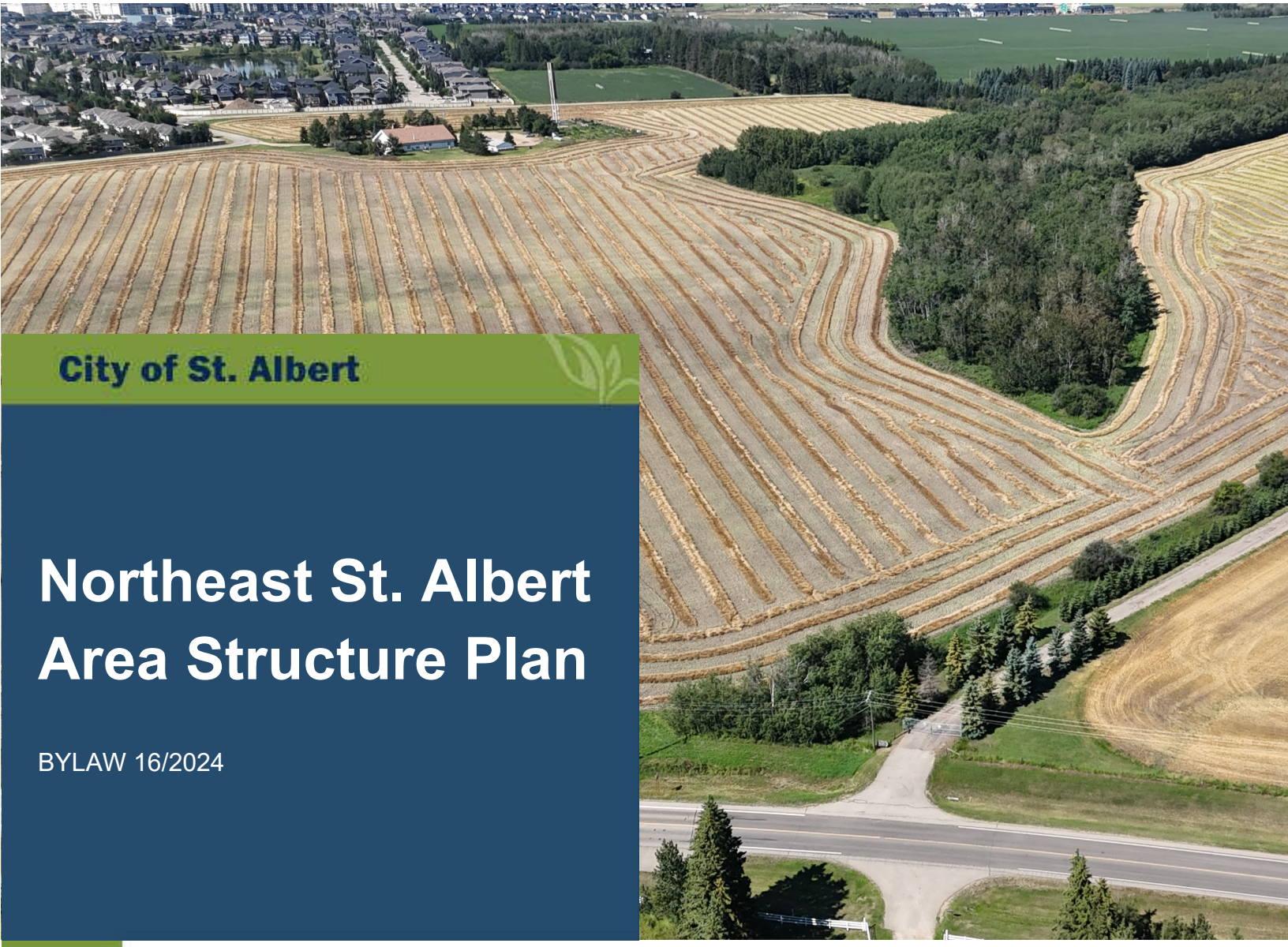
Schedule A



City of St. Albert

Northeast St. Albert Area Structure Plan

BYLAW 16/2024

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.

Northeast St. Albert Area Structure Plan Amendments

AMENDMENT NUMBER	BYLAW NUMBER	1ST READING	2ND READING	3RD READING
Original Bylaw	16/2024	Nov. 5, 2024	Feb. 4, 2025	Feb. 4, 2025

CITY OF ST. ALBERT

BYLAW 16/2024

NORTHEAST ST. ALBERT ASP

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

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, duly assembled, ENACTS AS FOLLOWS:

TITLE

1. This bylaw may be referred to as the "Northeast St. Albert ASP Bylaw".

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

SEVERABILITY

3. Should any provision of this bylaw be invalid, then the invalid provision shall be severed, and the remainder of this bylaw shall be maintained.

EFFECTIVE DATE

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

CONSOLIDATIONS

5. The Chief Administrative Officer is authorized to issue consolidations of 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 5th day of November, 2024.

READ a Second time this 4th day of February 2025.

READ a Third time this 4th day of February 2025.

SIGNED AND PASSED this 10th day of February 2025.

MAYOR

Marta Caufield (Feb 10, 2025 19:49 MST)

CHIEF LEGISLATIVE OFFICER

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1.0 INTRODUCTION

1.1 Purpose of the Northeast St. Albert ASP

The purpose of the Northeast St. Albert Area Structure Plan (ASP) is to establish a conceptual distribution of land uses, and a high-level transportation and servicing network.

The ASP encompasses an area of approximately 298 hectares (736 acres±), as shown in **Map 1: Location**. As shown in **Map 2: Future Land Use**, a variety of land uses are proposed, including residential neighbourhoods, employment areas, various mixed-use areas, schools, parks, and natural areas – including a sizeable area located adjacent to the Sturgeon River.

In accordance with the City's *Area Structure Plan and Neighbourhood Plan Terms of Reference*, multiple technical studies were completed as part of this ASP's preparation to inform its direction at a high level. They include:

- Agriculture Impact Assessment (Invistec Consulting; December 2021);
- Engineering Design Brief (Invistec Consulting; May 2024);
- Environmental Site Assessment, Phase 1 (Basin Environmental; December 2021);
    - This involves supplemental in-field assessments on the NW 21-54-25 W4, while the balance of the ASP lands involves desktop analysis.
- Historic Resources Overview (TreeTime Services; December 2020);
    - At the time of preparing this ASP, Historical Resources Act *approval* from the Government of Alberta applies only to the NW 21-54-25 W4. The balance of the ASP lands involves desktop analysis (via this Historic Resources report).
- Hydraulic Network Analysis (Invistec Consulting; June 2024);
- Natural Area Assessment (Basin Environmental; January 2021);
    - This involves supplemental in-field assessments on the NW 21-54-25 W4, while the balance of the ASP lands involves desktop analysis. The City's Municipal Development Plan (*MDP*) was adopted in April 2021; therefore this January 2021 Natural Area Assessment references a prior *MDP*'s (CityPlan's) policy direction.
- Technical Report (Invistec Consulting; June 2024);
- Traffic Impact Assessment (CIMA+; June 2024); and
    - This study used relatively higher corridor commercial trip generation assumptions along St. Albert Trail. This contrasts with this ASP's future land use concept and the *MDP*'s long-term vision for St. Albert Trail to transition to employment and mixed-use employment uses (e.g., light industrial, office, warehousing).

- Geotechnical Report for NW 21-54-25 W4 (J.R. Paine & Associates; March 2021).
    - Although not required by the City's *Area Structure Plan and Neighbourhood Plan Terms of Reference* until the Neighbourhood Plan (NP) stage, a Geotechnical Investigation was submitted with the ASP as supplemental information. This geotechnical investigation pertains exclusively to the NW 21-54-25 W4, and furthermore only contemplates single-detached dwellings, duplexes, underground utilities, roads to service the lots, and stormwater management ponds. No other land use types on this quarter-section (e.g., school, multi-unit, commercial, etc.), nor the balance of the ASP lands, have been examined by this geotechnical investigation.

      It is noted that through the prior City-led annexation project, potential geotechnical constraints were identified in the 2020 Growth Management Study (ISL Engineering) within a portion of the ASP lands located both north and south of Bellerose Drive. Specifically, lands within that area may have development restrictions and higher development costs. Satisfactory geotechnical and hydrological work at subsequent stages of municipal approvals will be required to confirm development constraints and to ensure proper mitigative measures are implemented.

This ASP was a project initiated by Landrex Hunter Ridge Inc., with planning and technical support from Invistec Consulting Ltd. and its subconsultants. At the time of preparing this ASP, Landrex Hunter Ridge Inc. was the owner of three properties (each 20.7 hectares±) located on the NW 21-54-25 W4 (i.e., Plan 052 0323, Block 1, Lot 1; Plan 062 5326, Block 1, Lot 2; and the remnant portion of the aforementioned quarter-section). As such, several technical studies prepared for this ASP supplement the conventional desktop reviews required by the City at the ASP stage, and include additional site-specific details pertaining to the NW 21-54-25 W4 – as described previously. In accordance with the City's *Area Structure Plan and Neighbourhood Plan Terms of Reference*, further analysis will occur via supplemental assessments at the NP stage, once land use and infrastructure details are confirmed.

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

The Northeast St. Albert ASP provides a framework for land development which will enable growth within the City of St. Albert for 40 to 50 years. The *MDP* identifies this land as an "area for growth", with approximately three-quarters of the ASP's lands being annexed from Sturgeon County in 2022. As these lands are not a "Priority Area" for growth, the development (and its associated population and growth projects) are outside of the scope and timeframe studied within the *MDP*.

Although not the *MDP*'s "priority" growth area for City investment like the west side of the city, the Northeast St. Albert ASP will facilitate incremental, contiguous and strategic development that will assist in addressing emerging City goals related to housing supply, non-residential tax assessment, and critical infrastructure necessary to enable the remaining build-out of existing neighbourhoods such as Erin Ridge North and Jensen Lakes. The 2022 annexation is for long-term residential, commercial, industrial, and institutional growth to serve an estimated 40 to 50-year horizon.

In addition, the ASP will enhance and conserve the natural environment. Within and adjacent to Northeast St. Albert are multiple natural areas envisioned to act as 'stepping stones' for a future regional trail and/or wildlife corridor linking the Sturgeon River all the way to Carrot Creek located on the west side of the City, inclusive of connections with Sturgeon County's adjacent trail system.

1.2 Planning and Development Framework

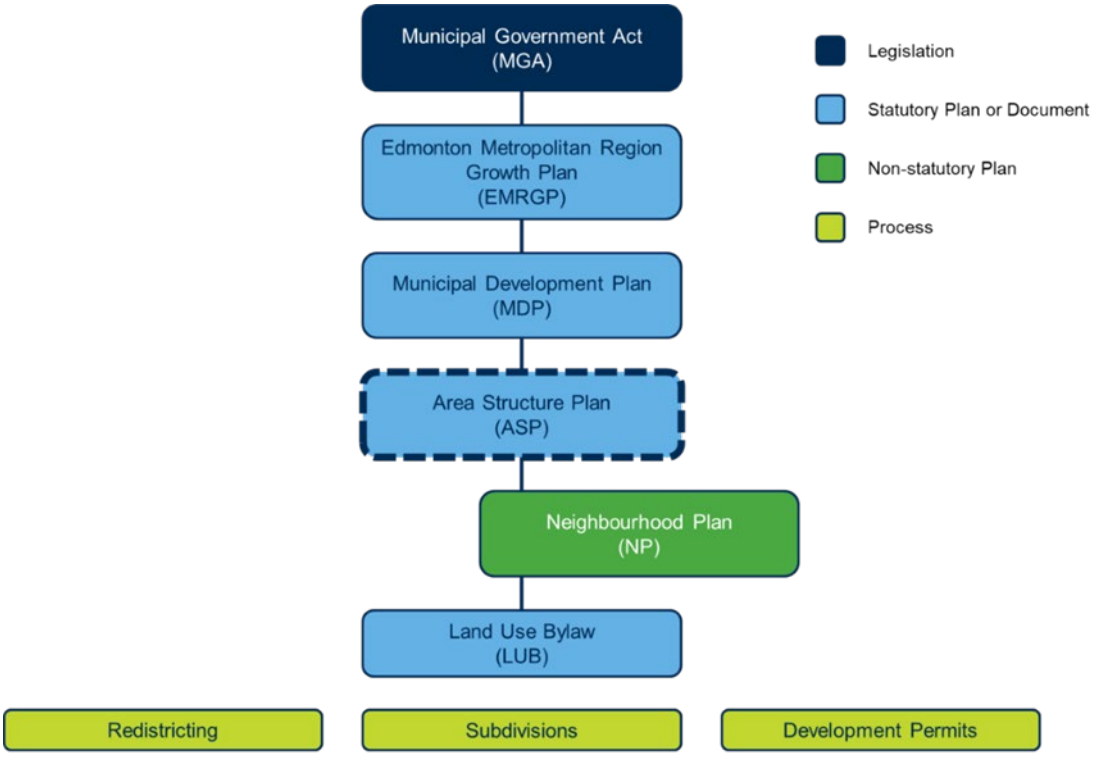
As **Figure 1** illustrates, the authority to prepare ASPs and other statutory plans is granted to municipalities in Alberta through legislation known as the *Municipal Government Act* (MGA). See **Section 1.2.1** for more information regarding the *MGA*'s direction for ASPs.

Three 'higher order' plans that guide the direction of more detailed planning are the *Edmonton Metropolitan Region Growth Plan* (EMRGP), the *Regional Agriculture Master Plan* (RAMP), and the *MDP*. **Sections 1.2.2**, **1.2.3**, and **1.2.4** elaborate further, respectively.

ASPs are intermediate-level 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 high-level 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 ASP will occur through non-statutory plans known as Neighbourhood Plans (NP), which are sub-areas within an ASP that must conform to its ASP. NPs will provide further and more detailed information on land uses and servicing, and provide guidance for implementation through the City's *Land Use Bylaw* (LUB), as well as remaining planning and development processes such as redistricting, subdivision, and development permits.

Figure 1: Planning and Development Framework



1.2.1 Municipal Government Act

The *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. This ASP has been adopted through a bylaw passed by Council, and has been prepared within the statutory context of Part 17, Section 633 of the *MGA*. The ASP describes the following for Northeast St. Albert:

- 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 ASP, and its NPs, 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 *MDP*, City of St. Albert *Municipal Engineering Standards*, *Utility Master Plan* (UMP), *Transportation Master Plan* (TMP), *Transportation System Bylaw*, *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 require an amendment(s) and/or rewrite of this ASP, and/or any associated NP, 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, conformity to future *MDP* and/or *EMRGP* updates, and other considerations, prior to future planning and development activities occurring.
- 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 residents and businesses.
- That the City reserves the right to require dedication of Environmental Reserve (ER), Conservation Reserve (CR), and Municipal Reserve (MR), in accordance with 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's expense.
- The City is not responsible, financially, or otherwise, to provide infrastructure to support development of the Northeast St. Albert ASP.

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 *MGA.* 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's new statutory plans must align with the *EMRGP* and are subject to EMRB approval.

The Northeast St. Albert ASP contemplates the six interrelated regional policy areas of the *EMRGP* as follows:

- Economic Competitiveness and Employment – by including Employment Areas and an associated policy framework in the ASP;
- Communities and Housing – by providing policies that will enable a variety of housing options within a complete community;
- Transportation Systems – by incorporating a road network and policy framework aiming to support the sustainable movement of people, goods, and services at a local and regional level;
- Integration of Land Use and Infrastructure – by developing subject greenfield areas in an orderly, phased, and compatible manner that includes a variety of housing options, employment opportunities, access to transportation, and parks;
- Natural Living Systems – through the application of ecologically appropriate setbacks and mitigation measures for protecting natural features; and
- Agriculture – by incorporating policies aimed to minimize the premature fragmentation and conversion of prime agricultural lands for as long as possible, within the Area Structure Plan area.

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. *RAMP* 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 entire municipal boundaries have been identified as being either *Policy Area 3 (Agriculture in Future Transition Lands)* or *Policy Area 4 (Urban Agriculture Lands).*

In the specific instance of this ASP, the lands fall solely within Policy Area 3, which is recognized within RAMP as "*lands approved within a statutory plan for future growth for the next 25-50 years*". According to RAMP, "*when these lands will be required depends on the rate of growth in the Region which, in turn, is dependent on the growth of the regional, provincial and national economies*".

Applicable planning policies have been included in the ASP to support the implementation of *RAMP*. These include 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 Annexation from Sturgeon County

The City of St. Albert's application to annex 1,558 hectares of land from Sturgeon County was approved by the Government of Alberta through an Order in Council on December 8, 2021, with an official transfer date of January 1, 2022. The annexation represented four years of collaborative partnership and negotiation between Sturgeon County and the City. This annexation enabled a significant portion of the Northeast St. Albert ASP lands to be newly incorporated into the City's new boundary – exempting the land wholly encompassed within SE 21-54-25 W4, which was already within the pre-2022 boundary.

As documented in the 2020 Annexation Application, the whole of the annexation lands are needed to meet the City's long-term residential, commercial, industrial, and institutional growth needs to a 40 to 50-year horizon. Contained within the Annexation Growth Strategy, the following factors were identified:

- At its 2018 population of 66,082, the City has tripled its population over the past 43 years since recording a population of 21,342 in its 1975 municipal census.
- In 2014, the Edmonton Metropolitan Region Growth Plan (*EMRGP*) included two population growth scenarios for St. Albert for a 30-year time frame. In the *EMRGP* Low Case, the City was projected to grow to a population of 90,100 by 2044 – a change of 40%. In the *EMRGP* High Case, the City was estimated to grow to 118,000 by 2044 – a change of 84%.
- Independent of the *EMRGP* growth scenarios, the City's Growth Management Study presents three scenarios – Low, Base, and High Cases – which are based on Alberta Treasury Board and Finance Census Division (CD) Population Projections for Alberta. In these scenarios, St. Albert is anticipated to accommodate 4.9% of the projected population growth of CD No. 4811, which includes the Edmonton Metropolitan Region. Upon further review and analysis, a fourth Midpoint Case (the interpolated middle between the Base and High Cases) was recommended as a reasonable and realistic basis for an annexation that meets the City's medium to long-term needs.
- The Growth Management Study's Midpoint Case has been utilized for calculating future land requirements for the City. In this scenario, St. Albert's population is forecasted to reach 154,125 by 2070 – a change of 130% from 2018. This growth projection is appropriate as it trends

6,525 people above the 2044 midpoint between the *EMRGP* Low and High Cases.

- In the 10-year period between 2008 and 2017 inclusive, the total amount of lands consumed through the plan registration process in the City of St. Albert amounted to 414.6 gross developable hectares.
- With an average annual land absorption rate of 50.6 hectares between 1968 and 2017, and with 1,100.3 hectares of lands available in the City's current boundary to accommodate future growth, it will take almost 25 years to absorb these lands through plan registration (e.g. subdivision plans, road plans, etc.) if this annual absorption rate remains constant.
- As of March 2018, the City of St. Albert had 709.4 gross hectares of residential land supply, 111.4 gross hectares of commercial land supply and 279.6 gross hectares industrial land supply available to accommodate future growth. Under the recommended Midpoint Case Scenario, it is estimated that these land supplies will be fully absorbed within the next 26, 30, and 19 respectively.
- A Recommended Annexation Area (RAA) in the amount of 25.7 gross developable quarter sections was identified to accommodate the City of St. Albert's future growth to 2070 under the Midpoint Case. This would allow the City to properly plan land uses and infrastructure investments over the long-term in an orderly, comprehensive, and sustainable manner.
- The configuration of the RAA minimizes the number of potential active wastewater and stormwater servicing basins beyond the City's current boundary that would be subject to competition for necessary infrastructure investments as the City grows over the long-term.

1.2.5 Municipal Development Plan

Flourish, St. Albert's MDP, was originally approved by Council through Bylaw 20/2020 in April 2021. Subsequently, to incorporate the lands annexed from Sturgeon County as of January 2022, the *MDP* was amended in November 2022 through Bylaw 1/2022.

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, envisioning a future population of 100,000, and up to 13,000 new jobs over the coming decades. 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 (LUB), 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 *MDP c*ontains a growth strategy and planned urban structure that shape the physical growth of the city. The Plan's goals, policies, and strategic directions complement the growth strategy, taking a holistic approach that integrates the City's environmental, economic, social, and cultural aspirations.

The 'Sustainable Growth' section of the *MDP* provides direction regarding the Priority Areas for the growth and development of St. Albert, and where the City will add its population as it grows to 100,000 people, and where the 13,000 new jobs are envisioned. The city will continue to grow outward, but it needs to do so strategically by addressing municipal infrastructure constraints, optimizing future infrastructure, and achieving the goals of the *MDP*. At the same time, growth within the built-up city, referred to as intensification, has been occurring and needs to be further encouraged to achieve a complete city, one that offers more choices for housing, amenities, and mobility.

In both the Council approved versions of the *MDP* (April 2021) and the amended document to include the annexation version (November 2022), the lands contained within the Northeast St. Albert ASP are identified as "Other Areas for Growth". Other lands within the City are identified as "Priority Areas for Outward Growth" or "Priority Areas for Intensification" and these priority areas are supported through policies contained within Section 13.1 and Section 13.2 of the *MDP*. As such, the Northeast St. Albert ASP lands were not fully contemplated or studied within the *MDP*, as land development within the Northeast St. Albert ASP will exceed population growth and job projections beyond 100,000 people and 13,000 jobs, as studied within Annexation's Growth Management Study.

The Northeast St. Albert ASP contemplates policies of the *MDP* by:

- Reflecting the land use and transportation concept shown in *MDP* Map 3, including a balance of Neighbourhoods, Employment Areas, Major Open Spaces, Mixed-use Areas, and Mixed-use Employment Areas that support the *MDP*'s guiding direction;
- Being located within a designated "area for growth" as shown in *MDP* Map 4;
- Attempting to preserve environmentally sensitive areas identified in *MDP* Map 5 – with the notable exception of those located on the NW 21-54-W4M, which were previously identified for removal by the Government of Alberta's Water Act Approval #00425700 in August 2020, prior to the adoption of the *MDP*;
- Protecting the Sturgeon River and other natural features – some of which are envisioned to act as 'stepping stones' for a future regional trail and/or wildlife corridor that could link the Sturgeon River to Carrot Creek;

- Designating employment lands in the northern portion of the Plan area to provide opportunities for local jobs and to support the goal of increasing the City's non-residential tax assessment base;
- Facilitating a variety of housing choices to meet the needs of a diverse population in all stages of life;
- Outlining the direction of staging and infrastructure requirements so that development occurs in a logical, efficient, and cost-effective manner, while also enabling the remaining build-out of existing neighbourhoods such as Erin Ridge North and Jensen Lakes (which are otherwise limited by infrastructure capacities); 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

The development of this ASP involved engagement with City departments, external stakeholders, area landowners (see **Map 7: Legal Descriptions**), and the general public, to discuss the project and gather feedback.

Developer Engagement

As required by the applicant's approved Public Consultation Plan, due to pandemic-related safety protocols at the time, a virtual public meeting was held in September 2021, and documented within a verbatim transcript. A summary of this meeting was documented within the Technical Report, including themes related to land use, traffic, environment, and timelines. In addition, on-site signage was erected by the applicant in two locations – one at Bellerose Drive at Coal Mine Road; the other at Element Drive North at Edgefield Way.

The applicant also hosted an additional public information session in October 2024 at a local hotel, in order to gather public feedback on the final revisions. To inform the public about this session, the applicant placed an advertisement in the St. Albert Gazette newspaper, and mailed over 500 letters to area landowners inside and within 100 meters of the ASP boundaries, including those within both St. Albert and Sturgeon County.

City Engagement

In January 2022, over 500 letters were mailed by the City to area landowners inside and within 100 m of the Plan area, including those in both St. Albert and Sturgeon County. In addition, information, regular updates, and opportunities for Q&A were enabled using the City of St. Albert's Cultivate the Conversation online platform.

A second 500+ letter mailout occurred in December 2023 to inform area landowners inside and within 100 m of the Plan area of the November 2023 revisions to the ASP and its revised supporting technical documents.

Finally, in August 2024, the City mailed the 18 landowners within the ASP boundary regarding the draft-final revision of the Plan, to provide an opportunity to comment before a decision by Council and the EMRB.

Engagement was conducted in accordance with the City's *Public Participation Policy and Public Participation Guidelines for Planning and Development Applications*.

1.4 How to Navigate the Northeast St. Albert ASP

This ASP is structured in general accordance with the City'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 Northeast St. Albert.
    - **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**, 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 Northeast St. Albert ASP

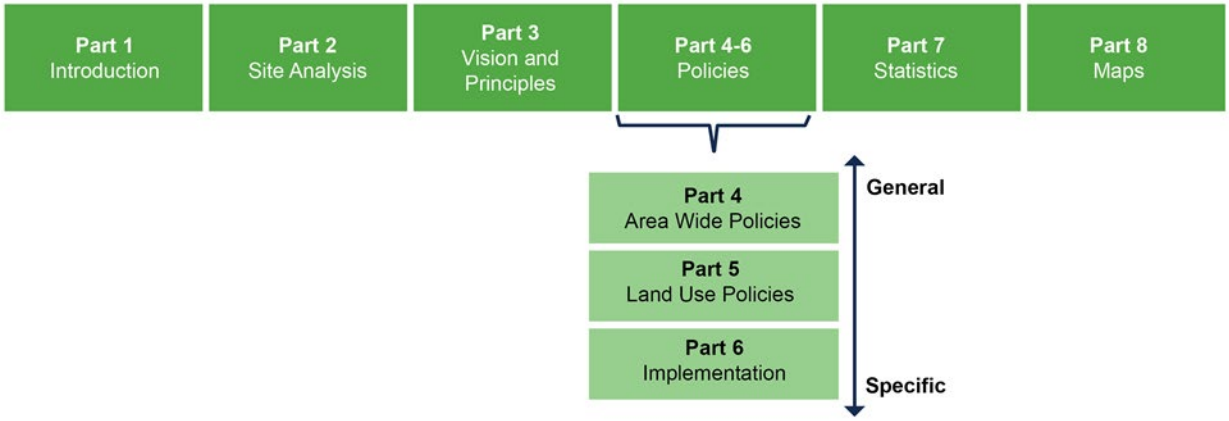
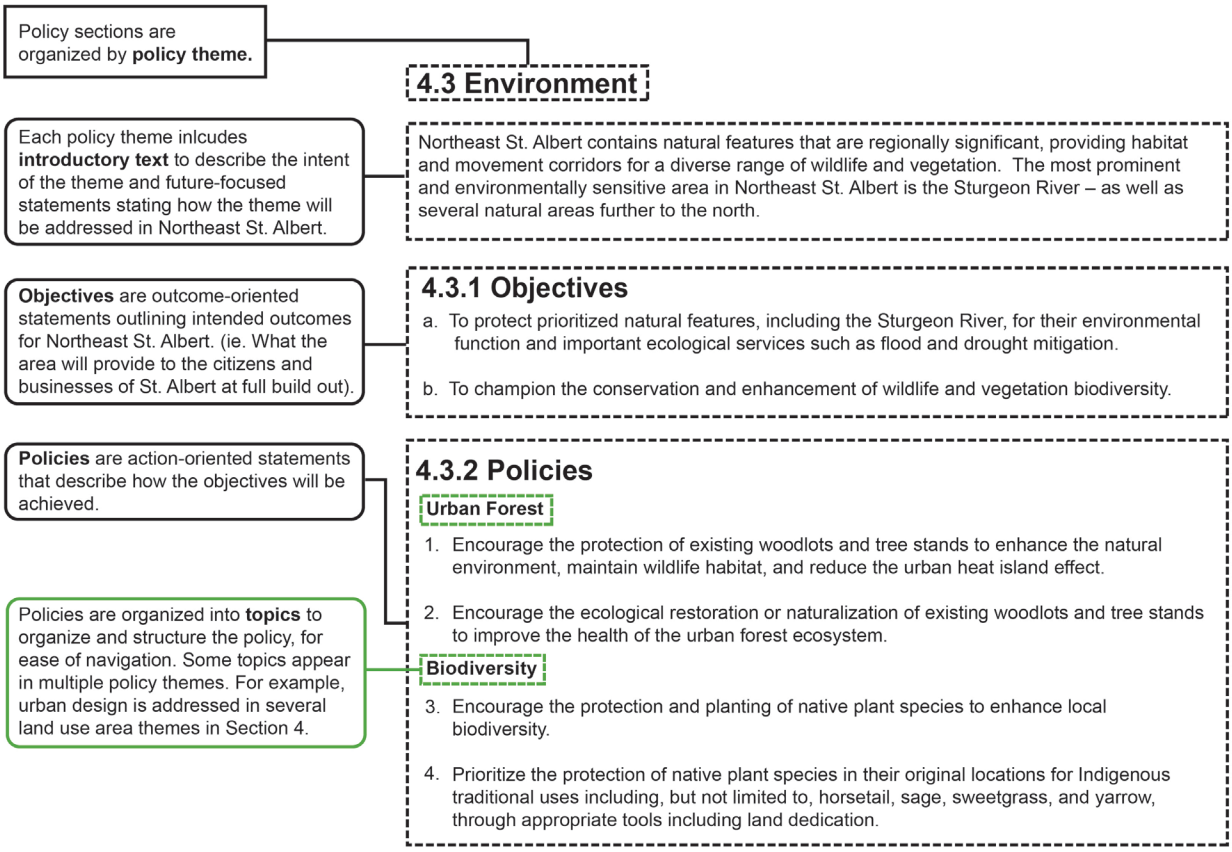


Figure 3: Policy Structure



1.5 Interpretation

All figure symbols, locations, and boundaries contained within this 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 types, policy functions, and examples of key words are outlined in **Table** 1. Policies of the ASP apply to the lands within the Northeast St. Albert 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, Achieve, 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: Location** and **Table 3: Future Land Use Statistics**, the ASP spans an area of approximately 298 hectares (736 acres±), and is bound by:

- the northern City limits (existing Township Road 544 / future 127 Street) to the north;
- the eastern City limits (future 127 Street) to the east;
- St. Albert Trail / Highway 2 to the west;
- the Erin Ridge, Erin Ridge North, and Oakmont neighbourhoods to the southwest; and
- the Sturgeon River to the far south.

As illustrated in both **Map 1: Location** and **Map 12: Aerial**, adjacent to the Plan area includes:

- within the City of St. Albert (to the south and west), primarily developed and developing neighbourhoods governed by existing ASPs – including commercial land uses adjacent to St. Albert Trail, and predominantly a mixture of low and medium-density housing forms elsewhere;
- within Sturgeon County (to the north), the University of Alberta's St. Albert Research station, which is a 324 hectare± (800 acre±) farm used for crop and environmental research;
- within Sturgeon County (to the east), primarily agricultural land. Longer-term, this area is envisioned by the Sturgeon Valley South ASP to transition into a compatible urban neighbourhood with a minimum residential density of 35 dwelling units per hectare.

For more information about adjacent land uses, please refer to the applicable ASPs.

2.2 History

Northeast St. Albert primarily consists of agricultural lands annexed from Sturgeon County in 2022, as well as a remaining undeveloped quarter section within the City's previous 2007 annexation boundary (i.e., SE 21-54-25 W4).

In June 2017, the City submitted its Notice of Intent to Annex to Sturgeon County and the Alberta Municipal Government Board (amalgamated into the Land and Property Rights Tribunal in 2021), which was followed by an Annexation Agreement in September 2020. The City obtained jurisdiction over the annexation area in January 2022, and updated its *MDP* accordingly to include these lands in November 2022.

Rational provided to the Government of Alberta to support the annexation, included the following:

- The annexation addresses the City's average 46-year need for residential, commercial, industrial, and institutional growth to the west (north of a CN rail line), northwest, north, and northeast of the City (north of the Sturgeon River).
- The configuration of the annexation represents a logical extension of the City's existing urban footprint and servicing systems to the west, northwest, north, and northeast adjacent to some lands already developed within the City or planned for future urban development by the City. In addition, it:
    a. facilitates long-term commercial development along highway corridors and in other supporting nodes that will help improve City's current tax assessment split of 80% residential to 20% non-residential;
    b. facilitates an opportunity for contiguous northwest expansion of the City's future Lakeview Business District including benefits from potential access to rail and Highway 633 (Villeneuve Road), and future upgrades to Ray Gibbon Drive;
    c. facilitates future industrial growth at greater than historical volumes, which will be a significant contributor to the City improving its current tax assessment split;
    d. leverages future provincial and regional roadway investments in the planned extension of Ray Gibbon Drive to the northwest and the future 127 Street extension to the northeast, allowing for a better spreading of traffic across three corridors to/from Edmonton to the southeast;
    e. minimizes the number of potential active wastewater and stormwater servicing basins beyond the City's current boundary that would be subject to competition for necessary infrastructure investments as the City grows over the long-term; and
    f. aligns with the Edmonton Metropolitan Region Growth Plan.

In addition to the pertinent lands within Northeast St. Albert, the annexation predominately included lands on the northwest side of the City, as well a smaller area on the southeast side adjacent to Poundmaker Road (River Lot 56, St. Albert Municipal Cemetery, and Poundmaker's Lodge). In total, approximately 1,558 hectares (3,850 acres±) were annexed from the County, of which approximately 15% is now located within the boundaries of this ASP.

2.3 Legal Descriptions

The ASP lands shown within **Map 7: Legal Descriptions** are predominantly owned by private landowners and developers. In addition, there is a church, a pump station owned by the Town of Morinville, and a small municipal reserve lot owned by the City, which was previously under Sturgeon County's ownership prior to the 2022 annexation.

2.4 Site Context

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

2.4.1 Natural Features (Wetlands, Waterbodies, Forested Areas)

The *St. Albert Natural Areas Assessment* (2015 Update), as well as the *Ecological Assessment – City of St. Albert Growth Management Study* (December 2020) provided initial guidance into the locations and extent of various natural areas including their ecological roles. Accordingly, the *MDP* and this ASP identify many of these areas as Major Open Spaces, which establishes the intent to conserve these important natural spaces where feasible. This includes a linkage that could facilitate a future regional trail and/or wildlife corridor between the Sturgeon River on the south, to Carrot Creek on the west side of the City.

The ASP's *Natural Area Assessment* also sourced another six databases to identify potential environmental sensitives and/or areas of operational constraints, including:

- Fisheries and Wildlife Management Information System (FWMIS);
- Alberta Conservation Information Management System (ACIMS);
- Agricultural Regions of Alberta Soil Inventory Database (AGRASID);
- Landscape Analysis Tool (LAT);
- GeoDiscover: Alberta Merged Wetland Inventory Mapping Tool; and
- Government of Alberta, Alberta Flood Maps.

A total of eleven (11) natural areas were identified within Basin Environmental's *Natural Area Assessment*, nine (9) of which were initially contemplated by that study for potential retention as either Municipal Reserve (MR) or Environmental Reserve (ER). Subsequently, using the discretion of City staff, and with input from the applicant, when considering the limited legal mechanisms and public funding for acquiring such features on privately-owned land, it was deemed likely to be unfeasible to retain the entireties of all eleven (11) natural areas. Areas not identified for retention are features deemed to have low ASP-level landscape

value and low natural feature ecological ranking, and are therefore not recommended for retention.

The eleven (11) areas, labelled as "A" through "K", are described generally in **Table 2** and illustrated on **Map 10: Natural Features**. Ranking was identified as:

- *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, because of their location and need for further studies, these lands may not qualify as ER or MR, and may be retained as CR.
- *Do Not Retain*: Features that will be impacted by development of roadways, Water Act approval for removal of a wetland, or the area is in a place that will be developed.

Various retention mechanisms for each of the prioritized natural features were examined. In accordance with the *MGA*, 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.

Exact boundaries of ER, MR, and/or CR will be determined at later planning and development stages.

Table 2: Prioritized Natural Features in Northeast St. Albert

AREA See Map 10	RANKING	DESCRIPTION	POTENTIAL DEVELOPMENT CONSTRAINTS	POTENTIAL RETENTION MECHANISM
A	Do Not Retain	This dust-covered shelter belt of trembling aspen and popular is located along the unpaved Twp Rd 544, and has an area of 0.4 hectares± (1.1 acres±). It has a well-developed canopy and shrub layer including mature willows, red-osier dogwood, prickly rose, wild red raspberry, common snowberry, and showy aster.	Road widening and urbanization of Twp Rd 544, as the future 127 Street, will impact the trees and shrubs.	N/A
B	Do Not Retain	In the centre portion of the NW 21-54-25 W4M was a semi-permanent graminoid marsh with a wetland classification of M-G-IV. The size of the wetland was originally 29.5± hectares (72.9 acres±), which included an area located south of the Northeast ASP boundary as well. The drainage channels from lands north of Twp Rd 544 that once flowed to this quarter section are now diverted to drainage ditches adjacent to Twp Rd 544 and St. Albert Trail.	The wetland has Water Act approval #00425700 in 2020, for removal. Compensation for the removal of the wetland has been paid to the Government of Alberta.	N/A (Note: When removing this wetland, native soils should be stripped and stockpiled for use when constructing stormwater management facilities in the area).
C	Do Not Retain the wetlands and vegetation on the NW 21-54-25 W4M. Attempt to Retain the two wetlands and	Located along the quarter section line between NW and NE 21-54-25 W4M is a complex containing two wetlands and vegetation. The more northerly wetland is 1.2 hectares± (2.9 acres±) with a wetland classification of S-Wd-III (meaning a swamp, woody deciduous and is seasonal). The other wetland is 0.3 hectares± (0.7 acres±), and has a classification of M-G-III (meaning marsh,	The NW portion of these two wetlands already has Water Act approval #00425700 in 2020, for removal and is proposed for development.	On the NE 21-54-25 W4M (only), some MR and/or ER designation could be considered if future needs warrant; however, a stormwater management facility could be preferable (PUL), based upon field

AREA See Map 10	RANKING	DESCRIPTION	POTENTIAL DEVELOPMENT CONSTRAINTS	POTENTIAL RETENTION MECHANISM
	the vegetation on the NE 21-54-25 W4M.	graminoid, and is seasonal. Both wetlands have been disturbed by agricultural activities). The vegetation is a trembling aspen stand with shrub and ground level vegetation including willows, red-osier dogwood, high-bush cranberry, common snowberry, sarsaparilla, wild strawberry, beaked sedge, and arrow-leaved coltsfoot. Bird species included American robin, black-capped chickadee, and downy woodpecker. The area is 1.8 hectares± (4.4 acres±).	A stormwater management facility (SWMF) may be located where one of the wetlands is located.	analysis at the Neighbourhood Plan stage. To protect the health of the vegetation, a buffer should be included within the ER or MR designation. This area should be considered as a 'stepping stone' for a wildlife corridor and/or regional trail to link the Sturgeon River to Carrot Creek.
D	Retain	Located in the southwest corner of NE 21-54-25 W4M, within an agricultural field is a trembling aspen and poplar stand that appears well established since at least 1967, and has an area of 0.3 hectares± (0.7 acres±). This area should be incorporated into a future park at the Neighbourhood Plan stage.	This small tree stand may be compromised by future road construction and/or other development.	To be revisited at the Neighbourhood Plan stage, based upon future field investigation. MR designation could be appropriate if warranted in the future. To protect the health of the tree stand, a minimum buffer should be included within the MR designation.

AREA See Map 10	RANKING	DESCRIPTION	POTENTIAL DEVELOPMENT CONSTRAINTS	POTENTIAL RETENTION MECHANISM
E	Do Not Retain	Located at 54320 Rg Rd 253 are two shelterbelts. The mixed wood trees shelterbelt with an area of 0.9 hectares± (2.2 acres±) surrounds farm buildings. The trembling aspen shelterbelt is adjacent to Rge Rd 253 and has an area of 0.4 hectares± (0.9 acres±).	The shelterbelt along Rge Rd 253 may be impacted by the urbanization and expansion of the roadways. The remainder of the trees will likely be removed as the land is developed.	N/A
F1, F2, F3	Retain	Located at 54304 Rge Rd 253, are three tree communities and a potential ravine with a watercourse-drainage channel. The larger tree stand (F1) contains trembling aspen and poplar with some coniferous and has an area of 3.1 hectares± (7.7 acres±). The smaller tree stand (F2), with an area of 0.9 hectares± (2.2 acres±), contains trembling aspen and poplar. The mixed wood tree stand (F3) of trembling aspen, poplar, and coniferous trees has an area of 2.1 hectares± (5.2 acres±), and possibly contains a drainage channel. The potential watercourse-drainage channel in F3 is bisected by Rge Rd 253, which should be further investigated at the Neighbourhood Plan stage to ascertain its hydrological connectivity to the naturalized dugout at 54305 Rge Rd 253, where the	The smallest tree stand (F2) is relatively less accessible for residents. Furthermore, the City has limited legal and financial mechanisms for retaining MR that exceeds 10% of the net developable area.	Potential ravine with a watercourse-drainage channel must be retained as ER, that includes a minimum buffer, or alternatively incorporated into a naturalized SWMF – as determined at the Neighbourhood Plan stage. The largest tree community on the west (F1) should be retained as MR. To protect the health of the tree stands, a minimum buffer should be

AREA See Map 10	RANKING	DESCRIPTION	POTENTIAL DEVELOPMENT CONSTRAINTS	POTENTIAL RETENTION MECHANISM
		watercourse continues southeasterly and terminates in an agricultural field near Bellerose Drive. The potential ravine with a watercourse-drainage channel requires further studies at the Neighbourhood Plan stage. This area should be considered as a 'stepping stone' for a regional trail and/or wildlife corridor to link the Sturgeon River to Carrot Creek.		included within the MR designation. Area F3 and Area G need to be analyzed together to understand the water course.
G	Retain	Located on 54220 Bellerose Drive is a large tree stand, a wetland, and a ravine with a watercourse-drainage channel. The trembling aspen and poplar stand with some coniferous trees is 6.5 hectares± (16.1 acres±). The wetland is 0.6 hectares± (1.5 acres±) with a wetland classification of S-S-III (which means swamp, shrubby, and seasonal). The watercourse has two reaches, one is within the tree stand that extends to the north corner, and the other reach extends west through a dugout located at 54305 Rge Rd 253, crossing Rge Rd 253 to 54304 Rge Rd 253. The two reaches of the watercourse join together and continue southeasterly and terminates in an agricultural field near Bellerose Drive. (This is the same watercourse as discussed previously in Area F3).	N/A	Potential ravine with a watercourse-drainage channel retained as ER that includes a minimum buffer. It may be feasible for the dugout to be incorporated into a naturalized SWMF. At the Neighbourhood Plan stage, determine what additional lands could be MR and include a minimum buffer to protect the natural area.

AREA See Map 10	RANKING	DESCRIPTION	POTENTIAL DEVELOPMENT CONSTRAINTS	POTENTIAL RETENTION MECHANISM
		The naturalized dugout and watercourse crossing (F3) 54305 Rge Rd 253 has been included with Area G. The wetland and naturalized dugout should be retained as part of the natural area.		
H	Retain	Located at 54221 Bellerose Drive (River Lot 37) is a 7.9 hectare± (19.5 acres±) white spruce forest with a concentration of trembling aspen and balsam poplar. A portion of the tree stand is within Sturgeon County and below the designed flood line. Area H should be fully retained. At the Neighbourhood Plan stage, further analysis is needed to determine what portion of the forest is below the designate flood line to be designated as ER and the remainder as CR. (Note: Sturgeon County's, Sturgeon Valley South ASP identifies this area as a "potential significant natural feature" based upon a separate desktop assessment.)	N/A	To protect the natural area, the compositions, and the health of the white spruce forest, a minimum buffer should be included within the ER and CR designation.
I	Retain	Located at 54221 Bellerose Drive (River Lot 37) is wetland with an area of 5.3 hectares± (13.1 acres±) with a classification of M-G-IV (meaning marsh, graminoid, and is semi-permanent). A portion of the wetland is within Sturgeon County, and the wetland is entirely below the designated flood line.	N/A	Retain as ER. To protect the natural features of the wetland, a minimum buffer should be included within the ER designation.

AREA See Map 10	RANKING	DESCRIPTION	POTENTIAL DEVELOPMENT CONSTRAINTS	POTENTIAL RETENTION MECHANISM
		To the west of the wetland is Area J (discussed below), and therefore naturalizing the area of land between Areas I and J should be considered at the Neighbourhood Plan stage.		
J	Retain lands below the designated flood line. Attempt to Retain lands above the designated flood line.	Located at 54221 Bellerose Drive (River Lot 37) is a mixed wood tree stand containing two wetlands. The mixed wood forest has trembling aspen, balsam poplar, and white spruce with an area of 8.8 hectares± (21.7 acres±). A portion of the mixed wood forest is below the designated flood line. The portion of the mixed wood forest above the designated flood line (near old Bellerose Drive road right-of-way) requires further analysis at the Neighbourhood Plan stage to determine what portion of the land is developable, or if steep slopes make the land undevelopable and thus being designated as ER. The larger wetland in the north portion of Area J has an area of 1.2 hectares± (3.0 acres±) and is located above the designated flood line. In the south part of the tree stand is a small wetland with an area of 0.08 hectares± (0.2 acres±) and is located below the designated flood line. The wetland classification for both wetlands is S-S-III (meaning swamp, shrubby, and is seasonal).	Potential "developable" lands may be difficult to access and service.	Lands below the designated flood line, that include a minimum buffer to protect the larger wetland, should be included within the ER designation. In addition, the 1.2 hectare wetland (located above the flood line) should also be designated as ER. All other lands above the designated flood line should be retained as CR or MR, less the portion that is developable. However, though a slope analysis study at subdivision stage, undevelopable slopes may need to be designated ER.

AREA See Map 10	RANKING	DESCRIPTION	POTENTIAL DEVELOPMENT CONSTRAINTS	POTENTIAL RETENTION MECHANISM
		As identified in Area I, naturalizing the area of land between Areas I and J should be considered at Neighbourhood Plan stage.		As illustrated in **Map 8: Major Open Spaces and Parks**, the feasibility for a trail should be explored in this area (or within the old Bellerose Drive road right-of-way).
K	Retain	Located at 54221 Bellerose Drive (River Lot 37) is an elongate wetland ranging between 5 to 20 m in width, forms part of the Sturgeon River riparian zone. The wetland has an area of 0.7 hectares± (1.7 acres±) with a wetland classification of S-S-III (meaning swamp, shrubby, and is seasonal). This wetland is below the designated flood line. There is a shrubby shelterbelt with an area of 0.03 hectares± (0.07 acres±) which could be naturalized to promote connectivity for wildlife movement from Area K to Area J.		Area K and the link to Area J should be designated as ER, and includes a minimum setback from Sturgeon River containing the elongated wetland in Area K, and area to naturalize between Areas J and K.

To supplement **Table 2** above, a variable buffer (ranging from 3 to 50 metres) was also recommended within the ASP's *Natural Area Assessment*. These setbacks consider recommended data and sources outlined in several City reports, as well as *Stepping Back from the Water* (ESRD, 2012), and meets the intent of the *MDP* by restricting development within unstable lands and areas that may be prone to flooding. Further, this variable buffer provides pollution prevention, wildlife habitat, and opportunities for recreational use adjacent to the bed and shore of the Sturgeon River and other natural areas.

Since it was derived from a desktop analysis, the variable buffer recommended by the Natural Area Assessment requires verification at the Neighbourhood Plan stage, and is based upon the following rationale:

- 3 m minimum setback for upland areas recommended for designation as a MR. As identified in the City of St. Albert's *Natural Area Conservation and Management Plan* (Spencer Environmental 2016), the provision of a 3 m buffer is intended to protect vegetation (i.e., root zone), protect the public from potential hazardous trees, and provide space for maintenance and emergency access.
    - Notwithstanding the aforementioned report's recommendation for a 3 m minimum buffer, the City's preference is for a 10 m minimum buffer with the exact buffer determined at the NP stage.
- 6 m minimum setback is required under the *MGA* for Environmental Reserves that contain waterbodies. Such a setback is recommended for MR/ER/CRs that include wetlands or similar features such as watercourses and ravines.
    - Notwithstanding the *MGA*'s requirement for a 6 m minimum buffer, the *MDP* requires a minimum 30 m buffer. The exact buffer shall be determined based upon appropriate studies at the NP stage.
- 20 m minimum setback is recommended for large contiguous natural areas that potentially contain sensitive environmental features. This recommended buffer is similar to that contained in the City of St. Albert's *Guidelines for the Protection of Natural Areas in the Timberlea Neighbourhood* (2007) for analogous lands.
- 50 m minimum buffer is recommended for sensitive lands located in the Sturgeon River valley. This buffering was based on recommendations contained in the *Stepping Back from the Water: A Beneficial Management Practices Guide for New Development Near Waterbodies in Alberta's Settled Region* (Government of Alberta 2012), and the City of St. Albert's *MDP* that requires the City to preserve and protect the Sturgeon River valley.

These variable buffers 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. The variable buffer shall be included within the ER, MR, and CR designations.

Another prioritized natural feature are wetlands. The *Natural Area Assessment* primarily included a desktop analysis of wetlands, which accounts for some portions of the ASP areas. Field data undertaken for a Wetland Assessment is generally acceptable for three years, therefore, it should be completed if development is foreseeable within three (3) years from the completion of a Wetland Assessment.

A review of the Alberta Conservation Information Management System (ACIMS) determined that no records of special status plants were located within the Plan Area. However, Biophysical Impact Assessment will be undertaken at Neighbourhood stage, which includes a field study.

2.4.2 Floodplain Boundary

The designated floodplain shown in **Map 9: Site Analysis** is derived from the designated flood line under the City's *LUB*. The lands below the floodplain boundary are identified as 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 *LUB*. At the Neighbourhood Plan stage, such 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 the Sturgeon River, particularly the south portion of River Lot 37, are considered critical to the riparian corridor, which are transitional areas between upland and the water boundary, within the floodplain. In this location, the Sturgeon River's floodplain is wide, and comprises large areas of riparian meadow and patches of adjacent woodland.

2.4.3 Topography

The Plan area is divided into two predominate drainage areas, with a natural high ridge running diagonally across NE 21-54-25-W4M and SE 21-54-25-W4M. As implied within **Map 13: Topography**, the northwest area gradually slopes west towards Highway 2 (St. Albert Trail), with ground elevations ranging between 684 metres to 690 metres. The southeast area slopes east towards the Sturgeon River, with ground elevations ranging between 652 metres to 690 metres. The most significant elevation changes are located north of Bellerose Drive. Within the City of St. Albert Growth Management Study (December 2020), this area north of Bellerose Drive was identified as having "potential geotechnical constraints" due to its steep topography. Likewise, steep slopes are also present on the southwestern portion of River Lot 37, adjacent to the segment of old Bellerose Drive in particular.

2.4.4 Soil Condition (Geotechnical)

A comprehensive geotechnical investigation was not completed for the entirety of the Northeast St. Albert ASP area. However, an initial geotechnical investigation for the NW 21-54-25 W4 is summarized in this section. Future Neighbourhood Plans will require the completion of geotechnical investigations prior to approval. Such future work and analysis may trigger amendments to the Area Structure Plan document.

NW 21-54-25 W4 – Geotechnical Investigation

An initial geotechnical investigation was conducted by J.R. Paine & Associates Ltd., on behalf of Landrex Hunter Ridge Inc. (Report No. 4826-18) pertaining exclusively to the NW 21-54-25 W4, and furthermore only contemplating single-detached dwellings, duplexes, underground utilities, roads to service the lots, and stormwater management ponds. No other land use types on this quarter-section (e.g., school, multi-unit, commercial, etc.), nor the balance of the ASP lands, have been examined by this geotechnical investigation.

The initial investigation found that "*the recorded water table levels were within 2.0 metres below the existing grade in thirteen of the test holes*" (out of sixteen in total), which may fluctuate on a seasonal or yearly basis, with the highest reading obtained in spring or after periods of heavy rainfall. The readings stated in the report, taken in the fall of 2020, should reflect the near average seasonal levels.

Despite the relatively high water table on this quarter-section, the geotechnical investigation has nevertheless suggested that development within the study area is considered possible, yet with constraints similar in nature to those found in nearby developing neighbourhoods like Jensen Lakes and Erin Ridge North. Standard design and construction practices for site grading, utility installation, building foundations, roadway construction, etc., were determined to be generally applicable for the study area, with detailed geotechnical recommendations, with respect to the above-mentioned construction, outlined in the report. The report advised that for any proposed stormwater management facility, pond excavation will likely advance below the water table and experience an ingression of groundwater during construction, and a clay liner may be required to plug the permeable material. The native soils excavated from proposed pond location should be suitable for engineered lot fill.

All Other Areas

As for the rest of the Plan area, the Land Suitability Rating System (LSRS) as employed by the Government of Alberta was used to inform a general understanding of soil conditions at a desktop analysis level of detail. Generally, the Plan area consists of eluviated black chemozemic soils, similar to what is found in the existing Erin Ridge North and Erin Ridge neighbourhoods. This means surficial topsoil, followed by two layers of native clay, and transitioned into

clay till below greater depths. While the eastern portion of the Plan area south of Bellerose Drive has similar soil conditions, this area is more constrained due to topography and drainage as these lands are part of the floodplain boundary. More detailed site-specific, in-field geotechnical investigations will be completed for each subsequent NP. A new/amended geotechnical investigation for the NW 21-54-25 W4 may be required once final land use details are confirmed, because the initial geotechnical investigation only contemplated limited land use types.

While new geotechnical investigations are required for all future NPs, this may be particularly important for the areas both north and south of Bellerose Drive, which were identified by the City of St. Albert Growth Management Study (December 2020) as areas having "potential geotechnical constraints". On the north side of Bellerose Drive, these constraints pertain to steep topography, slope stability, and a high water table. Similarly, on the south side of Bellerose Drive, the constraints pertain to the presence of the Sturgeon River's flood plain, as well as steep topography adjacent to a segment of 'old' Bellerose Drive.

According to the Ecological Assessment (December 2020) which supplemented the Growth Management Study, "*the potential geotechnical concerns do not preclude future development*". The Ecological Assessment indicates that a prior geotechnical investigation was prepared for a portion of River Lot 37 in relation to the proposed [then-called] 'Keys Cross' (a.k.a. 'Solar Crest') ASP on the north side of Bellerose Drive. That analysis suggested that *"development could occur subject to mitigative measures such as no irrigation, no swimming pools, etc.*" The Ecological Assessment states that other lands in the area "*may not have the same ease of developability, may have higher associated development costs, and may have development restrictions similar to those identified in the geotechnical analysis prepared in support of the proposed Keys Cross ASP.*"

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

Well sites and various utility rights-of-way are shown in **Map 9: Site Analysis**. Utility infrastructure in the area includes, but is not limited to, fibre optic trenches, power lines and poles, oil and natural gas pipelines, and more.

Based upon Alberta Energy Regulator (AER) data, eight (8) pipelines are in the Plan area, including seven (7) high-pressure and one (1) low-pressure pipeline. These include operational, removed, and abandoned pipelines.

There are a number of oil and gas wells within, and in close proximity to the Plan area. This includes a known sour gas well on NE-21-54-25-W4M (i.e., licence # 0240276). In February 2024, communications between City staff, the AER, and the licensee (MAGA Energy Ltd.), it was found that this sour gas well is temporarily not producing due to surface facility constraints. However, it has been a steady producing well since 2000, and the licensee's development plans include reactivating and producing this well when facility constraints can be resolved. When this occurs, due to the AER's maximum estimated hydrogen sulfide (H_2S) level of 0.001, if still operational when future development occurs in this area, a development setback of up to 100 metres is necessary.

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.

When future NP's are prepared for lands containing any kind of wells, additional in-field studies will need to be included, such as an Environmental Site Assessment and well reclamation certificates. Future development will adhere to the policies and setback requirements established by the AER, Alberta Health Services, and the City of St. Albert.

2.4.6 Railways

No railways are located within or around the Plan area.

2.4.7 Brownfield Sites

The entire Plan area consists of undeveloped lands, and no known brownfield sites (except oil well sites).

2.4.8 Confined Feeding Operation

A review of the Natural Resources Conservation Board (NRCB) map reveals no Confined Feeding Operations identified within the ASP area, nor impacting the ASP area.

Previously, according to the *Agricultural Baseline Assessment – City of St. Albert Growth Management Study* (December 2020), a poultry operation on NE 21-54-25 W4 (i.e., adjacent to Range Road 253) operated with a permit from Alberta Agriculture. However, the NRCB advised that there has been no poultry in the barns since 1995. This was reconfirmed by City staff during a 2023 phone conversation with the new site operators, a farm equipment business known as HayBoss Feeders.

2.5 Agricultural Impact Assessment

The EMRB's *RAMP* identifies the Northeast St. Albert ASP's lands within Policy Area 3, Agriculture in Future Transition Lands.

An Agricultural Impact Assessment was prepared by Invistec Consulting Ltd. in December 2021. The assessment identified that the soils within the Plan area varied by location, ranging from 'slight' to 'severe' limitations for agricultural suitability due to temperature, drainage, and slope limitations.

Lands categorized as having 'slight' agricultural limitations (i.e. predominantly Class 2 soils) made up the bulk of the ASP lands, particularly in the northwestern and central portions of the Plan area, while lands categorized as having 'severe' agricultural limitations (i.e. Class 5 soils) were located in proximity to the Sturgeon River's flood plain.

The assessment confirms that these lands have been identified for development under the *EMRGP* and the City's *MDP*, and could mitigate impacts on adjacent agricultural lands via the future 127 Street, which separates the majority of the Plan area from existing agricultural lands in Sturgeon County and the University of Alberta's St. Albert Research station.

2.6 Historic Resources

A Historical Resources Overview for the Plan area was completed by TreeTime Services Inc. (now known as Ember Archaeology) in November 2020 for the ASP area. No known historical sites were identified in the Plan area; however, several moderate and high "potential" archaeological sites were identified.

Within Plan 052 0323, Block 1, Lot 1; Plan 062 5326, Block 1, Lot 2; and NW-21-54-25-W4M, one "moderate" and four "high potential" sites were identified, resulting in the need for a Historical Resources Act Approval. A Historical Resources Act Approval was granted by the Government of Alberta on December 8, 2020, for these lands.

While much of the Plan area has been disturbed by agricultural purposes, the Plan area has high potential for deeply buried precontact sites, shallow precontact sites, and early historic period occupations, including Métis occupations prior to the Dominion Land Survey. As such, the remainder of the Plan area will be required to obtain Historical Resources Act Approval prior to development, which may include completing a Historical Resources Impact Assessment.

Historical resources are divided into three categories: archaeological resources, historic period occupation, and historic structures.

Archaeological Resources:

Three (3) areas are identified as having high potential for archaeological resources: vegetated areas on or near drainages, the agricultural fields, and the Sturgeon River floodplain.

If developing in close proximity, testing should be completed in well-established treed areas because these have had limited agricultural activities. Intact sites may have invaluable information about the area.

Agricultural fields along drainage areas have high potential for pre-contact sites that are similar contexts within 5 kilometres of the Plan area. In-field reconnaissance is recommended to provide a representative sample of sites.

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.

Archaeological sites or quaternary fossils may be deeply buried due to sediment deposition from flood events along the Sturgeon River floodplain. Deep trenching testing is recommended to investigate if any buried resources are found.

Historic Period Occupation:

Early historic period occupation, including Métis occupation, has a high potential in the Plan area, specifically within Section 15, which includes River Lots 36 and 37, a historic Dominion Township Survey trail, potentially undisturbed vegetated areas on the flood plain, as well as three recorded historic structures. Currently, there are two recorded

structures at the north end of the River Lot area, however, typically Métis River Lots had structures located closer to the water.

Historic Structures:

Sections 21 and 22 of 54-25 W4 have a high potential for historic resources due to three (3) historic buildings identified 300 metres east of the ASP boundary, just south of Bellerose Drive in Sturgeon County. Additional structures may be located within vegetated areas. This area provides historic significance due to a homestead associated with the early development of St. Albert. The homestead has since been relocated to the Musée Heritage Museum.

Pedestrian surveys are recommended within agricultural fields, with shovel testing completed within treed areas around the drainages, and semi-systematic testing in the historic farmyards.

Any existing structures or well-defined occupation from the 1880s and 1890s will warrant an Historical Resources Impact Assessment, and potentially Historical Resources Impact Mitigation.

3.0 VISION AND PRINCIPLES

3.1 Vision

Upon full buildout, Northeast St. Albert will be home to approximately 10,599 residents, who will have the ability to live, shop, and work in the same neighbourhood. This complete community will include a variety of housing choices, provide various employment opportunities, and facilitate transportation options. In addition, the ASP will protect significant natural areas, including a potential future regional trail and/or wildlife corridor linking the Sturgeon River all the way to Carrot Creek.

3.2 Principles

1. Northeast St. Albert will contribute to the economic and employment opportunities in St. Albert. Development will be guided by:
    - A goal of approximately 850 new jobs in St. Albert;
    - Job creation in light industrial, office, and supportive commercial uses;
    - The City's overall assessment split goal of 70% residential to 30% non-residential development; and
    - 43 hectares± of employment areas, and a further 8 hectares± of mixed-use employment areas.
2. Development in Northeast St. Albert will be designed and built to high quality standards incorporating best practices to develop a complete community. Development will be guided by:
    - Sustainable building practices;
    - Accommodation of different lifestyles and incomes for current and future residents;
    - Develop a complete community with employment opportunities, neighbourhood services, and integrated park and open spaces;
    - Provide a range of housing forms to cater to current and future residents of St. Albert;
    - Support and promote economic development in a manner consistent with the City's non-residential assessment goals for the north annexation area;
    - Facilitate an integrated transportation system supporting a variety of modes; and

- Preserve, protect, and enable connectivity to the Sturgeon River.

3. The Sturgeon River and other natural areas are valued city amenities and are conserved in Northeast St. Albert. Development will be guided by:
    - Mitigating impacts on significant natural areas and environmentally sensitive areas;
    - Conservation of the ecological integrity of natural features; and
    - Maintenance of wildlife corridors along the Sturgeon River with connectivity to other natural areas to the north.
4. Inclusive, programmable parks, active transportation corridors, and public places are integrated throughout Northeast St. Albert. Development will be guided by:
    - Strategic locations for programmable spaces for events, recreation, and cultural activities;
    - Facilitating a future regional trail and/or wildlife corridor linking the Sturgeon River to Carrot Creek; and
    - Accessibility and inclusivity.
5. Transportation networks are well connected for efficient and convenient travel within and beyond Northeast St. Albert. 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; and
    - Consideration of rapid transit expansion and the nearby North Transit Oriented Development Centre envisioned by *MDP* Map 3.
6. Utility infrastructure in Northeast St. Albert functions in an environmentally and fiscally responsible manner. Development will be guided by:
    - Efficiency and cost effectiveness;
    - Climate resiliency; and
    - 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 Northeast St. Albert and for the region.

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

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

e. 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 30% of the net developable area for non-residential uses to support the City's overall assessment split goal of 70% residential to 30% non-residential development.
3. Require industries and businesses to be compatible with surrounding and adjacent land uses to mitigate potential negative impacts.
4. Encourage the development of industrial, offices, institutional, and complementary commercial uses to promote economic diversity.
5. 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.
6. Support the co-location of similar or interrelated businesses, services, and industries to achieve synergies, efficient use of resources, collaboration, and innovation.
7. Promote opportunities for innovative businesses to advance economic growth, promote a sustainable community, and to address emerging trends.
8. Support Indigenous economic development and tourism opportunities through collaboration and partnerships.

Agriculture

9. Require the orderly and contiguous phasing of development to prolong the duration of agricultural land uses.
10. 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.
11. Explore opportunities to partner with the University of Alberta's St. Albert Research Station to invest in agricultural diversification.
12. Consider appropriate small-scale agricultural tourism and new agricultural businesses to enable transition uses prior to future urban development.
13. Consider appropriate access to agricultural land uses to enables the movement of farm implements during the time of surrounding development activity.
14. Allow surface drainage for agricultural lands, to mitigate potentially severe impacts to agricultural operations.
15. 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.

16. 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 Northeast St. Albert 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 Northeast St. Albert 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 Northeast St. Albert 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 Northeast St. Albert.

d. To enhance the uniqueness and character of each land use area in Northeast St. Albert.

4.2.2 Policies

General

1. Promote higher design standards across Northeast St. Albert 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 on publicly or privately owned lands 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. Priority 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.

Accessibility and Comfort

29. 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.
30. 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.
31. 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.
32. 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.

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

Sustainability and Greenscaping

34. Promote landscaping that prioritizes low maintenance, drought tolerant native vegetation to enhance environmental sustainability and support ecosystem functions.
35. 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.
36. 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.
37. 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.
38. Promote the planting of species that require minimal water consumption to enable sustainable landscaping.
39. Require continuous street tree planting on both sides of the street to support greening in Northeast St. Albert, 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.
40. 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.
41. 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;

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.

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.

42. Encourage dark sky measures within Northeast St. Albert to help minimize potential negative impacts associated with light pollution.

43. 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

44. Promote design compatibility between buildings and associated signage including, but not limited to, architectural design, scale, materials, and colour.

45. Require coordination with developers regarding proposed signage at the Neighbourhood Plan stage.

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

47. Identify gateways to the City of St. Albert at the Neighbourhood Plan stage to enable convenient wayfinding and through considerations of landscaping, signage, and/or public art.

4.3 Environment

Northeast St. Albert contains natural features that are regionally significant, providing habitat and movement corridors for a diverse range of wildlife and vegetation. The most prominent and environmentally sensitive area in Northeast St. Albert is the Sturgeon River, as well as several natural areas further to the north.

The Sturgeon River represents the southern boundary of Northeast St. Albert, 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 Sturgeon River itself is essential.

The natural environment is a key contributor to quality of life and sense of wellness for residents. Though outside the ASP's boundaries, the adjacent areas along the Sturgeon River in both Sturgeon County and the City of St. Albert currently includes recreational amenities and walking/cycling trails that are sensitively integrated in the natural landscape for residents and patrons to explore and enjoy. The area currently known as River Lot 37, located adjacent to the Sturgeon River, is envisioned as a significant parkland amenity and important conservation area with additional connections to existing and future trails within the City of St. Albert and Sturgeon County.

Elsewhere within Northeast St. Albert are multiple natural areas envisioned to act as 'stepping stones' for a future regional trail and/or wildlife corridor, linking the Sturgeon River all the way to Carrot Creek on the west side of the City.

With future expansion of development in Northeast St. Albert, it is critical that the urban fabric and the existing natural areas are sensitively integrated with one another. Any hazardous uses or contamination must be addressed to mitigate risks to public health, and to improve the quality of land, air, and water. A desktop-level assessment of natural features, ecological connections, wetlands, and the Sturgeon River are shown in **Map 10: Natural Features**.

Locations of utility rights-of-way, abandoned/active wells, and other development constraints within Northeast St. Albert are shown in **Map 9: Site Analysis**.

4.3.1 Objectives

a. To protect prioritized natural features, including the 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 Northeast St. Albert ASP *Natural Area Assessment* and **Table 2: Prioritized Natural Features**. 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 **Table 2: Prioritized Natural Features** to be dedicated as Environmental Reserve, or per the discretion of the Subdivision Authority.
5. Dedicate prioritized non-wetland natural features identified in **Table 2: Prioritized Natural Features** as Municipal Reserve and/or Conservation Reserve, as per the discretion of the Subdivision Authority.
6. Prepare an acquisition strategy that prioritizes the protection and conservation of natural features and includes the establishment of a Conservation Reserve Fund.
7. 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.
8. 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.
9. Refine the components within the variable buffer discussed in Section 2.4.1, 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.
10. Enable appropriate development in proximity to the variable buffer established at the Neighbourhood Plan stage, as discussed in Section 2.4.1, to serve as a transition area, thereby minimizing potential negative impacts to natural features.
11. 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.

12. Encourage the incorporation and naturalization of landscaping patches throughout Northeast St. Albert to improve the potential for wildlife habitat and ecological connectivity.
13. 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.

14. Support the ecological functions of natural features through green infrastructure to provide landscape permeability and connectivity to key environmental corridors such as the Sturgeon River.
15. Promote the conservation of existing ecological corridors and 'stepping stones' to facilitate recreation and wildlife movement, including a future regional trail linking the Sturgeon River to Carrot Creek in the west side of the City.
16. 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 appropriate trail surfacing, as determined through more detailed site study.
17. Protect prioritized natural features as determined by the Northeast St. Albert ASP *Natural Area Assessment*, 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.
18. Encourage restoration and naturalization activities to enhance and expand the urban forest and riparian zones to improve habitat quality and connectivity.
19. Prioritize neighbourhood and site designs that avoid and minimize any negative impacts to the ecological integrity of the Sturgeon River and other natural features.
20. Encourage improvements that enhance the ecological integrity and natural functions and systems of the Sturgeon River, and other natural features.

Wetlands

21. 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.

22. 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*.
23. Evaluate the feasibility of restoring degraded wetlands or integrating them as stormwater management facilities at the Neighbourhood Plan stage.
24. Encourage all native soils from wetlands to be stripped and stockpiled for use when constructing a stormwater management facility in the area, in the event of a wetland removal approved by the Government of Alberta. This preserves native soil composition and natural wetland plant seed banks, allowing for more rapid regeneration of wetland vegetation.
25. 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*.
26. 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.
27. 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

28. Encourage the protection of existing woodlots and tree stands to enhance the natural environment, maintain wildlife habitat, and reduce the urban heat island effect.
29. Encourage the ecological restoration or naturalization of existing woodlots and tree stands to improve the health of the urban forest ecosystem.
30. 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, as shown on **Map 10: Natural Features**.
31. Require appropriate variable 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

32. Encourage the protection and planting of native plant species to enhance local biodiversity.

Native Plant Species

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

33. 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.
34. Support the function of riparian areas by maintaining and enhancing natural vegetation and native plants in waterbodies to stabilize the soil and reduce erosion.

Waterbodies

A body of water is interpreted as a permanent and naturally occurring waterbody, or a naturally occurring river, stream, watercourse, or lake.

35. Encourage the accommodation of wildlife habitat and movement between retained natural features and other Major Open Spaces.
36. 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 Northeast St. Albert.
37. Require the implementation of appropriate dark sky measures in proximity to natural features to avoid potential negative impacts of light pollution on wildlife in proximity to the Sturgeon River.

Risk Management

38. Require the submission of appropriate groundwater, slope stability, geotechnical, and hydrogeomorphology studies as per the *Area Structure Plan and Neighbourhood Plan Terms of Reference*, prepared by a qualified professional, to identify groundwater, soil, and slope stability conditions at the time of neighbourhood plan, subdivision application, development permit, and/or building permit, as deemed necessary by the City. The study is to inform conditions and any constraints regarding site and building design, slope adaptability, and the like.
39. 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.

40. 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.
41. 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.
42. 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.
43. Require the completion of a risk assessment and approval by the Subdivision or Development Authority to vary the setback from any potential landfills and waste storage sites.

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, Northeast St. Albert 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.

Throughout St. Albert, there are instances of historical significance that contribute to the city's cultural environment. Native plant species for medicinal and traditional use by Indigenous communities may potentially be discovered in the future throughout Northeast St. Albert, although none were identified by the Natural Area Assessment. Such plants could include, but are not limited to, horsetail, sage, sweetgrass, and yarrow. See **Figure 5**.

The initial submission of this ASP application and its approved Public Consultation Plan occurred in 2021, prior to Council approval of the *Two-Tier ASP and NP Terms of Reference* in 2022. Although a *Historic Resources Overview* was submitted in support of this application, along with Historical Resources Act *approval* from the Government of Alberta for the NW 21-54-25 W4, no direct engagement with Indigenous communities was undertaken. Indigenous engagement should be demonstrated during a comprehensive five-year review of this ASP, or at the discretion of the City of St. Albert.

Figure 5: Potential Native / Medicinal Plants


Horsetail


Sage


Sweetgrass


Yarrow

The objectives and policies in this section aim to promote well-being and healthy lifestyles in Northeast St. Albert 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 promote community-focused development that supports culture and social connections.

b. 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. Locate 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.
2. Require 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.
3. Locate institutional land uses along Crosstown roadways or Connector roadways to improve accessibility and to mitigate traffic related impacts on Local roadways.
4. Support institutional land uses in Neighbourhoods that generally serve the local neighbourhood to enable walkability and a complete community.

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

Indigenous Culture

6. Partner with the Government of Alberta and Indigenous communities to explore opportunities in bringing awareness and promoting Indigenous culture and recreation.
7. Collaborate with local Indigenous communities to identify locations of Indigenous significance and potential cultural practices.
8. Promote the retention of native traditional use plants.
9. Encourage collaboration amongst developers and Indigenous communities for opportunities to harvest native traditional use plants prior to site construction.
10. Promote access to any areas known to have traditional use plants and when access is enabled through higher order legislation and policy.
11. 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. This includes, but is not limited to, the potential presence of unmarked graves associated with historical operation of residential schools in the municipality, and/or the potential presence of intact pre-contact sites in proximity to undisturbed treestands, drainage areas, and similar locations.

Heritage Conservation

12. Require a Historic Resources Impact Assessment, as necessary, prior to the earlier of any land disturbance activities or land use planning approvals.
13. 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*.
14. Mitigate the impact of development in proximity to a historic site to maintain its historical integrity and character.
15. Require the reporting of all historical, archaeological, and paleontological discoveries made during construction to the Government of Alberta.

Public Art

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

Urban Agriculture

18. Explore urban agricultural opportunities in publicly accessible communal areas to promote the production of local food, education, and community gathering.
19. Encourage value-added agricultural production to support economic development, the agricultural sector, and the regional food system.
20. 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

21. Locate emergency services along Crosstown roadways or Connector roadways, to promote sufficient access for necessary response times and to enhance public safety.
22. Ensure adequate road access is provided as development progresses to enable efficient traffic circulation.
23. 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 Northeast St. Albert 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.

Furthermore, multi-model connections must be enabled to the future park-and-ride / transit centre and North Transit Oriented Development Centre, as contemplated by the

Jensen Lakes ASP. This area is located approximately 900 m southwest of the Northeast St. Albert ASP area, and is ultimately anticipated to feature a transit centre, light rail transit or bus rapid transit terminus, a firehall, and a vibrant, pedestrian friendly mix of shops, services, and housing at an aspirational density of 140 people (plus jobs) per gross hectare.

Under the two-tier ASP and Neighbourhood Plan planning framework, the ASP identifies roadway classifications of Boulevard, Crosstown, Connector, and Neighbourhood type roadways. As illustrated in **Map 3: Transportation**, within Northeast St. Albert are the following road classifications:

Boulevard Roadways

- *St. Albert Trail (Highway 2)*

  St. Albert Trail marks the west boundary of the Plan area and is a key north-south arterial roadway through the City for both regional traffic and local traffic. With the development of Ray Gibbon Drive and the future 127 Street, the regional importance of St. Albert Trail is anticipated to reduce. Ultimately, the St. Albert Trail corridor is intended to comfortably serve passenger vehicles, commercial trucks, transit buses, light rail transit, walking, cycling, and other active modes. Within the ASP plan area, St. Albert Trail is planned as a six-lane divided facility.

  Roadways with all-directional access onto St. Albert Trail include the future 127 Street, Neil Ross Road, and two future Neighbourhood Roadways. No further access to St. Albert Trail will be considered without additional traffic analysis at the Neighbourhood Plan stage.

  The Traffic Impact Assessment (TIA) prepared for this ASP assumes the extension of corridor commercial along St. Albert Trail through the ASP plan area. This contrasts with the ASP's future land use concept and the *MDP*'s long-term vision, which envisions a transition to employment uses (i.e. light industrial, office, warehousing) with limited and supportive commercial for the lands adjacent St. Albert Trail within the ASP plan area. Corridor commercial is typically a high generator of vehicle trips; therefore, the findings of the TIA may be conservative. When more information becomes available at the Neighbourhood Plan stage, further traffic analysis will be required to confirm intersection and roadway requirements.

- *Future 127 Street*

  The future 127 Street is identified by the *Edmonton Metropolitan Regional Growth Plan* as a regional transportation corridor that runs northwest-to-southeast, generally following the municipal boundary with Sturgeon County. Long-term, 127 Street is envisioned as a critical regional link between Anthony Henday Drive and Highway 2 north of St. Albert, with key connections to/from St. Albert, Sturgeon County, and Edmonton.

At the time of preparing this ASP, assumptions regarding the future 127 Street were derived from a combination of the 127 Street Functional Planning Study Update prepared for Sturgeon County (McElhanney Ltd, 2023), the Sturgeon Valley South ASP (Sturgeon County, 2021), and the Northeast ASP Traffic Impact Assessment (CIMA+, 2024).

With the future 127 Street being a multi-jurisdictional roadway and the bulk of it falling within Sturgeon County, precise construction timing is unknown and will be dependent on several factors. However, 127 Street is anticipated to be constructed in logical stages, largely dependent upon population/traffic growth, funding availability, traffic demand, and similar considerations. Ultimately, 127 Street will become a critical regional and City arterial roadway for the movement of people and goods in, out, and through St. Albert, including the employment uses and industrial operations in Northeast St. Albert. The anticipated at-grade intersections off 127 Street from west to east are as follows:

- St. Albert Trail / Highway 2;
- A new north/south -oriented Neighbourhood roadway terminating at 127 Street;
- A new Northeast/southwest -oriented Neighbourhood roadway connecting into Range Road 253;
- Future extension of Neil Ross Road; and
- Bellerose Drive.

No further access to 127 Street will be considered without additional traffic analysis at the Neighbourhood Plan stage.

Crosstown Roadways

- *Neil Ross Road*

  A segment of this Crosstown roadway exists within the Erin Ridge North neighbourhood. Long-term, it is envisioned to extend northeasterly to intersect with the future 127 Street, and thereafter tying into Coal Mine Road in Sturgeon County. In addition, it is envisioned to extend westerly beyond St. Albert Trail, renamed as Fowler Way, eventually intersecting with Ray Gibbon Drive, and thereafter tying into Highway 633. Neil Ross Road should enable multi-model connections to the future park-and-ride / transit centre and North Transit Oriented Development Centre, as contemplated by the Jensen Lakes ASP.

- *Bellerose Drive*

  Currently, where it bisects the Plan area, this existing Crosstown roadway is built to a rural standard, with one lane per direction; however, it is planned as an urbanized four-lane divided roadway within the City Limits. Within the Plan area,

Bellerose Drive is envisioned to intersect Coal Mine Road and the future 127 Street, prior to entering Sturgeon County.

According to the neighbouring Sturgeon Valley South ASP, the future width of Bellerose Drive within Sturgeon County will be determined via the County's Neighbourhood Area Structure Plan process, based upon accommodating a full build-out of their Plan area, and with consideration to impacts on the City of St Albert's road network.

Connector Roadway

- *Coal Mine Road (Range Road 253) – Bellerose Drive to Neil Ross Road*

  North of Bellerose Drive, Coal Mine Road currently heads northwest for approximately 680 m as a rural paved two-lane roadway before tying into Range Road 253 with a tight 90-degree bend. From there, Range Road 253 continues north as a rural two-lane roadway to the North City Limit (Township Road 544) and beyond into Sturgeon County. Range Road 253 is currently paved from Coal Mine Road for approximately 900 m before transitioning to a gravel surfaced roadway.

  Range Road 253/Coal Mine Road between Bellerose Drive and Neil Ross Road will be an urbanized connector arterial, which includes realignment of Coal Mine Road north of Bellerose Drive to tie directly into Range Road 253 forming a contiguous roadway meeting current design standards. Four travel lanes, two per direction, are currently anticipated to be required, which will be confirmed through subsequent traffic analysis at the Neighbourhood Plan stage.

Neighbourhood Roadways

- *Various*

  Traditionally labeled as a "collector" roadway, a neighbourhood roadway provides direct access to, and around a neighbourhood, and can accommodate public transit buses. There are eight neighbourhood roadways within the plan area, which includes extensions of Element Drive North, Edison Drive, and Eastview Street North, plus five new Neighbourhood roadways as illustrated in **Map 3: Transportation.** One of the new Neighbourhood roadways is envisioned to intersect with the future 127 Street, and thereafter tie into Range Road 253 to the north, in conformance with the *127 Street Functional Planning Study Update* prepared for Sturgeon County (McElhanney Ltd, 2023).

Other

- *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 Northeast St. Albert 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. Transit, and other multi-model connections, must be enabled to the future park-and-ride / transit centre and North Transit Oriented Development Centre, as contemplated by the Jensen Lakes ASP.

- *Trail Systems*

  At the time of preparing this document, the latest iteration of the *Red Willow Park West Master Plan* (ISL Engineering, 2018) had not yet contemplated expansion of the multi-use trail network in Northeast St. Albert. However, as shown conceptually in **Map 8: Major Open Spaces and Parks**, a proposed trail network is depicted, which envisions connecting various environmentally significant 'stepping stones', enabling a regional trail and/or wildlife corridor linking the Sturgeon River with Carrot Creek on the west side of the city. Such trail development, and connections to Sturgeon County's adjacent trail system, can be planned further as development progresses in the subject areas.

- *Wildlife Corridor*

  River Lot 37, located adjacent to the Sturgeon River on the south side of Bellerose Drive, is a key area of wildlife habitat and movement. In addition, numerous 'stepping stones' scattered throughout the Plan area further facilitate habitat connectivity, including ravines, tree stands, shelterbelts, and wetlands. According to the Natural Area Assessment, the wildlife population includes various birds, deer, moose, coyotes, fish, amphibians, and more. Public access to such areas must consider human-wildlife conflict, while ensuring appropriate levels of public access (e.g. trails), wildlife viewing, and general enjoyment.

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 Northeast St. Albert.

4.5.1 Objectives

a. To facilitate access and connectivity for all citizens and businesses through all modes of transportation that is reflective of changing mobility needs.

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 Northeast St. Albert 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 enable the conversion of St. Albert Trail from being auto-oriented to functioning as a multimodal corridor with transit oriented development and increased transit ridership.

g. To maintain and protect the future 127 Street as a critical regional corridor and City arterial with strict access management requirements for the safe and efficient movement of people and goods, while providing key access to and from Northeast St. Albert and neighbouring Sturgeon County.

h. To enable multi-model connections to the future park-and-ride / transit centre and North Transit Oriented Development Centre, as contemplated by the Jensen Lakes ASP.

4.5.2 Policies

General

1. Require the transportation network to be developed in general accordance with **Map 3: Transportation**, 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 to Major Open Spaces and the Sturgeon River through trails and/or public roadways.
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 Northeast St. Albert to facilitate access for all users and reflect changing mobility needs in the future.
6. Encourage measures to minimize conflict between vehicles and active transportation users.
7. Consider wildlife corridors when designing the trail network to help minimize conflict between trail users and wildlife.

8. Facilitate wildlife movement across the future 127 Street, to enable a connected ecological network and continuous system of wildlife corridors.
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. b. An arterial (Connector or Crosstown) roadway and Neighbourhood roadway.
10. Collaborate and partner with developers, landowners, Sturgeon Country, City of Edmonton, and the Government of Alberta, with respect to planning and constructing the future 127 Street. This shall include verifying the timing, number of lanes, and other design parameters prior to approval of future Neighbourhood Plans. Neighbourhood Plans shall require policy to accommodate the need for completing a preliminary and/or detailed design for 127 Street to confirm road right-of-way requirements.
11. Partner with Regional municipalities to obtain infrastructure funding from other levels of government for major projects in the Plan area that support major transportation projects that benefit those municipalities.
12. Consider the downstream impacts on Sturgeon County's road network to address the additional increase in demand arising from the development's traffic.
13. Support the development of a regional multi-use trail linking the Sturgeon River to Carrot Creek, inclusive of potential connections to Sturgeon County trails as shown in **Map 8: Major Open Spaces and Parks**.

Street Network

14. Limit access to St. Albert Trail, 127 Street, Neil Ross Road, and Bellerose Drive, as shown in **Map 3: Transportation**, unless otherwise deemed acceptable via additional traffic analysis at the Neighbourhood Plan stage, as per the direction of the City of St. Albert.
15. Require the development of a well-connected and efficient street network to provide a safe, convenient, and comfortable experience for users.
16. 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.

17. 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.
18. Discourage the development of cul-de-sacs throughout Northeast St. Albert to improve walkability, connectivity, and wayfinding.
19. Require vehicular access only from lanes for all development where a lane is provided, to promote walkability, safety, and reduced interruptions and conflicts in the sidewalk network.
20. 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

21. Require new developments and roadways to accommodate pedestrians and cyclists to ensure walking, cycling, and other active modes are viable transportation options throughout Northeast St. Albert.
22. 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.
23. Encourage the development of facilities that support active transportation.
24. Identify opportunities for a bicycle and E-Scooter friendly network at the Neighbourhood Plan stage that considers cycling and E-Scooter infrastructure, safety, connectivity, and comfort.
25. Incorporate sidewalks, trails, bike lanes and/or other pedestrian, E-Scooter, and bicycle connections and infrastructure through larger scale residential, employment, commercial, and mixed-use sites to enable active mobility.
26. Require regional active transportation network and facilities to provide safe and direct connections within Northeast St. Albert and to other parts of the city and the region to enable active transportation as a viable option for people's travel needs. This includes multi-model connections to the future park-and-ride / transit centre and North Transit Oriented Development Centre, as contemplated by the Jensen Lakes ASP.

Transportation Facilities

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

27. Utilize rights-of-way, public utility lots, and open spaces to enhance connections between Major Open Spaces and parks.
28. Incorporate the principles of Universal Accessibility in the planning, design, and integration of active transportation.
29. Incorporate the principles of Crime Prevention Through Environmental Design (CPTED) in the planning and design of active transportation networks.
30. Promote the permeability of pedestrian movement within larger scale development sites through the use of mid-block pedestrian connections.
31. Require secure and convenient parking for active transportation modes where there is large-scale residential and non-residential development, 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.
32. Promote connections from Northeast St. Albert to other locations via a regional trail linking the Sturgeon River with Carrot Creek on the west side of the city.

Public Transit

33. Require the planning and design of the transportation network in Northeast St. Albert, including through streets, to enable an efficient and functional integration with the City's transit service network including the future park-and-ride / transit centre envisioned by the Jensen Lakes ASP.
34. Ensure that development in Northeast St. Albert does not preclude the viability for future expansion and/or re-routing of the proposed rapid transit network.
35. Support transit vehicles on roads as shown in **Map 3: Transportation** through the provision of sufficient road right-of-way and/or dedicated lanes to allow efficient and convenient transit access throughout Northeast St. Albert and across the city, and to promote transit as a viable commuter option.
36. Ensure street layouts are supportive of convenient, efficient, and effective transit services through shorter road lengths and smaller blocks.
37. 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.
38. 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.

39. Provide amenities such as an interconnected sidewalk network, transit shelters, and benches to enable comfort for transit users.
40. Facilitate local transit service connections to regional transit centres and infrastructure to enable intermunicipal connections and promote public transportation as a viable transportation option.
41. Work with Regional partners to coordinate public transit services to enable efficient travel routes in and out of Northeast St. Albert and the park-and-ride / transit centre envisioned by the Jensen Lakes ASP.

Parking

42. 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.
43. Encourage parking to be screened by buildings, located underground, or located within structures, to promote a pedestrian-oriented built form.
44. Promote on-street parking where street-oriented commercial uses are provided, as feasible.
45. Require 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.
46. Prioritize parking spaces located in proximity to building entrances for barrier free parking, higher occupancy vehicles, car-share, and/or electric vehicle charging infrastructure.

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. Northeast St. Albert'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.

To serve as a guideline for the future development within the ASP lands, an Engineering Design Brief was completed for Northeast St. Albert that outlines the sanitary trunk sewer and stormwater management servicing concepts. In addition, a Hydraulic Network Analysis presents the water distribution system servicing concepts. Such documents were based on the 2020 Utilities Master Plan, which may be subject to change/update around 2025. All concepts must conform to the alignment and capacity requirements of the Utilities Master Plan as amended, at the time of Neighbourhood Plan, subdivision, and development stages as applicable.

Water

Water supply will be provided to Northeast St. Albert through watermain connections on Element Drive North, Edison Drive, Eastview Street North, and Eastgate Way North, and future watermain connections on Bellerose Drive, Coal Mine Road, and a future Neighbourhood Roadway in Erin Ridge North.

The future watermain connections on Bellerose Drive and Coal Mine Road are part of the City's Northeast reservoir, fill line, and transmission main projects. Coordination between developers and the City will be required for lands that require connections to the future distribution main feeding the eastern portion of Northeast St. Albert. Pipe sizing will be determined at the time of Neighbourhood Plan stage and further refined at subdivision stage.

Watermains of the appropriate sizes will be required to be carried through the development and connections will extend to the edge of the ASP boundary or acceptable termination points as determined by the City. This includes the proposed watermain loop that conceptually extends northeast of the future 127 Street alignment which, depending on the future land use type and consumption demand, may be more advantageous to serve via a second connection at a different location. Such matters should be determined at future Neighbourhood Plan stages and/or via updates to the City's Utilities Master Plan, as applicable. The required water servicing for the Plan Area is shown in **Map 4: Water Servicing**.

Wastewater Collection System

The wastewater collection system proposes a network of on-site gravity mains draining south into the sanitary sewer trunk running through the Erin Ridge North and Erin Ridge neighbourhoods. The wastewater collection system connects to the existing sanitary trunk located at Element Drive North, Eastview Street North, and Coal Mine Road from where the system is planned to convey flows to the ARROW Utilities St. Albert Lift Station.

The Northeast sanitary lift station and forcemain project, being designed by the City in 2024, will be required to be constructed and operational prior to subdivision of lands in Northeast St. Albert. Lands in the northwest corner of the ASP area will also require the completion of the ultimate lift station in the Erin Ridge North neighbourhood in addition to the NE sanitary lift station.

Wastewater collection system components of the appropriate size and depth with adequate capacity will be required to be carried through the development and extend to the edge of the ASP boundary or acceptable termination points, as determined by the City and as shown in **Map 5: Wastewater Collection System**.

Stormwater Management

- *Regional Stormwater*

  Extending far beyond the boundaries of the Northeast St. Albert ASP, is the Carrot Creek watershed. This large drainage basin extends from its headwaters near the Town of Morinville, and primarily flows in a southwesterly direction through Sturgeon County, thereafter through northern and western portions of St. Albert, and ultimately discharges into Big Lake. Sturgeon County lands east of Highway 2 drain into an existing ditch constructed along the highway, as well as into a tributary which once meandered southerly through the northwestern portion of this ASP's boundaries. Accordingly, to facilitate future urban development within this area, as part of comprehensive Water Act Approvals granted by Alberta Environment & Parks in August 2020 and June 2021, a bypass ditch was constructed along Township Road 544 and Highway 2, in order to redirect flows from the aforementioned tributary directly into the Highway 2 ditch to the west. Subsequently, the Carrot Creek Regional Drainage Master Plan (Stantec; November 4, 2022) was commissioned in pursuit of long-term drainage solutions for this area. That study recommended the future construction of 60,500 m^3 (plus freeboard) floodplain compensatory storage located south of Township Road 544, in order to attenuate peak flows from the east tributary before joining the Highway 2 ditch, which eventually crosses underneath Highway 2 and enters the main segment of Carrot Creek.

  If relocated, this required floodplain compensatory storage must be done in consultation with, and approval from, the City of St. Albert, Sturgeon County, and the Government of Alberta, at the sole cost of the developer, which includes but is not limited to negotiations, studies, and development of relocating the required storage facility.

- *Local Stormwater*

  Within the Plan area, the stormwater management system is divided into two watersheds: the northwestern watershed connects to a stormwater management facility in the Erin Ridge North neighbourhood that ultimately discharges into a storm outfall trunk to the Sturgeon River, and the southeastern watershed connects into a different storm outfall trunk that also discharges to the Sturgeon River. There are seven stormwater management facilities within Northeast St. Albert, three in the northwestern watershed (inclusive of the aforementioned floodplain compensatory storage) and four in the southeastern watershed.

  Stormwater management facility sizes are approximations and may change in size during the preparation of Neighbourhood Plans, in consultation with the City of St. Albert.

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

The high-level stormwater network is shown in **Map 6: Stormwater Management**.

Energy Transition

During the build out of this ASP, a paradigm shift in energy production and consumption will occur. This shift aims to reduce carbon emissions in order to mitigate the impacts of climate change, while providing safe, efficient, and reliable energy for the community. This ASP will support energy transition to a decentralized electrical grid that produces and distributes energy close to where it is used. This transition will be achieved through the use of renewable resources, the reduction of energy consumption, the reduction of carbon emissions below 2005 levels by 2030, and achieving net-zero emissions by 2050. These timelines are critical in meeting the emission reduction targets. It is anticipated that while the means to reach net-zero emissions are ever evolving, the end goal will remain the same. This ASP will need to adapt through this evolution. Policies in this regard are detailed further below in the 'Energy Transition' subsection.

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

4.6.1 Objectives

a. To ensure regional flood mitigation while reducing erosion impacts on Carrot Creek.

b. To provide and plan for the logical provision of utility services in Northeast St. Albert as well as servicing connections for future growth.

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

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

e. To ensure climate change resiliency and energy efficient development in Northeast St. Albert that supports climate goals, advances energy transition to net-zero carbon emissions, and mitigates climate change impacts.

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: Direction of Development**, 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 interim 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. Work with Sturgeon County to identify initiatives for any utility infrastructure (water, wastewater, and stormwater) that involves cross-boundary solutions.
5. Work with Sturgeon County to identify potential services that could be extended to service the shared municipal boundary.
6. 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.
7. Require new urban development provide for the extension of shallow utility services such as gas, electrical, and telecommunication lines in Northeast St. Albert to ensure services are provided to an urban standard for all new development.
8. Require appropriate servicing studies and infrastructure to ensure adequate infrastructure capacity for land uses planned within Northeast St. Albert. Should infrastructure capacity be exceeded, costs of associated upgrades to the infrastructure system will be borne by the applicant.
9. Ensure that development in proximity to pipelines, oil and gas infrastructure, and utility corridors, align with applicable regulatory requirements.
10. 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.
11. 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.

12. Update servicing standards, to account for ongoing climate change impacts and the availability of new technologies.

13. Ensure that climate change impacts are considered when locating and designing public infrastructure.

Infrastructure Costing

14. Ensure that the City is not obligated, financially, or otherwise, to provide infrastructure to support development of the Northeast St. Albert ASP.

15. 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.

16. Consider the provision for developers to enter into private cost-sharing and coordination agreements for the creation of stormwater management facilities.

Water

17. Develop the water servicing network in general accordance with **Map 4: Water Servicing.**

18. Require water distribution in Northeast St. Albert to be designed to urban servicing standards with the required fire protection to ensure safe and efficient development.

19. Require that development of future water systems align with the *Infrastructure Corridors* of the *Edmonton Metropolitan Region Growth Plan*.

Wastewater

20. Develop the wastewater servicing network in general accordance with **Map 5: Wastewater Collection System**.

21. Require the Neighbourhood Plans to confirm locations and capacity for any required wastewater lift stations, as per the direction of the City.

22. Ensure the appropriate location and sizing of wastewater infrastructure buildings to minimize any potential land use conflicts.

23. Require that development of future wastewater systems align with the *Infrastructure Corridors* of the *Edmonton Metropolitan Region Growth Plan*.

Stormwater and Low Impact Development

24. Require the construction of 60,500 m³ (plus freeboard) of floodplain compensatory storage, and related offsite improvements, in accordance with the *Carrot Creek Regional Drainage Master Plan*, as generally illustrated within **Map 6: Stormwater Management**.
25. Notwithstanding Policy 4.6.2.24, should the required floodplain compensatory storage facility be proposed to be relocated, an ASP amendment application must be submitted for the City's consideration and approval, in consultation with Sturgeon County, and the Government of Alberta, at the sole cost of the developer, which includes, but is not limited to, negotiations, studies, and development of relocating the required storage facility.
26. Develop the stormwater servicing network in general accordance with **Map 6: Stormwater Management**.
27. 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.
28. Require Neighbourhood Plans that contain any stormwater management facilities discharging to the Sturgeon River and other natural waterbodies, 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*.
29. 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.
30. Support the grading, contouring, and shoreline design of stormwater management facilities to enable habitat opportunities for wetland and riparian species.
31. Promote the development of naturalized stormwater management facilities to improve water quality through natural processes with the land development community.
32. 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.

33. Require any modifications to existing ditches and the installation of the Carrot Creek Floodplain Compensatory Storage to be landscaped to be low maintenance and designed to adequately mitigate the flooding risk to the satisfaction of the City of St. Albert.
34. 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.
35. 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.
36. 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.
37. 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 runoff into the Sturgeon River and other natural waterbodies. LID methods should be considered where site conditions and other relevant technical considerations are suitable for 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

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

Energy Transition

40. Require energy efficient and sustainable design to minimize environmental impacts and reduce resource and energy consumption.

41. Require integration of policies and regulations that strive towards a net-zero built environment through neighbourhood plan policies, subdivision design, and districts in the *Land Use Bylaw*.
42. Consider implications of long-term energy affordability when designing the built environment.
43. Prioritize land uses that enable transition in energy production through decentralized renewable energy production.
44. Support localized alternative energy systems and renewable 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 and buildings to maximize efficiencies and energy production.
45. Support renewable energy generation through measures such as, solar collectors, to reduce dependency on non-renewable resources and to achieve climate adaptation goals.
46. 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.

47. Enable energy efficiency through the layout and orientation of a neighbourhood to optimize opportunities for the use of solar energy, both actively and passively.
48. Encourage building orientation to facilitate solar warming and maximize exposure for solar collectors to optimize energy efficiency and reduced energy consumption.
49. Enable developments with natural building materials, where possible, to reduce carbon emissions, and strive towards a net-zero building design.
50. Encourage the development of "green buildings" that incorporate energy efficiency measures, water conservation strategies, and sustainable and/or recycled building materials.

51. 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, maximizing permeable/soft surfaces, and utilizing climate-adaptive native species.
52. 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.
53. Encourage adaptive energy infrastructure such as incorporating electric vehicle charging infrastructure provisions to enable widespread use of electric vehicles through on-site renewable energy production to reduce dependency on the electrical grid.
54. 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 through on-site renewable energy production to reduce dependency on the electrical grid.

Communications

55. 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.
56. Support the implementation of digital infrastructure to ensure businesses and residents have access to technology and services that support innovation.
57. 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

Northeast St. Albert contains several environmentally sensitive areas, natural features, and proposed parks and open spaces. The Major Open Spaces & Parks land use designation includes the 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 active and passive recreation opportunities, and focal points for community gatherings. Up to three potential school site locations have also been identified, one of which can accommodate a high school site. The potential high school site is contemplated on the NW 21-54-25 W4. If in fact the Government of Alberta funds a high school in this location, an adjacent community park is anticipated as well. Overall, the projected student population for Northeast St. Albert is approximately 2,120 students, as noted in **Table 3: Future Land Use Statistics**.

Located in the southern area of Northeast St. Albert is the Sturgeon River. There is an opportunity to connect the trail network within St. Albert to Sturgeon County, where there is an extensive network of paved trails found, making for a popular destination for cyclists, hikers, and general pedestrians and will continue to serve as an important natural feature. Within Northeast St. Albert are multiple natural areas envisioned to act as 'stepping stones' for a future regional trail and/or wildlife corridor linking the Sturgeon River all the way to Carrot Creek located on the west side of the City.

The following section sets out the objectives and policies of the areas, Major Open Spaces & Parks, as shown in **Map 8: Major Open Spaces and Parks**, 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 Northeast St. Albert.

c. To ensure that Major Open Spaces and 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 facilitate a regional trail and/or wildlife corridor linking the Sturgeon River, Carrot Creek, and Sturgeon County.

5.1.1 Policies

General

1. Support the retention of natural features, as shown in **Map 8: Major Open Spaces and Parks**, 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 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.
3. Support an update to the Red Willow Urban Park Master Plan to investigate and respond to potential opportunities within Northeast St. Albert.

Municipal Reserve (MR)

4. Require the full dedication of Municipal Reserve, as per the *Municipal Government Act*.
5. 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.
6. 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.
7. 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 (ER)

8. Require dedication of Environmental Reserve in accordance with the *Municipal Government Act*.
9. 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.
10. 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.
11. Require public access to Environmental Reserve lands through active transportation infrastructure.
12. 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

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

Parks, Recreation, and School Sites

15. 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.
16. Locate parks where feasible in areas with strong connectivity to the integrated trail system of Red Willow Park, public roadways, and connectivity to the regional network.
17. Coordinate the phasing of neighbourhood development which enables access for pedestrians and cyclists to completed park projects. The provision of a temporary access route satisfactory to the City, may be required to enable neighbourhood resident access on an interim basis.
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 and/or amenities within Northeast St. Albert to promote healthy, active living and meet the demonstrated needs of the community.
23. Plan recreational facilities and/or amenities 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: Major Open Spaces and Parks**.
25. Assess opportunities to consolidate school sites by encompassing two schools on a single school site, to improve efficiencies in terms of land use and Municipal Reserve dedication.
26. 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*.
27. 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.
28. 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 should front or flank at least two Connector roadways or Neighbourhood roadways.
29. 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.
30. Ensure school sites are designed to incorporate strong pedestrian and cyclist connections, and access to transit.

Open Space Connections

31. Encourage open space connections to communities adjacent to Northeast St. Albert to promote integration of the Major Open Spaces corridor with the broader St. Albert and Sturgeon County 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 sensitive trail development that enables access and enjoyment of prioritized natural features and riverfront areas.

Design and Public Realm

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

5.2 Mixed-Use Areas

Two mixed-use areas are located within Northeast St. Albert, one on Neil Ross Road, the other on Coal Mine Road, as shown in **: Future Land Use**. The mixed-use areas function as focal points for Northeast St. Albert, 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. The following section details objectives and policies for the mixed-use areas to transform into vibrant urban environments.

5.2.1 Objectives

a. To provide compact multi-residential uses primarily in the form of mid-rise apartments or townhome development 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 vertically orientated and developed in a manner where there is commercial located at the ground level and residential units located above.

d. 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. Achieve a minimum of 60 dwelling units per net residential hectare within the Mixed-use Areas.
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. Restrict all high-rise development located beyond 800m walking distance from future rapid transit stations.

Mixed-Use

7. Require a mix of compact 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 residential development to create vibrant and self sustaining communities.
10. Encourage public uses on the ground floors along public streets.

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

11. Require compact multi-residential uses in the form of medium or multi-unit family, mid-rise apartments or townhome development in the Mixed-use Areas.
12. Restrict residential development of single-detached and semi-detached dwellings in the Mixed-use Areas.
13. Enable residential development to be a standalone building within a mixed-use site, or as part of a mixed-use building.
14. Evaluate the location of appropriate 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

15. Enable compact commercial uses that are complementary to residential uses to be located within Mixed-use Areas.
16. Require commercial uses that serve the broader neighbourhood to be located within the Mixed-use Areas.

17. Promote built form to be compact, walkable, and well connected to its surrounding area.
18. Require commercial uses to be compatible with surrounding residential uses to minimize impacts.
19. Allow commercial development to be a standalone building within a mixed-use site, or as part of a mixed-use building, to serve both residents and patrons.
20. Limit large-format retail uses to key commercial areas in the Neighbourhood Plan.
21. 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.
22. Require mitigation measures to address noise, light, and odour issues created by commercial uses to limit impacts on surrounding uses.

Open Space

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

Design and Public Realm

25. 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 Northeast St. Albert will be provided within Neighbourhoods as shown in **Map 2: Future Land Use**. In addition, housing will be provided in the mixed-use nodes. 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.

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.

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.

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.

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, in accordance with the density target established by the *MDP*.
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 where feasible;
    c. At the intersection of two public roadways; and/or
    d. In proximity to the Mixed-use Areas, commercial services, and open spaces.
6. Restrict high-rise built form and associated densities in Neighbourhood areas.
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

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.

e. Tree planting is required along public roadways and pedestrian walkways to enable strong tree canopy and help mitigate impacts of climate change.

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 Area

The Employment Area shown in **Map 2: Future Land Use** abuts two boulevard roadways – being St. Albert Trail (Highway 2) and the future 127 Street. Following the substantial completion of Lakeview Business District within the City's Priority Growth Area, Northeast St. Albert is envisioned to create jobs by accommodating light uses, professional office spaces, institutional uses, and complementary commercial uses and services to meet the needs of employees in the area. In addition, immediately north of the Employment Area within Sturgeon County is the University of Alberta's St. Albert Research station, which is a 324 hectare± (800 acre±) farm used for crop and environmental research. This adjacent asset, coupled with the Employment Area's strategic location on the northernmost edge of the Edmonton Metropolitan Region, could facilitate economic opportunities in the agribusiness sector as well.

In all instances, the Employment Area must ensure appropriate transitions and/or buffers to other land uses, particularly to the potential school site, neighborhoods, and the Trail Corridor policy area.

The geographic location of the Northeast employment area lends itself to opportunities such as a diverse, educated employment pool in St. Albert and neighbouring Sturgeon County, as well as convenient access to St. Albert Trail, the future Fowler Way, and the future 127 Street, all connecting to Anthony Henday Drive in Edmonton. Through purposeful urban design, the Northeast employment area will encompass high quality buildings and landscaping, and be an attractive place for employees to work in.

Designating lands as an Employment Area in Northeast St. Albert is essential for achieving economic growth and financial sustainability for the City. It is critical that the designated Employment Area is 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 Area accommodates a diversity of non-residential uses to enable economic activity and employment opportunities.

5.4.1 Objectives

a. To enable a diversity of light 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 industrial uses, office, and agribusiness uses in the Employment Area, which are compatible with adjacent land uses.

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. Require that odour, dust, smoke, particulate matter, lighting, electrical interference, gas fumes, waste materials, vibration, and/or noise is contained on-site, 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, Boulevard roadways, Crosstown roadways, and Connector roadways.

5. Encourage a range of employment opportunities that are reflective of the skills and education of the resident labour force.

6. Protect the Employment Area to accommodate a diversity of appropriate employment uses to meet existing and future needs of the community.

7. Consider impacts to economic development and employment growth potential when reviewing applications for land use permissions in the Employment Area.
8. Encourage the leveraging of existing assets, infrastructure, and transportation corridors to support development and operational efficiencies.
9. Require appropriate setbacks, buffering, landscaping, or screening of development in proximity to the adjacent Trail Corridor Areas envisioned by the *MDP* along St. Albert Trail to the south.
10. Implement renewable energy transition to contribute to the energy needs of Northeast St. Albert and to support the City's *Climate Adaptation Plan*.
11. Require an updated Traffic Impact Assessment (ASP) at the Neighbourhood Plan stage to ensure alignment between the technical study and planned land uses.

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 the University of Alberta's St. Albert Research Station, or adjacent land uses;
    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 Area to foster employment growth.
16. Require accessory outdoor storage to be screened and not visible from public roadways and adjacent properties, 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 Area 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 the Employment Area to locations and criteria identified through the Neighbourhood Plan, to advance the City's goals for non-residential growth.
20. Assess the potential risks of locating sensitive uses, such as daycares, in the Employment Area.
21. Encourage the location of institutional uses near Crosstown roadways and Connector roadways, to facilitate convenient access to transit services.
22. 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.
23. Encourage the location of institutional uses and complementary commercial uses in proximity to one another to enable synergies.

Residential Prohibited

24. Prohibit residential uses from locating within the Employment Area to enable the City in achieving its overall goals for a robust economy.
25. Restrict the conversion of employment lands to residential lands to enable a sustainable tax base.

Transition Areas

26. Establish a defined buffer distance between the Employment Area and adjacent land uses at the Neighbourhood Plan stage, to mitigate potential risks to health and public safety.
27. Require transitions between Employment Areas and adjacent land uses to avoid or mitigate potential adverse impacts. 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, or open space uses;

b. Landscaping, tree planting, fencing, stormwater management facilities, Low Impact Development, 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.

Open Space

28. Ensure that parks and open spaces in the Employment Area are designed and developed in a manner that primarily supports employees in the area.

29. 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

30. 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

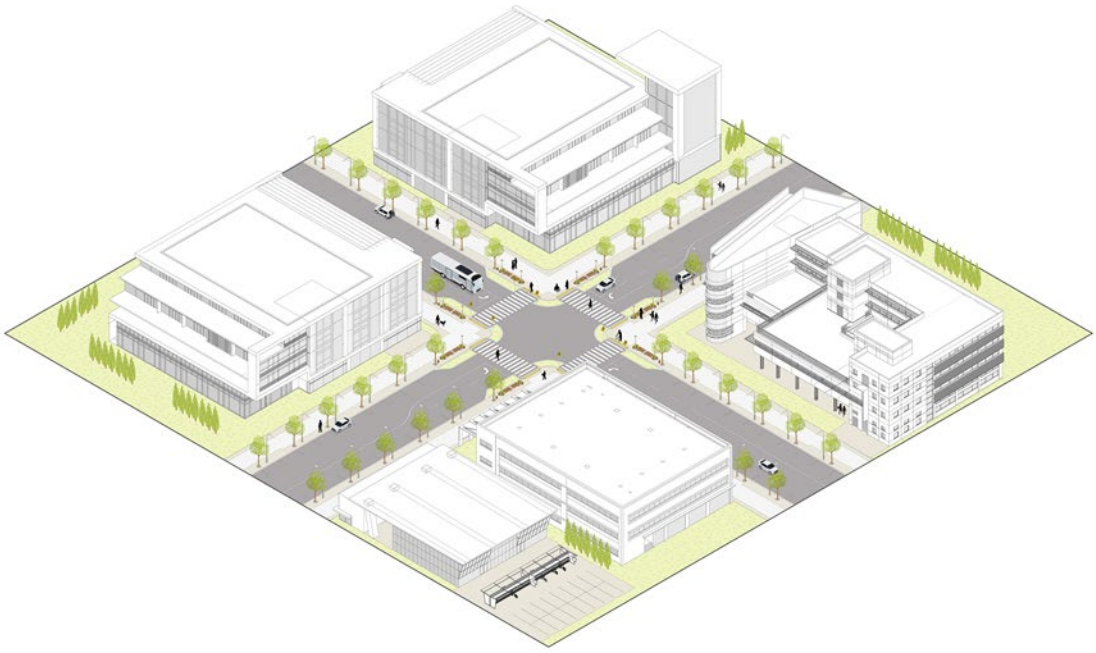
    h. Appropriate siting of pedestrian realms to avoid or minimize any potential nuisances.

31. Promote the continued urbanization and beautification of the St. Albert Trail corridor through features such as, but not limited to, landscaping, tree-planting, shared use paths, wayfinding, entrance features, and similar initiatives.

32. Require building façades that face the public street and intersection to be visually interesting through architectural design details to address the streetscape.

33. Promote strong built form along the street frontage with massing emphasis at corners to limit visible parking and loading areas at the street lines.
34. Encourage the use of landscaping features to soften building massing and enable a pedestrian friendly environment.
35. 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.
36. 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 6: Design and Public Realm in the Employment Areas



Northeast Employment Area

37. Develop the Northeast Employment Area in accordance with the economic objectives of the *MDP* to promote economic vitality and growth in the area.
38. 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.
39. Promote flexibility in land use scale and layout to accommodate appropriate industrial businesses of all types and sizes.

40. Develop the Northeast Employment Area in a manner that is ecologically sensitive and minimizes potential impacts on natural features and the University of Alberta's St. Albert Research Station.
41. 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.
42. Prioritize capacity and function of the transportation network within and in proximity to the Northeast Employment Area for appropriate industrial, office, and employment uses.
43. Facilitate access to high speed/capacity information technology and communications infrastructure to attract a range of knowledge and intelligence-based industries.
44. Promote the implementation of new, emerging communications, and smart city infrastructure in the Northeast Employment Area to improve services and operations.
45. Evaluate development constraints and restrictions associated with pipelines, oil and gas infrastructure (including the sour gas well on the NE 21-54-25-W4M), and hazardous materials, to minimize conflicts, comply with restrictions, promote safety, and mitigate risks.
46. Encourage and support eco-industrial developments and practices in the Northeast St. Albert through the implementation of clean technology, Low Impact Development (LID), shared parking, and design that minimizes potential impacts on the environment.
47. Support partnerships with institutions and businesses 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.

5.5 Mixed-use Employment Area

The Mixed-Use Employment Area, as shown in **Map 2: Future Land Use**, provides a transition between the Northeast Employment Area and the adjacent neighbourhood and proposed school site to the southeast.

The Mixed-use Employment Area is 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 the Employment Area, designating lands as a Mixed-use Employment Area 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 Area 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 nearby Employment Area adjacent to St. Albert Trail and the future 127 Street.

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 east and the nearby Employment Area adjacent to St. Albert Trail and the future 127 Street.

5.5.2 Policies

General

1. Enable a mix of light industrial, office, and commercial uses in the Mixed-use Employment Area.
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 the nearby Employment Area 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 Area 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, 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, Boulevard roadways, Crosstown roadways, and Connector roadways.

6.0 IMPLEMENTATION

The Northeast St. Albert 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 Northeast St. Albert. This section of the ASP elaborates on the implementation process and provides additional information on the development sequence.

Any changes to this ASP must be consistent with the *MGA*, *EMRGP*, and *MDP*. Applicants seeking to amend the Northeast St. Albert 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 Northeast St. Albert 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 Northeast St. Albert 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. Most pertinently, the area east of the Plan boundary is envisioned by Sturgeon County's Sturgeon Valley South ASP to transition into a compatible, contiguous, compact urban neighbourhood with a minimum residential density of 35 dwelling units per hectare. 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 Northeast St. Albert 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.

c. To advocate with regional partners for infrastructure investment to help support urban expansion along the shared boundaries.

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 Northeast St. Albert ASP is updated, as required, following any amendments to the *Edmonton Metropolitan Region Growth Plan*.

3. Require amendments to the Northeast St. Albert 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 Northeast St. Albert ASP are circulated to neighbouring municipalities, in accordance with the *MDP*.

5. Collaborate with neighbouring municipalities and other regional and provincial stakeholders on land use planning and development matters.

6. Collaborate with neighbouring municipalities to identify opportunities that provide cost and operational efficiencies to service the Plan area.

7. Collaborate with neighbouring municipalities in the development of levy options where mutual benefit is determined.

8. Identify funding sources and establishing a cost sharing framework by collaborating with regional municipalities for the development of 127 Street across the Sturgeon River.

9. Prioritize collaboration and communication at the boundary areas of Northeast St. Albert 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.

10. Encourage collaboration with utilities, other agencies, and non-governmental organizations to explore partnerships and opportunities for providing infrastructure, utilities, servicing, and programming in Northeast St. Albert.

6.2 Implementation Items

As noted in **Section 1.2**, implementation of the Northeast St. Albert 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 Northeast St. Albert. 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 Northeast St. Albert 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*.

6.2.1 Objectives

a. To ensure consistent review and implementation of this ASP.

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

6.2.2 Policies

1. Require the preparation of Neighbourhood Plans, under the Northeast St. Albert 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 community parks, neighbourhood parks, connector parks, school sites, urban squares and special use areas, and Environmental Reserve and Conservation Reserve sites/areas and adjacent roadways prior to

redistricting and subdivision. Retention Mechanisms referenced in **Table 2: Prioritized Natural Features** shall be regarded.

d. Ensure alignment between the land use plan, infrastructure servicing, and supporting technical reports.

3. Undertake a comprehensive review of the *Northeast St. Albert ASP* and its Neighbourhood Plans every five years, to monitor the effectiveness of the Plan(s), to maintain relevant and contemporary policy directions, and to measure the progress of the built form and its build out.
4. Undertake engagement with Indigenous and municipal partners during the five-year review of the *Northeast St. Albert ASP*.
5. Require an amendment(s) and/or rewrite of this ASP, and/or any associated Neighbourhood Plan(s), subject to:
   a. A five-year update;
   b. Future *MDP* and/or *EMRGP* updates;
   c. Changes to Federal or Provincial legislation;
   d. A necessity to review assumptions such as, but not limited to, technical criteria, servicing and/or land use feasibility, population forecasts, and/or other considerations as deemed necessary by the City of St. Albert.
6. Require the approval of Neighbourhood Plans prior to redistricting or urban subdivision of parcels.
7. Ensure development sequencing occurs in general alignment with the phasing as shown **Map 11: Direction of Development**.
8. Require the provision of financial implications to proposed amendments that deviate from the phasing and build out as shown on **Map 11: Direction of Development**.
9. Update the *LUB*, as needed, to provide land use districts, uses, and regulations that accommodate the intent of the Northeast St. Albert ASP.
10. Ensure that redistricting and subdivision applications comply with the City of St. Albert *LUB*, Neighbourhood Plans, the objectives and policies contained in this ASP, the provisions of the *MGA*, the *Matters Related to Subdivision and Development Regulation*, and any other relevant policy, bylaw, or legislation.
11. 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.

12. 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.
13. Encourage collaboration between landowners in developing their respective Neighbourhood Plans to coordinate development plans, staging, and timing.
14. 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

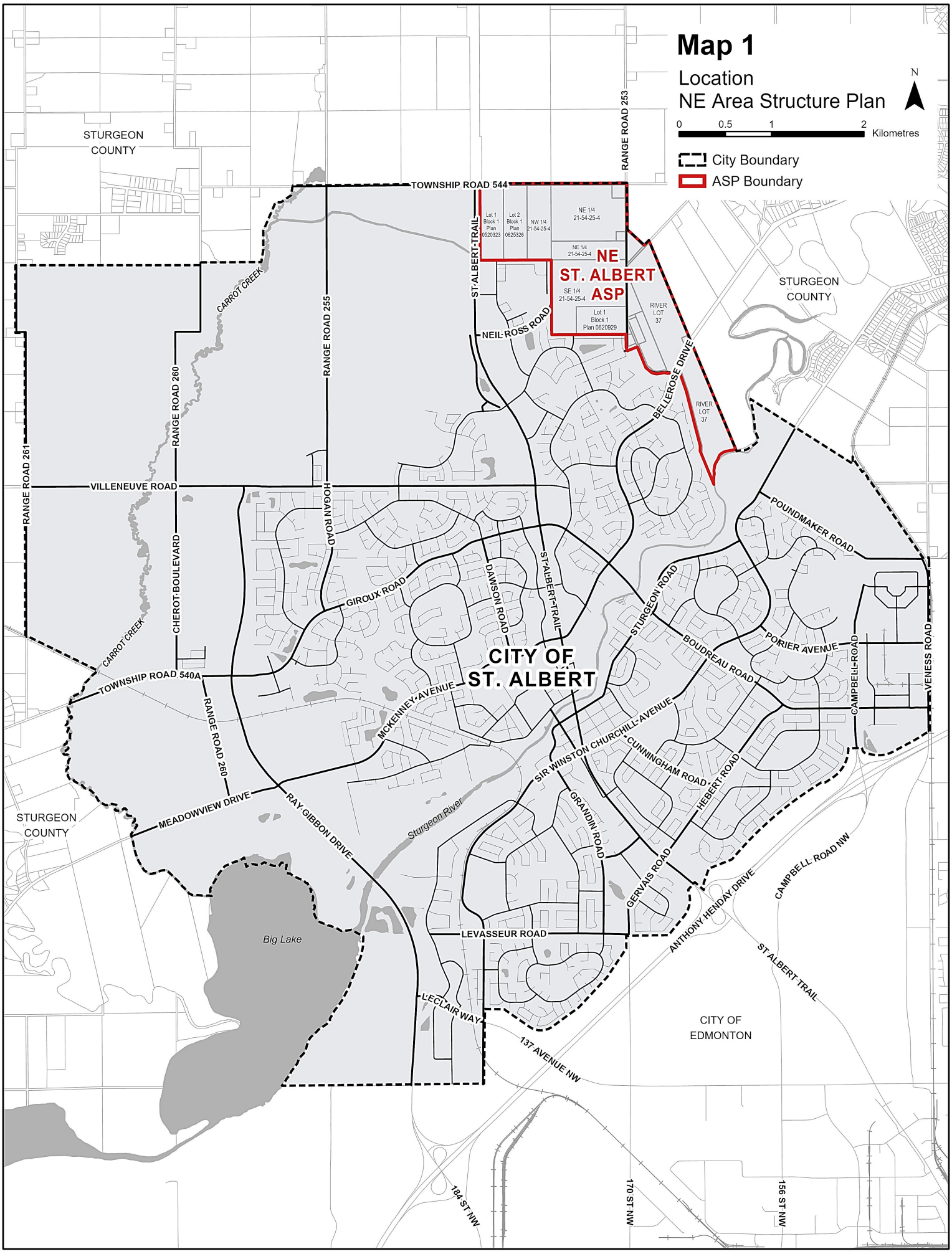
	Area (ha)	% of Net Developable Area	Units	Population
Gross Area	**297.54**			
Non-Developable Area				
Environmental Reserve (ER) • Non-developable Major Open Spaces. • ER identified on River Lot 37 is the designated flood line, as per the *Land Use Bylaw*. • All other ER requirements are estimates only and will be refined and confirmed at the Neighbourhood Plan stage with dedication to occur at the time of subdivision.	25.17	-	-	-
Subtotal Non-Developable Area	**25.17**	-	-	-
Net Developable Area (NDA)	**272.37**	**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	54.47	20.0%	-	-
Stormwater Management Facilities (SWMF) • Based upon Engineering Design Brief (Invistec, June 2024). • Detailed calculations will be prepared at the Neighbourhood Plan stage.	24.61	9.04%	-	-
Other Public Utility Lots • Includes existing utility right-of-way and the Town of Morinville's existing pump station site. • Detailed calculations will be prepared at the Neighbourhood Plan stage.	5.32	1.95%	-	-
Conservation Reserve (CR) • White spruce forest, as identified within the Natural Area Assessment's "Area H" on River Lot 37. • Additional CR to potentially be identified at Neighbourhood Plan stage.	5.30	1.95%	-	-
Subtotal Other Uses	**89.70**	**32.93%**	-	-

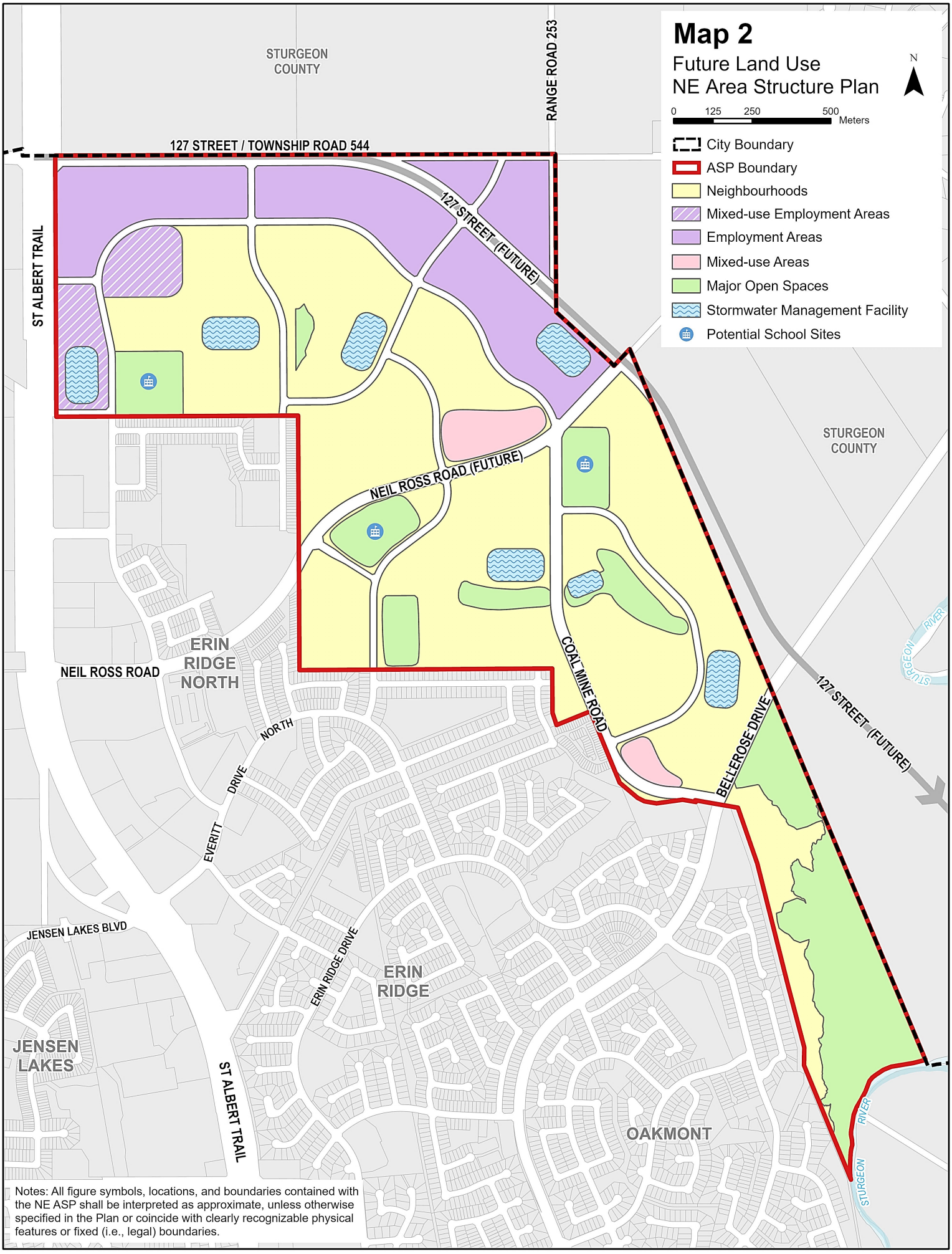
Major Open Space (Developable)				
Municipal Reserve (MR) • City Parks • Community Parks • School Sites	27.24	10.0%	-	-
Subtotal Major Open Space (Developable)	**27.24**	**10.0%**	-	-
Employment Lands				
Employment Areas	43.39	15.93%	-	-
Mixed-use Employment Areas	7.48	2.75%	-	-
Subtotal Employment Lands	**50.87**	**18.68%**	-	-
Neighbourhoods • Numbers are approximate. Anticipated population estimates will be further refined at the Neighbourhood Plan stage. • Densities must achieve a minimum of 40 dwelling units per net residential hectare.				
Neighbourhoods • Predominantly low and medium density residential development is envisioned in the Neighbourhood area of Northeast St. Albert.	98.51	36.17%	4,153	10,174*
Mixed-use Areas (residential and commercial) • Medium and/or high density residential. • Commercial uses to be determined at Neighbourhood Plan stage.	6.04	2.22%	242	425
Subtotal Neighbourhoods	**104.55**	**38.39%**	**4,395**	**10,599**

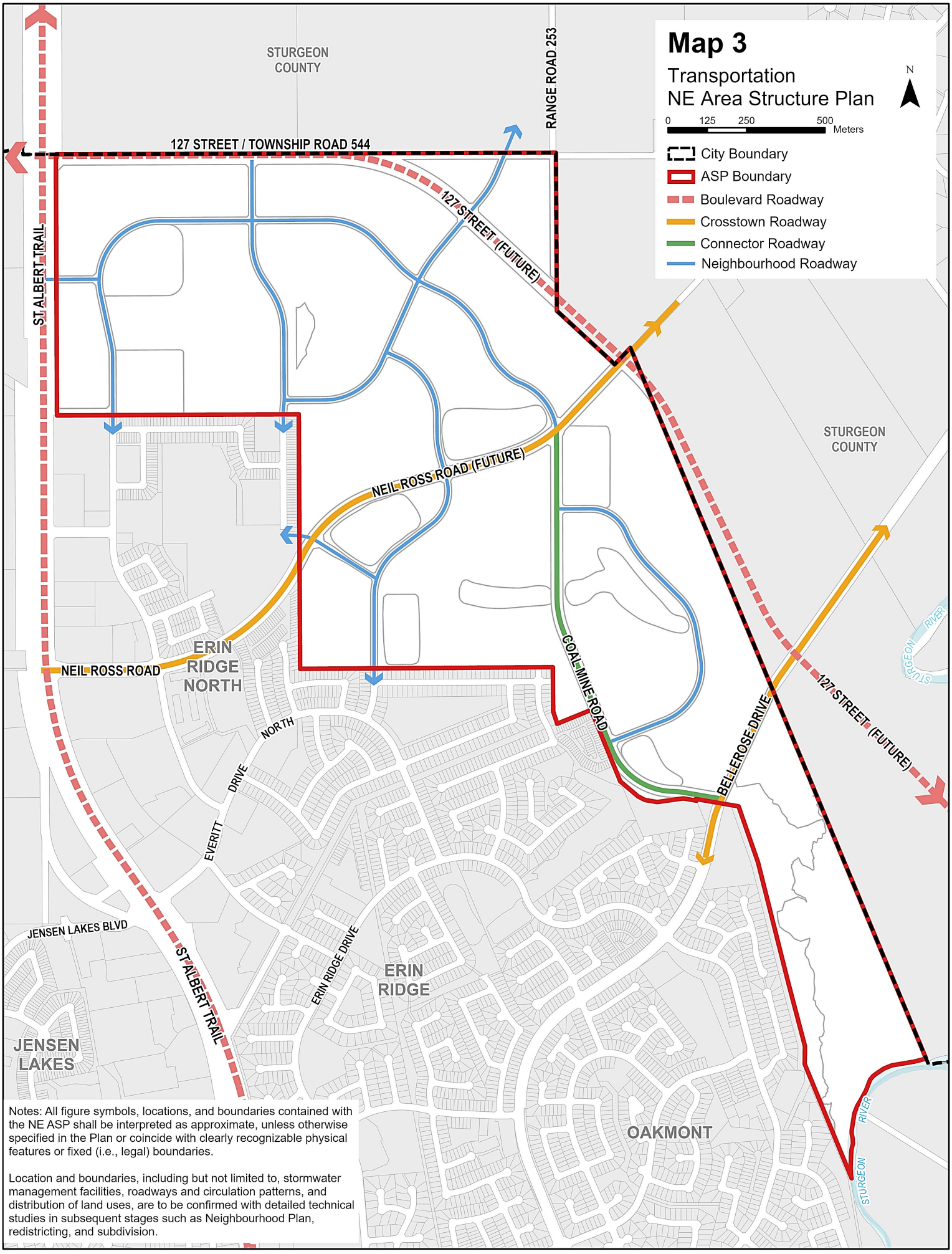
Notes:

- All numbers are approximate and will need to be further refined at the Neighbourhood Plan stage.
- Municipal Reserve requirements will be further refined at the Neighbourhood Plan stages, and may include various kinds of parks, school sites, trails, natural areas, etc – to achieve an overall 10%.
- *The estimated population includes approximately 2,120 students, with 690± in kindergarten to grade 4, 730± in grades 5-9, and 700± in grades 10-12.

8.0 MAPS

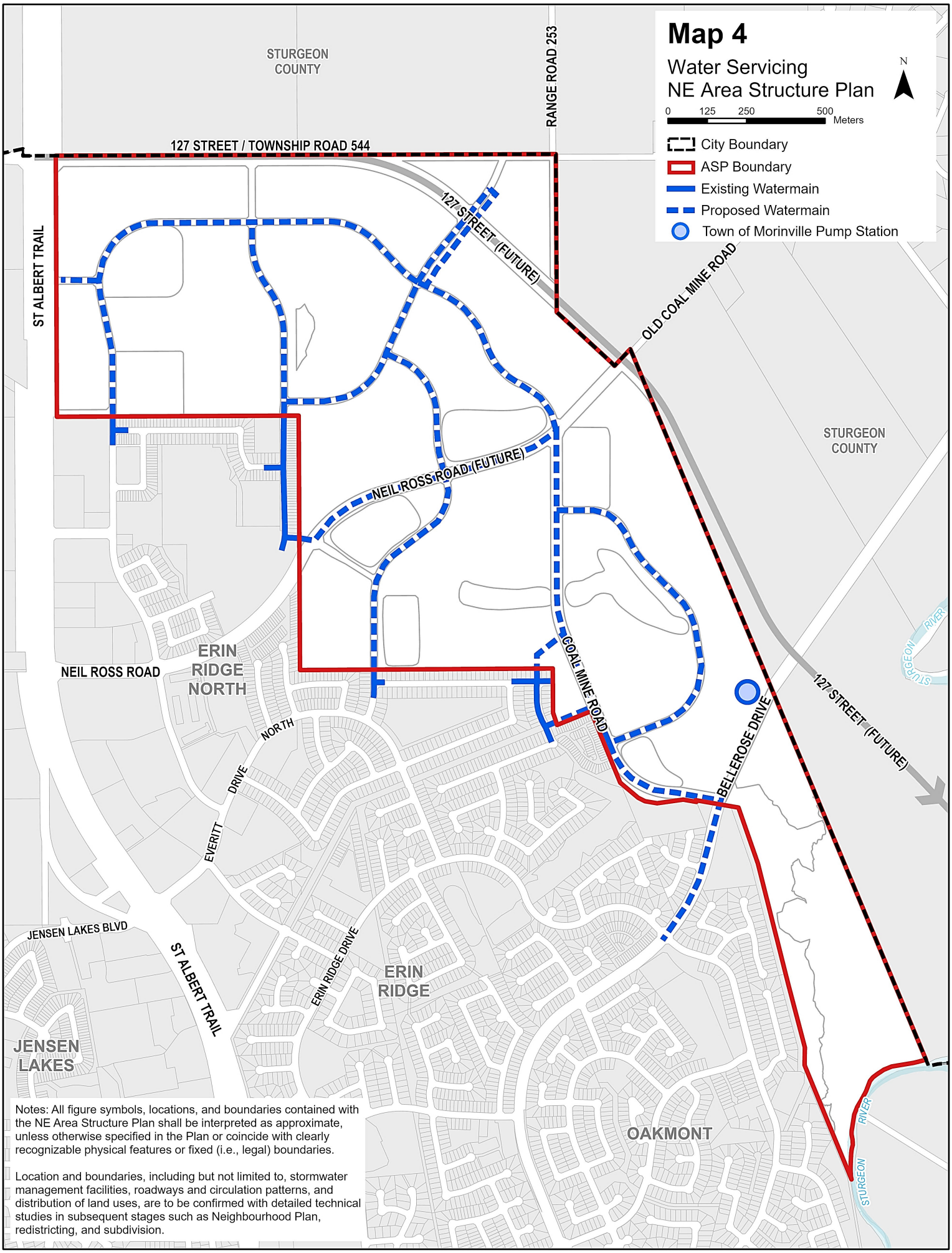

Map 1
Location
NE Area Structure Plan
N
0
0.5
1
2
Kilometres
City Boundary
ASP Boundary
NE ST. ALBERT ASP
CITY OF ST. ALBERT
STURGEON COUNTY
CITY OF EDMONTON
TOWNSHIP ROAD 544
TOWNSHIP ROAD 540A
RANGE ROAD 253
RANGE ROAD 255
RANGE ROAD 260
RANGE ROAD 261
ST ALBERT TRAIL
NEIL ROSS ROAD
BELLEROSE DRIVE
VILLENEUVE ROAD
HOGAN ROAD
CHEROT BOULEVARD
CARROT CREEK
GIROUX ROAD
DAWSON ROAD
STURGEON ROAD
POUNDMAKER ROAD
BOUDREAU ROAD
POIRIER AVENUE
CAMPBELL ROAD
VENESS ROAD
MCKENNEY AVENUE
SIR WINSTON CHURCHILL AVENUE
CUNNINGHAM ROAD
HEBERT ROAD
GRANDIN ROAD
GERVAIS ROAD
ANTHONY HENDAY DRIVE
CAMPBELL ROAD NW
MEADOWVIEW DRIVE
RAY GIBBON DRIVE
LEVASSEUR ROAD
L'ECLAIR WAY
137 AVENUE NW
184 ST NW
170 ST NW
156 ST NW
Sturgeon River
Big Lake
RIVER LOT 37
Lot 1 Block 1 Plan 0520323
Lot 2 Block 1 Plan 0625326
NW 1/4 21-54-25-4
NE 1/4 21-54-25-4
SE 1/4 21-54-25-4
Lot 1 Block 1 Plan 0620929


Map 2
Future Land Use
NE Area Structure Plan
N
0 125 250 500
Meters
City Boundary
ASP Boundary
Neighbourhoods
Mixed-use Employment Areas
Employment Areas
Mixed-use Areas
Major Open Spaces
Stormwater Management Facility
Potential School Sites
STURGEON COUNTY
RANGE ROAD 253
127 STREET / TOWNSHIP ROAD 544
127 STREET (FUTURE)
ST ALBERT TRAIL
NEIL ROSS ROAD (FUTURE)
STURGEON COUNTY
NEIL ROSS ROAD
ERIN RIDGE NORTH
COAL MINE ROAD
BELLEROSE DRIVE
127 STREET (FUTURE)
NORTH DRIVE
EVERITT
JENSEN LAKES BLVD
ERIN RIDGE DRIVE
ERIN RIDGE
JENSEN LAKES
ST ALBERT TRAIL
OAKMONT
STURGEON RIVER
STURGEON RIVER
Notes: All figure symbols, locations, and boundaries contained with the NE 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.



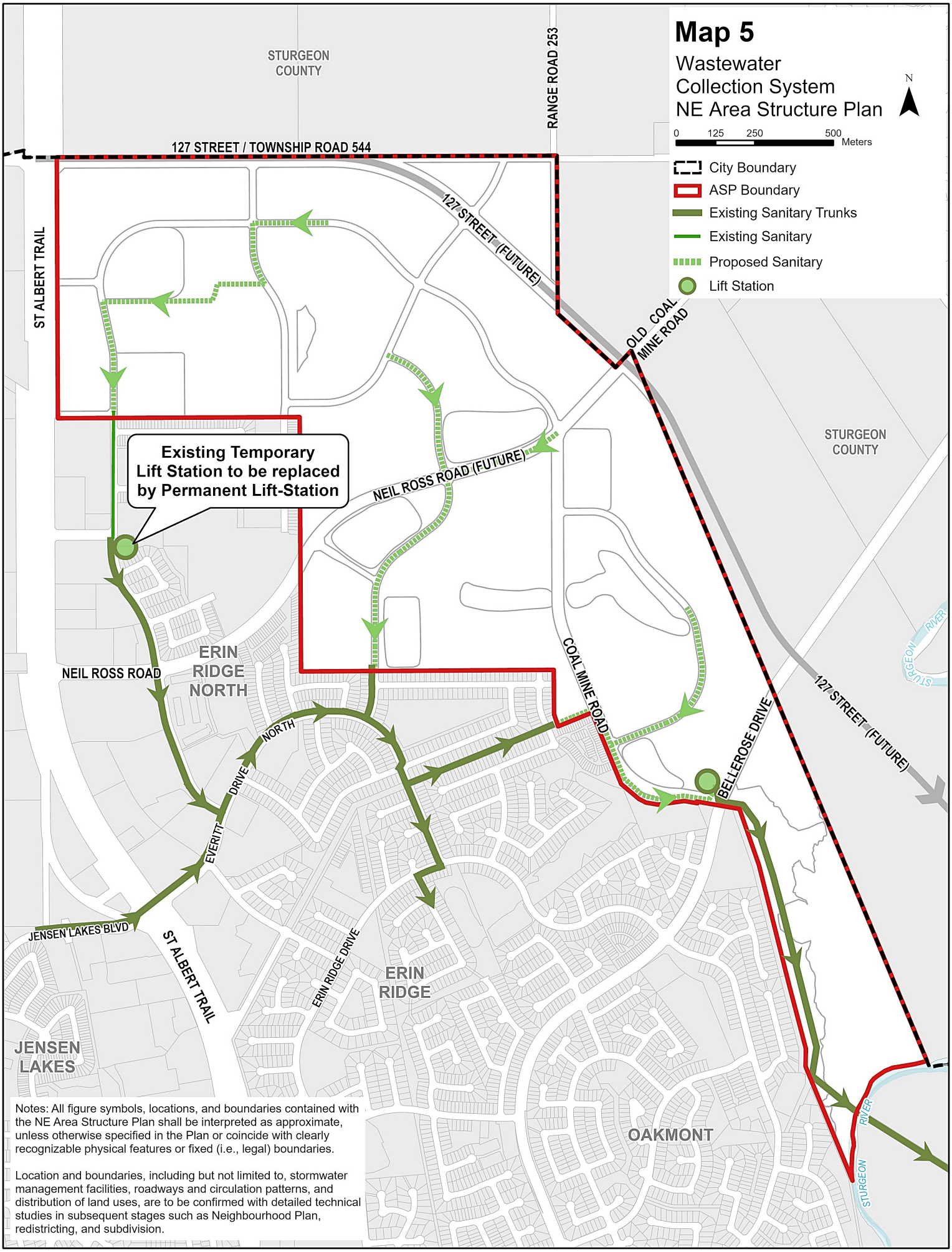
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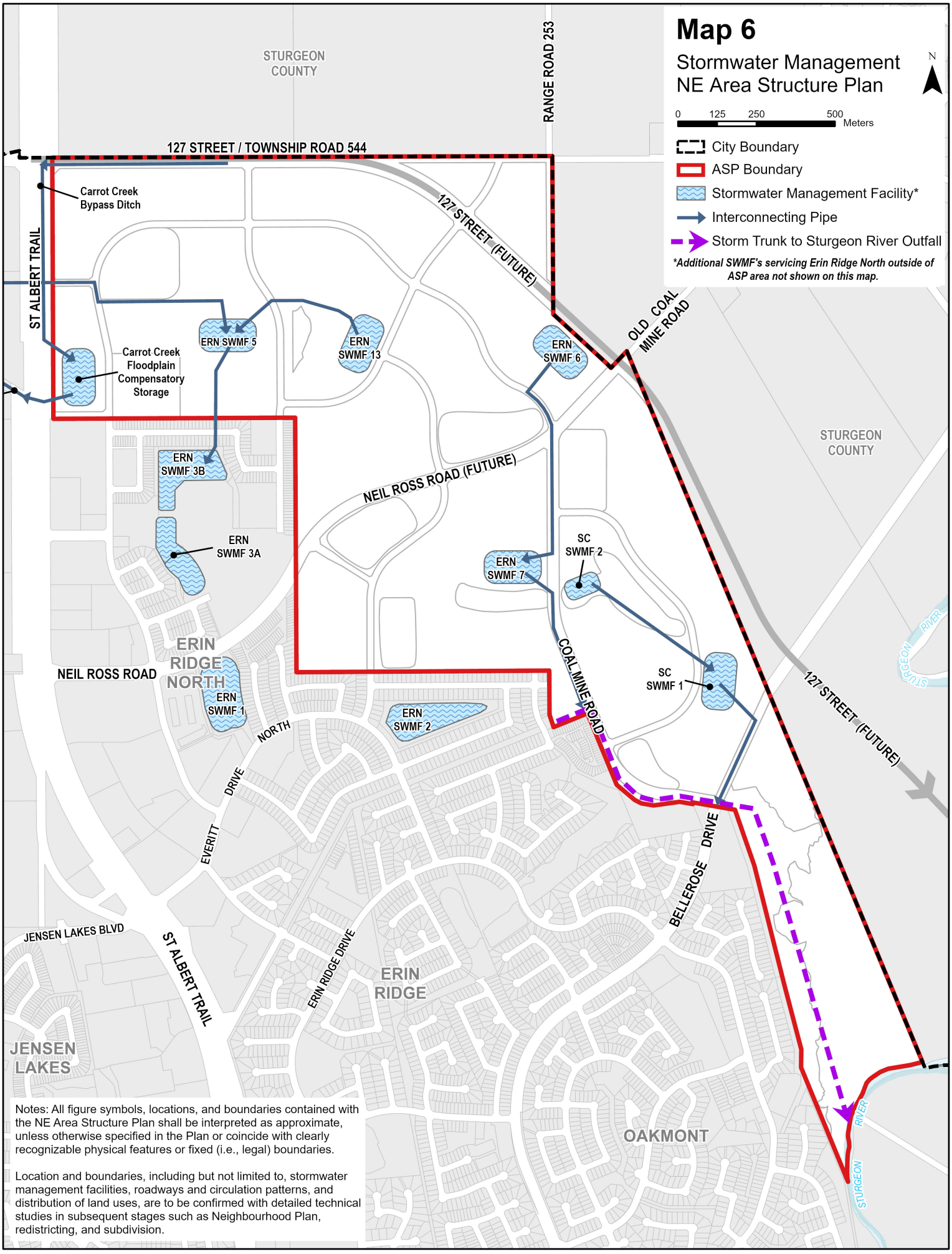
Location and boundaries, including but not limited to, stormwater management facilities, roadways and circulation patterns, and distribution of land uses, are to be confirmed with detailed technical studies in subsequent stages such as Neighbourhood Plan, redistricting, and subdivision.



Notes: All figure symbols, locations, and boundaries contained with the NE Area Structure Plan shall be interpreted as approximate, unless otherwise specified in the Plan or coincide with clearly recognizable physical features or fixed (i.e., legal) boundaries.

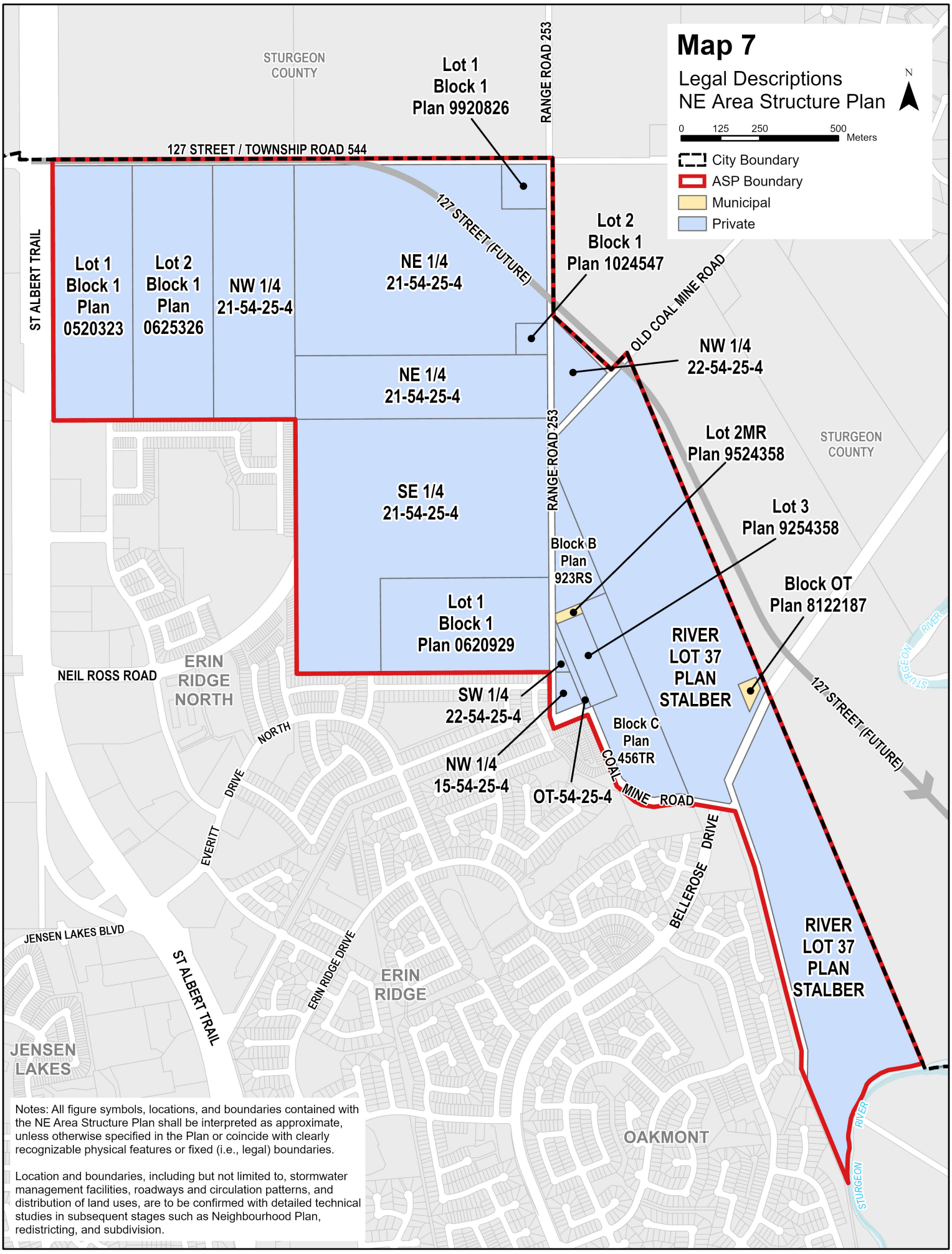
Location and boundaries, including but not limited to, stormwater management facilities, roadways and circulation patterns, and distribution of land uses, are to be confirmed with detailed technical studies in subsequent stages such as Neighbourhood Plan, redistricting, and subdivision.


Map 5
Wastewater
Collection System
NE Area Structure Plan
N
0 125 250 500
Meters
City Boundary
ASP Boundary
Existing Sanitary Trunks
Existing Sanitary
Proposed Sanitary
Lift Station
STURGEON COUNTY
RANGE ROAD 253
127 STREET / TOWNSHIP ROAD 544
127 STREET (FUTURE)
ST ALBERT TRAIL
OLD COAL MINE ROAD
Existing Temporary Lift Station to be replaced by Permanent Lift-Station
NEIL ROSS ROAD (FUTURE)
NEIL ROSS ROAD
ERIN RIDGE NORTH
COAL MINE ROAD
BELLEROSE DRIVE
NORTH DRIVE
EVERITT
JENSEN LAKES BLVD
ERIN RIDGE DRIVE
ERIN RIDGE
JENSEN LAKES
OAKMONT
STURGEON RIVER
Notes: All figure symbols, locations, and boundaries contained with the NE Area Structure Plan 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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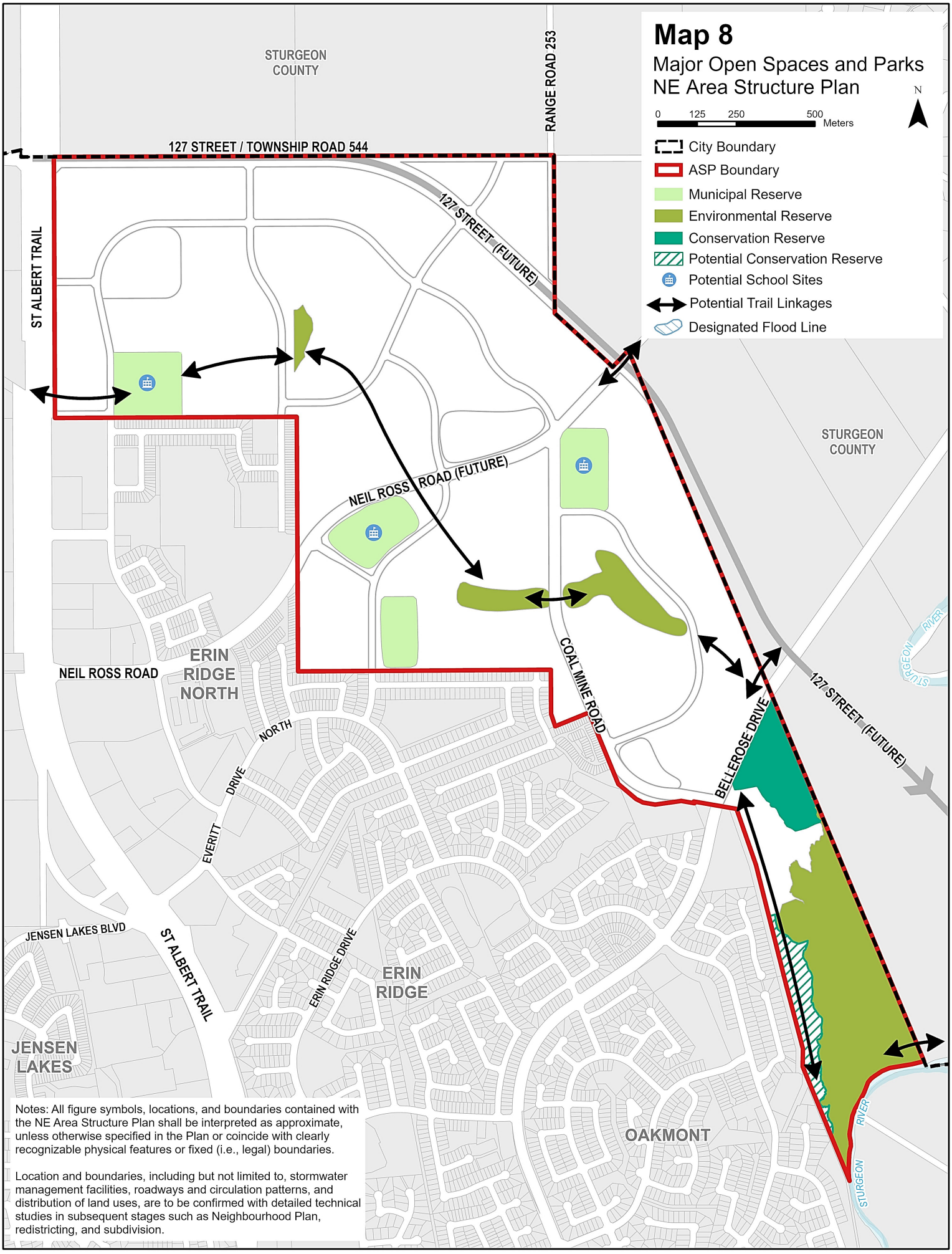
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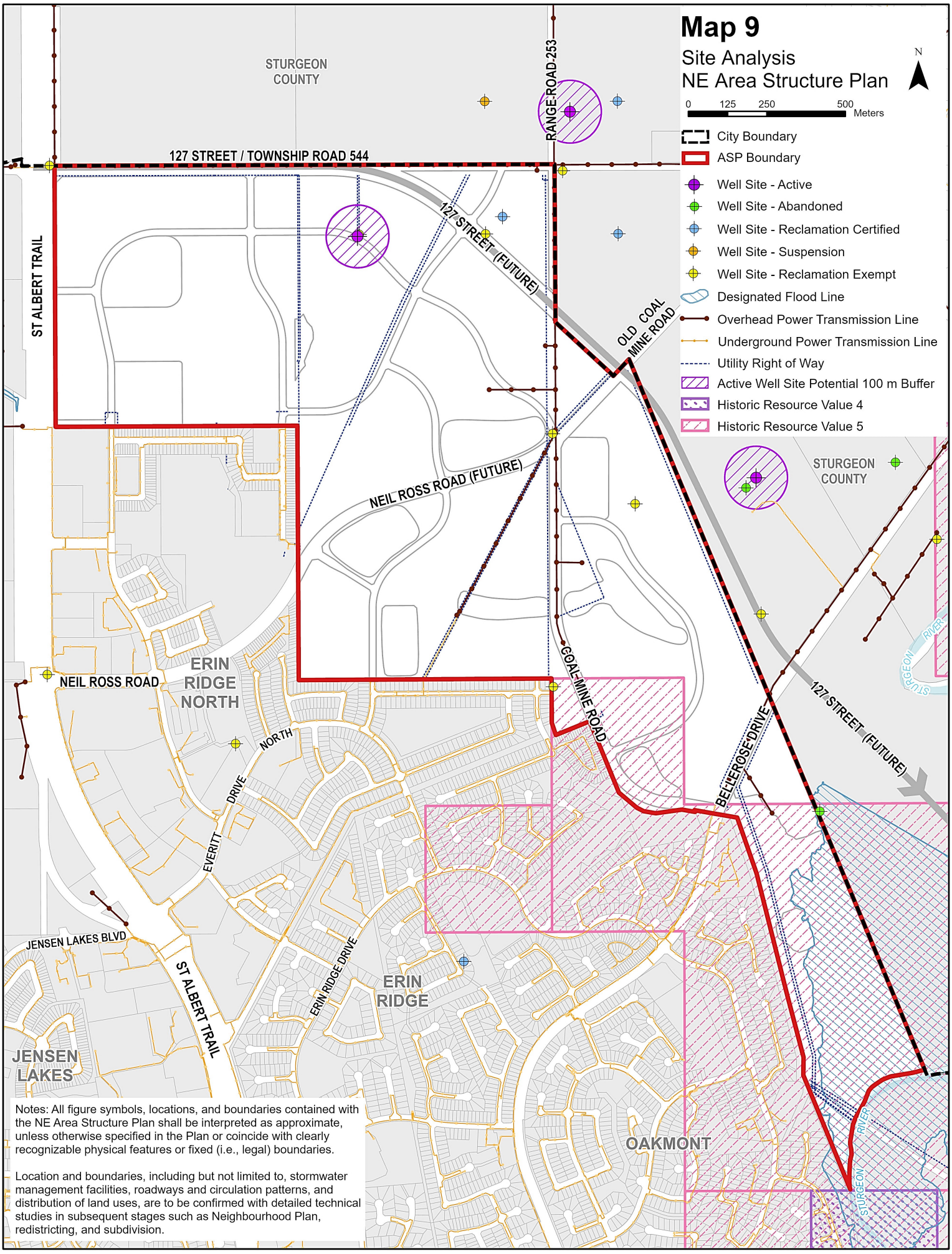
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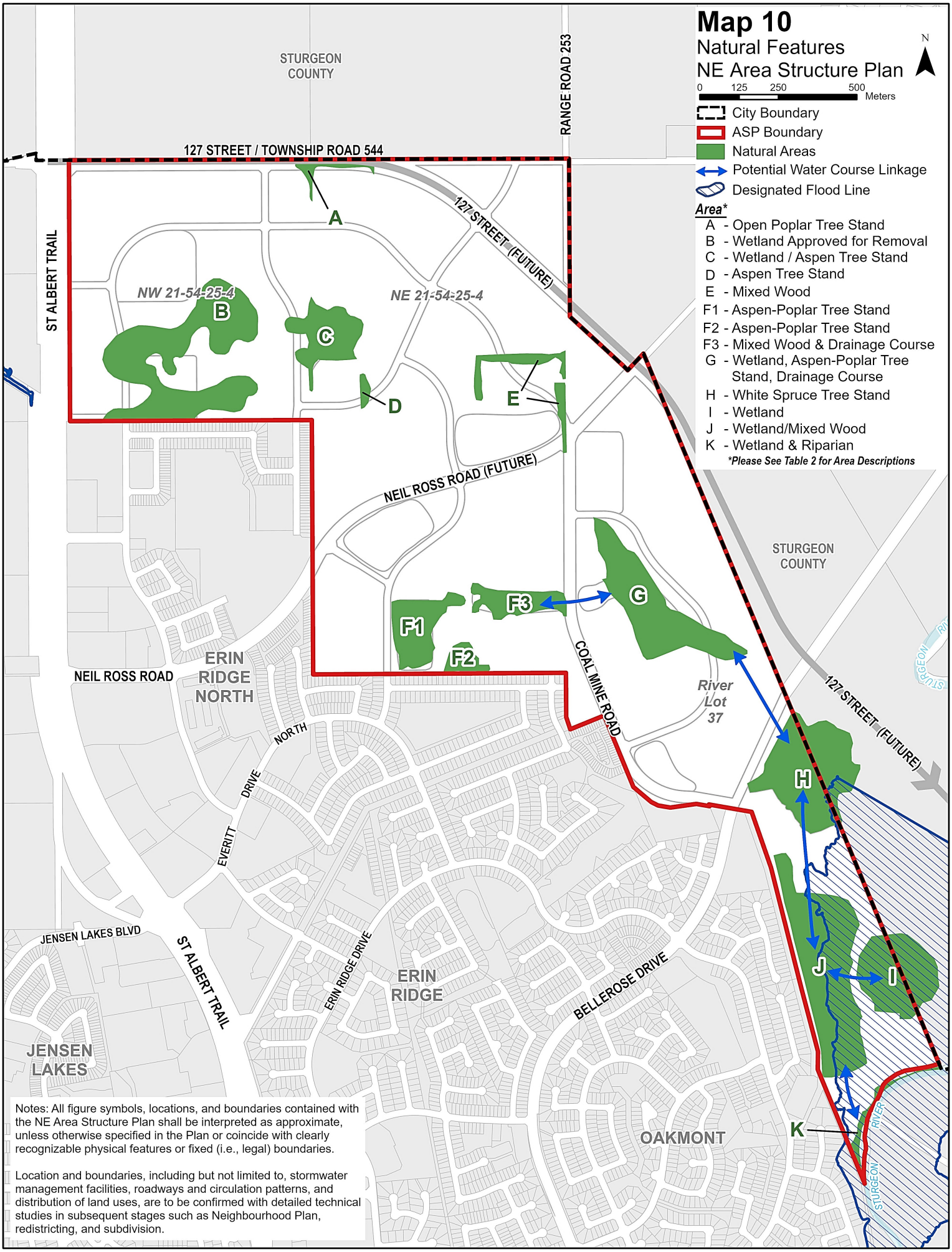
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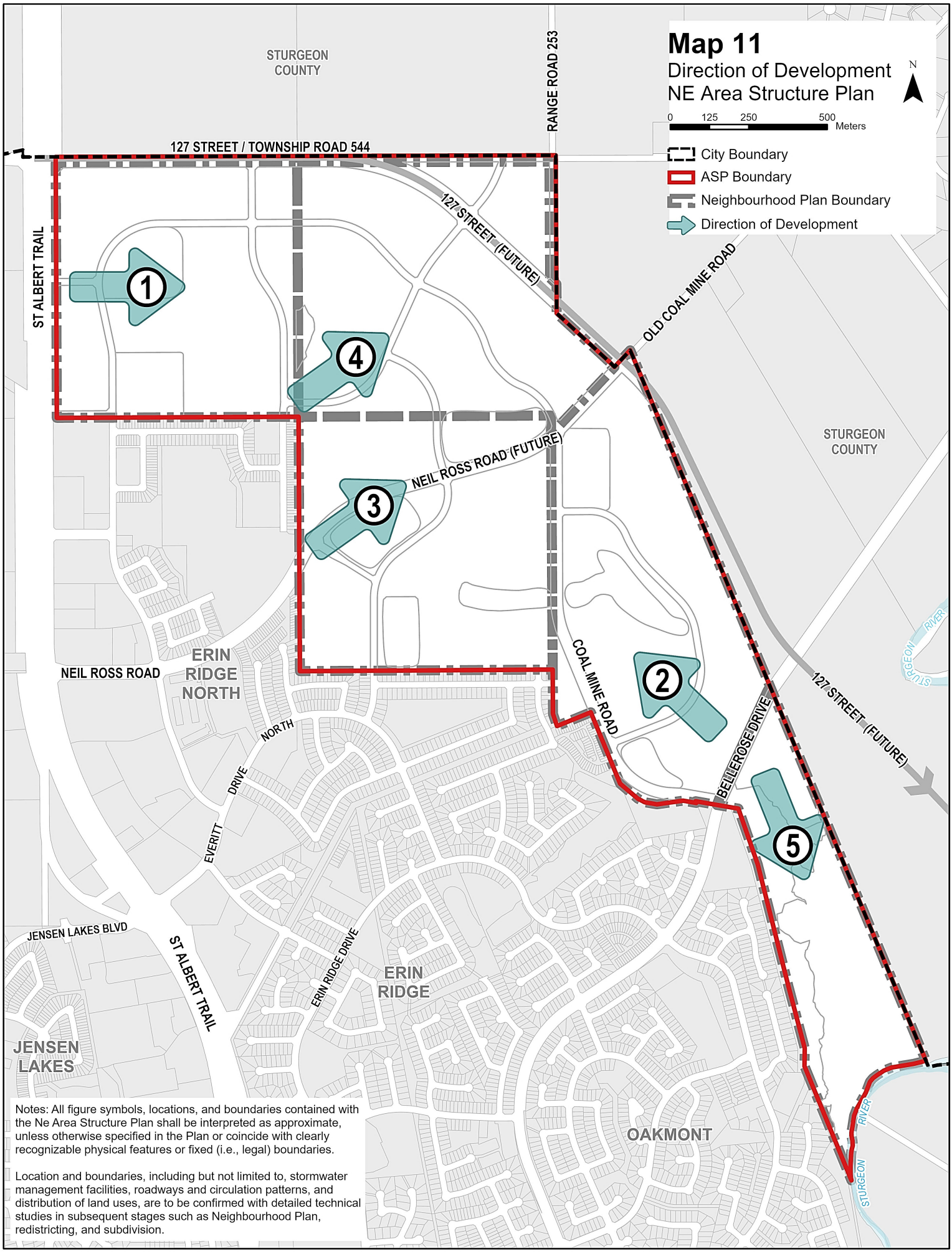
Location and boundaries, including but not limited to, stormwater management facilities, roadways and circulation patterns, and distribution of land uses, are to be confirmed with detailed technical studies in subsequent stages such as Neighbourhood Plan, redistricting, and subdivision.



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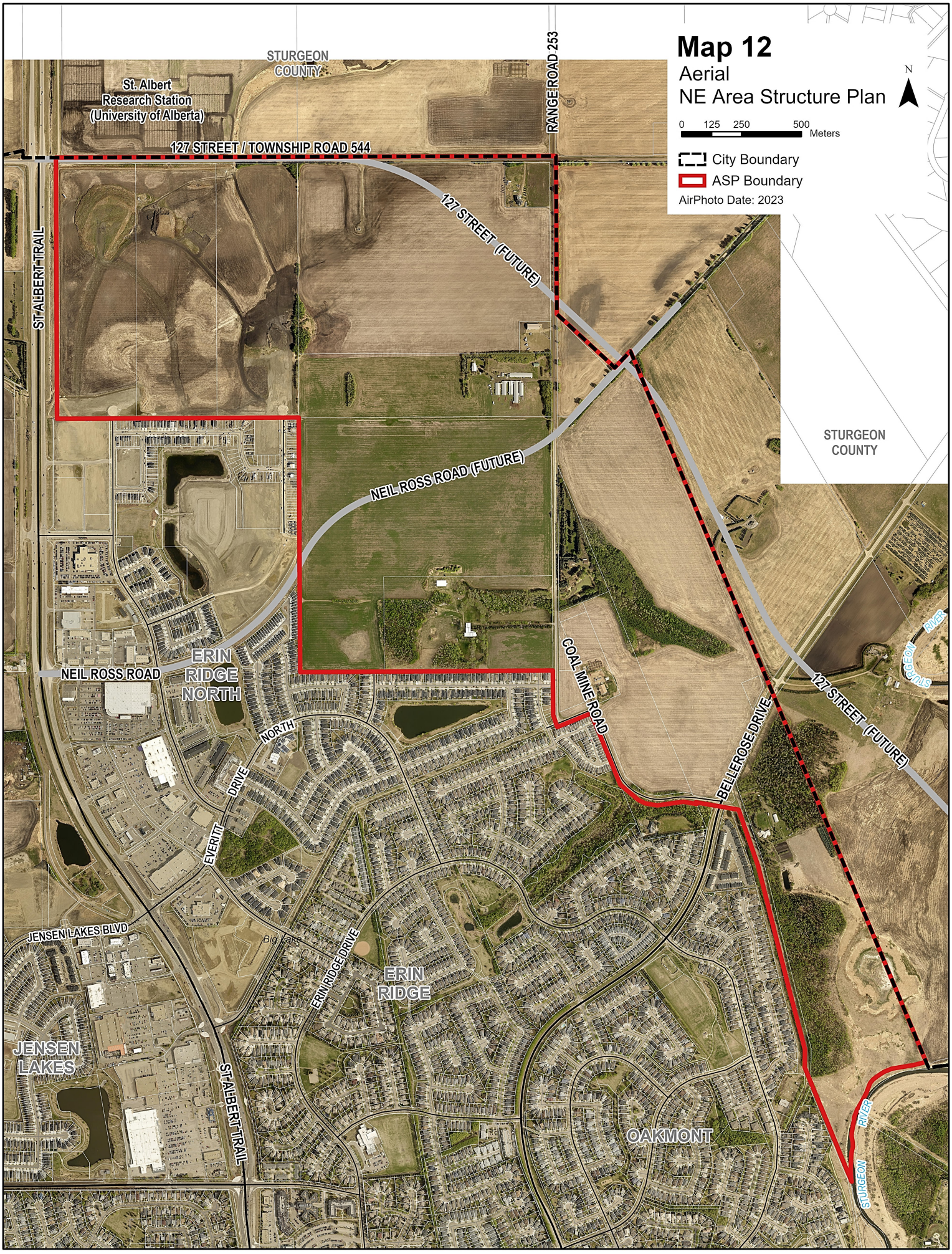
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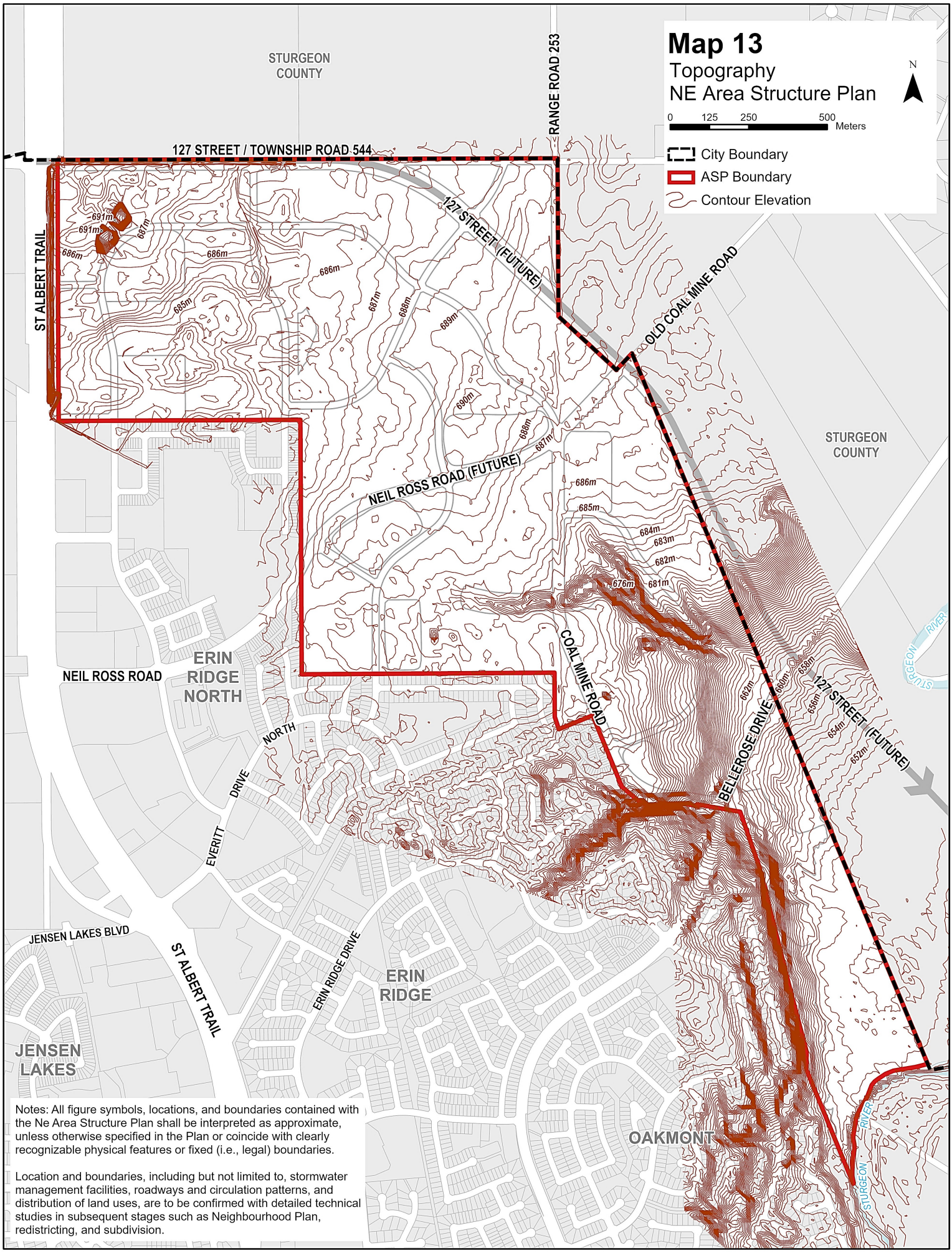

Map 10
Natural Features
NE Area Structure Plan
N
0 125 250 500
Meters
City Boundary
ASP Boundary
Natural Areas
Potential Water Course Linkage
Designated Flood Line
Area*
A - Open Poplar Tree Stand
B - Wetland Approved for Removal
C - Wetland / Aspen Tree Stand
D - Aspen Tree Stand
E - Mixed Wood
F1 - Aspen-Poplar Tree Stand
F2 - Aspen-Poplar Tree Stand
F3 - Mixed Wood & Drainage Course
G - Wetland, Aspen-Poplar Tree Stand, Drainage Course
H - White Spruce Tree Stand
I - Wetland
J - Wetland/Mixed Wood
K - Wetland & Riparian
*Please See Table 2 for Area Descriptions
STURGEON COUNTY
RANGE ROAD 253
127 STREET / TOWNSHIP ROAD 544
127 STREET (FUTURE)
ST ALBERT TRAIL
NW 21-54-25-4
NE 21-54-25-4
NEIL ROSS ROAD (FUTURE)
NEIL ROSS ROAD
ERIN RIDGE NORTH
NORTH DRIVE
EVERITT
COAL MINE ROAD
River Lot 37
JENSEN LAKES BLVD
ERIN RIDGE DRIVE
ERIN RIDGE
BELLEROSE DRIVE
JENSEN LAKES
OAKMONT
STURGEON RIVER
Notes: All figure symbols, locations, and boundaries contained with the NE Area Structure Plan 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.



Notes: All figure symbols, locations, and boundaries contained with the Ne Area Structure Plan 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 12
Aerial
NE Area Structure Plan
N
0 125 250 500
Meters
City Boundary
ASP Boundary
AirPhoto Date: 2023
STURGEON COUNTY
St. Albert Research Station (University of Alberta)
RANGE ROAD 253
127 STREET / TOWNSHIP ROAD 544
127 STREET (FUTURE)
ST ALBERT TRAIL
NEIL ROSS ROAD (FUTURE)
NEIL ROSS ROAD
ERIN RIDGE NORTH
COAL MINE ROAD
BELLEROSE DRIVE
127 STREET (FUTURE)
STURGEON RIVER
NORTH DRIVE
EVERITT DRIVE
JENSEN LAKES BLVD
Big Lake
ERIN RIDGE DRIVE
ERIN RIDGE
JENSEN LAKES
ST ALBERT TRAIL
OAKMONT
STURGEON RIVER



Notes: All figure symbols, locations, and boundaries contained with the Ne Area Structure Plan 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.

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