FOWLER WAY (Future)
JENSEN LAKES AREA STRUCTURE PLAN
NORTH RIDGE PHASE 2
RANGE ROAD 255
HIGHWAY 633
VILLENEUVE ROAD
HOGAN ROAD
NORTH RIDGE
CHEROT BOULEVARD (RANGE ROAD 260)
CHEROT
RAY GIBBON DRIVE
GIROUX ROAD
CANNES COVE
CHELLES WYND
CHAMBERY CRESCENT
STURGEON COUNTY
TOWNSHIP ROAD 540A
LAKEVIEW BUSINESS DISTRICT
VILLE GIROUX
Notes: Circulation pattern does not constitute subdivision design and is subject to change.
Stage boundaries are conceptual and subject to change at time of subdivision.


Map 11b
South Phasing
St. Albert West ASP
N
0 200 400 800 Metres
City Boundary
ASP Boundary
Stage Boundary
CHEROT
NORTH RIDGE
VILLE GIROUX
RIVERSIDE
LAKEVIEW BUSINESS DISTRICT
STURGEON COUNTY
Carrot Creek
TOWNSHIP ROAD 540A
Big Lake
SOUTH RIEL
1
2
3
4
5
Notes: Circulation pattern does not constitute subdivision design and is subject to change.
Stage boundaries are conceptual and subject to change at time of subdivision.


Map 12
Aerial
St. Albert West ASP
N
0 0.3 0.6 1.2 Kilometres
City Boundary
ASP Boundary
AirPhoto Date: 2023
FOWLER WAY (FUTURE)
HOGAN ROAD
VILLENEUVE ROAD
RANGE ROAD 261
CHEROT BOULEVARD (RANGE ROAD 260)
RAY GIBBON DRIVE
ST. ALBERT TRAIL
CARROT CREEK
GIROUX ROAD
TOWNSHIP ROAD 540A
CANADIAN NATIONAL RAILWAY
McKENNEY AVE
MEADOWVIEW DRIVE
STURGEON RIVER
STURGEON COUNTY
CARROT CREEK
Big Lake
BIG LAKE
LECLAIR WAY
LECLAIR WAY (FUTURE)
137 AVENUE NW
CITY OF EDMONTON


Map 13
Surrounding Context
St. Albert West ASP
N
0 1 2 4 Kilometres
City Boundary
ASP Boundary
Municipal Boundaries
Regional Roads
Active Rail Lines
HIGHWAY 37
HIGHWAY 2
STURGEON COUNTY
VILLENEUVE AIRPORT
CANADIAN NATIONAL RAILWAY
HIGHWAY 633
VILLENEUVE ROAD
CITY OF ST. ALBERT
HIGHWAY 28
HIGHWAY 44
RAY GIBBON DRIVE
ST. ALBERT TRAIL
BIG LAKE
ANTHONY HENDAY DRIVE
CITY OF EDMONTON
137 AVENUE NW
LOIS HOLE CENTENNIAL PROVINCIAL PARK
CN EDMONTON INTERMODAL TERMINAL
PARKLAND COUNTY
YELLOWHEAD TRAIL
HIGHWAY 16
170 STREET


Map 14
Neighbourhood Plan Areas
St. Albert West ASP
N
0 0.3 0.6 1.2 Kilometres
City Boundary
ASP Boundary
Neighbourhood Plan A
Neighbourhood Plan B
Neighbourhood Plan C
FOWLER WAY (FUTURE)
HOGAN ROAD
VILLENEUVE ROAD
RANGE ROAD 261
CHEROT BOULEVARD (RANGE ROAD 260)
CHEROT
RAY GIBBON DRIVE
CARROT CREEK
TOWNSHIP ROAD 540A
CANADIAN NATIONAL RAILWAY
GIROUX ROAD
LAKEVIEW BUSINESS DISTRICT
RANGE ROAD 260
McKENNEY AVE
MEADOWVIEW DRIVE
STURGEON RIVER
STURGEON COUNTY
CARROT CREEK
RAY GIBBON DRIVE
BIG LAKE
LECLAIR WAY (FUTURE)
LECLAIR WAY
137 AVENUE NW
CITY OF EDMONTON
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Schedule B
North Ridge Area Structure Plan

Please Note: Schedule B of Bylaw 14/2024 St. Albert West Area Structure Plan pertains to the Northridge Area Structure Plan and can be viewed there.