flourish

GROWING TO 100K





CITY OF ST. ALBERT MUNICIPAL DEVELOPMENT PLAN

MARCH 15, 2021

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stalbert.ca

City of St. Albert Cultivate Life

This is an interactive version of Flourish, St. Albert's Municipal Development Plan, designed to help readers to navigate the Plan more easily. Features include:

- The Table of Contents contains clickable links to each section.
- References to Maps and Tables are clickable links in **bold text**.
- on the left side of each page there is an arrow that will take you back to the previous page you were viewing.
- Many glossary terms are Italicized and a definition will pop-up when hovered over with the cursor. Please note that certain other words and terms, such as *Flourish*, may also be italicized without pop-ups.

All photos by City of St. Albert, unless otherwise noted

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.

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St. Albert's Community Vision

From January 2014 to February 2015, St. Albert residents were asked to help develop a vision to guide the city's planning and decision making for the next 50 years. More than 6,000 residents shared over 15,000 ideas, which were used to help create the vision and five complementary Pillars of Sustainability. The resulting document, called Cultivating Our Future, was approved by City Council in June 2016 and provides the foundation for *Flourish*.

Vision

St. Albert is a vibrant, innovative and thriving city that we all call home, that sustains and cherishes its unique identity and small town values. We are the botanical arts city.

Pillars of Sustainability



Natural Environment

We protect, embrace, and treasure our deeply-rooted connections with the natural environment through championing environmental action.



Social

We are a friendly and inclusive community of passionate equals, where everyone feels a sense of belonging. We believe that community starts with the person next door.



Culture

We are proud of our storied history that has fed and nurtured our festive and culturally rich community.



Economic

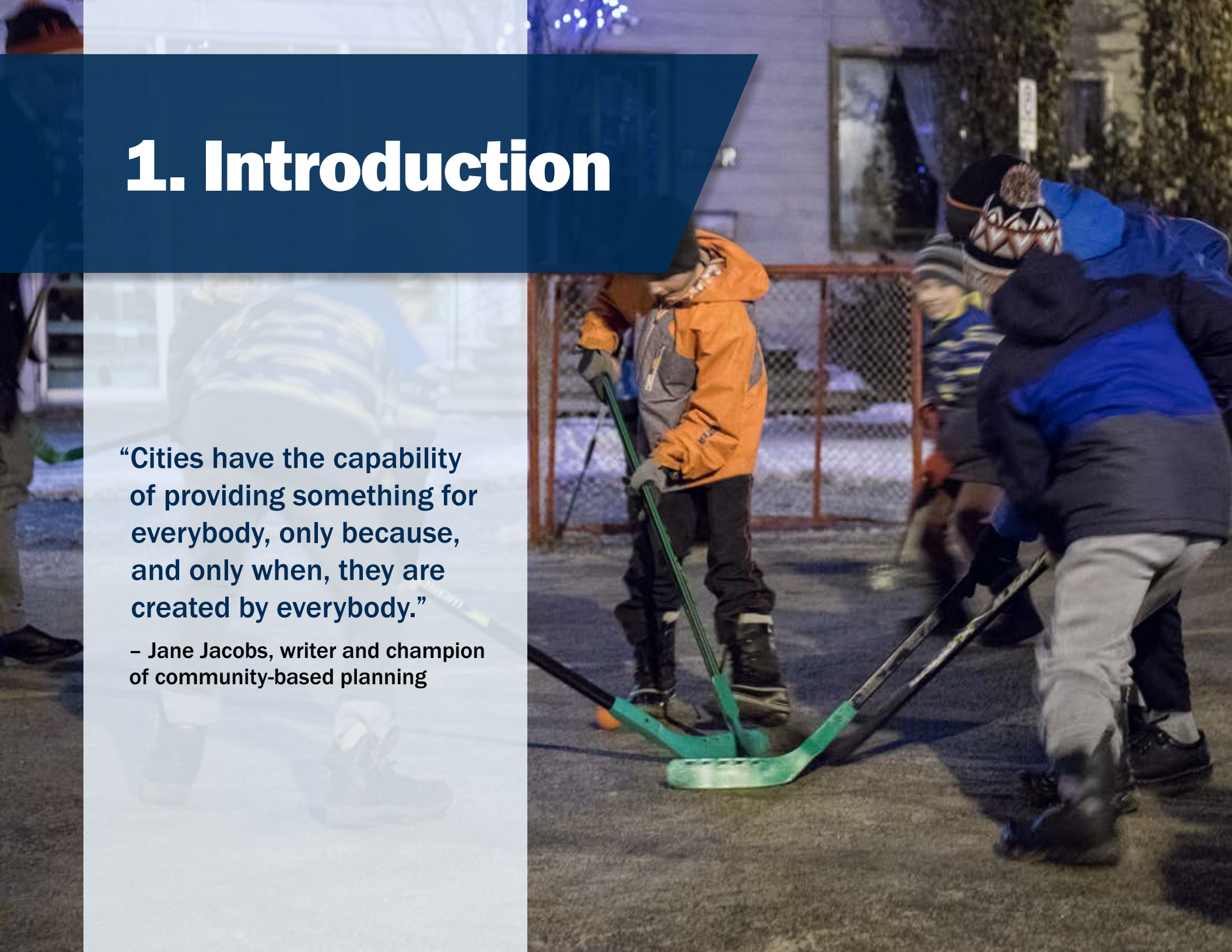
We prosper and excel through a strong and diverse economy that is supported by forward-thinking commerce, outstanding local businesses and a dynamic downtown core.



Built Environment

We build our community towards the future to sustain balanced development, with a reverent eye to the past, honouring our unique settlement history and distinct identity.

1. Introduction



"Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody."

– Jane Jacobs, writer and champion of community-based planning

1.1. What is Flourish?

Consistently ranked as one of the best places to live in Canada, St. Albert is recognized as a safe, healthy, and prosperous city with a high quality of life. Our city's steady growth is expected to continue, with forecasts from the *Edmonton Metropolitan Region* estimating, on average, the addition of almost 1,000 new residents and 500 new jobs to the city every year.

Flourish is the City of St. Albert's Municipal Development Plan (MDP). It is a comprehensive, city-wide plan for growth and change, envisioning a future population of 100,000, and up to 13,000 new jobs over the coming decades. *Flourish* contains 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. Residents, property owners, businesses, community groups, and other stakeholders can look to *Flourish* for changes they can expect in the years to come.

Flourish reflects the passion, insight, and commitment of many residents and stakeholders. It provides direction and guidance for a range of future City actions and projects intended to reinforce St. Albert's livability, sustainability, and resilience. *Flourish* is a forward-thinking plan that lays the groundwork for a prosperous future. With a focus on responsible land use and urban design practices, *Flourish* is also the guiding plan for more detailed *statutory plans* and Land Use Bylaw regulations, which are to be consistent with this Plan.

St. Albert, and the world around it, is constantly changing and evolving. Rapid technological advances, shifting demographics, and a dynamic economy will change the city in many ways as it grows. *Flourish* anticipates changes that lie ahead, recognizing that the future is not entirely predictable. The nine overarching goals and corresponding principles and policies of *Flourish* connect the community's vision with the tools needed to achieve it.

Flourish positions St. Albert to seize new opportunities, proactively plan for growth, and take decisive action for the future.



Sandyne Beach-McCutcheon

1.2. How Flourish Was Created

Exploring Issues and Opportunities



Building on the vision of *Cultivating Our Future*, the team conducted in-depth background research and technical studies, interviewed over 30 stakeholders, and held a City Summit kick-off event where we gathered input from hundreds of St. Albertans.

Goals and Growth Scenarios



The team took what we heard and developed MDP goals and growth scenarios, which we refined with input from over 1,300 participants at pop-up events all over St. Albert, meetings with community stakeholders and advisory committees, an open house, and an online questionnaire.

Developing Flourish



Using what we heard through the first two phases, we developed principles and policies that support each of the goals and contribute to the growth strategy.

Refining, Revising, and Finalizing



The goals, principles, and policies were refined through many discussions with subject matter experts, our community advisory committee, City Administration, and the general public.

1.3. How to Navigate and Use Flourish

As a statutory, long-term plan adopted by City Council and approved by the *Edmonton Metropolitan Region* Board, *Flourish* will guide and inform everyone involved in the city-building process, including Council, City Administration, residents, developers, property owners, business owners, service providers, government agencies, community groups, non-governmental organizations, school boards, and neighbouring municipalities. *Flourish* will be implemented in a number of ways, including through the City's Land Use Bylaw, *statutory plans* such as *Area Structure Plans* and *Area Redevelopment Plans*, more detailed topic-specific *non-statutory plans*, guidelines for *development*, community group initiatives, and strategic decisions by Council.

More specifically, *Flourish* should be used by:

- **Residents** seeking to understand how St. Albert is intended to grow and develop over the long term;
- **Landowners, developers, and consultants** preparing *statutory plans*, plan amendments, and *development* applications for individual properties;
- **Design professionals** involved in private-sector or public-sector *development* projects;
- **City Administration** responsible for reviewing *development* applications;
- **City Administration** involved in preparing complementary or area-specific planning documents related to St. Albert's growth and *development*; and
- **City Council** in making decisions about the city's growth and development.

Flourish contains the following:

Introduction and Context introduce *Flourish*, summarize the planning process, and describe the context for its development in terms of higher-order plans and pressing issues influencing urban *development.*

Plan Foundations contains the broad goals of *Flourish*, principles aligned with the goals, and the long-term *Urban Structure and General Land Use Plan* for St. Albert, which together underpin the policies of the Plan.

City-wide Policies contains policies related to the environment, the economy, housing, mobility, community well-being, culture, infrastructure, *placemaking* and growth management.

Land Use and Development contains policies that set out how land in all areas of the city can be used and developed, based on the land use designations in the *Urban Structure and General Land Use Plan*.

Implementation describes the essential tools and strategies that will be used to implement *Flourish*.

The Glossary contains important defined terms found in *Flourish*.

Maps that clarify where certain policies apply and contain other information relevant to *Flourish* can be found at the end of the document.

What is a statutory plan?

A statutory plan is a document adopted by Council as a bylaw. Different statutory plans enable planning at different scales—for example some statutory plans are adopted for the entire area within a municipality's boundary (a Municipal Development Plan) while others are adopted for individual Neighbourhoods (*Area Structure Plans*). Statutory plans include details about future land use and transportation systems as well as physical, economic, and social development. They're a great resource for anyone who wants to know more about future plans for their region, city, or neighbourhood.

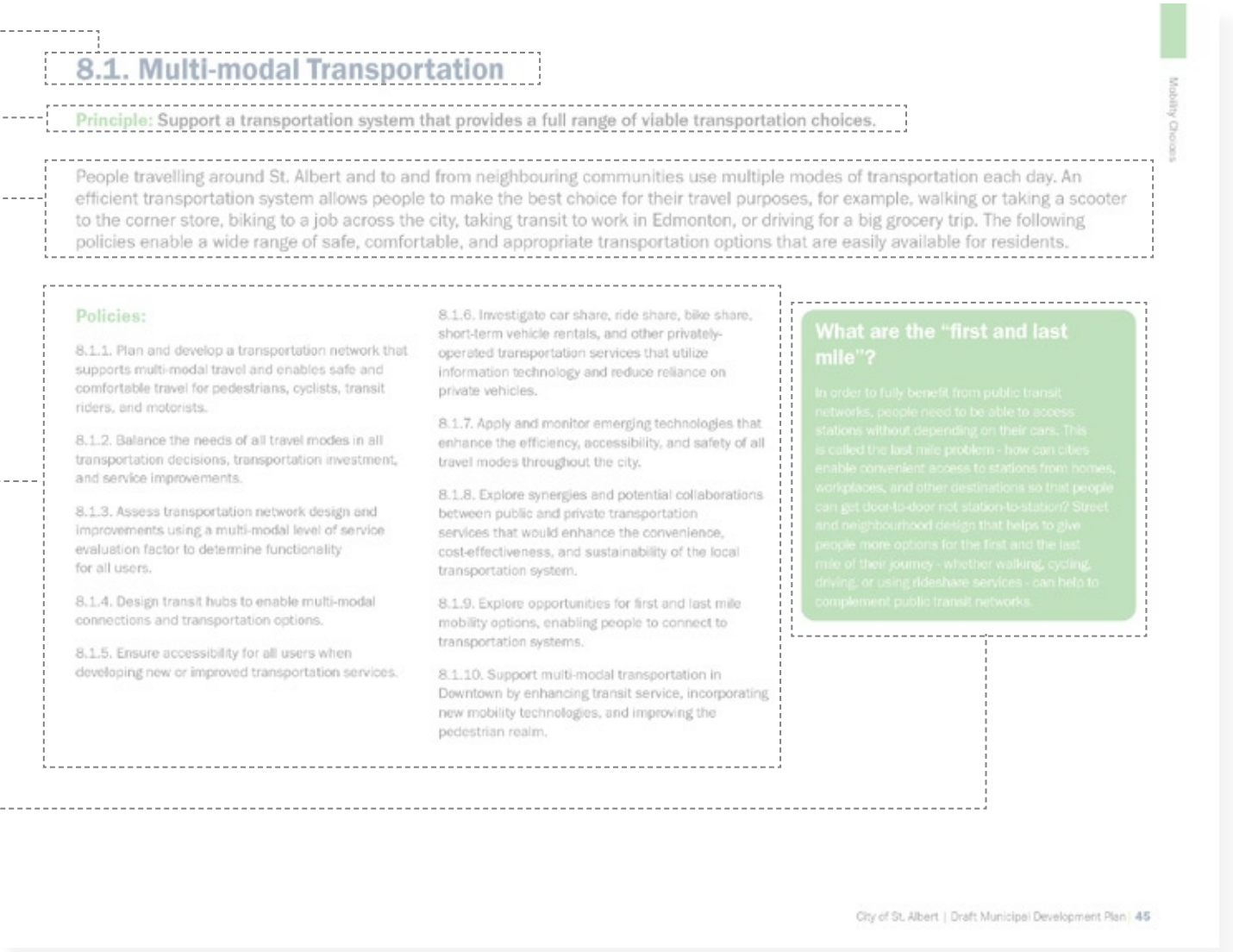
Each page of policies is organized by **policy theme**.

Each policy theme has an associated **principle**.

Introductory text provides context and describes the general intent of the policies.

Policies which support each principle are listed below.

Pop-out boxes on some pages provide more detail on related terms and concepts.



8.1. Multi-modal Transportation

Principle: Support a transportation system that provides a full range of viable transportation choices.

People travelling around St. Albert and to and from neighbouring communities use multiple modes of transportation each day. An efficient transportation system allows people to make the best choice for their travel purposes, for example, walking or taking a scooter to the corner store, biking to a job across the city, taking transit to work in Edmonton, or driving for a big grocery trip. The following policies enable a wide range of safe, comfortable, and appropriate transportation options that are easily available for residents.

Policies:

8.1.1. Plan and develop a transportation network that supports multi-modal travel and enables safe and comfortable travel for pedestrians, cyclists, transit riders, and motorists.

8.1.2. Balance the needs of all travel modes in all transportation decisions, transportation investment, and service improvements.

8.1.3. Assess transportation network design and improvements using a multi-modal level of service evaluation factor to determine functionality for all users.

8.1.4. Design transit hubs to enable multi-modal connections and transportation options.

8.1.5. Ensure accessibility for all users when developing new or improved transportation services.

8.1.6. Investigate car share, ride share, bike share, short-term vehicle rentals, and other privately-operated transportation services that utilize information technology and reduce reliance on private vehicles.

8.1.7. Apply and monitor emerging technologies that enhance the efficiency, accessibility, and safety of all travel modes throughout the city.

8.1.8. Explore synergies and potential collaborations between public and private transportation services that would enhance the convenience, cost-effectiveness, and sustainability of the local transportation system.

8.1.9. Explore opportunities for first and last mile mobility options, enabling people to connect to transportation systems.

8.1.10. Support multi-modal transportation in Downtown by enhancing transit service, incorporating new mobility technologies, and improving the pedestrian realm.

What are the "first and last mile"?

In order to fully benefit from public transit networks, people need to be able to access stations without depending on their cars. This is called the last mile problem - how can cities enable convenient access to stations from homes, workplaces, and other destinations so that people can get door-to-door not station-to-station? Street and neighbourhood design that helps to give people more options for the first and the last mile of their journey - whether walking, cycling, driving, or using rideshare services - can help to complement public transit networks.

City of St. Albert | Draft Municipal Development Plan | 45

Figure 1: Policy Structure

1.4. Interpretation

Flourish is a comprehensive, integrated document, in which the policies of each section frequently interrelate with other sections. Users of this plan should read the entire plan and not consider policies or sections in isolation.

Within *Flourish*, "The City" refers to the City of St. Albert corporately as a municipal government. "The city" and "St. Albert" are used interchangeably to refer to the geography or physical area of the municipality. References to "*Flourish*" or "the Plan" refer to the City of St. Albert's Municipal Development Plan (MDP).

Flourish contains four types of policies:

- **Mandatory** policies align with prevailing statutory requirements and are critical to achieving the goals of *Flourish*. These policies begin with words such as *Require* and *Ensure* and include words such as *prohibit* and *must*.
- **Permissive** policies facilitate achieving the goals of *Flourish*. Although compliance or implementation is generally discretionary, in the case of proposed *development*, applicants are expected to demonstrate why a relevant permissive policy is inappropriate or unreasonable. These policies begin with words such as *Encourage*, *Support*, *Promote*, and *Allow*.
- **Restrictive** policies are intended to limit practices or actions that are contrary to the goals of *Flourish*, although compliance or implementation is generally discretionary. These policies include words such as *discourage* or *limit*.
- **Action-oriented** policies identify important initiatives, generally led by the City, that will support the goals of this plan. These policies begin with words such as *Adopt, Partner with, Establish, Develop, Evaluate, Monitor, Maintain, Prepare, Assess, and Update*.

In *Flourish*, certain terms have definitions that are specific to the Plan. These terms are defined in the Glossary. Words not defined in *Flourish* may be defined in the *Municipal Government Act* or other higher-order legislation and plans. Words not specifically defined in either *Flourish* or other statutory documents have their usual and customary meaning.

Locations and boundaries shown on the *Flourish* maps are approximate and for general illustrative purposes. Property lines, rights-of-way, or other distinguishing physical features generally form the boundaries of areas and features included in the maps. Boundaries and locations will be refined through subsequent stages of planning, including *statutory plan*s and subdivisions. When further refining locations and boundaries for these areas, the approval authority and applicant shall have regard for existing *development*, *natural features*, and infrastructure. Such changes may not require an amendment to *Flourish*, provided the intent for the areas affected is maintained.

Flourish is implemented by the City of St. Albert through ongoing planning, decision making, actions, and partnerships. The Plan's implementation also relies on annual strategic planning and resourcing, monitoring, and reporting on progress. Once adopted, all *statutory plans* and land use bylaw regulations are to be consistent with *Flourish*. A Municipal Development Plan, such as *Flourish*, however, does not commit Council, nor local or regional partners, to proceed with specific projects identified in *Flourish*.

For further clarification on how to interpret the policies and maps of *Flourish*, consult with the City's Planning Administration.



Veronica Tchir-Corrigan

2. Context

"You can't achieve greatness if you don't know where you're going."

–St. Albert Olympic Gold Medal Curler Marc Kennedy



Jessi Fry

2.1. Legislative and Policy Context

City of St. Albert plans, policies, and regulations are part of a larger planning hierarchy, illustrated in *Figure 2*. This hierarchy determines the order of authority of plans in the province, region, and City. *Statutory plans*, such as Municipal Development Plans, within municipalities must be consistent with one another and with higher-order plans and policies, including the Alberta Land Stewardship Act and the *Edmonton Metropolitan Region Growth Plan*. *Flourish* has been prepared to comply with all relevant provincial legislation, regulation, plans, and policies, including the *Land Stewardship Act* Land use Framework and *Municipal Government Act*. It has also been prepared to conform to the *Edmonton Metropolitan Region Growth Plan*. These and other relevant, higher-order statutory documents are briefly described on the following page. Should inconsistencies arise between *Flourish* and any federal, provincial, or *Edmonton Metropolitan Region* policy, plan, or regulation, the higher-order policy, plan, or regulation prevails.

Other *statutory plans*, such as *Area Structure Plans* and *Area Redevelopment Plans,* as defined by the *Municipal Government Act*, for lands within St. Albert must be consistent with *Flourish*. As *Flourish* is a foundational document for the City, non-statutory municipal plans and guidelines should also be aligned with its policies and intent. Where there is any inconsistency between municipal *statutory plans*, the provisions of the higher-order plan prevail.

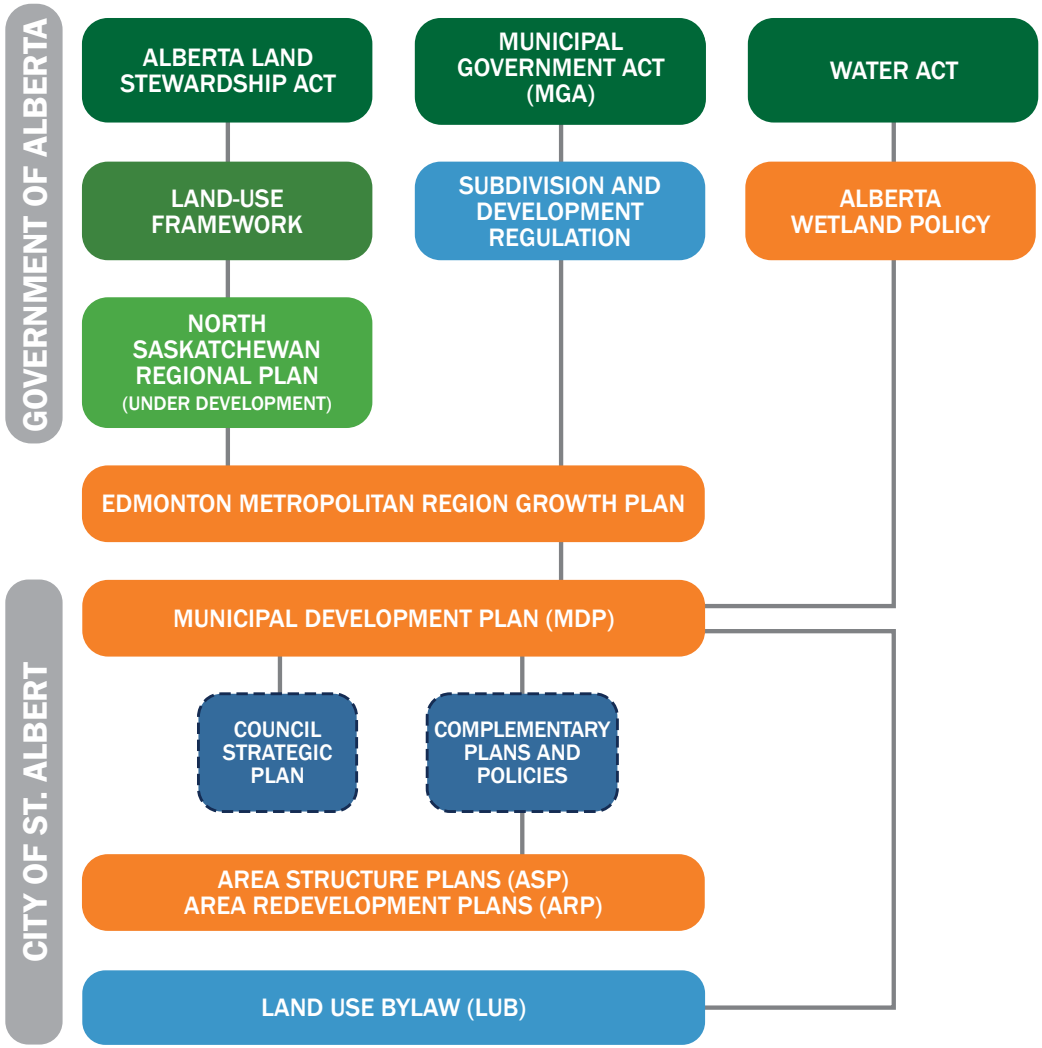


Figure 2: Planning Hierarchy

Municipal Government Act

The *Municipal Government Act* 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* and requires each municipality in Alberta to have a Municipal Development Plan. Municipal Development Plans are prepared in accordance with Section 632 of the *Municipal Government Act*.

Alberta Land Stewardship Act and Land Use Framework

The *Land Stewardship Act* provides the legal basis for regional land use planning in Alberta and ensures coordination of planning and decision making between regional, Metropolitan Region Growth Board, and municipal land use decision makers. The Alberta Land Stewardship Regulation provides direction for the implementation of regional plans.

North Saskatchewan Regional Plan (under development)

St. Albert is located within the area subject to the North Saskatchewan Regional Plan, which was under *d*evelopment at the time of *Flourish*'s preparation. It is one of seven regional plans that will be included in Alberta's Land Use Framework. With a planning horizon of 50 years, the regional plan will provide specific strategies and actions intended to balance economic, environmental, and social objectives across the region.

Alberta Water Act and Alberta Wetland Policy

The *Water Act* supports and promotes water conservation and the management of water, through the use and allocation of water in Alberta. Approval processes for water-related activities and diversions, such as those that might occur through urban *development*, are governed by the *Water Act*.

The *Water Act* also provides the primary legislative basis for implementing the Alberta Wetland Policy. The goal of the Alberta Wetland Policy is to conserve, restore, protect, and manage Alberta's wetlands to sustain the benefits they provide to the environment, society, and economy.



Marilyn Carlyle-Helms

Edmonton Metropolitan Region Growth Plan

The City of St. Albert is a member municipality of the *Edmonton Metropolitan Region* Board (EMRB), which is a growth-management board established through the *Municipal Government Act*. The purpose of a growth-management board is "to provide for integrated and strategic planning for future growth in municipalities."

As part of this strategic planning for future growth, a 30-year regional growth plan was created by the *Edmonton Metropolitan Region* Board and approved by the Government of Alberta in October 2017. The *Edmonton Metropolitan Region Growth Plan* provides direction for achieving the vision of a region that will grow collaboratively, make efficient use of infrastructure, foster economic opportunities, and create vibrant communities. As a regional partner in the *Edmonton Metropolitan Region* Board, St. Albert must ensure *Flourish* complies with the policies of the *Edmonton Metropolitan Region Growth Plan*, which is guided by the following seven principles:

1. Collaborate and coordinate as a Region to manage growth responsibly.
2. Promote global economic competitiveness and regional prosperity.
3. Recognize and celebrate the diversity of communities and promote an excellent quality of life across the Region.
4. Achieve compact growth that optimizes infrastructure investment.
5. Ensure effective regional mobility.
6. Ensure the wise management of prime agricultural resources.
7. Protect natural living systems and environmental assets.

The *Edmonton Metropolitan Region Growth Plan* includes several key policy directions and targets that focus on a balanced, responsible approach to growth. These include:

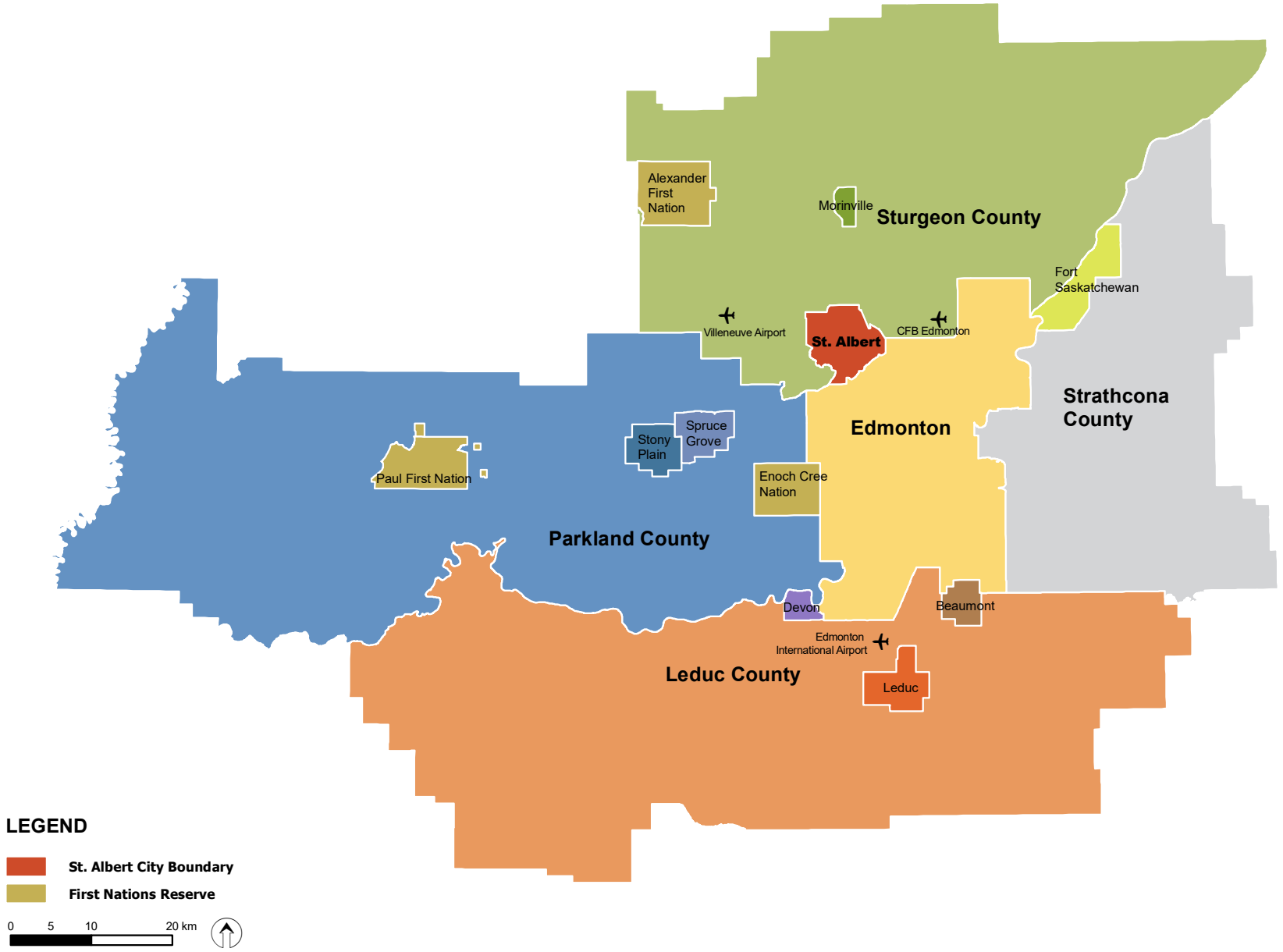
- Establishing *minimum greenfield residential density* targets for new *Neighbourhoods*;
- Establishing aspirational *intensification targets* for *built-up urban areas*;
- Guiding *transit-oriented* development (TOD centres);
- Establishing aspirational *density* targets for urban centres;
- Planning for and promoting *market affordable* and *non-market housing;*
- Shifting away from reliance on private vehicle use by providing more transit and *active transportation* options;
- Conserving and restoring the natural environment, and protecting the regional and sub-regional watersheds; and
- Supporting regional prosperity by promoting job growth and economic diversification.

The *Edmonton Metropolitan Region Growth Plan* locates the City of St. Albert within the "Metropolitan Area" policy tier. This policy area supports a contiguous urban settlement pattern, consisting of elements such as major commercial *development*, health facilities, *employment areas*, and regional transit service. The regional growth plan contains "Structure Components" that reinforce existing urban communities and major *employment areas*, while building on existing infrastructure and land use patterns. The following structure components have been applied to St. Albert's urban structure, as seen in **Map 2: Edmonton Metropolitan Region Growth Plan Structure** and included in **Map 3: Urban Structure and General Land Use**:

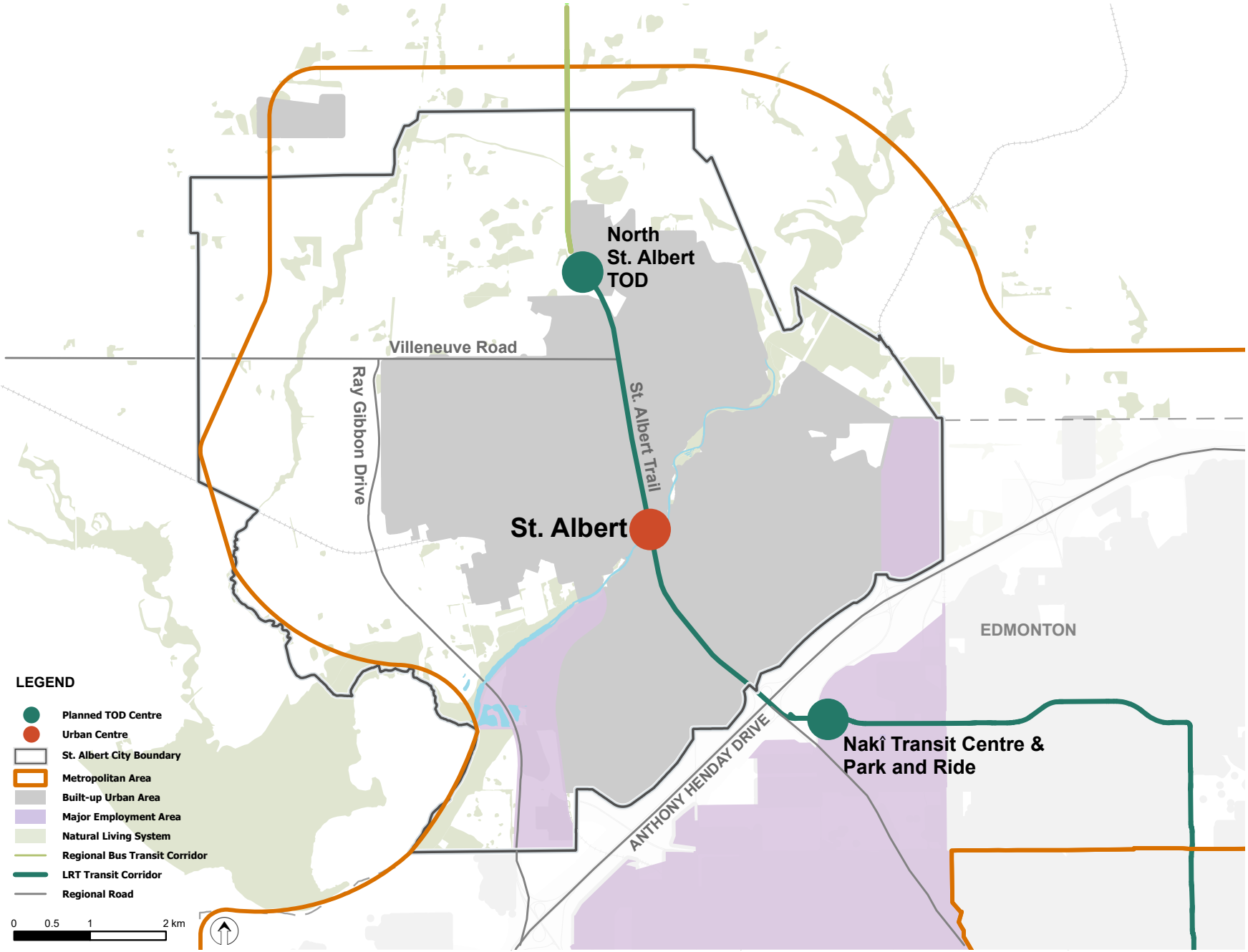
- *Built-up Urban Area*
- Urban Centre (*Downtown*)
- *Transit-oriented Development* Centres (*Mixed-use Nodes* and Rapid Transit Station Areas)
- LRT Corridor (Trail Corridor Area - St. Albert Trail)
- Major Employment Area

In September 2018, the City adopted a Regional Context Statement and submitted it to the *Edmonton Metropolitan Region* Board in accordance with the regional growth plan. The Regional Context Statement focuses on the regional guiding objectives applicable to St. Albert and provides a framework for planning policy alignment. The Regional Context Statement is an implementation tool, which assisted in the formation of the policies of *Flourish*.

Regional Context



EMRB Growth Plan Structure



2.2. Drivers of Change

This is a time of dramatic change in St. Albert, Canada, and the world. The drivers listed below are some of the most important considerations St. Albert faces today and will continue to face in the future. They are wide ranging in nature and affect all aspects of how the city will grow and change over time.



Climate Change

Extreme weather events frequently result in the loss of property and lives and have major impacts on a city's infrastructure, services, and economy. Like all cities, St. Albert needs to adapt to *climate change* impacts to ensure its infrastructure is resilient and its facilities and services are prepared when extreme events occur. Cities and their citizens also need to mitigate and reduce *climate change* impacts and human contributions, in particular by adopting renewable energy resources, ensuring buildings are energy efficient, embracing low-impact development practices, and reducing reliance on private vehicles.



Michael Rivera (Creative Commons: CC BY-SA 4.0)

Economic Diversification

A variety of factors have contributed to ongoing economic uncertainty around the world, including the impact of COVID-19, rapid advances in technology, *climate change*, and the ups and downs of globalization. Federal, provincial, and municipal governments are continuing the push to diversify Alberta's economy by attracting new businesses, and industry is developing new products, services, and markets to enable their long-term success. Cities play a vital role in supporting economic growth and diversification as hubs for education, research and development, manufacturing, and international trade. St. Albert can build on its many assets to become an innovation and economic hub within the region.



Linking Public Health to the Built Environment

In Alberta, rates of obesity and diabetes are increasing, and a range of societal and personal issues are increasing the demand for mental health services. Cities have long supported good public health by providing a range of recreational and cultural services. Policy makers and public health professionals now recognize that how we plan and design our cities is also strongly linked to public health. For example, compact, *complete communities* with interconnected street and trail networks encourage walking and cycling, both of which have physical and mental health benefits.



Grendelkhan (Creative Commons: CC BY-SA 4.0)

Emerging Technologies

Municipal governments recognize the opportunity to make better use of new technologies for operational efficiencies and improved service delivery. “Smart cities” use advances in data gathering, analysis, and transmission, including artificial intelligence, to respond more quickly and effectively to issues that arise in the community and to predict future needs. Over time, autonomous vehicles are expected to fundamentally change how people move around, reducing the need for private vehicles and transforming public transit.



Affordable Housing

The cost of housing affects low-income and middle-income urban households. With an increasing number of households forced to spend more than 30% of their income on housing costs, it is difficult to afford other necessities. Overspending on housing also leads to ongoing housing instability, which may in turn lead to homelessness. St. Albert’s median housing prices and rents are some of the highest in the Edmonton region. With aging citizens and younger residents struggling to afford their own homes, St. Albert needs to address housing affordability to ensure a high quality of life and economic growth. A diverse mix of new housing choices is an essential part of the solution. Strategic intensification and the convenient location of services, amenities, and transit, in proximity to housing will also help.



Aging Society

As baby boomers move into their retirement years, and with many of them expected to live well into their eighties and nineties, cities need to grow and adapt to meet their needs. Many people in this age cohort want to downsize to affordable smaller homes within their neighbourhoods. With more leisure time, seniors are using recreational and cultural facilities more frequently. As they age, many will stop driving and rely on transit services or other modes of travel instead. As cities address the needs of an aging population, they also need to attract young and middle-aged adults who provide a skilled workforce that contributes to the economy and tax base.



Migration

New Canadians will fuel much of St. Albert's future growth. New Canadians will help our city flourish, supporting population and economic growth and enriching cultural diversity. To attract new Canadians, the city needs a range of job opportunities and a variety of housing choices. Transit service may see increased demand, and municipal services need to respond to the needs of newcomers, for example, by adding recreation facilities and gathering spaces that reflect changing demographics.



Truth and Reconciliation

The Truth and Reconciliation Commission of Canada examined the traumatic impact of residential schools on generations of Indigenous families and explored ways for Canadians to support the healing process. As part of its mandate, the Truth and Reconciliation Commission of Canada identified actions that municipalities can take to further the work of reconciliation. Reconciliation refers to the efforts we take to increase understanding and restore balanced relationships among Indigenous and non-Indigenous people. At the municipal level, planning has an important role to play by providing a connection between people, land, and government. As part of St. Albert's reconciliation journey, planning policies and processes can help support the healing process.

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3. Goals and Principles

"There is no power for change greater than a community discovering what it cares about."

– Margaret J. Wheatley, author and teacher



Kim Hamson

Goals and Principles

Flourish builds on the City's Cultivating Our Future Vision by facilitating further conversations with the community about the opportunities and challenges facing St. Albert. These conversations, together with the community vision and Pillars of Sustainability, informed the development of nine overarching and interconnected goals for *Flourish*. The goals and related principles should be considered comprehensively and holistically, with none taking precedence over another.

Steve Boer Photography

Green Environment

Goal

St. Albert values and protects the natural environment, conserving and enhancing its features and functions for the well-being of our community and our planet.

Principles

Natural Features: Protect, conserve, and enhance natural features within St. Albert.

Biodiversity: Conserve and enhance the diversity and health of wildlife, vegetation, and landscapes within St. Albert.

Water Quality and Quantity: Contribute to the protection of water quality and quantity in the Sturgeon River watershed.

Urban Forest: Protect and expand St. Albert's urban forest and tree canopy.

Robust Economy

Goal

St. Albert has a thriving, diverse economy that offers a range of opportunities to work and invest, thereby supporting a sustainable tax base.

Principles

Business Attraction and Retention: Attract, support, and retain businesses, thereby growing St. Albert's economy and meeting the needs of residents and employers.

Employment Growth: Expand opportunities for employment and economic growth with new Employment Areas that accommodate a mix of industries and businesses.

Agriculture: Support agricultural producers' ongoing contribution to the economy.

Business Innovation: Create a local business environment that facilitates and promotes growth, innovation, and entrepreneurship.

Tourism: Support and leverage unique assets, attractions, and events that contribute to the tourism economy.

Housing Options

Goal

St. Albert accommodates a full and balanced mix of housing choices, meeting the needs of everyone, at all stages of life.

Principles

Housing Diversity: Support a greater diversity in housing forms, sizes, and tenures through new development and redevelopment opportunities.

Housing for Everyone: Strive to ensure that housing is available to everyone by meeting a full range of community needs.

Mobility Choices

Goal

St. Albert supports a safe and efficient transportation network, providing a full range of attractive and healthy options for moving around.

Principles

Multi-modal Transportation: Support a transportation system that provides a full range of viable transportation choices.

Street Network: Develop a street network that balances the efficient and safe movement of pedestrians, cyclists, public transit, emergency services, and private vehicles.

Public Transit: Make public transit and multi-modal commuting a more attractive and viable alternative to private vehicles for more residents by providing a supportive public transit network.

Active Transportation: Support more people to walk or cycle for everyday transportation.

Parking: Implement parking standards that can be adapted to changing needs and do not adversely affect the public realm.

Goods Movement: Facilitate goods movement throughout St. Albert while minimizing its negative impacts on residential and other sensitive areas.

Cultural Richness

Goal

St. Albert celebrates its heritage, promotes the arts, and provides residents and visitors with opportunities for cultural enrichment.

Principles

Cultural Development and Programming: Provide opportunities for residents and visitors to experience arts and cultural programming.

Heritage Conservation: Promote St. Albert's rich history by conserving tangible and intangible parts of the city's heritage.

Payhonin Reconciliation St. Albert: Support reconciliation and increase residents' awareness of the rich Indigenous history and culture in the St. Albert area.

Public Art: Celebrate cultures, instill civic pride, and support placemaking by increasing the prominence of public art across the city.

Resilient Infrastructure

Goal

St. Albert's infrastructure systems are resilient, efficient, adaptable, and technologically innovative.

Principles

Servicing Standards: Facilitate the logical, efficient, and sustainable provision of essential infrastructure to all areas of St. Albert.

Infrastructure Costs: Facilitate growth through infrastructure that equitably distributes costs and is fiscally sustainable.

Utility Alignments and Locations: Ensure the location and provision of utility rights-of-way align with long-term needs and plans.

Water and Wastewater: Reduce per-capita water consumption and encourage low-impact development practices.

Stormwater Management: Manage stormwater effectively to protect residents, infrastructure, and property while minimizing environmental impacts.

Solid Waste Management: Minimize solid waste generation and manage solid waste in an efficient and environmentally responsible manner.

Resource Conservation and Greenhouse Gas Reduction: Fight climate change and improve air quality by reducing energy consumption and greenhouse gas emissions from all sources.

Risk Management and Resiliency: Take measures to prepare for and minimize the adverse impacts of climate change.

Community Well-being

Goal

St. Albert supports the physical, mental, and social well-being of residents through community services and neighbourhoods that support healthy lifestyles.

Principles

Municipal Reserve: Enable the optimal use of municipal reserve land for the benefit of the City and residents.

Parks, Open Spaces, and Trails: Ensure all residents have convenient access to a park system that is connected, accessible, safe, and responsive to the diverse needs of the community.

Community Facilities: Support social connectivity and personal well-being through community facilities and gathering spaces that respond to community needs.

Schools: Enable all children and youth to have convenient and safe access to primary and secondary schools.

Social and Family Services: Ensure residents have access to a coordinated and connected network of social services that responds to the broad needs of the community.

Urban Agriculture and Local Food Production: Support food security, community building, and cultural awareness through local food production.

Safety and Protective Services: Design and build St. Albert to enhance safety and security.

Great Places

Goal

St. Albert cherishes a sense of place and community, designing built environments that create lively spaces and instill civic pride.

Principles

Gathering Places: Design and build distinctive gathering places that encourage outdoor activity, social interaction, and the enjoyment of civic life.

Streetscapes: Create safe, comfortable, and inviting streets, designed for people.

Built Form and Site Planning: Facilitate development that enhances the character of its surroundings and the city and that contributes to attractive, enduring, and memorable places.

Accessibility and Comfort: Design St. Albert to be accessible and inviting, to everyone in all seasons.

Signage: Consider signage when designing buildings, streetscapes, and landscapes, ensuring it contributes positively to the character of places.

Downtown: Grow and reinforce Downtown as St. Albert's civic and cultural heart, a thriving business district, and a dynamic neighbourhood.

Sustainable Growth

Goal

St. Albert optimizes its land, infrastructure, and financial resources to support intensification and outward growth that together attract a diverse range of residents and businesses.

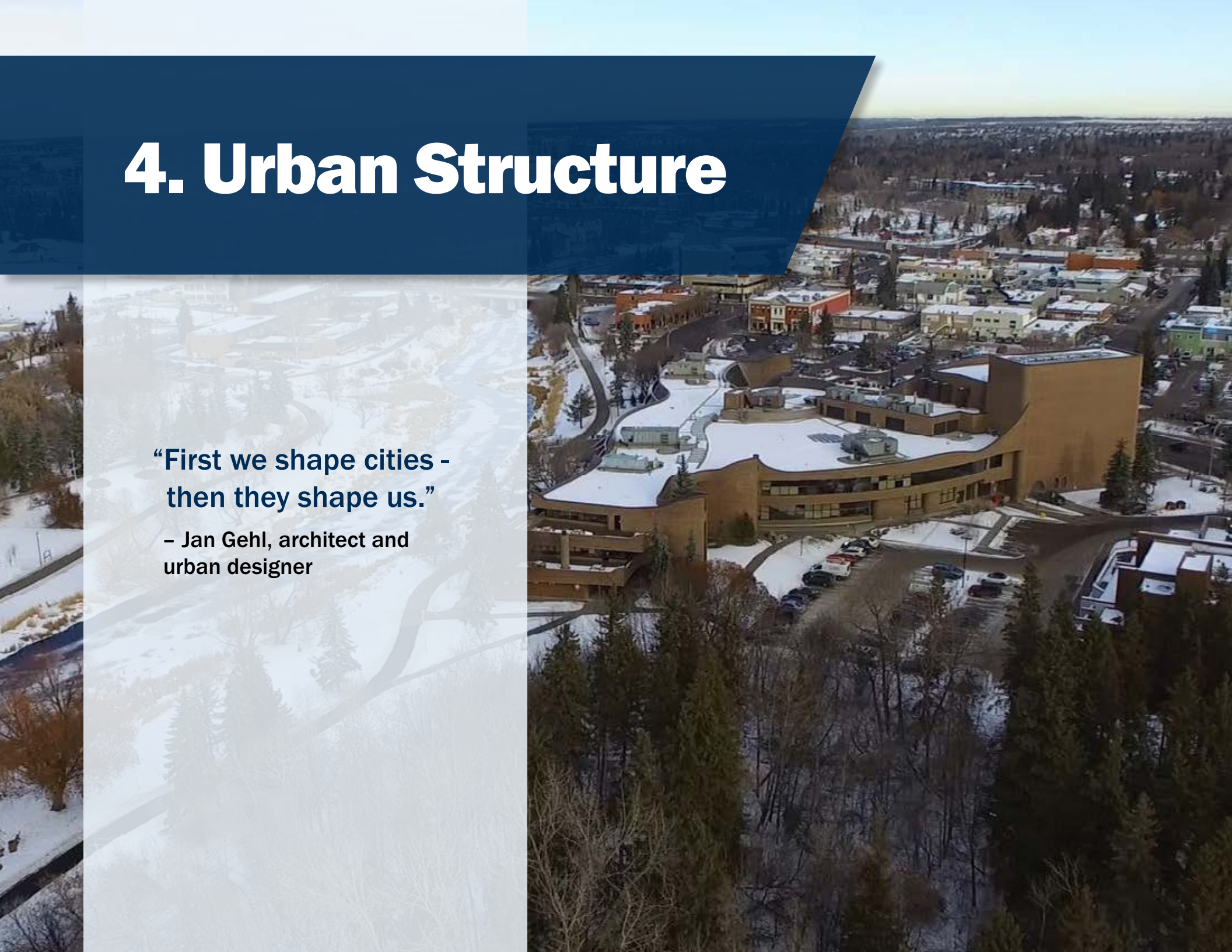
Principles

Outward Growth: Manage and coordinate growth in a logical manner that efficiently utilizes land, infrastructure, and fiscal resources.

Intensification: Support the strategic intensification of established areas of the city.

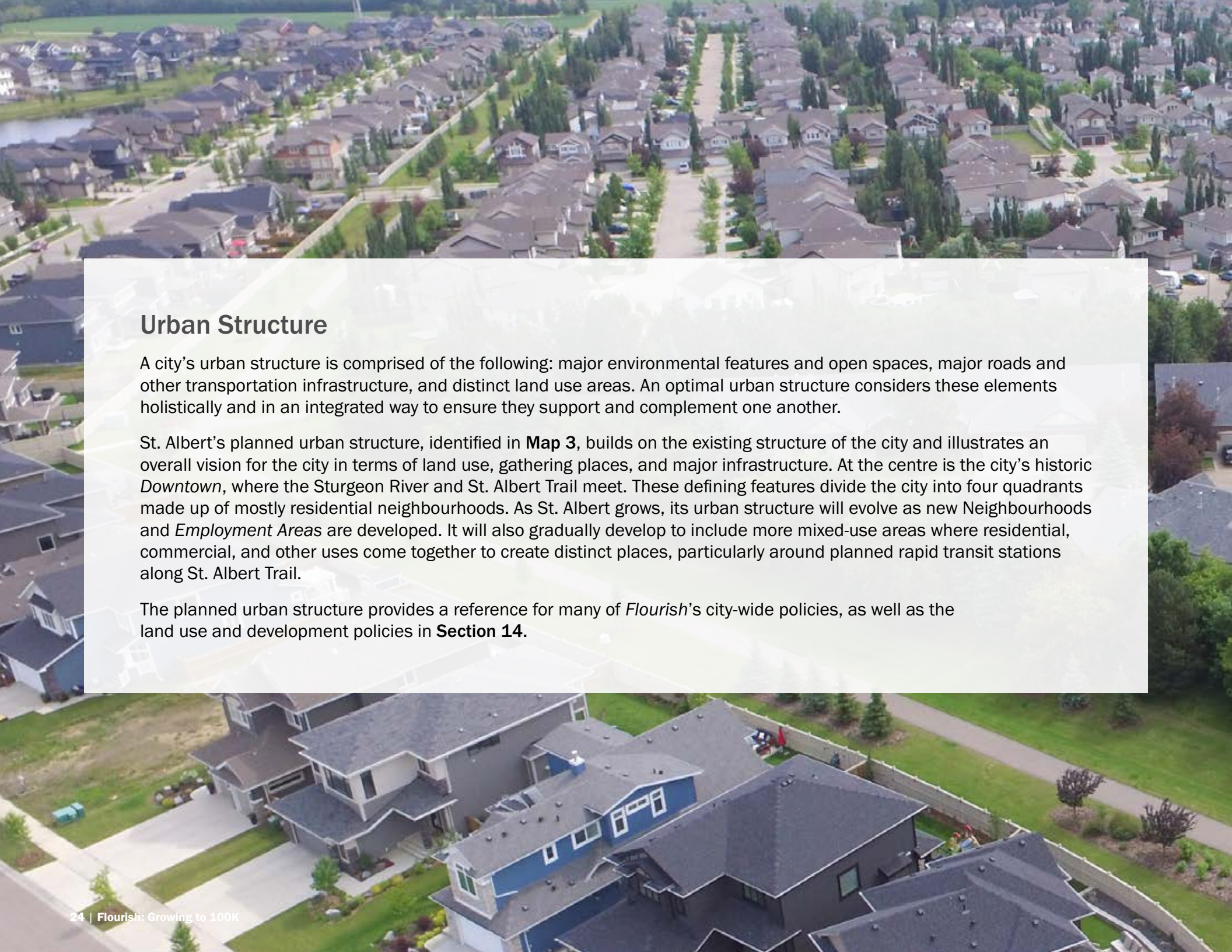
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4. Urban Structure



"First we shape cities - then they shape us."

– Jan Gehl, architect and urban designer



Urban Structure

A city's urban structure is comprised of the following: major environmental features and open spaces, major roads and other transportation infrastructure, and distinct land use areas. An optimal urban structure considers these elements holistically and in an integrated way to ensure they support and complement one another.

St. Albert's planned urban structure, identified in **Map 3**, builds on the existing structure of the city and illustrates an overall vision for the city in terms of land use, gathering places, and major infrastructure. At the centre is the city's historic *Downtown*, where the Sturgeon River and St. Albert Trail meet. These defining features divide the city into four quadrants made up of mostly residential neighbourhoods. As St. Albert grows, its urban structure will evolve as new Neighbourhoods and *Employment Areas* are developed. It will also gradually develop to include more mixed-use areas where residential, commercial, and other uses come together to create distinct places, particularly around planned rapid transit stations along St. Albert Trail.

The planned urban structure provides a reference for many of *Flourish*'s city-wide policies, as well as the land use and development policies in **Section 14.**

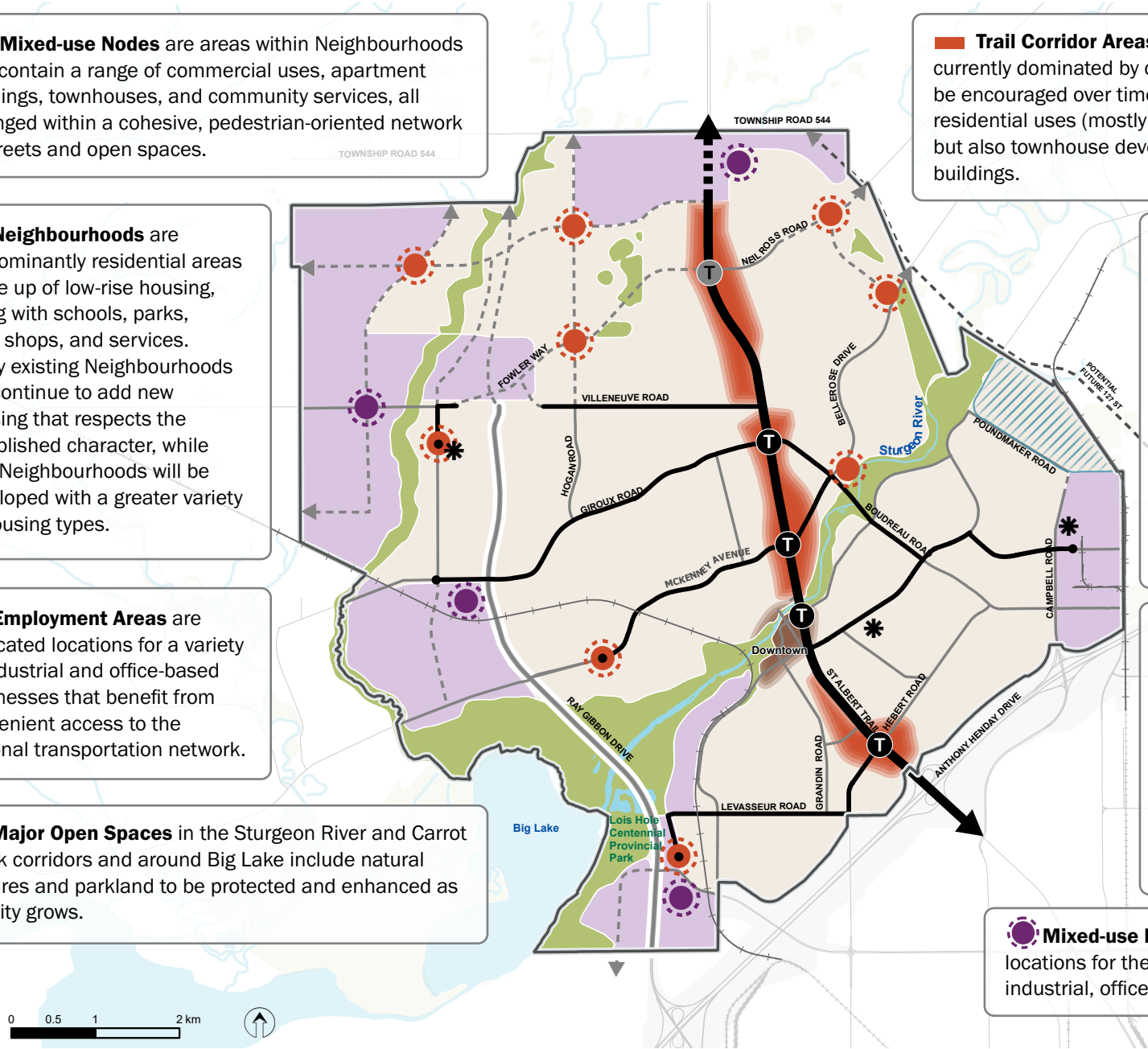
Urban Structure and General Land Use

Mixed-use Nodes are areas within Neighbourhoods that contain a range of commercial uses, apartment buildings, townhouses, and community services, all arranged within a cohesive, pedestrian-oriented network of streets and open spaces.

Neighbourhoods are predominantly residential areas made up of low-rise housing, along with schools, parks, local shops, and services. Many existing Neighbourhoods will continue to add new housing that respects the established character, while new Neighbourhoods will be developed with a greater variety of housing types.

Employment Areas are dedicated locations for a variety of industrial and office-based businesses that benefit from convenient access to the regional transportation network.

Major Open Spaces in the Sturgeon River and Carrot Creek corridors and around Big Lake include natural features and parkland to be protected and enhanced as the city grows.



Trail Corridor Areas along St. Albert Trail are currently dominated by commercial uses but will be encouraged over time to also accommodate residential uses (mostly apartment buildings, but also townhouse developments) and office buildings.

Major Roads and Primary Mobility Corridors include St. Albert Trail and several east-west roads that will be improved over time to facilitate and encourage greater mobility by public transit, cycling, and walking, while continuing to accommodate private vehicles.

Downtown will continue to be the heart of the city, where an increasing number of people will live and work, and the primary destination for culture, specialty retail, entertainment, and government services.

Mixed-use Employment Areas are locations for the clustering of related light industrial, office, and retail businesses.

Locations and boundaries are approximate and for general illustrative purposes.

City-wide Policies

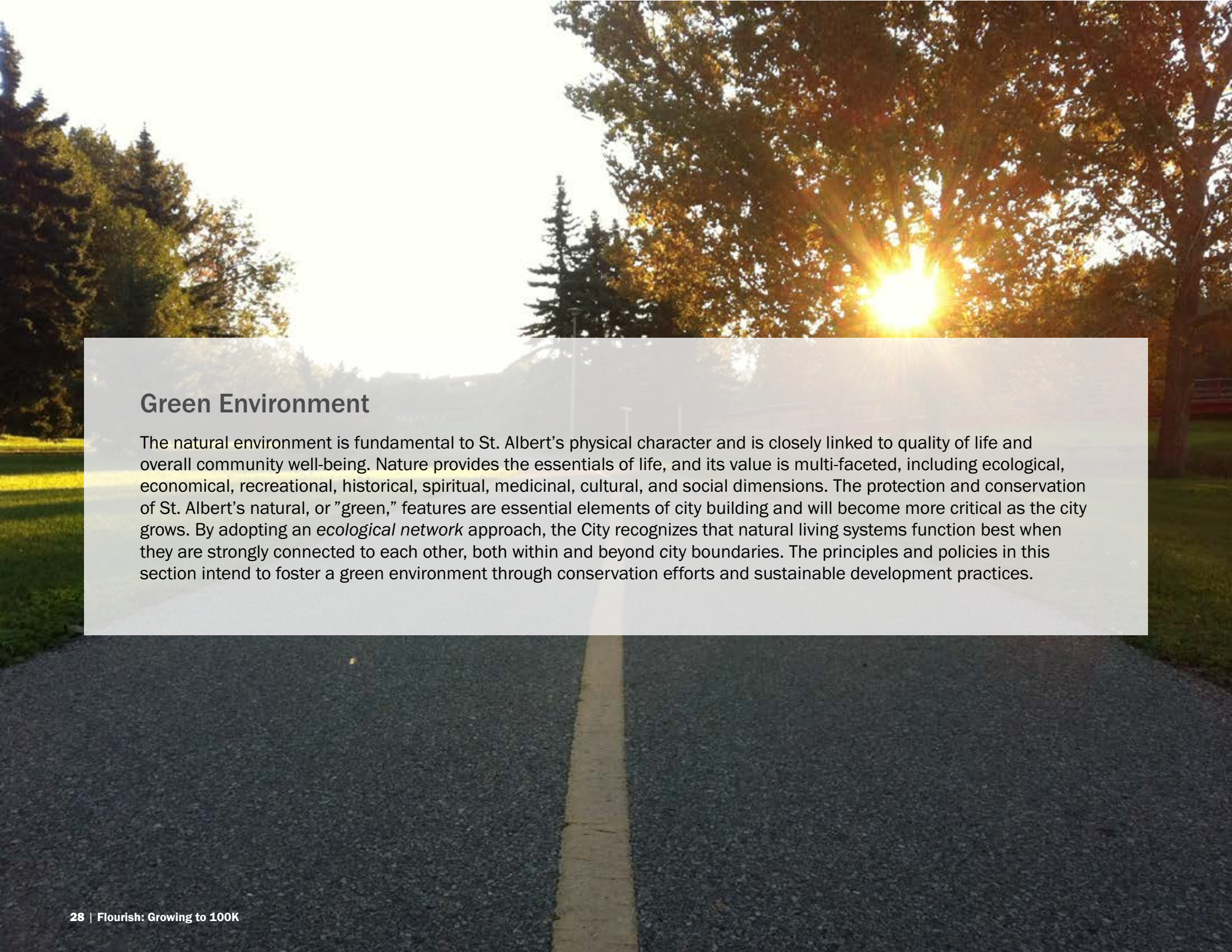
The city-wide policies outlined in *Flourish* guide growth and change throughout the city. This part of the Plan is divided into nine goals that reinforce linkages between city-wide policies and the goals and principles they support. Since the goals are interconnected, the policies in one section often support the goals and principles in other sections.

5. Green Environment

Goal: St. Albert values and protects the natural environment, conserving and enhancing its features and functions for the well-being of our community and our planet.



Katie Mahoney



Green Environment

The natural environment is fundamental to St. Albert's physical character and is closely linked to quality of life and overall community well-being. Nature provides the essentials of life, and its value is multi-faceted, including ecological, economical, recreational, historical, spiritual, medicinal, cultural, and social dimensions. The protection and conservation of St. Albert's natural, or "green," features are essential elements of city building and will become more critical as the city grows. By adopting an *ecological network* approach, the City recognizes that natural living systems function best when they are strongly connected to each other, both within and beyond city boundaries. The principles and policies in this section intend to foster a green environment through conservation efforts and sustainable development practices.

5.1. Natural Features

Principle: Protect, conserve, and enhance natural features within St. Albert.

St. Albert's *natural features* provide wildlife habitat and support the health and quality of life for residents. Maintaining a balance between *development* and the conservation of natural features is essential and may require limiting development within, and close to, natural features. The following policies ensure that the ecological benefits of natural features are conserved, and potential adverse effects are understood and avoided, or mitigated where avoidance is not possible.

Policies:

5.1.1. Require all *development* to adhere to provincial and federal acts and regulations relating to the environment, including, but not limited to those related to air quality, water quality, wetlands, wildlife, land use, and *flood hazard lands.*

5.1.2. Protect and conserve *natural features* identified on **Map 5**, and sensitively integrate them into *statutory plans* and conceptual plans for *development*, where such plans are envisioned or proposed, as the foundation of an ecological network.

5.1.3. Enhance the ecological network over time by:

- **a)** Encouraging and supporting the protection, conservation, and restoration of natural areas in addition to the *natural features* shown on **Map 5**, as identified in the supportive technical documents associated with the preparation and amendment of *statutory plans*;
- **b)** Encouraging and supporting the *naturalization* of open spaces; and
- **c)** Prioritizing opportunities to create links within the local and regional ecological network when supporting the conservation and restoration of natural areas and the *naturalization* of open spaces.

What is an *ecological network*?

Natural areas within and near the city have value as individual features, but they also work with each other as an ecological network that is greater than the sum of its parts. Together these features form valuable ecological corridors allowing for nutrient flow, seed dispersal, and wildlife movement for a wide variety of small and large species including wide-ranging species such as coyote, deer, and moose.

Some of the parts of this ecological network include:

- A Regional Core Area, in the areas around Big Lake and the downstream Sturgeon River.
- Riverlot 56 is a Local Core Area for many native species of plants and animals.
- The Sturgeon River and Carrot Creek function as regional ecological corridors.
- Throughout the city, numerous ravines and retained shelterbelts extend for short distances through neighbourhoods and across agricultural land and function as Local Ecological Corridors.
- Scattered and more isolated, smaller natural areas throughout the city function as stepping stones, habitat patches that can provide resources to small species and can also be used temporarily by wider-ranging species that move through the city to more suitable habitats.



5.1.4. Protect and conserve *natural features* using the following means:

- **a)** *environmental reserve* dedication or easements, in accordance with the provisions of the *Municipal Government Act*;
- **b)** *municipal reserve* dedication, in accordance with the provisions of the *Municipal Government Act* and in alignment with the City of St. Albert Parks and Open Space Standards and Guidelines;
- **c)** *conservation reserve* dedication, in accordance with the provisions of the *Municipal Government Act*; or
- **d)** any other means identified by City Administration, including, but not limited to, land exchanges, land purchases, transfer of *development* rights, donations and requests, and conservation easements.

5.1.5. Prepare an acquisition strategy that prioritizes the protection and conservation of *natural features* and includes the establishment of a *Conservation Reserve* Fund.

5.1.6. Require *environmental reserve*, *conservation reserve*, and *environmental reserve easements* to maintain ecological functions, while contributing to the City's open space and trail system, where appropriate.

5.1.7. Enable public access to *environmental reserve*, *conservation reserve*, and *environmental reserve easement* lands, where those areas have capacity to sustain human uses without adversely affecting and degrading the functional integrity of the natural feature and overall health of the *ecosystem*.

5.1.8. Establish appropriate buffer zones, setbacks, and other mitigation and design measures when enabling public access to *environmental reserve*, *conservation reserve*, and *environmental reserve easement* lands.

5.1.9. Require *development* and construction areas that abut *natural features* to be separated by physical barriers during construction, protected through erosion control measures, and, after construction is complete, be clearly demarcated from abutting properties.

5.1.10. Assess, and potentially require, restoration work to take place if grading or construction activity adversely affects *natural features*.

5.1.11. Require satisfactory environmental studies to be included in statutory and *non-statutory plan* proposals that may impact *natural features*, ecological systems, or lands unsuitable for *development*.



Derek McLagan

"When we plan for the future generations to thrive on our lands, we must also plan for the future of all living beings that share the land with us. We must plan for the future of our life-givers for without them our future is in jeopardy."

– Douglas Cardinal, architect

5.1.12. Identify relevant environmental studies as part of the *statutory plan* and *development* application submission requirements, as determined by the City. Such studies may include, but are not limited to:

- **a)** Environmental impact assessments
- **b)** Environmental site assessments
- **c)** *Biophysical assessments*
- **d)** Wetland assessments
- **e)** Natural area assessments
- **f)** Traditional ecological knowledge studies
- **g)** Traditional land use studies
- **h)** Environmental construction operation plans

5.1.13. Require appropriate setbacks from identified *natural features* and lands considered unsuitable for *development*, to be established as follows:

- **a)** Based on the greater of:
  - i. A minimum 50-metre setback from the top-of-bank of the Sturgeon River or Carrot Creek to lot boundaries;
  - ii. A minimum 30-metre setback from conserved waterbodies to lot boundaries;
  - iii. The application of an ecologically appropriate tool, such as a Riparian Setback Matrix Model or Slope Stability Analysis.
- **b)** Or as determined through appropriate studies and plans, as deemed satisfactory by the City. The cost of supporting studies and plans are the responsibility of the applicant.

5.1.14. Require all lands that are considered unsuitable for *development*, including required setbacks from these areas, to be dedicated as *environmental reserve*, in accordance with the provisions of the *Municipal Government Act*.

5.1.15. Limit the removal of vegetation within riparian setback areas, unless removal is required for public hazard reduction, weed management, and general maintenance of parks and open spaces.

5.1.16. Collaborate with neighbouring municipalities, public agencies, community organizations, *Indigenous* communities, and other levels of government to protect environmental features and *ecosystem*s within and connected to the City of St. Albert.

What are "lands unsuitable for development"?

Certain lands might be considered unsuitable for development for a variety of reasons—for example to preserve *natural features*, ensure public safety, prevent pollution, or allow access to a body of water. Alberta's *Municipal Government Act* allows municipalities to require the dedication of these types of land. Examples of land unsuitable for development include ravines and gullies, land subject to flooding, land with unstable slopes, and the land on either side of the bed and shore of water bodies.

What is a "Riparian Setback Matrix model"?

The Riparian Setback Matrix Model is a tool used by a qualified professional such as a biologist, hydrologist, or engineer to determine the appropriate setback from a water body or watercourse. This setback is established to limit water pollution and protect public safety, and considers things such as the slope, soil type and texture, vegetation cover, height of bank, and adjacent land use. Land within this setback area is typically designated as *environmental reserve*.

5.2. Biodiversity

Principle: Conserve and enhance the diversity and health of wildlife, vegetation, and landscapes within St. Albert.

Biodiversity refers to the entire variety and range of life within a geographic area and can be understood at a variety of scales, from global to local. Development can influence local biodiversity negatively or positively.

St. Albert's consideration and management of biodiversity aims to maintain a healthy and connected ecological network that supports the co-existence of development and the natural world. The following policies maintain and enhance a healthy ecological network and habitats throughout the city.

Policies:

5.2.1. Assess the impacts of major transportation and utility projects on wildlife habitat and movement corridors and implement appropriate mitigation strategies and measures if these areas cannot be avoided.

5.2.2. Support the protection, restoration, and enhancement of wildlife habitats and movement corridors within the *natural features* identified on **Map 5**.

5.2.3. Assess decisions regarding proposed changes to the *natural features* identified on **Map 5**, based on an *ecological network* perspective.

5.2.4. Assess the potential cumulative impacts of *development* on the integrity of the *ecological network*, including *natural features*, wildlife habitat and movement corridors, and green corridors.

5.2.5. Support local *ecological networks* within the overall *ecological network* in new *development*, *redevelopment*, and public projects by conserving *natural features* and identifying opportunities to restore and enhance ecological connectivity through open space connections when planning parks, other open spaces, trails, *stormwater management facilities*, and major infrastructure.

5.2.6. Explore acquiring ecologically sensitive lands or other lands that contribute to the *ecological network* and that support enhancing biodiversity for future generations.

5.2.7. Support the monitoring and management of invasive species that pose a threat to native biodiversity.

5.2.8. Support the use of native and locally appropriate plant species through landscape design standards and guidelines.

5.2.9. Support *naturalization* where appropriate, to enhance, buffer, and complement *natural features*.



Eric Schultz

5.3. Water Quality and Quantity

Principle: Contribute to the protection of water quality and quantity in the Sturgeon River watershed.

Water quality is a key indicator of St. Albert's ecological health. Buildings and roads cover much of the city's surface, and these built features can contaminate water sources and make it difficult for rainfall to infiltrate the ground. The following policies help protect water quality and quantity in the Sturgeon River watershed by reducing the impact of the built environment.

Policies:

5.3.1. Encourage the use of *Low Impact Development (LID)* principles and best practices in new *development* and *redevelopment*, such as green roofs, permeable pavement, and bioswales, subject to the City's standards and guidelines for such features.

5.3.2. Support the use of LID principles and best practices through incentives.

5.3.3. Support improved water quality and quantity through monitoring and reporting programs, implementing awareness and conservation incentives, encouraging *naturalization* initiatives, and developing planning policies.

5.3.4. Conserve, restore, protect, and manage wetlands in accordance with provincial wetland legislation and policy.

5.3.5. Assess the following possible impacts when proposed *development* abuts a watercourse:

- **a)** Impediments to the flow of water
- **b)** Soil erosion or damage to the riparian area
- **c)** Loss of recreation potential
- **d)** Negative effects on fish and wildlife habitat

5.3.6. Support the work of the Sturgeon River Watershed Alliance and the North Saskatchewan Watershed Alliance.



Meesha Lee

5.4. Urban Forest

Principle: Protect and expand St. Albert's urban forest and tree canopy.

The urban forest consists of all vegetation within the City's boundary, including trees, shrubs, and grasses. The tree canopy refers to the uppermost layer in a forest, formed by the crowns of the trees within the urban forest. St. Albert's urban forest reinforces the city's strong green character and provides many benefits to the city. These benefits include improved community health and well-being, cleaner air, more shade, and healthier wildlife habitats. The following policies protect and expand St. Albert's urban forest and tree canopy, so that residents and visitors can continue to enjoy this cherished asset.

Policies:

5.4.1. Incorporate existing tree stands into parks, other public open spaces, and private amenity spaces, where feasible and appropriate.

5.4.2. Encourage the protection and maintenance of existing private mature trees.

5.4.3. Promote tree planting on private property to support tree canopy succession and regeneration.

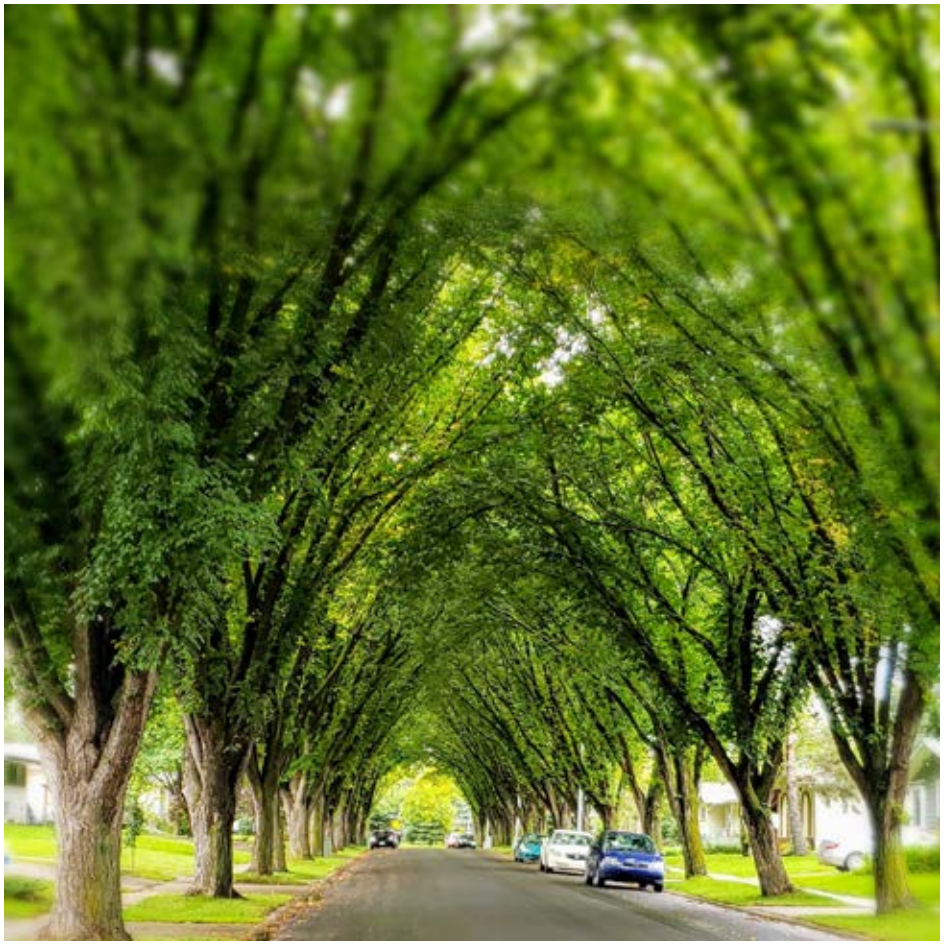
5.4.4. Protect *City trees* through requirements such as tree preservation plans, *hoarding*, and securities.

5.4.5. Require satisfactory on-site replacement planting when *City tree* removal is unavoidable, as deemed necessary by City Administration.

5.4.6. Implement the direction of the City of St. Albert Urban Forest Management Plan, through landscaping standards and regulations for new *development* and *redevelopment*.

5.4.7. Support maximum opportunity for boulevard tree planting through engineering standards and design guidelines.

5.4.8. Establish and implement compensation payment in situations where City *tree* replacement cannot be accommodated on site, based on a satisfactory tree valuation submitted to the City.

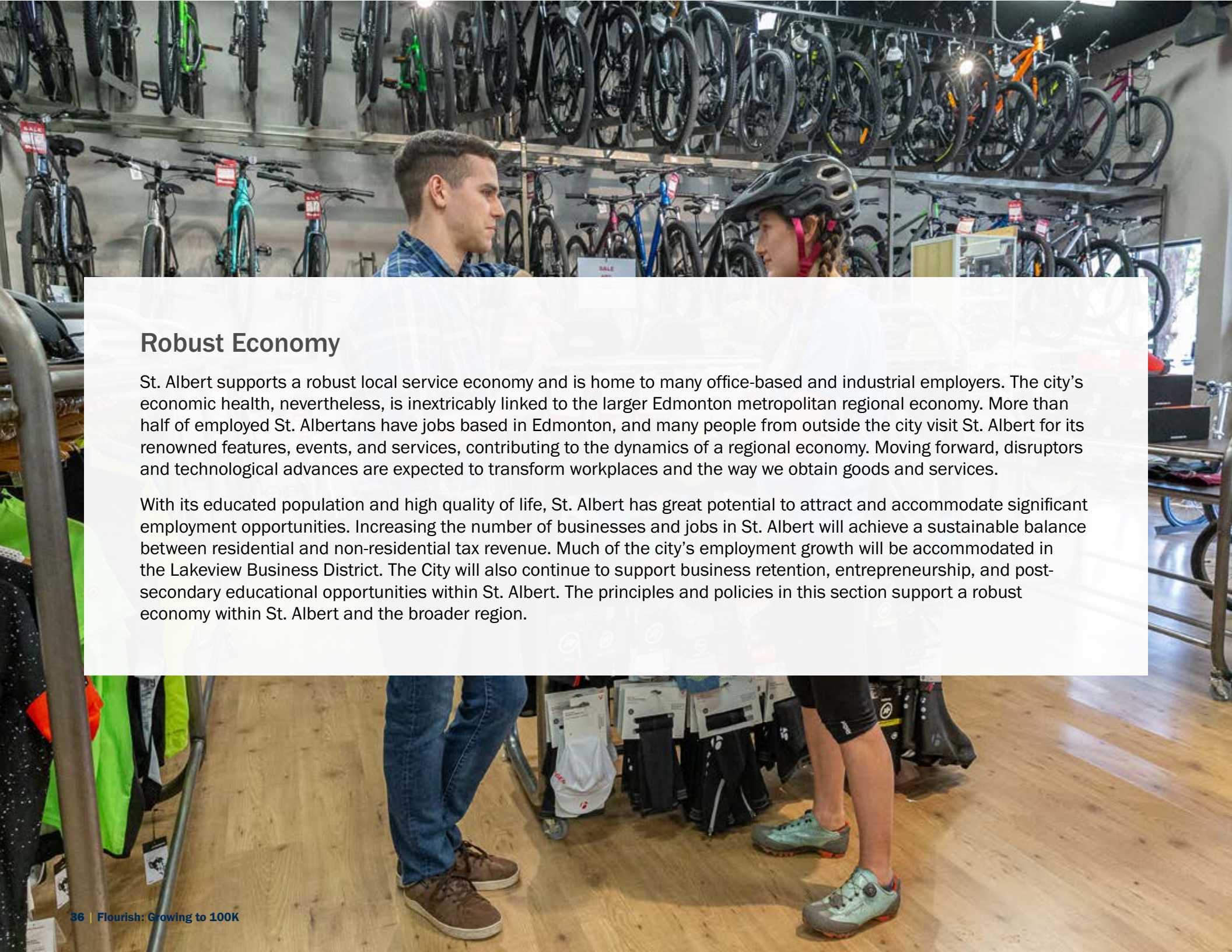


Chantelle Malo

6. Robust Economy

Goal: St. Albert has a thriving, diverse economy that offers a range of opportunities to work and invest, thereby supporting a sustainable tax base.





Robust Economy

St. Albert supports a robust local service economy and is home to many office-based and industrial employers. The city's economic health, nevertheless, is inextricably linked to the larger Edmonton metropolitan regional economy. More than half of employed St. Albertans have jobs based in Edmonton, and many people from outside the city visit St. Albert for its renowned features, events, and services, contributing to the dynamics of a regional economy. Moving forward, disruptors and technological advances are expected to transform workplaces and the way we obtain goods and services.

With its educated population and high quality of life, St. Albert has great potential to attract and accommodate significant employment opportunities. Increasing the number of businesses and jobs in St. Albert will achieve a sustainable balance between residential and non-residential tax revenue. Much of the city's employment growth will be accommodated in the Lakeview Business District. The City will also continue to support business retention, entrepreneurship, and post-secondary educational opportunities within St. Albert. The principles and policies in this section support a robust economy within St. Albert and the broader region.

6.1. Business Attraction and Retention

Principle: Attract, support, and retain businesses, thereby growing St. Albert's economy and meeting the needs of residents and employers.

Local businesses and the opportunities they provide for owners and employees are a key component of St. Albert's economy. As the city evolves, streamlined regulations and support for new and existing employers will reinforce St. Albert's reputation as a great place to do business. The following policies foster a business environment conducive to continued growth and success in the local and regional economy.

Policies:

6.1.1. Develop and maintain an economic development strategy that reports on employment growth in the city, targets economic sectors, and identifies initiatives intended to attract, support, and retain businesses.

6.1.2. Support the development of a long-term commercial strategy that identifies demand and responds to a changing commercial landscape.

6.1.3. Encourage the growth and diversification of the local commercial economy, providing residents, businesses, and visitors with access to a full range of shops, services, and entertainment.

6.1.4. Support the co-location of synergistic industrial businesses and related services.

6.1.5. Encourage collaboration among businesses for the efficient use of resources and reduction of *waste*.

6.1.6. Encourage the *redevelopment* and revitalization of commercial shopping areas, transforming them into *mixed-use* sites with new residential *development* and complementary uses.

6.1.7. Explore and support *Indigenous* economic development partnerships and initiatives.

6.1.8. Facilitate home-based businesses that complement the neighbourhood and built form.

6.1.9. Encourage the *development* of live-work housing in planned *mixed-use* areas.

6.1.10. Develop efficient, streamlined, and straightforward regulations and processes that continuously improve St. Albert's attractiveness to businesses.

6.1.11. Explore and encourage social enterprises to provide employment opportunities that respond to community needs.



Eric Schultz

6.2. Employment Growth

Principle: Expand opportunities for employment and economic growth through new Employment Areas that accommodate a mix of industries and businesses.

Historically, businesses and jobs in St. Albert have been concentrated in the city's *Employment Areas*, along St. Albert Trail, and in *Downtown*. While new employment growth will occur across the city, more than half of future jobs are expected to be located in the Lakeview Business District. This growth is expected to include light and medium industrial uses, manufacturing, transportation and logistics, technology, health, and research and development. The following policies ensure that *Employment Areas* are planned for and developed in ways that support the local and regional economic development objectives, respect St. Albert's distinct identity, and contribute to a more *complete community*.

Policies:

6.2.1. Facilitate the availability of easily serviceable and developable, or re-developable, land for employment purposes by:

- **a)** Planning new *Employment Areas* where generally identified on **Map 3**. The intended employment uses and design standards for these areas are determined through the *Area Structure Plan* process;
- **b)** Working with landowners and developers to expedite the cost-effective and sustainable development of municipal infrastructure in planned *Employment Areas* west of Ray Gibbon Drive; and
- **c)** Optimizing the use of existing infrastructure and services in the planning and phasing of *development* in *Employment Areas*.

6.2.2. Establish an *Area Structure Plan* for Lakeview Business District, identified on **Map 3**, that accommodates a range of light and medium industrial uses, office uses, and complementary commercial, service, and institutional uses. An Area Structure Plan that includes urban design guidelines will guide *development* in the Lakeview Business District, ensuring edges and areas with high public visibility are defined by high-quality buildings and landscaping.

6.2.3. Support initiatives and incentives that retain and attract new businesses to the *Downtown* and major employers to priority areas, as identified on **Map 4**.

6.2.4. Ensure *Employment Areas* contain parcels of widely varying sizes to accommodate a diversity of businesses.

6.2.5. Explore and consider opportunities for the advancement of servicing infrastructure that facilitates new *development* in priority areas.

6.2.6. Explore incentives to attract businesses that generate significant job creation.

6.2.7. Encourage the *redevelopment* and *intensification* of established *Employment Areas* to facilitate new employment and economic development opportunities.

6.2.8. Protect and promote the Riel Business Park and Campbell Business Park for a range of office-based and compatible industrial uses.

6.2.9. Ensure retail and service uses in *Employment Areas* primarily serve employees and businesses in the area.

6.2.10. Optimize *development* opportunities around railway infrastructure to maximize the potential of such areas.

6.2.11. Promote partnerships that create opportunities for growth and investment at the regional scale.

6.2.12. Collaborate with regional partners and organizations to attract a diverse range of economic development opportunities for the region.

6.2.13. Collaborate with the Chamber of Commerce and businesses to identify future local business development opportunities.

How does employment growth affect residential taxes?

Property taxes are a primary source of revenue for Canadian municipalities. The revenue helps the City to pay for public services such as recreation centres, fire protection, and roads. Taxes are paid by residential, commercial, and industrial property owners. Historically, St. Albert has had a high proportion of residential neighbourhoods and a relatively low proportion of commercial and industrial land. Designating new commercial and industrial areas is one way that a municipality can achieve a balance. Once developed, these properties provide new tax revenue that can help to reduce the tax burden on residents while providing local jobs and opportunities for business owners.



6.3. Agriculture

Principle: Support agricultural producers' ongoing contribution to the economy.

Agriculture and food production are an important component of the regional economy. Planning that supports local agriculture also supports business and consumer access to locally grown food and maximizes opportunities for food and agriculture businesses. The City of St. Albert can create conditions that support the viability of existing agricultural operations and reduce conflicts with other land uses. The following policies accommodate future urban *development* while recognizing agriculture as a valued industry that provides economic and social benefit to the community.

Policies:

6.3.1. Support the development and implementation of the Edmonton Metropolitan *Region* Board Regional Agriculture Master Plan through the creation of an *urban agriculture* strategy and other opportunities.

6.3.2. Prevent the premature fragmentation and subdivision of agricultural land, thereby maintaining viable agricultural operations and reducing *development* challenges when urbanized.

6.3.3. Protect existing agricultural operations by maintaining appropriate *development* definitions and upholding land use districts in the Land Use Bylaw.

6.3.4. Require an *Agricultural Impact Assessment* for all new *Area Structure Plan* applications and for any newly proposed *greenfield development* associated with Area Structure Plan *amendments*, to help sustain the continuation of agricultural operations.

6.3.5. Require appropriate buffers and other measures to minimize conflicts between agricultural uses and urban *development*.

6.3.6. Require new *development* within agricultural lands to reflect agricultural context and servicing requirements. Proposed *development* that exceeds requirements will be considered when an *Area Structure Plan* governs the lands and urban servicing is available.

6.3.7. Encourage value-added agricultural uses to advance economic development and synergistic opportunities.

6.3.8. Promote land and environmental stewardship by supporting existing provincial legislation and policy related to agriculture within the context of an urban environment.



6.4. Business Innovation

Principle: Create a local business environment that facilitates and promotes growth, innovation, and entrepreneurship.

Innovation is key to a thriving economy, and St. Albert will continue to create opportunities for new and creative business ideas. The following policies foster a business environment that supports local business growth, new business incubation, and innovation through research and development opportunities.

Policies:

6.4.1. Position St. Albert as a "living lab" for testing new business, social, cultural, and environmental innovations.

6.4.2. Support the establishment of a multi-sector innovation centre where entrepreneurs and business, academic, social, culture, and public innovators collaborate to create shared value.

6.4.3. Encourage and facilitate the development of post-secondary education facilities and partnerships with post-secondary institutions to attract and support students and employers, particularly within *Downtown*, *Trail Corridor Areas*, and *Employment Areas*.

6.4.4. Coordinate with post-secondary institutions and businesses to provide land supply that is practical for *development* and responsive to changing needs.

6.4.5. Encourage the development of business incubators, shared workspace, and other low-cost spaces that facilitate and accelerate the establishment and growth of local businesses start-ups.

6.4.6. Work with partners to enable ongoing investment and reinvestment in next generation digital infrastructure networks.

6.4.7. Explore opportunities for digital infrastructure investment that boosts innovation and employment.



6.5. Tourism

Principle: Support and leverage unique assets, attractions, and events that contribute to the tourism economy.

Tourism is an important economic development driver that St. Albert is ideally positioned to benefit from. Renowned features such as the Sturgeon River corridor, the Red Willow Park trail system, Lois Hole Provincial Park, and their connections to the city's *Downtown* offer significant opportunity for tourism development. A wide variety of cultural and recreational attractions, festivals, and events in the city and surrounding region, also contribute to St. Albert's strength as a tourism destination. The following policies support and promote cultural events, recreational assets, and other tourist attractions.

Policies:

6.5.1. Develop and maintain a tourism strategy that supports the broader economic development strategy.

6.5.2. Encourage the growth of tourism in St. Albert by:

- **a)** Promoting festivals and other cultural events and activities;
- **b)** Continuing to revitalize *Downtown* as a focus for tourism;
- **c)** Continuing to offer high-quality public spaces throughout the city;
- **d)** Conserving and enhancing the city's natural and historic assets; and
- **e)** Developing and facilitating new tourist attractions, events, services, and accommodation, as outlined in the identified tourism strategy.

6.5.3. Partner with community organizations to expand tourism attractions, including sport tourism and related events.

6.5.4. Recognize and enhance the value of arts and culture as sustainable sources of economic growth by supporting creative strategies, practices, and partnerships that deliver arts and culture amenities, programs, and activities.

6.5.5. Support the development of heritage attractions as unique tourism destinations celebrating St. Albert's history and culture.

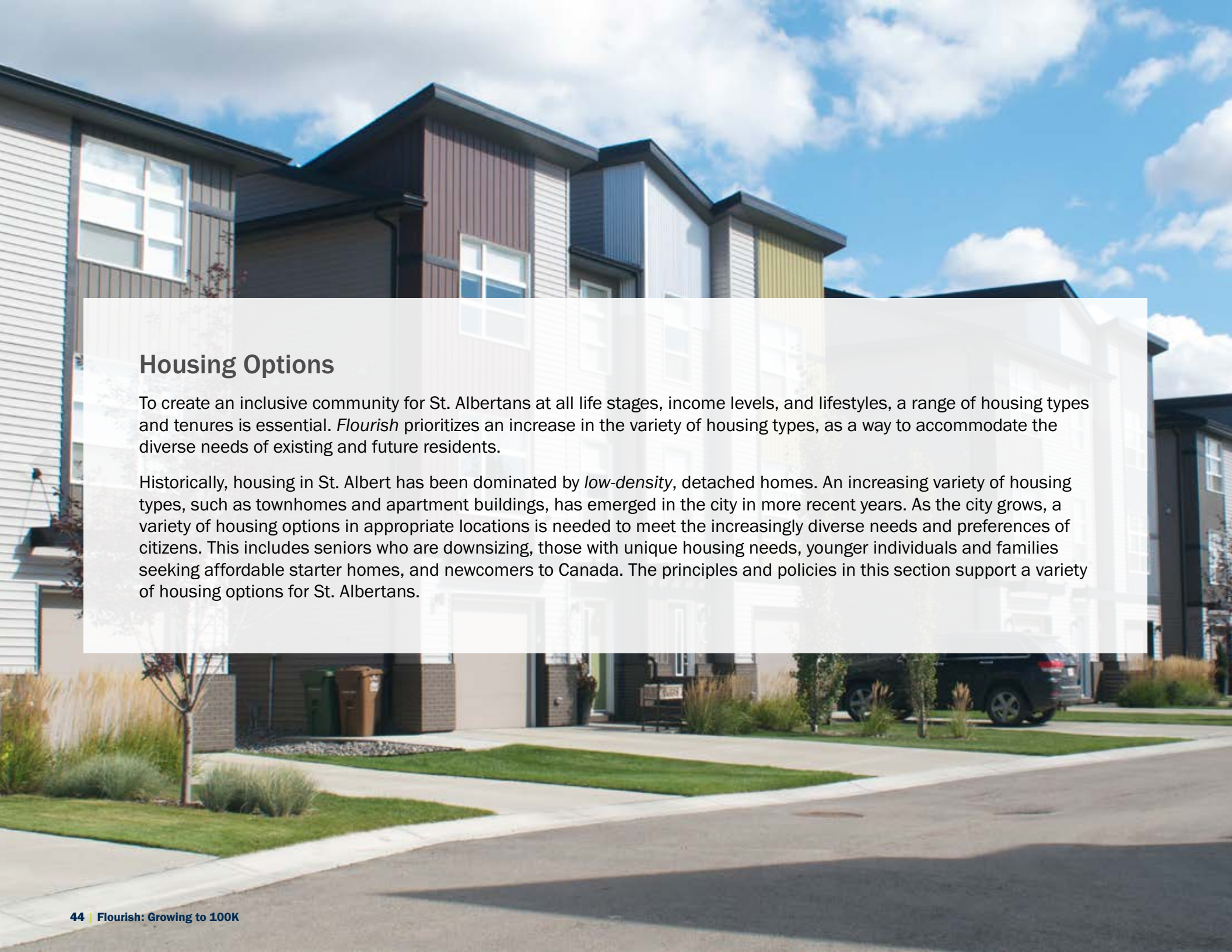


Marc Chalifoux

7. Housing Options

Goal: St. Albert accommodates a full and balanced mix of housing choices, meeting the needs of everyone, at all stages of life.





Housing Options

To create an inclusive community for St. Albertans at all life stages, income levels, and lifestyles, a range of housing types and tenures is essential. *Flourish* prioritizes an increase in the variety of housing types, as a way to accommodate the diverse needs of existing and future residents.

Historically, housing in St. Albert has been dominated by *low-density*, detached homes. An increasing variety of housing types, such as townhomes and apartment buildings, has emerged in the city in more recent years. As the city grows, a variety of housing options in appropriate locations is needed to meet the increasingly diverse needs and preferences of citizens. This includes seniors who are downsizing, those with unique housing needs, younger individuals and families seeking affordable starter homes, and newcomers to Canada. The principles and policies in this section support a variety of housing options for St. Albertans.

7.1. Housing Diversity

Principle: Support greater diversity in housing forms, sizes, and tenures through new development and redevelopment opportunities.

Diverse housing forms provide housing that is suitable for all St. Albert residents, regardless of family status, income, or life stage. More diverse housing stock is required throughout the city, including within new *Neighbourhoods* and through *infill development* in existing Neighbourhoods. The following policies support housing options that align with the needs of current and future residents.

Policies:

7.1.1. Address housing needs by monitoring changes in the local housing market and encouraging and enabling housing forms that respond to emerging housing needs.

7.1.2. Monitor contemporary housing practices and trends and respond to these through updates to the Land Use Bylaw, as appropriate, to achieve a more diverse range of housing forms, sizes, and tenures.

7.1.3. Encourage *intensification* through innovative and emerging housing types that are compatible with existing and planned *Neighbourhoods*.

7.1.4. Facilitate a range of seniors' and multi-generational housing forms and housing arrangements to support aging in place that is close to public transit, services, and amenities.

7.1.5. Encourage the inclusion of purpose-built rental housing in all *Neighbourhoods*.

7.1.6. Encourage partnerships that promote the co-location of *market affordable* and *non-market affordable housing* with municipal facilities and services.

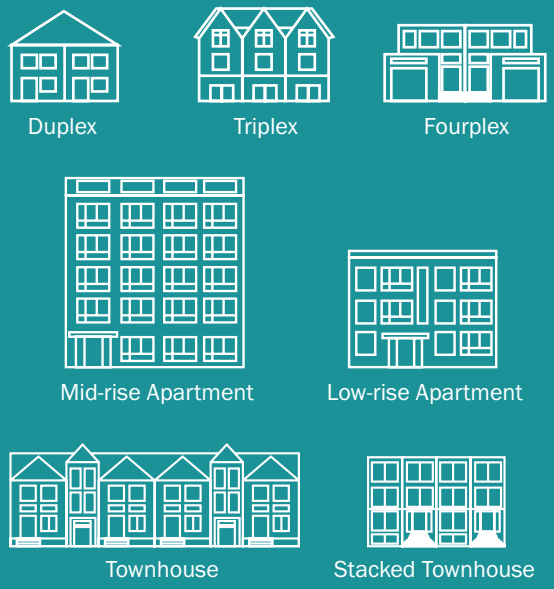
7.1.7. Identify opportunities for Land Use Bylaw updates that support Neighbourhood renewal, aging in place, *intensification*, and diversification of existing housing stock through incremental redevelopment.

7.1.8. Accommodate a greater mix of housing forms in existing *Neighbourhoods* that respect the scale and character of the area.

7.1.9. Require new h*igh- and medium-density*, multi-unit residential *development* to provide common private amenity spaces.

What is the "missing middle"?

The "missing middle" is a range of house-scale buildings with multiple units—compatible in scale and form with detached homes—located in a walkable neighbourhood. Common forms of missing middle housing include duplexes, fourplexes, sixplexes, courtyard apartments, townhouses, and live-work units. Changing zoning to enable development of missing middle housing can help cities provide diverse housing options that fit seamlessly into *low-rise* walkable neighborhoods and support walkability, locally serving retail, and public transportation options. New missing middle housing also supports neighbourhood renewal and gives residents more choice of unit size and prices.



7.2. Housing for Everyone

Principle: Strive to ensure that housing is available to everyone by meeting a full range of community needs.

Housing is a fundamental human right in Canada. Not only is housing essential to people's inherent dignity and well-being, it is also essential to building inclusive communities. Government, agencies, and other community building partners all have roles to play in ensuring that housing exists for a range of community needs and income levels. A limited amount of *affordable housing* is a barrier to many who may want to make St. Albert home. Providing housing for vulnerable populations is a key component in building an inclusive community. The following policies support the provision of housing options, enabling everyone to have a place to call home.

Policies:

7.2.1. Require all new *statutory plan*s with a residential component to include a variety of housing forms.

7.2.2. Develop and maintain a Housing Affordability Strategic Plan that identifies issues and gaps in the housing supply, objectives to meet current and projected housing needs, sustainable funding, and implementation tools.

7.2.3. Encourage the incorporation of accessibility features into new and renovated homes, which can transition and accommodate all people, regardless of age or ability.

7.2.4. Encourage a diverse and inclusive range of housing by:

- **a)** Offering incentives;
- **b)** Identifying and acquiring land for *affordable housing* projects; and
- **c)** Implementing varying planning and engineering standards, as deemed appropriate by the City.

7.2.5. Partner with local and regional organizations, agencies, and private enterprises to develop and maintain a systematic response to meet the emergency, transitional, and permanent housing needs of vulnerable groups.

7.2.6. Enable specialized accommodation and care facilities in all *Neighbourhoods, Trail Corridor Areas*, and *Mixed-use Node*s to promote inclusive communities.

7.2.7. Partner with housing stakeholders, developers, and agencies to proactively increase the long-term supply of *market* and *non-market affordable housing*, in accordance with the City's housing strategies.

7.2.8. Encourage a mixture of *market* and *non-market affordable housing* through redevelopment plans.

7.2.9. Leverage long-term *non-market affordable housing* through targeted municipal investment and funding.

7.2.10. Encourage and support collaboration between developers, non-governmental agencies, other levels of government, and other partners to include *affordable housing* within new *development* and *redevelopment*.

7.2.11. Support the use of municipal lands that are surplus to City needs to enable *non-market affordable housing* development.

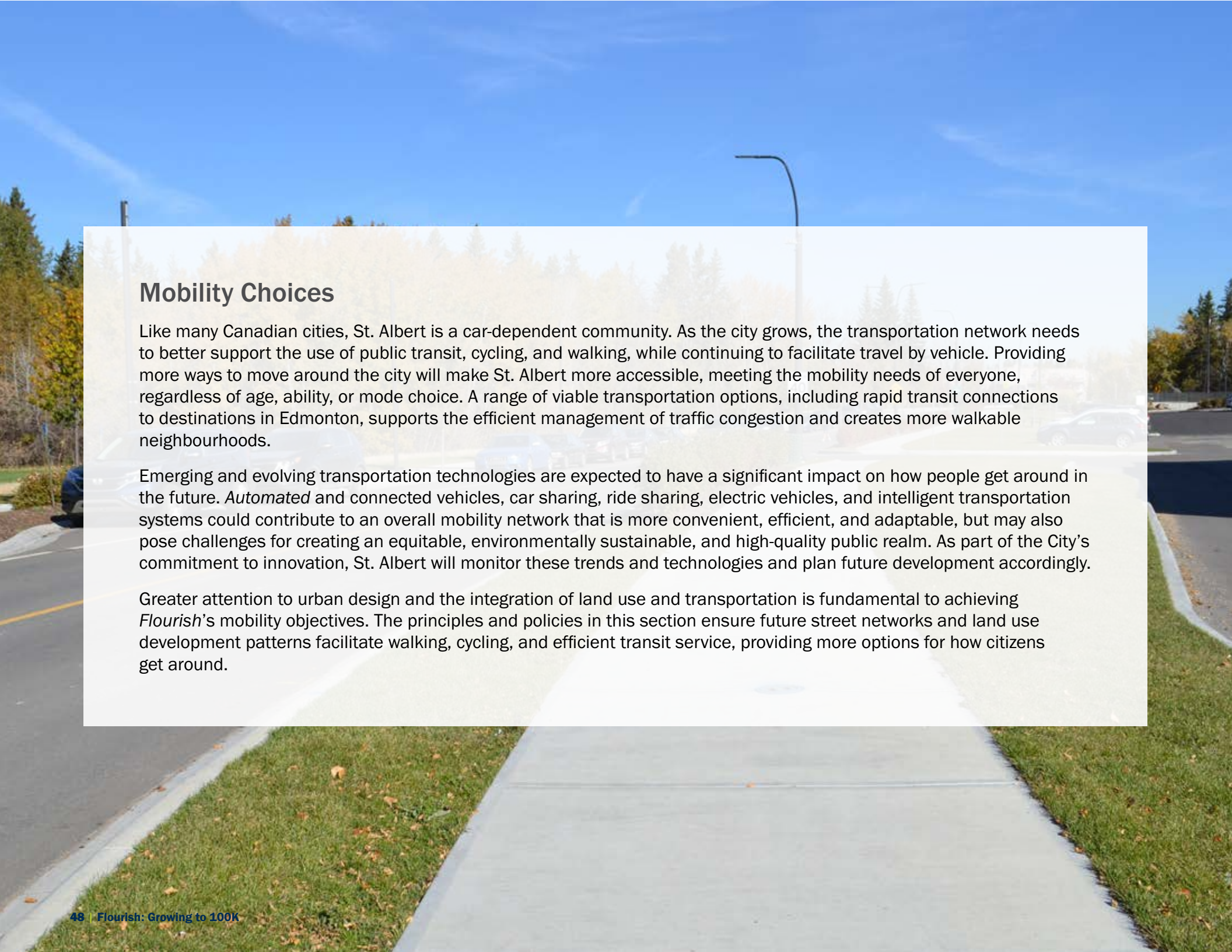
Aging in place and age-friendly communities

Aging in place is a person's ability to live in the same home or community safely, independently, and comfortably, as they age. Aging in place might mean renovating an existing house for accessibility, moving to a smaller, lower maintenance home nearby, or accessing in-home supports and services. Municipalities can support aging in place by encouraging age-friendly design in new and redeveloping areas. Age-friendly communities are accessible, inclusive, and designed to meet the needs of residents as they age by optimizing opportunities for health, participation, and security.

8. Mobility Choices

Goal: St. Albert supports a safe and efficient transportation network, providing a full range of attractive and healthy options for moving around.





Mobility Choices

Like many Canadian cities, St. Albert is a car-dependent community. As the city grows, the transportation network needs to better support the use of public transit, cycling, and walking, while continuing to facilitate travel by vehicle. Providing more ways to move around the city will make St. Albert more accessible, meeting the mobility needs of everyone, regardless of age, ability, or mode choice. A range of viable transportation options, including rapid transit connections to destinations in Edmonton, supports the efficient management of traffic congestion and creates more walkable neighbourhoods.

Emerging and evolving transportation technologies are expected to have a significant impact on how people get around in the future. *Automated* and connected vehicles, car sharing, ride sharing, electric vehicles, and intelligent transportation systems could contribute to an overall mobility network that is more convenient, efficient, and adaptable, but may also pose challenges for creating an equitable, environmentally sustainable, and high-quality public realm. As part of the City's commitment to innovation, St. Albert will monitor these trends and technologies and plan future development accordingly.

Greater attention to urban design and the integration of land use and transportation is fundamental to achieving *Flourish*'s mobility objectives. The principles and policies in this section ensure future street networks and land use development patterns facilitate walking, cycling, and efficient transit service, providing more options for how citizens get around.

8.1. Multi-modal Transportation

Principle: Support a transportation system that provides a full range of viable transportation choices.

People travelling around St. Albert and to and from neighbouring communities use multiple modes of transportation each day. An efficient transportation system allows people to make the best choice for their travel purposes, for example, walking or taking a scooter to the corner store, biking to a job across the city, taking transit to work in Edmonton, or driving for a big grocery trip. The following policies enable a wide range of safe, comfortable, and appropriate transportation options that are easily available for residents.

Policies:

8.1.1. Plan and develop a transportation network that supports multi-modal travel and enables safe and comfortable travel for pedestrians, cyclists, transit riders, and motorists.

8.1.2. Balance the needs of all travel modes in all transportation decisions, transportation investment, and service improvements.

8.1.3. Assess transportation network design and improvements using a *multi-modal level of service* evaluation factor to determine functionality for all users.

8.1.4. Design transit hubs to enable multi-modal connections and transportation options.

8.1.5. Ensure accessibility for all users when developing new or improved transportation services.

8.1.6. Investigate car share, ride share, bike share, short-term vehicle rentals, and other privately-operated transportation services that utilize information technology and reduce reliance on private vehicles.

8.1.7. Apply and monitor emerging technologies that enhance the efficiency, accessibility, and safety of all travel modes throughout the city.

8.1.8. Explore synergies and potential collaborations between public and private transportation services that would enhance the convenience, cost effectiveness, and sustainability of the local transportation system.

8.1.9. Explore opportunities for *first and last mile* mobility options, enabling people to connect to transportation systems.

8.1.10. Support multi-modal transportation in *Downtown* by enhancing transit service, incorporating new mobility technologies, and improving the pedestrian realm.

What are the "*first and last mile*"?

In order to fully benefit from public transit networks, people need to be able to access stations without depending on their cars. This is called the last mile problem, which asks how cities can enable convenient access to stations from homes, workplaces, and other destinations so that people can get door-to-door not station-to-station? Street and neighbourhood design that helps to give people more options for the first and the last mile of their journey - whether walking, cycling, driving, or using rideshare services - can help to complement public transit networks.

8.2. Street Network

Principle: Develop a street network that balances the efficient and safe movement of pedestrians, cyclists, public transit, emergency services, and private vehicles.

The street network has a profound impact not only on how people move around the city, but also on their ease of movement. An interconnected street network disperses traffic and provides more options for moving around by walking, cycling, and taking public transit within Neighbourhoods. As St. Albert grows, a well-connected street network is essential for providing more options for how citizens get around.

Policies:

8.2.1. Require that development of future transportation roadways, transit, and trails aligns with the *Edmonton Metropolitan Region Growth Plan* and the Edmonton Metropolitan Region Integrated Regional Transportation Master Plan.

8.2.2. Require street networks to be designed with high interconnectivity and small block sizes for new *development* and major *redevelopment* plans so that they support *connectivity*, walkability, and transit use.

8.2.3. Ensure that street, pedestrian, and cycling networks in new developments and *redevelopment* connect directly with corresponding networks in existing and proposed adjacent *developments*.

8.2.4. Collaborate with neighbouring municipalities on the planning and development of roads that service the sub-region.

8.2.5. Increase pedestrian, cycling, and emergency services *connectivity* as opportunities arise through *redevelopment*.

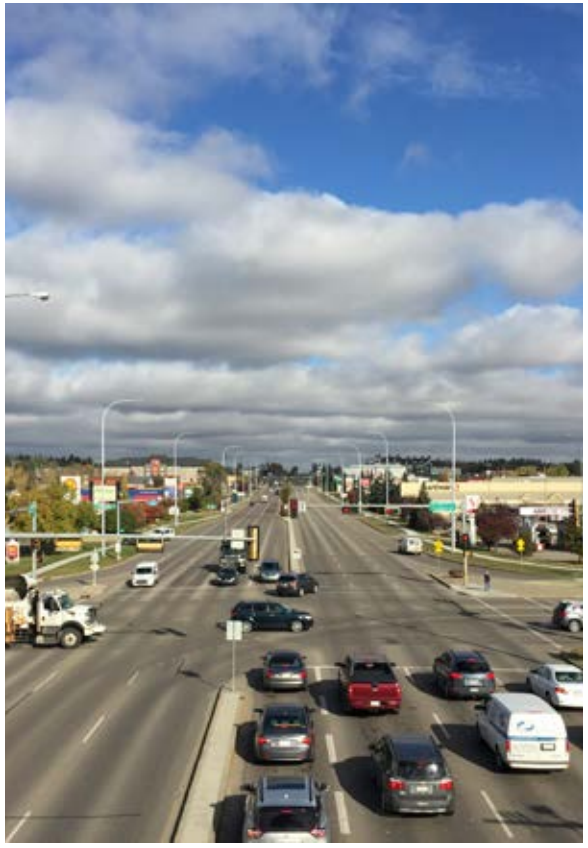
8.2.6. Enhance public safety by designing streets that encourage safe vehicular speeds and minimize collisions.

8.2.7. Require local street networks to include public streets. Where private streets function like public streets, Section 8.2 of *Flourish* and municipal standards should apply to their design.

8.2.8. Support an inclusive community by enabling *connectivity* and access between public and private streets.

8.2.9. Require public roadway access to *development*, unless other arrangements that satisfy the City's interest in permanent access to lands are provided.

8.2.10. Require the submission of a Traffic Impact Assessment, prepared by a qualified professional, for all new and applicable amended *statutory plans*, as well as for proposed commercial, industrial, and multi-unit residential *development*, as deemed necessary by the City.



8.3. Public Transit

Principle: Make public transit and multi-modal commuting a more attractive and viable alternative to private vehicles for more residents by providing a supportive public transit network.

Frequent, reliable, and efficient public transit provides a sustainable, accessible transportation option for St. Albert residents. The following policies improve the City's transportation and transit networks, providing more direct, accessible, and convenient transit routes that serve more people.

Policies:

8.3.1. Support the development of St. Albert Trail as a rapid transit corridor that provides improved *connectivity* within the city and to destinations in Edmonton.

8.3.2. Work with municipal, regional, and provincial partners on the planning and implementation of local services and rapid transit facilities linking St. Albert to the planned Light Rail Transit (LRT) extension from Edmonton.

8.3.3. Notwithstanding other policies in *Flourish*, accommodate development of a *park-and-ride facility* at the North *Transit Oriented Development* Centre, as identified on **Map 3**, to support a regional transportation network.

8.3.4. Facilitate testing opportunities to improve transit service along St. Albert Trail, such as dedicated transit lanes and high occupancy vehicle lanes, as steps toward rapid transit.

8.3.5. Encourage residential and employment growth within *Downtown*, *Mixed-use Nodes*, and generally along St. Albert Trail, as identified on **Map 3**, to coordinate land use with transit planning.

8.3.6. Develop *Mobility Corridors*, as identified on **Map 3**, by:

- **a)** Ensuring extensions and upgrades to roadways in the corridors align with City standards and include facilities for transit riders, pedestrians, and cyclists designed for safety, comfort, and universal accessibility;
- **b)** Ensuring future *Mixed-use Nodes* and other community destinations are oriented to *Mobility Corridors*; and
- **c)** Exploring and implementing improvements to public transit service along the corridors.

8.3.7. Encourage new development and *redevelopment* that facilitates the use of public transit through interconnected street networks and pathways and by locating new dwelling units within 400 metres (walking distance) of an existing or planned transit service.

8.3.8. Identify opportunities for improving transit access, efficiency, and level of service through street design and re-design associated with redevelopment in existing *Neighbourhoods*.

8.3.9. Ensure future commercial destinations, *high-density* residential areas, major *community facilities*, and schools are located along existing or planned transit routes.

8.3.10. Design new or retrofitted transit services and associated infrastructure according to *universally accessible design* principles.

8.3.11. Explore emerging mobility technologies in transit and other forms of personal transportation through pilot projects.

8.3.12. Design new and retrofitted streets to make adequate provision for transit infrastructure, such as shelters and other transit-supportive features at existing or planned transit stops.

8.4. Active Transportation

Principle: Support more people to walk or cycle for everyday transportation.

Walking and cycling provide environmental, community, and personal benefits by helping to reduce traffic congestion and overall *greenhouse gas* emissions, supporting cleaner air, and providing physical activity. While the relationship between the built environment and health is complex, a community can be designed to facilitate healthy choices. A built environment that supports walking and cycling provides the opportunity for physical activity in everyday routines. As well, pedestrians and cyclists help animate streets and the public realm, fostering social connections. More people will choose to walk or cycle if they have appropriate, safe, and connected routes with supporting infrastructure. The following policies ensure that streets and transportation infrastructure are designed to support more people to choose walking and cycling to move around the city and beyond.

Policies:

8.4.1. Consider opportunities to support cycling and pedestrian needs in all street and transportation infrastructure projects, including, but not limited to, dedicated cycling infrastructure, improved and widened sidewalks, street lighting, and bicycle parking.

8.4.2. Ensure that appropriate pedestrian and cyclist connections and facilities are provided between *Neighbourhoods* and adjacent *Mixed-use Nodes* and *Trail Corridor Areas*.

"If we're going to talk about transport, I would say that the great city is not the one that has highways, but one where a child on a tricycle or bicycle can go safely everywhere."

– Enrique Peñalosa, urbanist and former mayor of Bogotá

8.4.3. Prioritize pedestrian safety, comfort, and convenience by:

- **a)** Providing either sidewalks or multi-use trails on both sides of all roadways, designed and built to the satisfaction of the City;
- **b)** Designing all pedestrian crossings to be universally accessible and enhance safety and comfort for pedestrians, with preference given to at-grade crossings;
- **c)** Providing trees, street furniture, and lighting to create a comfortable, walkable environment in areas with an anticipated high volume of pedestrians, including *Downtown*, *Trail Corridor Areas*, and *Mixed-use Nodes*; and
- **d)** Including an Active Transportation Connectivity Plan, completed by a qualified professional, for all new or amended *statutory plans* and major *development* proposals, as deemed necessary by the City.

8.4.4. Support the ongoing development and enhancement of a continuous and interconnected cycling network in all new *development* and *redevelopment* by:

- **a)** Re-allocating road space and vehicle parking space to provide cycling facilities where appropriate; and
- **b)** Installing separated cycling facilities on high-volume roads, or on-street facilities on low-volume roads, in accordance with City standards.

8.4.5. Collaborate with neighbouring municipalities and other partners to support a connected intermunicipal trail system.

8.4.6. Provide covered and secure bicycle storage in new and retrofitted transit stations and *park-and-ride facilities*.

8.4.7. Ensure recreational trails and dedicated cycling lanes are designed to minimize the potential for conflicts between all users.

What are the health benefits of active transportation?

Active transportation helps to increase physical activity levels by providing opportunities for people to be active not only during sports and leisure activities, but also as part of regular trips like walking to transit or getting groceries. Active transportation includes any human-powered travel such as walking, cycling, running, using a non-mechanized wheelchair, or skateboarding. Active transportation can reduce the risk of stroke, heart disease, cancer, type 2 diabetes, and depression. When people use active transportation to get around, the whole city benefits through increased road safety for all users, environmental benefits, and a stronger sense of community and local economy.



8.5. Parking

Principle: Implement parking standards that can be adapted to changing needs and do not adversely affect the public realm.

Parking can shape land use patterns, promote high-quality urban design, support economic development, and influence mobility choices. The amount of parking, as well as the type of parking infrastructure, can impact a city's walkability and the quality of its public realm. Emerging trends and technologies are leading to reduced reliance on private vehicles. The following policies ensure that parking requirements in St. Albert can flexibly respond to changing built form, trends, and technologies, while improving overall walkability and quality of the public realm.

Policies:

8.5.1. Update parking requirements for vehicles and bicycles in the Land Use Bylaw, based on:

- **a)** Contemporary practices
- **b)** Emerging trends
- **c)** Planned Urban Structure and General Land Use Designation, as identified on **Map 3**
- **d)** Planned built form and infrastructure
- **e)** Current data

8.5.2. Develop a Parking Strategy that manages parking and responds to the changing built environment, including programs such as paid parking, permit systems, and cash-in-lieu of parking.

8.5.3. Encourage shared and central parking within *Downtown*, *Trail Corridor Areas*, and *Mixed-use Nodes* to be integrated with land use and development plans.

8.5.4. Encourage shared-use parking arrangements among multiple *developments*, if anticipated parking demands are complementary.

8.5.5. Support the dedication of designated loading zones for pickup and delivery services and clustered parking spaces, as appropriate, for car-share services and carpooling.



Jessi Fry

8.6. Goods Movement

Principle: Facilitate goods movement throughout St. Albert while minimizing its negative impacts on residential and other sensitive areas.

The efficient movement of goods is essential to St. Albert's local economy, as well as the broader economy. *Goods movement* corridors include St. Albert Trail, Ray Gibbon Drive, and railways. The following policies encourage a collaborative approach to managing the movement of goods in St. Albert, while promoting public safety and reducing potentially adverse effects of *goods movement* through the city.

Policies:

8.6.1. Encourage the location of warehouses and local distribution centres in areas that provide direct roadway connections to *goods movement* corridors so that they support the access needs of the logistics industry.

8.6.2. Ensure dangerous goods routes are reviewed and updated regularly to respond to new trends in the movement of such goods and the city's evolving land use context.

8.6.3. Ensure commercial, *mixed-use*, and employment development includes adequate loading zones and access for goods delivery with minimal impact to the *public realm*.

8.6.4. Develop a strategy to manage and facilitate delivery services and potential conflicts between delivery service operational requirements and other road users.

8.6.5. Require new *development* in proximity to railway operations be appropriately located, designed, and buffered, thereby promoting public safety and mitigating adverse impacts from noise and vibration.

8.6.6. Require a noise study, vibration study, or both, prepared by a qualified professional, for proposed residential *development* and other sensitive land uses along *goods movement* corridors, to mitigate associated adverse impacts.

8.6.7. Work with municipal, regional, and provincial partners on the planning and implementation of regional *goods movement* corridors.



Eric Schultz

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9. Cultural Richness

Goal: St. Albert celebrates its heritage, promotes the arts, and provides residents and visitors with opportunities for cultural enrichment.



Marc Chalifoux



Cultural Richness

Culture is the shared, multi-dimensional, and ever-changing identity of a community, and St. Albert attaches great importance to its cultural amenities. Events and activities provide opportunities for expression, entertainment, dialogue, and community building, while simultaneously reinforcing a shared sense of place. Cultural initiatives support a city by bolstering economic and neighbourhood revitalization, animating public spaces, supporting community connections, and enhancing quality of life. Flourishing cities assist cultural leaders to meet their potential by providing access to facilities, events, and opportunities.

Fostering a thriving cultural community requires an awareness and acknowledgment of St. Albert's history. Recognizing the important relationship that *Indigenous* and Métis people have with the land supports an increased understanding and restoration of respectful and positive relationships among *Indigenous* and non-Indigenous people. This enables St. Albert to highlight this history and celebrate the people, places, and stories that make the city what it is today while supporting reconciliation. The principles and policies in this section support and enhance St. Albert's cultural richness as the city grows.

Marc Chalifoux

9.1. Cultural Development and Programming

Principle: Provide opportunities for residents and visitors to experience arts and cultural programming.

St. Albert has a long history of supporting cultural development and programming. The city offers a variety of public art, history, heritage, and theatre programs and events that are treasured by residents and visitors alike. This cultural infrastructure has established St. Albert as a hub for storytellers, creators, doers, and dreamers, as well as for those who have experienced and been enriched by their work.

Maintaining and building on St. Albert's cultural legacy requires community partnerships and creative responses to the opportunities that lie ahead. The following policies guide cultural development and programming that delights, informs, and involves residents and visitors.

Policies:

9.1.1. Identify cultural infrastructure, programming, and partnership opportunities through complementary plans and strategies, which would also guide the location of cultural facilities.

9.1.2. Assess the impact of *development* and *redevelopment* proposals on cultural assets and identify opportunities for the creation or enhancement of these assets.

9.1.3. Maintain and enhance existing cultural facilities and other community spaces used for cultural programming, guided by the City's cultural plan and associated strategies.

9.1.4. Explore opportunities for offering City- and community-run cultural programming in new and existing *community facilities*.

9.1.5. Explore opportunities for integrating cultural programming facilities and other community services into new private *development* through partnerships.

9.1.6. Identify and promote *Downtown* and the surrounding area as a cultural district.

9.1.7. Maintain and promote *Downtown* as the preferred location for major new cultural facilities.

9.1.8. Support St. Albert's artistic, cultural, and creative industries as a tactic for growing economic development opportunities.



9.2. Heritage Conservation

Principle: Promote St. Albert's rich history by conserving tangible and intangible parts of the city's heritage.

Founded in 1861, St. Albert is the oldest non-fortified prairie community west of Winnipeg. The area that would become St. Albert is also the traditional home and meeting ground for many *Indigenous* peoples, including Cree, Saulteaux, Niitsitapi (Blackfoot), Métis, and Nakota Sioux peoples. St. Albert, which was founded as a Métis settlement by Father Albert Lacombe of the Missionary Oblates of Mary Immaculate (OMI), is rich with history and home to numerous historic and archaeological resources. The policies below support the identification, conservation, and protection of historic and archaeological resources in the city and manage the potential impacts of new *development* and *redevelopment* on these resources.

Policies:

9.2.1. Identify, conserve, and celebrate significant historic and archaeological resources in St. Albert, including, but not limited to, historic buildings, public spaces, landscapes, *streetscapes*, and districts.

9.2.2. Identify, conserve, and celebrate intangible cultural heritage in St. Albert, including oral traditions, performing arts, social practices, rituals, festive events, and the knowledge and skills to produce traditional crafts.

9.2.3. Encourage and promote heritage conservation through a variety of methods, including, but not limited to, the following:

- **a)** Supporting and promoting *historic resource* designation programs;
- **b)** Maintaining an inventory of potential municipal *historic resources* candidates;
- **c)** Collaborating with other levels of government, organizations, or individuals to protect *historic resources*; and
- **d)** Designing and implementing guidelines and regulations to minimize potentially adverse impacts of *development* on significant *historic* and archaeological resources.



Eric Schultz

9.2.4. Support the conservation and enhancement of designated municipal *historic resources* and *historic resources* identified by other levels of government.

9.2.5. Encourage *statutory plans*, design guidelines, and related studies to identify, respect, and conserve the heritage features and historic character of areas, districts, and individual properties.

9.2.6. Require heritage assessments or studies, as deemed necessary by the City, where *development* is proposed on or abutting sites that contain provincially or municipally designated *historic resources*.

9.2.7. Facilitate the review of heritage assessments, which include a Statement of Significance, for properties on the City's, Province's, or Canada's Register of Historic Places, when reviewing planning and *development* applications, to protect their historic integrity and context.

9.2.8. Facilitate and support using City-owned designated municipal *historic resources* for different uses than originally intended, provided that the *redevelopment* does not result in adverse impacts on its heritage value.

9.2.9. Ensure restoration and conservation activities maintain the historical and architectural integrity of *historic resources*, as may be specified through a municipal or provincial heritage resource designation and in alignment with the Standards and Guidelines for the Conservation of Historic Places in Canada.

9.2.10. Encourage new *development* or *redevelopment* that abuts *historic resources* to be compatible in terms of height, mass, setbacks, and overall architectural treatment.

9.2.11. Encourage *historic resources* within new *developments* and *redevelopment* plans to align with the Standards and Guidelines for the Conservation of Historic Places in Canada.

9.2.12. Explore ways to incorporate local history interpretive elements through public improvements in *Neighbourhoods*.

9.2.13. Support appropriate changes to the Land Use Bylaw that encourage the retention, conservation, and adaptive reuse of *historic resources*.

9.2.14. Encourage land use changes that increase the viability of retaining historic resources.

Levels of historic protection

Designation is a form of legal protection that helps to recognize and protect historic places. Historic places can be protected at the municipal, provincial, or national level.

Alberta municipalities are empowered under the *Historical Resources Act* to designate historic places through the passage of a local bylaw. The bylaw legally protects *historic resources* from demolition or alterations that take away from their heritage value.

9.3. Payhonin Reconciliation St. Albert

Principle: Support reconciliation and increase residents' awareness of the rich Indigenous history and culture in the St. Albert area.

Payhonin Reconciliation St. Albert is a City initiative that supports our ongoing journey towards reconciliation. St. Albert is located on the traditional territory of many *Indigenous* groups, is the homeland of the Métis people of Alberta, and is located within Treaty 6 territory. The First Nations and Métis history of the St. Albert area has often been overlooked when telling the story of the city's development and when making land use decisions. The policies below support the Truth and Reconciliation Commission's calls to action by engaging *Indigenous* communities in meaningful ways and advancing the community's reconciliation journey with *Indigenous* peoples.

Policies:

9.3.1. Identify opportunities to contribute to reconciliation efforts through City and land use policies, processes, and decisions.

9.3.2. Acknowledge and promote *Indigenous* culture within the context of the history of the city and Treaty 6 territory.

9.3.3. Incorporate *Indigenous* place names and cultural and historic interpretive elements in new development and redevelopment and actively involve Métis and First Nations communities in the process.

9.3.4. Recognize and celebrate traditional and contemporary *Indigenous* art and culture in the community.

What does Payhonin mean?

Payhonin is a Cree word for gathering place and is a traditional *Indigenous* description of the valley where St. Albert is located. Many stories passed down through the Nehiyaw people describe numerous places at certain lakes and along the Sturgeon River valley as places of Payhonin to rest, camp or use as navigable coordinates in their travels.



Marc Chalifoux

9.4. Public Art

Principle: Celebrate cultures, instill civic pride, and support placemaking by increasing the prominence of public art across the city.

Public art reflects the diverse cultural character of St. Albert. It reflects local history and stories, creates an enhanced sense of community, inspires viewers and participants, and challenges the way they understand the city and the world. Public art contributes to an engaging and visually rich environment, activates public spaces, attracts tourism, and supports business. Public art stimulates growth in the community's arts and culture sector by providing opportunities for learning about, participating in, and experimenting with arts and culture. The following policies facilitate the integration of public art in new *developments* and provide opportunities for the public to experience art throughout the city.

Policies:

9.4.1. Incorporate art in public spaces to reinforce a distinct and memorable sense of place and to enhance the quality of life for St. Albert residents.

9.4.2. Use capital project contributions to create public art on site or to initiate a fund for public art that is managed by the City, in accordance with the City's Public Art Policy.

9.4.3. Encourage private commercial and *high-density* residential *developments* to include public art in *development* and *redevelopment* plans.

9.4.4. Engage with artists and public art stakeholders when undertaking significant infrastructure projects and when identifying opportunities for public art.

"A city always contains more than any inhabitant can know, and a great city always makes the unknown and the possible spurs to the imagination."

– Rebecca Solnit, writer and activist



Steve Knight

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10. Resilient Infrastructure

Goal: St. Albert's infrastructure systems are resilient, efficient, adaptable, and technologically innovative.



Katie Mahoney



Resilient Infrastructure

Infrastructure forms a vital network in a city. The way that buildings and utilities are designed, operated, and used directly impacts everything from water and energy consumption, to *greenhouse gas* emissions, natural systems, community resilience, health, and well-being. Building, operating, and maintaining this infrastructure comes at a significant financial cost. Emerging technologies present new opportunities for cities to adapt and build better to successfully meet the challenges of the future. The City of St. Albert is committed to exploring and considering alternative servicing and energy sources while optimizing existing utilities, building new infrastructure efficiently and durably, and applying green and smart technologies to help ensure the city grows sustainably. Given the global need to both mitigate and adapt to *climate change*, the city also needs to reduce *greenhouse gas* (GHG) emissions by reducing energy consumption, adopting renewable energy sources, and building a more adaptable, resilient city. The principles and policies of this section enable and support resilient, sustainable infrastructure.

10.1. Servicing Standards

Principle: Facilitate the logical, efficient, and sustainable provision of essential infrastructure to all areas of St. Albert.

Essential infrastructure seamlessly links residents and businesses with the services that they rely on. As the city grows, strategic infrastructure investment will be needed to extend servicing connections to developing areas and to upgrade and adapt systems in existing Neighbourhoods. The following policies guide the provision of essential infrastructure and enable innovative solutions that meet servicing needs for properties with a broad range of uses.

Policies:

10.1.1. Require new urban *development* to be serviced with municipal water, wastewater, and stormwater infrastructure, as well as shallow utilities, as determined necessary by utility providers, in consultation with the City. Limited exceptions to policy 10.1.1 may be considered at the sole discretion of the City for certain recreation and industrial uses not requiring potable water and *waste*water services or where on-site servicing is deemed appropriate by the City.

10.1.2. Require the provision, maintenance, alignment, and capacity of servicing infrastructure, including water distribution and water mains, as well as wastewater and stormwater mains and trunks within *development*, to conform with City standards and be confirmed through approved servicing studies and plans.

10.1.3. Update servicing standards, including stormwater management standards, to account for ongoing *climate change* impacts.

10.1.4. Evaluate proposed alternative servicing standards for municipal infrastructure, where energy efficiency, life-cycle costs, feasibility, and demonstrated need have been addressed.

10.1.5. Encourage *development* that incorporates sustainable and innovative technologies, servicing practices, and design standards, thereby increasing energy and water efficiency and effectiveness and resiliency while reducing environmental impacts.

10.1.6. Evaluate and implement incentives that incorporate renewable energy sources into *development* and *redevelopment*.



10.2. Infrastructure Costs

Principle: Facilitate growth through infrastructure that equitably distributes costs and is fiscally sustainable.

To grow sustainably, St. Albert's development should happen in a fiscally responsible manner. To do so requires planning for and developing municipal infrastructure that effectively and efficiently meets the present and future growth needs of the City. The following policies ensure that infrastructure costs are equitably distributed and do not place an unsustainable burden on the City's financial resources.

Policies:

10.2.1. Collect off-site levies in accordance with the Off-site Levy Bylaw to enable the funding of new infrastructure requirements associated with growth.

10.2.2. Review and update the Off-site Levy Bylaw in accordance with applicable requirements to reflect the updated costs of major infrastructure required and remaining benefiting area.

10.2.3. Encourage cost-share agreements between landowners, as appropriate, for new and upgraded infrastructure requirements for *development*, facilitating proportionate contributions from benefiting landowners.

10.2.4. Ensure costs for new and upgraded infrastructure that is required for individual developments are captured to the greatest level possible through development agreements.

10.2.5. Explore and facilitate funding mechanisms to enable the satisfactory provision of infrastructure and services associated with *redevelopment*.

10.2.6. Adopt new processes and technologies, enabled by digital infrastructure, to improve municipal efficiency and realize cost savings.



Craig Holland

10.3. Utility Alignments and Locations

Principle: Ensure the location and provision of utility rights-of-way align with long-term needs and plans.

Utility connections form an essential network that enables the day-to-day function of the city. In order to accommodate new growth, utilities need to connect both within and beyond our boundaries, linking with existing municipal networks while seamlessly tying in with regional plans and municipal neighbours' utility networks. The following policies guide the location of utility rights-of-way for the future benefit of the City and the region.

Policies:

10.3.1. Ensure that utility rights-of-way, easements, and *public utility lot*s are provided to accommodate the development or extension of municipal utilities.

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

10.3.3. Ensure that utility networks extend to new *development* in a contiguous, logical, and efficient manner.

10.3.4. Require that the location of all utility infrastructure and the provision of rights-of-way and easements and related line assignments be addressed to the satisfaction of the City and the utility companies, in consultation with the developer, with the understanding that they may be refined at each stage of *development*, as required.

10.3.5. Ensure that *development* that occurs in proximity to pipelines, oil and gas infrastructure, and utility corridors aligns with provincial regulatory requirements.

10.3.6. Require appropriate development setback from sour gas wells, as determined by provincial legislation, regulations, and guidelines, to be applied through the planning and development process.

10.3.7. Require utility rights-of-way to be located and designed to promote the long-term viability of street trees.



10.4. Water and Wastewater

Principle: Reduce per-capita water consumption and encourage low-impact development practices.

Water and wastewater infrastructure are essential for providing clean water, as well as for managing and treating wastewater. While providing these services across the city means expanding services and capacity in some areas, water conservation efforts also contribute to more efficient use of the system that is already in place. The following policies ensure that *development* within St. Albert is adequately serviced with water and wastewater infrastructure and supports water conservation.

Policies:

10.4.1. Encourage the use of *natural features* to help manage stormwater, capture carbon, and mitigate climate *change impacts* where feasible and subject to other policies of this plan affecting such features.

10.4.2. Consider alternative servicing requirements, such as holding tanks for non-residential *development* proposals, on a case-by-case basis.

10.4.3. Require the submission of a Wastewater Servicing Study or associated re-evaluation, prepared by a qualified professional, for all new applicable amended *statutory plans*, as well as for proposed commercial, industrial, and multi-unit residential *development*, as deemed necessary by the City.

10.4.4. Evaluate publicly owned localized wastewater treatment systems for new *Neighbourhoods* and *Employment Areas*, as a complement to city-wide utilities, where such systems would benefit the municipality and the environment.

10.4.5. Require the implementation of water conservation strategies and initiatives, such as drought tolerant landscaping, rainwater harvesting technologies, and wastewater reuse, for all new *development* and *redevelopment* in order to reduce per-capita water consumption.

10.4.6. Work with government and industry partners to develop and apply standards for reclaimed water use associated with new *development* and *redevelopment.*

10.4.7. Optimize existing wastewater infrastructure capacity by implementing measures that prevent the inflow of stormwater and reduce demand on wastewater infrastructure.

10.4.8. Co-operate with other levels of government and private and public agencies to promote the conservation and wise use of potable water, surface water, and groundwater resources.



Katie Mahoney

10.5. Stormwater Management

Principle: Manage stormwater effectively to protect residents, infrastructure, and property while minimizing environmental impacts.

The effective management of stormwater is critical for the protection of life, property, infrastructure, and the natural environment. Traditional approaches to stormwater management have evolved from essential flood protection to include measures that minimize water runoff and consider water quality. A balanced approach to stormwater management includes reducing runoff, improving water quality, promoting water infiltration, and reducing soil erosion. The following policies manage the impacts of stormwater, while encouraging Low Impact Development (LID).

Policies:

10.5.1. Require the submission of a Stormwater Management Plan, prepared by a qualified professional, for all new and applicable amended *statutory plan*s, as well as for proposed commercial, industrial, institutional, and multi-unit residential *development*, prepared according to City standards.

10.5.2. Encourage the use of existing wetlands and topography to help manage stormwater storage and flows while maintaining the integrity and ecology of such features.

10.5.3. Require stormwater outfall discharge locations, maximum allowable release rates, unit area release rates, runoff volume control targets, and stormwater treatment to be consistent with the City's stormwater management plans.

10.5.4. Protect public safety, infrastructure, and property through the appropriate placement and design of *stormwater management facilities*.

10.5.5. Require stormwater management facilities to be located on *public utility lots*, except where an alternative location is found to be satisfactory by the City. Stormwater management facilities identified as public utility lots and lands prone to flooding will not be accepted as *municipal reserve* dedication.

10.5.6. Encourage the use of built forms, *development* standards, landscaping, and green infrastructure tools to limit the impermeable surface area and reduce inputs into the stormwater management system.

10.5.7. Encourage the design of surface parking lots that incorporate green infrastructure and LID features to reduce stormwater runoff.

10.5.8. Encourage the *naturalization* of all new *stormwater management facilities*, thereby reducing maintenance costs, adverse effects of stormwater runoff, and the spread of invasive species and algal blooms, while improving water quality.

10.5.9. Work with municipal, regional, and provincial partners to facilitate *development* that does not adversely impact drainage and stormwater management.

What are "Low Impact Development" features?

Urban development can have a significant impact on the natural environment. By increasing the amount of impervious areas within a city (such as those covered with pavement), this development can disrupt and change natural hydrological processes, typically by changing the flow of stormwater and other runoff. This stormwater runoff contains pollutants from the urban environment, and can impact the health of streams and lakes within a watershed.

Low Impact Development (LID) is an approach to development and stormwater management that mimics or restores natural processes in order to manage stormwater closer to the source. Some examples include introducing limits to impervious areas, green roofs, permeable pavement, bioswales, and rainwater harvesting.

10.6. Solid Waste Management

Principle: Minimize solid waste generation and manage solid waste in an efficient and environmentally responsible manner.

Solid waste management is everyone's responsibility—government, businesses, industries, and individuals. Effective management, collection, and disposal of waste contributes to a clean and healthy environment. Minimizing waste generation, by reducing, re-using, and recycling, is integral to the success of St. Albert's solid waste management program. While recycling has long been a cornerstone of this program, changes to global markets offer the possibility of alternative practices and innovative solutions. The following policies reduce the amount of solid waste produced in the city and ensure its efficient management.

Policies:

10.6.1. Minimize the production of solid waste by:

- **a)** Promoting city-wide programs that encourage residents and businesses to reduce, reuse, and recycle solid waste products;
- **b)** Providing opportunities for safe and convenient disposal of household hazardous wastes; and
- **c)** Encouraging the use of landscaping practices that minimize yard and garden waste.

10.6.2. Encourage three-stream waste separation in all buildings to divert more waste away from landfills.

10.6.3. Encourage new *development* and *redevelopment* to follow sustainable planning and building practices by utilizing best practices in building construction and demolition, with emphasis on:

- **a)** Reused, salvaged, and refurbished products
- **b)** Recycled content
- **c)** Design practices that reduce construction waste
- **d)** Adaptive reuse of existing buildings, where applicable

10.6.4. Maximize efficiency in the solid waste management process by exploring waste-to-energy models and enabling the harvest of alternative energy in new facilities where feasible.

10.6.5. Protect the operational needs of waste transfer and recycling facilities by reducing conflicts through appropriate land use planning.

What is three-stream waste separation?

Three stream waste separation reduces the amount of waste that goes to the landfill by separating waste into recycling, organics, and garbage streams. While most detached and semi-detached homes have curbside collection for the Brown Garbage Cart, Green Organics Cart or Blue Recycling Bag in St. Albert, multi-unit residential *developments* are separate from this system, presenting future opportunities for change.

10.7. Resource Conservation and Greenhouse Gas Reduction

Principle: Fight climate change and improve air quality by reducing energy consumption and greenhouse gas emissions from all sources.

Cities are major contributors to *greenhouse gas* emissions globally; these emissions come from all aspects of urban life, including heating and cooling buildings, transportation, and waste disposal. Minimizing the detrimental environmental and health effects associated with climate change requires drastic reductions in *greenhouse gas* emissions before 2050. St. Albert has the responsibility and the opportunity to be a leader in this global transition to greener city-building practices. While policies throughout *Flourish* support reducing the city's overall carbon footprint, the following policies advance the adoption of renewable energy sources and *net-zero* development, while minimizing the adverse effects of new *development*, *redevelopment*, and transportation on St. Albert's air quality.

Policies:

10.7.1. Facilitate energy efficiency, adoption of renewable energy sources, resource conservation, and *net-zero* development by:

a) Adopting *Green Development Standards* and related performance checklists with qualitative and quantitative requirements for all *development* to meet or exceed. The *Green Development Standards* should include, but not be limited to:

i. Energy efficiency
ii. Water conservation
iii. Building materials
iv. Waste reduction
v. Renewable energy
vi. Natural feature conservation
vii. *Active transportation*
viii. Cultural heritage
ix. Public health and safety
x. *Climate change adaptation*

b) Facilitating the installation of renewable energy sources and energy efficiency improvements in existing buildings;

c) Incentivizing the use of renewable energy sources in new *development* and redevelopment;

d) Exploring opportunities and funding partnerships for *district energy* initiatives;

e) Encouraging the exploration of new technologies and innovative practices that support *net-zero development*;

f) Update the Land Use Bylaw to support renewable energy source ready *development*;

g) Encouraging the adoption of *Net Zero Energy Ready (NZER) codes* in advance of National Building Code adoption; and

h) Support all new commercial buildings to be *net zero* by 2030.

10.7.2. Incorporate high industry standards for energy and environmental design for all new municipal buildings, in accordance with other relevant City policies.

10.7.3. Promote electric vehicle use by incorporating charging infrastructure provisions in Land Use Bylaw regulations.

10.7.4. Partner with neighbouring municipalities, public agencies, environmental organizations, *Indigenous* communities, and other levels of government to monitor air quality, maintain air quality standards, and implement emission reduction programs. Such programs include, but are not limited to, promoting *net-zero* development, public transportation, *active transportation*, carpooling, and walkable neighbourhoods.

10.7.5. Encourage the attraction, retention, and expansion of businesses that reliably demonstrate a commitment to water and energy efficiency, reduced emissions and waste, and environmental protection or enhancement.

10.8. Risk Management and Resiliency

Principle: Take measures to prepare for and minimize the adverse impacts of climate change.

Climate change is leading to more frequent and more severe extreme weather events, including flooding, droughts, and storms. Such events compromise public safety, cause property damage, and impact infrastructure, services, and economy. Without proper resiliency measures in place, the ability of a city to respond is compromised, leading to longer and more costly recovery. The following policies ensure St. Albert's adaptability and resilience in the face of *climate change*.

Policies:

10.8.1. Conduct a Climate Change Vulnerability Assessment to understand the risks of *climate change* and develop a *Climate Change Mitigation* and Adaptation Strategy to minimize such risks.

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

10.8.3. Incorporate *climate change adaptation* tools and mitigation strategies into new *statutory plans*, including innovative solutions to *floodway* or wetland management, prolonged periods of drought, and extreme temperatures.

10.8.4. Support the natural environment in adapting to and mitigating *climate change* impacts, through strategies such as carbon sequestration, reducing the urban heat island effect, stormwater retention and filtration, and other LID and green infrastructure standards and practices.

What is a Climate Change Vulnerability Assessment?

A Climate Change Vulnerability Assessment is a planning tool that examines how *climate change* could impact our safety and built environment. This assessment helps cities and other levels of government determine how to respond to the impacts of *climate change*. The assessment considers past and current weather trends and projected changes in the climate and estimates the City's capacity to adapt in terms of financial resources, human resources, and adaptation options.

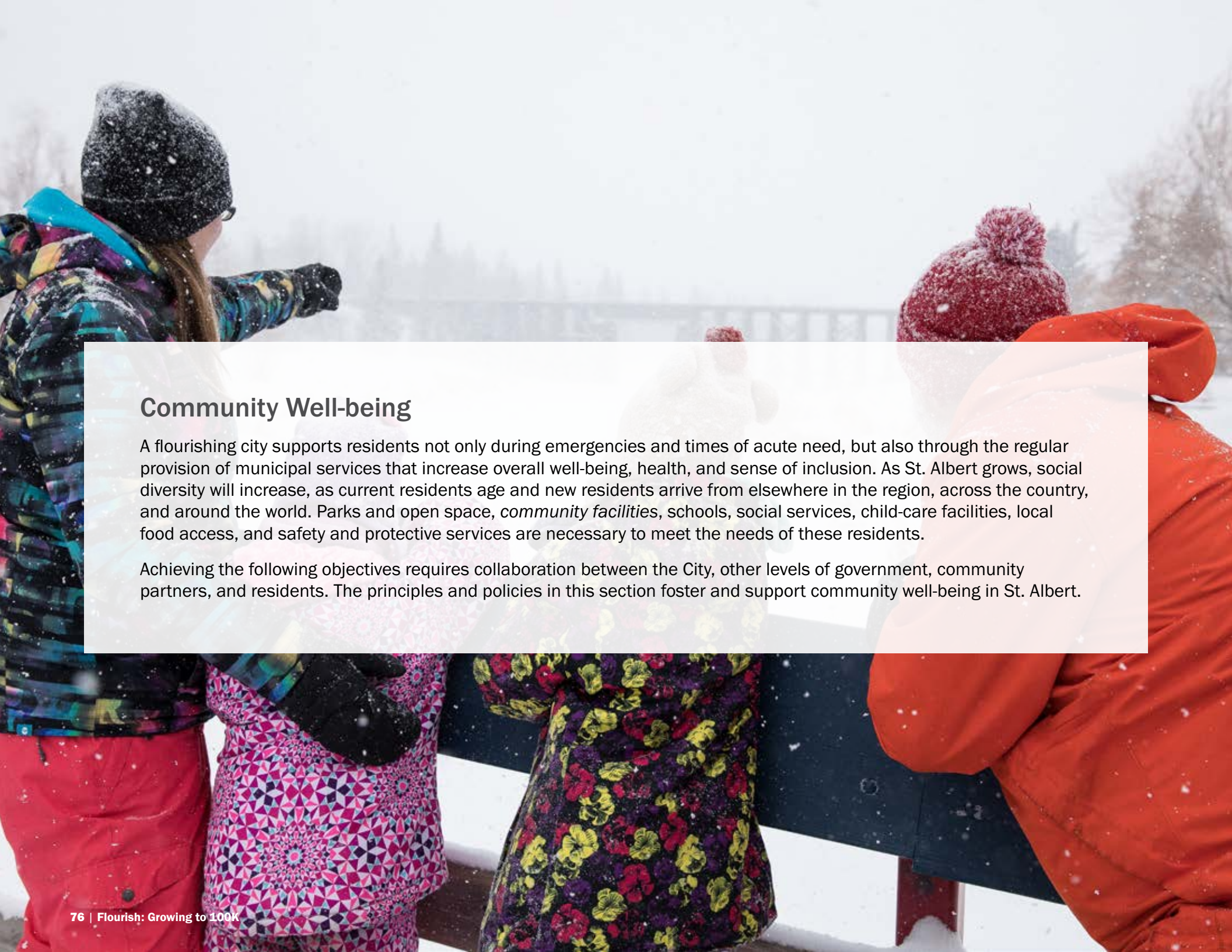


11. Community Well-being

Goal: St. Albert supports the physical, mental, and social well-being of residents through community services and neighbourhoods that support healthy lifestyles.



Lisa Mueller



Community Well-being

A flourishing city supports residents not only during emergencies and times of acute need, but also through the regular provision of municipal services that increase overall well-being, health, and sense of inclusion. As St. Albert grows, social diversity will increase, as current residents age and new residents arrive from elsewhere in the region, across the country, and around the world. Parks and open space, *community facilities*, schools, social services, child-care facilities, local food access, and safety and protective services are necessary to meet the needs of these residents.

Achieving the following objectives requires collaboration between the City, other levels of government, community partners, and residents. The principles and policies in this section foster and support community well-being in St. Albert.

11.1. Municipal Reserve

Principle: Enable the optimal use of municipal reserve land for the benefit of the City and residents.

Alberta's *Municipal Government Act* empowers municipalities to acquire land for municipal reserve purposes. Community amenities, such as parks, schools, recreation centres, and community centres, can be built on the land. The following policies provide clarity and direction on the quantity and quality of municipal reserve lands, their allocation, and their optimal use.

Policies:

11.1.1. Require the maximum entitlement of municipal reserve to be dedicated through the subdivision process, in accordance with the provisions of the *Municipal Government Act*.

11.1.2. Require municipal reserve requirements to be satisfied through land dedications for new residential *development*. For non-residential *development*, cash-in-lieu of land dedication or land exchanges may be considered at the discretion of the *Subdivision Authority*.

11.1.3. Ensure that municipal reserve size, location, and configuration addresses City recreation, school site, community services, and conservation priorities.

11.1.4. Identify municipal reserve allocation through *statutory plans* and subdivisions in alignment with City standards.

11.1.5. Ensure municipal reserve is suitable for park development and programming. Fragments of land that are unsuitable for park development, are not environmentally significant, or both, are discouraged from being identified as municipal reserve.



Eric Schultz

11.2. Parks, Open Spaces, and Trails

Principle: Ensure all residents have convenient access to a park system that is connected, accessible, safe, and responsive to the diverse needs of the community.

St. Albert's celebrated parks, open spaces, and trails make it one of the most attractive cities in Canada. These valuable assets enhance a sense of community well-being, providing opportunities for relaxation, recreation, and connection. The planning of parks, open spaces, and trails is a vital city-building element as new Neighbourhoods are built, and existing Neighbourhoods evolve. The following policies ensure that the city's parks support a high quality of life and meet the needs of residents of different ages, abilities, and cultural backgrounds.

Policies:

11.2.1. Identify standards for parkland and recreational amenities that respond to changing community needs, through complementary plans and strategies.

11.2.2. Ensure municipal parks or other public open space are located within 400 metres of residences.

11.2.3. Support highly visible, accessible new parks by maximizing appropriate frontage through a public street or other public open space.

11.2.4. Identify and demonstrate community need when considering the development and redevelopment of recreation facilities and parks.

11.2.5. Design, develop, and provide programming that addresses the needs of a diverse range of park users in all seasons.

11.2.6. Design recreation facilities and parks that are attractive, enduring, and memorable.

11.2.7. Incorporate design principles that contribute to the development of safe and comfortable parks, public open spaces, and trails for all users.

11.2.8. Facilitate and implement connections to the City's trail system when new *development* and *redevelopment* occurs.

11.2.9. Facilitate open space and trail linkages between parks and *natural features*.



Carol Boyce

11.2.10. Maintain and enhance the Red Willow Park Corridor, as defined by the Red Willow Urban Park Master Plan (as amended), as a *Major Open Space* amenity for St. Albert by:

- **a)** Implementing the Red Willow Urban Park Master Plan and West update (2018) and periodically reviewing and updating it to respond to new opportunities and challenges;
- **b)** Using the dedication of Environmental, Conservation, and *Municipal Reserves*, where appropriate, or purchasing land to extend Red Willow Park;
- **c)** Protecting and interpreting geological, cultural, historical, and archaeological sites of value;
- **d)** Planning the extension of Red Willow Park and Red Willow Park West; and
- **e)** Requiring lot lines to be set back from the top of the bank of Carrot Creek, to accommodate the extension of Red Willow Park.

11.2.11. Identify and secure appropriate land in the northwest quadrant of the city to develop a park of city-wide significance that meets identified city and regional needs, as applicable, through a complementary plan.

11.2.12. Evaluate the possibility of purchasing lands for park purposes above and beyond requirements outlined in the *Municipal Government Act*, as deemed necessary by the City.

11.2.13. Encourage the provision of outdoor recreational space in private *developments*, for institutional, residential, and employment uses, as a complement to City parks.

11.2.14. Encourage parks to be located adjacent to *higher-density* residential *development*.



11.3. Community Facilities

Principle: Support social connectivity and personal well-being through community facilities and gathering spaces that respond to community needs.

St. Albert's community facilities are valuable civic assets that support individual and community well-being. They provide space for community services such as recreation, libraries, arts, culture, museums, galleries, and social programs. In addition, community facilities provide accessible meeting and gathering space. The following policies ensure that community facilities continue to benefit the community and reflect its needs.

Policies:

11.3.1. Design and provide programming for inclusive community facilities that accommodate a range of social, cultural, and recreational needs.

11.3.2. Identify community needs through regular updates to complementary plans and strategies that provide guidance on new community facilities and improvements to existing facilities.

11.3.3. Explore opportunities for the efficient use of community facility lands that integrate multiple uses, including *affordable housing*, community services, transit service, and emergency services.

11.3.4. Explore opportunities for adaptive reuse of community facilities, recognizing that community needs change over time.

11.3.5. Collaborate with partners to develop innovative programs and accessible facilities.

11.3.6. Locate future community facilities in highly visible and accessible locations, adjacent to transit stops or stations, and designed to accommodate pedestrians and cyclists.



"The city should strive to maximize joy and minimize hardship. It should lead us toward health rather than sickness... Most of all, it should enable us to build and strengthen the bonds between friends, families, and strangers that give life meaning."

– Charles Montgomery, writer and urbanist

11.4. Schools

Principle: Enable all children and youth to have convenient and safe access to primary and secondary schools.

Schools are a core component of *complete communities* and serve many functions, including a place for learning, gathering, and playing. The following policies ensure that the design and location of school lands meet the needs of residents and school boards, while encouraging *active transportation* and public transit use.

Policies:

11.4.1. Work with local school boards whose jurisdictions include St. Albert, pursuant to the School Site Allocation Agreement (as amended), when undertaking *Area Structure Plan* preparation and review, to ensure school sites are located in accessible and appropriate locations.

11.4.2. Facilitate the provision of adequate school sites, for new and amended *Area Structure Plans*, based on projected student population.

11.4.3. Identify new school sites within new and existing *municipal reserve* throughout the city, based on need identified by the City or school boards or both. School reserve may be required as determined by the *Subdivision Authority*.

11.4.4. Evaluate school sites and transfer of *Municipal Reserve* to school boards in accordance with the *Municipal Government Act*, and the School Site Allocation Agreement (as amended), having regard for the following:

- **a)** A school needs assessment report that defines demographic and student enrollment trends and school facilities' needs;
- **b)** The location and amount of reserve requested;
- **c)** The schools' anticipated student population;
- **d)** Submission of building plans that demonstrate an efficient use of reserve land by building multi-storey schools, unless a single-storey school is more suitable, subject to provincial government specifications;
- **e)** Any reserve parcels deemed surplus to educational needs must be transferred back to the City for municipal purposes; and
- **f)** Provide the City first right of refusal for any School Reserve parcels deemed surplus to educational needs.

11.4.5. Encourage new school sites to be planned, serviced, and developed in an orderly and appropriate manner. Where any school site is to be provided, school sites will be subdivided and serviced with utilities to the property line prior to subdivision of 30% of the gross residential land in *Area Structure Plan* areas.

11.4.6. Promote school-site planning that facilitates pedestrian and cyclist access and safety. School sites located within 250 metres of *medium- and high-density* residential *developments* are preferred.

11.4.7. Support the location of school sites along corridors with existing or planned transit routes.

11.4.8. Facilitate public access to school grounds after school hours in accordance with the established reciprocal-use agreements.

11.4.9. Design parkland that abuts school sites to have complementary programming and shared facilities, as deemed necessary by the City.

11.4.10. Require the *development* of school sites and parks to be consistent with City objectives and standards regarding recreation and parks services.

11.4.11. Collaborate and maintain partnerships with school boards to enhance reciprocal-use agreements for efficient shared use of school and City facilities.

11.5. Social and Family Services

Principle: Ensure residents have access to a coordinated and connected network of social services that responds to the broad needs of the community.

A healthy community supports all residents, fostering a sense of community well-being. An integrated network of social services meets the basic needs of all residents and identifies unmet needs. The policies below support the provision of a full range of social services in locations that facilitate easy and equitable access.

Policies:

11.5.1. Facilitate programs and initiatives that support the physical health, mental health, and social well-being of community members.

11.5.2. Identify local social services needs through complementary plans and strategies, which would also guide the location of social services facilities.

11.5.3. Support initiatives that highlight and address unmet social needs in the community and foster a more socially and culturally inclusive city.

11.5.4. Strive to prevent homelessness and ensure that experiences of homelessness are brief and non-recurring by addressing the underlying causes, including poverty, addiction, and mental illness.

11.5.5. Work with the Government of Alberta and non-governmental organizations to facilitate the provision of a full range of social services in St. Albert.

11.5.6. Support the facilities and programs provided by the Government of Alberta and non-governmental organizations.

11.5.7. Provide residents with access to information about housing, community services, education, and employment opportunities in St. Albert.

11.5.8. Encourage social services to be located centrally and close to public transit.

11.5.9. Encourage, in conjunction with the preparation and amending of *Area Structure Plans* and *Area Redevelopment Plans*, the provision of flexible social hubs containing multiple community services and facilities, including opportunities for recreation, housing, learning, civic engagement, cultural programming, and social services. Social hubs should have the flexibility to evolve in response to a community's changing needs.

11.5.10. Encourage the provision of child-care facilities throughout the city in appropriate locations, including in *Mixed-use Nodes*, institutions, and places of employment.

11.5.11. Explore the possibility of including child-care facilities in major civic projects.



11.6. Urban Agriculture and Local Food Production

Principle: Support *food security*, community building, and cultural awareness through local food production.

Urban agriculture involves the production of food within an urban area for a wide variety of reasons, including personal consumption, education, community building, sale, or donation. The policies below enable and promote local food production and its associated benefits while ensuring compatibility with other land uses.

Policies:

11.6.1. Encourage community-led food initiatives that support local *food security*, environmental objectives, community well-being, economic opportunities, and community gathering.

11.6.2. Update the Land Use Bylaw, and other relevant bylaws if required, to support initiatives indicated in Policy 11.6.1.

11.6.3. Encourage the use of privately owned land for food production, with limitations and mitigation measures that reflect the surrounding context.

11.6.4. Encourage the integration of community or privately organized gardening through neighbourhood plans, site plans, and building designs.

11.6.5. Promote compatibility with surrounding land uses for all community and local food production through site design and regulations.

11.6.6. Work with community organizations to enable City land to be used for community gardens and edible landscapes.

11.6.7. Support the harvest of traditional foods and plant materials by Métis and First Nations people within St. Albert.



Angie Dedrick

11.7. Safety and Protective Services

Principle: Design and build St. Albert to enhance safety and security.

St. Albert is consistently ranked as one of the safest cities in Canada. The city's protective services include fire and emergency medical services, the Royal Canadian Mounted Police (RCMP), and municipal enforcement, who work closely with the community to support safety, security, and health. The following policies support safe neighbourhood design and facilitate efficient movement of emergency vehicles and residents.

Policies:

11.7.1. Locate appropriate emergency services in future *development*, including new *Neighbourhoods*, new *Employment Areas*, and areas intended for *intensification*.

11.7.2. Ensure that new *development* facilitates appropriate fire and police response. Sites for additional fire halls and other emergency services, where required, may be identified and protected in *Area Structure Plans* and *Area Redevelopment Plans*.

11.7.3. Ensure neighbourhood design includes multiple opportunities for access and egress to facilitate safe and efficient evacuation.

11.7.4. Facilitate safe and adequate emergency services access to *Neighbourhoods* through highly interconnected street networks and by considering emergency vehicle access during street design.

11.7.5. Support the location of emergency services throughout the city, in response to changing built form and demographics, for an efficient municipal protective services network.

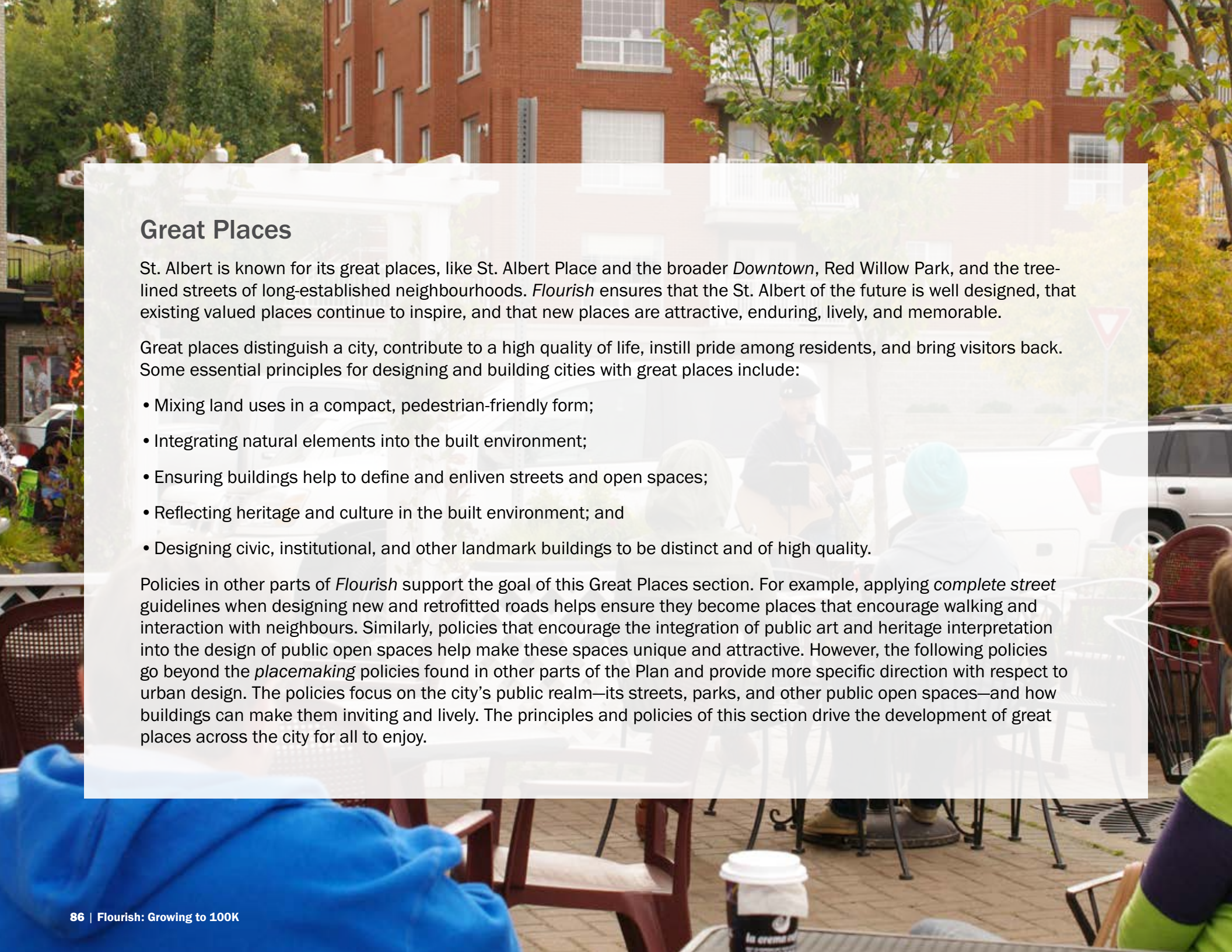


Eric Schultz

12. Great Places

Goal: St. Albert cherishes a sense of place and community, designing built environments that create lively spaces and instill civic pride.





Great Places

St. Albert is known for its great places, like St. Albert Place and the broader *Downtown*, Red Willow Park, and the tree-lined streets of long-established neighbourhoods. *Flourish* ensures that the St. Albert of the future is well designed, that existing valued places continue to inspire, and that new places are attractive, enduring, lively, and memorable.

Great places distinguish a city, contribute to a high quality of life, instill pride among residents, and bring visitors back. Some essential principles for designing and building cities with great places include:

- Mixing land uses in a compact, pedestrian-friendly form;
- Integrating natural elements into the built environment;
- Ensuring buildings help to define and enliven streets and open spaces;
- Reflecting heritage and culture in the built environment; and
- Designing civic, institutional, and other landmark buildings to be distinct and of high quality.

Policies in other parts of *Flourish* support the goal of this Great Places section. For example, applying *complete street* guidelines when designing new and retrofitted roads helps ensure they become places that encourage walking and interaction with neighbours. Similarly, policies that encourage the integration of public art and heritage interpretation into the design of public open spaces help make these spaces unique and attractive. However, the following policies go beyond the *placemaking* policies found in other parts of the Plan and provide more specific direction with respect to urban design. The policies focus on the city's public realm—its streets, parks, and other public open spaces—and how buildings can make them inviting and lively. The principles and policies of this section drive the development of great places across the city for all to enjoy.

12.1. Gathering Places

Principle: Design and build distinctive gathering places that encourage outdoor activity, social interaction, and the enjoyment of civic life.

Gathering places contribute to the vibrancy of a community. They are the places where celebrations are held, social and economic exchanges occur, friends run into each other, and cultures unite. Gathering places occur within publicly owned lands, or within private lands that function like a public space. The following policies support the creation of more cherished spaces in St. Albert, through new *development* and *redevelopment* opportunities.

Policies:

12.1.1. Support new and redeveloped gathering places that are highly visible and accessible, thereby encouraging their use and contributing to the identity of the surrounding neighbourhood and the city as a whole.

12.1.2. Support gathering-place design and programming that enable a range of active and passive recreational uses in all seasons.

12.1.3. Work with landowners and developers to develop publicly accessible gathering places within or adjacent to proposed *high- and medium-density mixed-use* and commercial *developments*, particularly within planned *Mixed-use Nodes* and *intensification* areas. Gathering places may be publicly or privately owned, and should be:

- **a)** Framed on at least two sides by buildings with active uses on the ground floor;
- **b)** Designed for passive enjoyment, with ample seating, trees, shelter from the elements, and other landscaping;
- **c)** Finished with high-quality, durable materials that can withstand intensive use; and
- **d)** Designed to encourage public art and public events.



12.2. Streetscapes

Principle: Create safe, comfortable, and inviting streets, designed for people.

Streets are typically associated with motorized traffic and underground utilities. However, they are also important public spaces where much of a city's pedestrian life takes place. While policies related to St. Albert's street network are provided in **Section 8** of *Flourish*, the following streetscape policies ensure that streets are also great places for residents and visitors. Designing streets for people encourages more walking, more social interaction, and a greater sense of community, contributing to neighbourhoods that feel safe and comfortable while supporting local businesses. The following policies support the design and development of people-focused streets.

Policies:

12.2.1. Accommodate new power infrastructure, commonly located within public rights-of-way, below grade where feasible, thereby maximizing space for pedestrians.

12.2.2. Ensure streetscapes contribute to the ongoing greening of the city through the provision and maintenance of municipal boulevards, associated street trees, and other landscaping.

12.2.3. Encourage and support pedestrian activity by providing amenities such as street furniture, pedestrian-scale lighting, transit shelters, and clearly marked and controlled pedestrian crossings.

12.2.4. Ensure streetscape design supports a consistent streetscape character.

12.2.5. Support the integration of public art into streetscapes design, through elements such as street furniture, paving, and tree grates.

12.2.6. Encourage *development* that is oriented to and faces public streets.

12.2.7. Encourage *development* to have active uses at grade and minimize blank walls adjacent to streets and other public spaces.

12.2.8. Minimize surface parking areas beside public streets and, where required, mitigate the impacts of parking areas on the *public realm* through design and landscaping.



12.3. Built Form and Site Planning

Principle: Facilitate development that enhances the character of its surroundings and the city and contributes to attractive, enduring, and memorable places.

Buildings contribute to *placemaking* through architecture and function. A building's relationship to the adjacent *public realm* and the broader built environment is also critically important. Great places often are made up of many mutually compatible buildings that, together, bring life to the streets and open spaces around them. The following policies support the creation of great places through built form and site planning.

Policies:

12.3.1. Ensure general consistency of scale in *developments* within existing *Neighbourhoods* through complementary built form, while encouraging a greater range of *higher density* built form in and around areas planned for *intensification*.

12.3.2. Ensure appropriate built form and *density* transitions between existing *Neighbourhoods* and priority areas for growth, as identified on **Map 4**.

12.3.3. Encourage apartment, office, and institutional buildings within existing commercial or planned *mixed-use* areas to include commercial or public uses on the ground floors along public streets.

12.3.4. Encourage a building's siting and design to maximize views of significant *natural features* and existing landmark buildings.

12.3.5. Assess and minimize the shadow impacts, through building design and setbacks, of proposed new *mid-rise* and *high-rise buildings* on public open spaces and private amenity spaces in abutting properties and *Neighbourhoods*.

12.3.6. Prioritize the safety and comfort of pedestrians through site plan design elements, including direct and connected pathways, landscaping, and appropriate lighting.

12.3.7. Encourage apartment buildings to include at least one level of underground parking.

12.3.8. Support building and site design that minimizes the adverse effects of garbage, loading, and service areas on the abutting *public realm*.

12.3.9. Encourage the use of durable, high-quality building materials, such as stone, brick, decorative concrete, laminated timber, and non-coloured glass.

12.3.10. Encourage prominent public buildings, such as schools and government buildings, to reflect a high standard of architecture, engineering, and landscape architecture.

12.3.11. Require appropriate screening and integration of rooftop mechanical units and vents into building design.

12.3.12. Encourage the mitigation of light pollution in environmentally sensitive areas.

How do we transition between different building forms?

Appropriate transitions between taller buildings and *low-rise* neighbourhoods can minimize impacts such as wind, noise, privacy, and sunlight exposure. Some tools that can be used to ensure appropriate transitions include stepping down building heights between taller and lower-scale buildings and ensuring appropriate separation distances.

12.4. Accessibility and Comfort

Principle: Design St. Albert to be accessible and inviting, to everyone in all seasons.

Great places are inviting, comfortable, and accessible at all times of the year. Universal access refers to environments, programs, and services that respond to the needs of the widest population range possible, ensuring persons of varying abilities and ages can access the physical environment on an equitable basis. The following policies reduce barriers to access in municipally owned buildings and public spaces, creating a city that is comfortable for all, while encouraging private *development* that enhances accessibility and comfort.

Policies:

12.4.1. Ensure new *development* and *redevelopment* comply with applicable accessibility legislation.

12.4.2. Design new City buildings, facilities, and infrastructure that balance the spatial needs of people of all ages and abilities by using *universally accessible design* principles.

12.4.3. Incorporate *universally accessible design* principles when retrofitting City buildings, facilities, and infrastructure, where feasible.

12.4.4. Promote the incorporation of *universally accessible design* principles in all new private *development* and *redevelopment.*

12.4.5. Encourage the inclusion of universally accessible units in new multi-unit housing.

12.4.6. Promote the design of inclusive and welcoming spaces for everyone.

12.4.7. Promote the incorporation of winter design principles into the *public realm* and private *development* by:

a) Mitigating shadow impacts on public and private amenity spaces;

b) Incorporating landscape features that block or mitigate wind impacts;

c) Including public amenities and infrastructure that encourage year-round use;

d) Including colour in the design of buildings;

e) Incorporating appropriate lighting into building and site design; and

f) Including rest and warm-up areas where feasible.

12.4.8. Support year-round use of sidewalks and transit facilities through appropriate lighting, shelter design and location, and timely operational maintenance.

12.4.9. Ensure *high-rise* buildings incorporate weather protection measures at entrances, such as canopies, awnings, and building projections.

What is universal design?

Universal design is the design of an environment so that it can be used by people of all ages, sizes, and abilities in the widest possible range of situations. A common myth about universal design is that it benefits only a small portion of the population, such as elderly or people with disabilities. But no two people are the same and no two people have exactly the same ability. An estimated one in five Canadians fifteen or older have one or more disabilities that limit them in their daily activities. Accessibility can be affected by a temporary illness or injury, an unfamiliarity with the environment, or a physical attribute such as height or size. A universally designed environment recognizes the range of human ability and makes life easier and safer for everyone.

12.5. Signage

Principle: Consider signage when designing buildings, streetscapes, and landscapes, ensuring it contributes positively to the character of places.

Signage strongly influences the character of a place. It is a significant element of the urban landscape and can influence a city's identity. The following policies ensure that signage design contributes to St. Albert's distinct identity and to a high-quality *public realm*.

Policies:

12.5.1. Encourage built form and site design that enhances the visibility of commercial buildings from the street and reduces the need for multiple signs.

12.5.2. Encourage signage that complements the design of the building.

12.5.3. Consider opportunities to enhance the pedestrian experience and *public realm* through Land Use Bylaw updates regarding signage.

12.5.4. Encourage retail signage to be displayed at a consistent height on building facades at a pedestrian scale.

12.5.5. Promote appropriate and consistent sign placement to prevent sign clutter.

12.5.6. Promote effective, inclusive, and accessible wayfinding signage.



Eric Schultz

12.6. Downtown

Principle: Grow and reinforce Downtown as St. Albert's civic and cultural heart, a thriving business district, and a dynamic neighbourhood.

Downtown St. Albert is an exciting, vibrant place where residents, visitors, businesses, and government gather. It is a place to shop, celebrate history and the arts, and enjoy outstanding events and entertainment. Building on existing assets and continuing to invest in the *public realm* is critical to growing Downtown as a unique, attractive, urban neighbourhood, where residents get around by walking, cycling, or taking public transit. The following policies focus on the public realm of Downtown. Other policies applicable to Downtown can be found in **Sections 6** and **14**.

Policies:

12.6.1. Ensure that the design of Downtown public spaces supports a range of programming, events, and daily use.

12.6.2. Improve pedestrian, cycling, and transit connections to Downtown from surrounding areas, enabling greater access to Downtown.

12.6.3. Enhance wayfinding signage by directing residents and visitors to Downtown and to the attractions located Downtown.

12.6.4. Explore and facilitate rapid implementation pilot projects, initiatives, and other innovations led by the City or community groups, where such projects support the objectives for Downtown and can be implemented safely. Such initiatives may demonstrate and test new urban design, mobility enhancements, and programming.



"Public space is for living, doing business, kissing, and playing. Its value can't be measured with economics or mathematics; it must be felt with the soul."

– Enrique Peñalosa, urbanist and former mayor of Bogotá

13. Sustainable Growth

Goal: St. Albert optimizes its land, infrastructure, and financial resources to support intensification and outward growth that together attract a diverse range of residents and businesses.



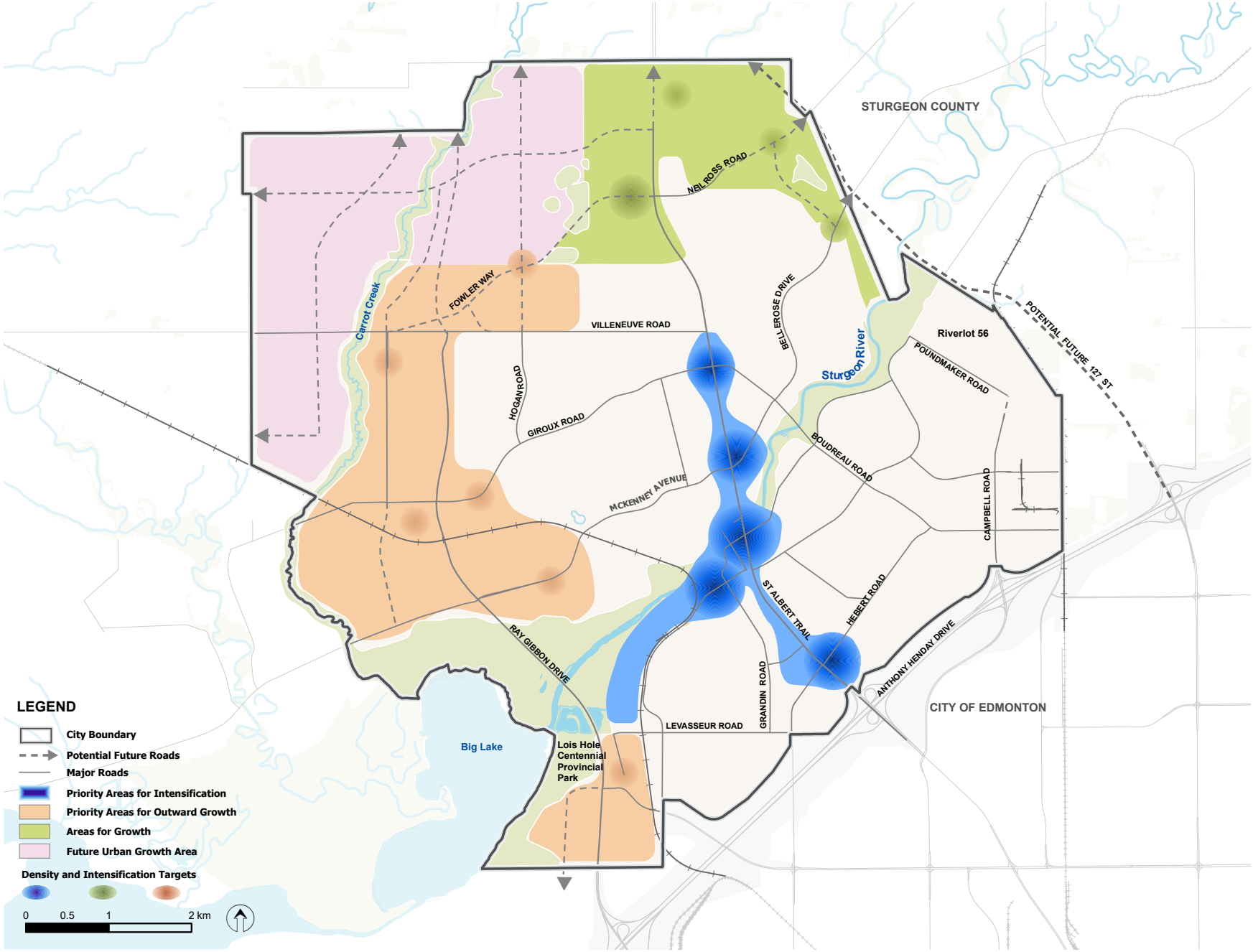


Sustainable Growth

Historically, St. Albert's development has occurred primarily through the building of new Neighbourhoods and business districts at the edges of the built-up city through the incremental approval of *Area Structure Plans* and subdivision plans. 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 *Flourish*. 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.

The following policies identify the optimal areas for growth and broadly describe how the city should develop in terms of land uses and densities. **Map 4** illustrates the City's growth strategy and complements the policies by identifying priority areas for outward growth and intensification. The policies in this section support the growth strategy and provide specific direction regarding the appropriate land uses and form of *development* in all areas of the city.

Priority Areas for Growth



Locations and boundaries are approximate and for general illustrative purposes.

13.1. Outward Growth

Principle: Manage and coordinate growth in a logical manner that efficiently utilizes land, infrastructure, and fiscal resources.

St. Albert will focus most of its outward residential growth within existing or amended *Area Structure Plans*. This will be accompanied by employment growth west of Ray Gibbon Drive, primarily in the planned Lakeview Business District. Landowners may propose incremental residential and non-residential growth at the northern edges of the city, beyond approved *Area Structure Plans*. These proposals will be considered by the City on a case-by-case basis in light of the following policies.

Why annex land? How will annexed lands be used?

The Edmonton Metropolitan Region is one of the fastest growing metropolitan areas in Canada. As part of this region, the City of St. Albert has experienced steady growth over the years. Annexation provides land for the City's long-term residential and non-residential growth needs.

Annexation enables sustainable, long-term community planning as well as planning certainty for residents, municipalities, developers, and landowners in a manner consistent with the Edmonton Metropolitan Region Growth Plan.

One of the key goals of Flourish is to achieve an overall assessment split of 70% residential assessment and 30% non-residential assessment. The addition of the 2022 North Annexation Area will help St. Albert to reach this target by ensuring the City has an adequate supply of land to accommodate additional non-residential development, to support and promote economic development and to increase the non-residential tax base. This annexation provided an approximate 50-year land supply, which is longer than the timeframe of Flourish. As not all of the annexation area will develop over the course of Flourish, this will allow agricultural activities to be the predominate land use within the annexation area in the interim.

Why grow west?

The Lakeview Business District is a prime location for employment growth, which the City needs to enhance its economy and non-residential tax base. Municipal services to the district will be optimized by also planning residential *development* on the west side of Ray Gibbon Drive.

- Significant provincial and municipal investments are planned for Ray Gibbon Drive, and in time it will be improved to function as a four-lane road. Planning growth on both sides of the road will help to optimize these investments while relieving pressure on St. Albert Trail.
- The City has identified a community amenities site near the intersection of Ray Gibbon Drive and Villeneuve Road. An adjacent residential community will optimize this investment.
- There will be an opportunity to enhance the Carrot Creek corridor as a city-wide recreational amenity, through the planning and *development* of adjacent parkland and trails, linked to Red Willow Park.

Policies:

13.1.1. Require the preparation of an *Area Structure Plan*, prior to redistricting, subdividing, or developing land identified as Urban Reserve in the Land Use Bylaw, in accordance with the City's *Area Structure Plan* Terms of Reference.

13.1.2. Ensure amended and new *Area Structure Plans* for outward growth conform to *Flourish*.

13.1.3. Require a housing mix that achieves a minimum overall *density* of 40 dwelling units per net residential hectare for new *Neighbourhoods*.

13.1.4. Encourage a minimum *density* in the range of 50-60 units per net residential hectare in *Mixed-use Nodes*.

13.1.5. Encourage *development* in the Mixed-use Node adjacent to the North Transit Oriented Development Centre to support a minimum aspirational *density* of 140 people and jobs per gross hectare in the long term.

13.1.6. Strive to achieve an assessment split of 70% residential assessment and 30% non-residential assessment, to promote sustainability and reduce reliance on residential taxes.

13.1.7. Support and facilitate the provision of transportation and utility infrastructure required for the development of employment, institutional, and residential uses west of Ray Gibbon Drive, in coordination with the planned phases of *development*.

13.1.8. Explore incentives and cost-sharing arrangements that encourage the front-ending of necessary infrastructure for planned *development* in the west side of the city.

13.1.9. Manage growth through the approval of amended *Area Structure Plans* and subdivision plans to achieve the City's annual minimum aspirational *intensification target* of 20%.

13.1.10. Require new growth and *development* to be contiguous to existing development to prevent the premature subdivision or fragmentation of agricultural land.

13.1.11. Prioritize municipal funding for the planning, design, and construction of major infrastructure that is necessary to support growth in the west end of the city, while not limiting investments in strategic locations, as approved by Council.

13.1.12. Require appropriate land uses in proximity to sour gas wells, as determined by provincial legislation, regulations, and guidelines, to be applied through the planning and *development* process.

13.1.13. Strive to achieve an assessment split of 60% residential assessment and 40% non-residential assessment within the 2022 North Annexation Area, to promote sustainability and reduce reliance on residential taxes.

13.1.14. Prioritize the general sequence of urban growth and *development* within the 2022 North Annexation Area to follow Map 4.

13.1.15. Allow agricultural activities, as outlined within Section 6.3, within the 2022 North Annexation Area, until future urban growth and *development* occurs.

13.1.16. Notwithstanding policies 13.1.2, 13.1.3, and 13.1.9, enable high density development to a maximum density of 200 dwelling units per net residential hectare at 200 Giroux Road (Lot 1, Block 1, Plan 142 3673; including any future revisions to this legal land description based on a subdivision or condominium plan) within the neighbourhood of Ville Giroux.

13.2. Intensification

Principle: Support the strategic intensification of established areas of the City.

As St. Albert grows and evolves, more opportunities will arise for accommodating both residential and employment growth within the built-up city; *Flourish* encourages and guides such growth. The strategic locations for intensification are *Downtown* and on commercial lands along St. Albert Trail, particularly those that are close to future rapid transit stations. As well, ongoing opportunities will arise to sensitively intensify existing Neighbourhoods with new, compatible forms of housing that keep the community healthy and attractive.

Policies:

13.2.1. Support growth and change in established areas to enhance their character and vitality.

13.2.2. Encourage the *development* or *redevelopment* of underutilized land within the built-up city.

13.2.3. Manage growth through *amendments* to the Land Use Bylaw, the preparation of *Area Redevelopment Plans*, and the approval of *development* applications to support a minimum annual aspirational *intensification target* beginning at 20% (of all residential units) and increasing to 30% over the course of *Flourish*.

13.2.4. Promote growth around existing and planned transit stations to capitalize on transit capacity and encourage transit use.

13.2.5. Ensure that new *development* or *redevelopment* that occurs within 800 metres of an identified Rapid Transit Station Area, or an area as determined by the City, supports a minimum aspirational *density* of 140 people and jobs per gross hectare.

13.2.6. Focus intensification generally as follows:

- **a)** *Development* with 50-125 dwelling units per net hectare should be located in the areas adjacent to *Downtown* and within 800 metres of existing or planned rapid transit stations, as generally shown on **Map 3**;
- **b)** *Development* with more than 125 dwelling units per net hectare should be located within *Downtown* or *Trail Corridor Areas*;
- **c)** *Development* with more than 200 dwelling units per net hectare should be located within 400 metres of existing or planned Rapid Transit Station Areas, as generally shown on **Map 3**, to support the minimum *density* target identified in Policy 13.2.5; and
- **d)** The *highest density developments* will be encouraged to be located *Downtown* to support an overall minimum aspirational *density* target of 100 dwelling units per net hectare *Downtown*.

13.2.7. Prepare *Area Redevelopment Plans* or master *development* plans that guide intensification in the *Trail Corridor Areas* identified in **Map 3**, in conformity with *Flourish*, ensuring the studies consider opportunities for moderate intensification and built form transitions in adjacent areas.

13.2.8. Evaluate improvements to utility infrastructure and the *public realm*, and other potential incentives, to encourage intensification.

13.2.9. Prepare guidelines for intensification within existing *Neighbourhoods*, in consultation with the community, to facilitate new *development* that contributes positively to Neighbourhoods and the city as a whole.

13.2.10. Notwithstanding policies 13.2.3, 13.2.4, 13.2.5, and 13.2.6, enable high density development to a maximum density of 200 dwelling units per net residential hectare at 200 Giroux Road (Lot 1, Block 1, Plan 142 3673; including any future revisions to this legal land description based on a subdivision or condominium plan) within the neighbourhood of Ville Giroux.

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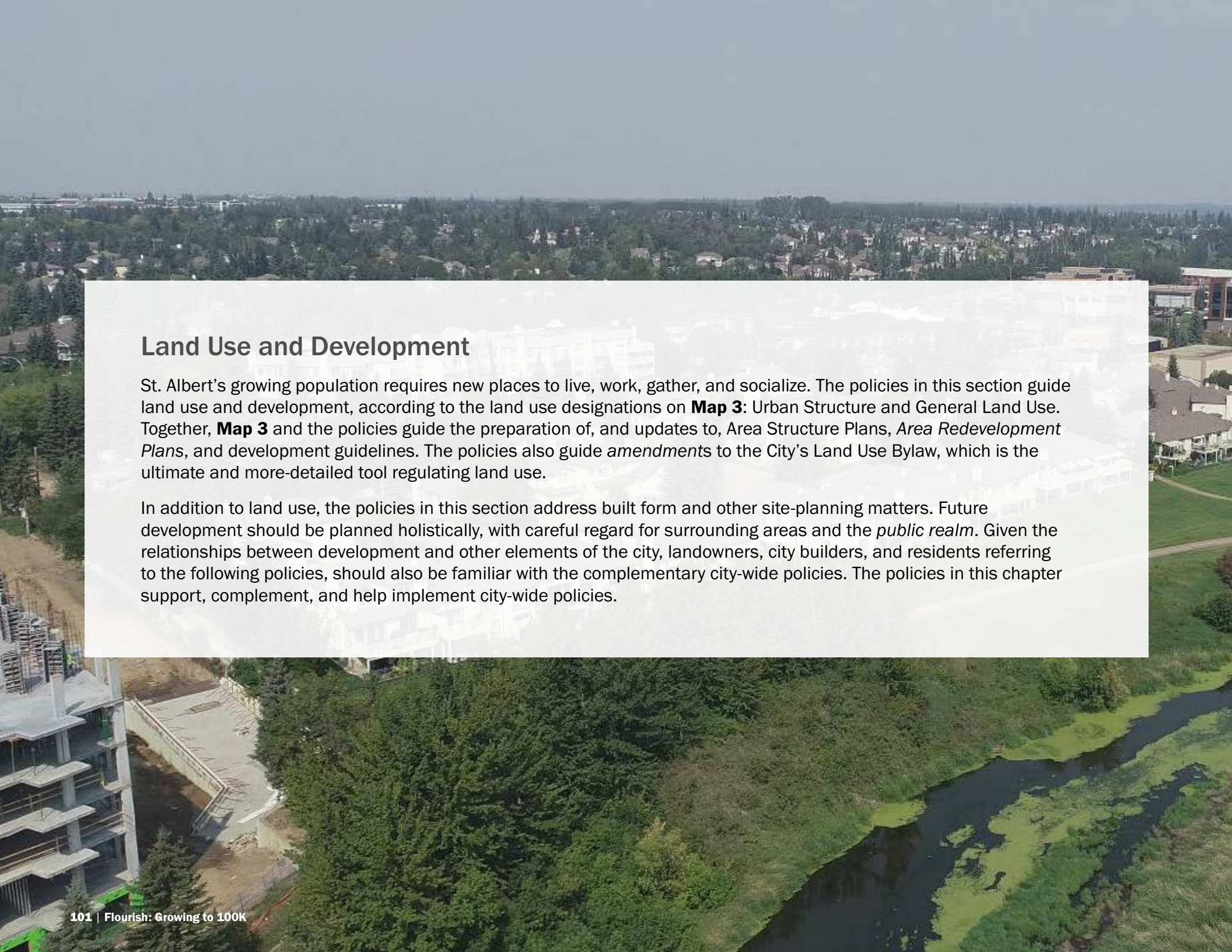
14. Land Use and Development





“The true meaning of life is to plant trees, under whose shade you do not expect to sit.”

– Nelson Henderson, Canadian pioneer



Land Use and Development

St. Albert's growing population requires new places to live, work, gather, and socialize. The policies in this section guide land use and development, according to the land use designations on **Map 3**: Urban Structure and General Land Use. Together, **Map 3** and the policies guide the preparation of, and updates to, Area Structure Plans, *Area Redevelopment Plans*, and development guidelines. The policies also guide *amendment*s to the City's Land Use Bylaw, which is the ultimate and more-detailed tool regulating land use.

In addition to land use, the policies in this section address built form and other site-planning matters. Future development should be planned holistically, with careful regard for surrounding areas and the *public realm*. Given the relationships between development and other elements of the city, landowners, city builders, and residents referring to the following policies, should also be familiar with the complementary city-wide policies. The policies in this chapter support, complement, and help implement city-wide policies.

14.1. Development and Major Open Spaces

The following policies apply to land use areas abutting Major Open Spaces along Sturgeon River and Carrot Creek. The policies ensure that *development* near these *natural features* has an appropriate relationship to them, mitigates or avoids adverse environmental impacts, and protects public access. They should be considered in conjunction with a site's applicable land use designation policies and apply to proposed *development* along Major Open Spaces, regardless of land use or *density*.

Policies:

14.1.1. Maximize the accessibility and visibility of Major Open Spaces through *Area Structure Plans* and subdivision plans, which include the provision of single-loaded public roads or trails or both.

14.1.2. Encourage the gratuitous dedication of undevelopable land along Major Open Spaces through site *redevelopment*.

14.1.3. Locate and design buildings that facilitate public access to Major Open Spaces and to existing and planned trail systems.

14.1.4. Ensure that *development* along Major Open Spaces facilitates a connected, sensitive, and complementary relationship between buildings and Major Open Spaces.

14.1.5. Require massing that is scaled in a manner that creates appropriate and graduated transitions to Major Open Spaces.

14.1.6. Separate private amenity space from Major Open Spaces with a landscape buffer or by elevating the amenity space by at least one metre or both.

14.1.7. Encourage high quality, visually attractive built form, *development* standards, and landscaping along Major Open Spaces.

14.1.8. Encourage improvements that protect or enhance the ecological integrity of Sturgeon River and Carrot Creek and enhance public enjoyment of the waterfront.

14.1.9. Maintain important public views and vistas of the river and creek and protect public access where it exists.



14.2. Major Open Spaces

The Major Open Spaces identified on **Map 3** are incredible resources that the City and its community partners are fortunate enough to steward. Many of these spaces contain *natural features* that support *ecosystem* integrity and resiliency in the face of *climate change*. Generally, *development* within environmentally sensitive and flood prone areas is not suitable, except for low-impact recreation facilities. Balancing the conservation of natural features, the provision of recreational facilities, and the management of open spaces is an important consideration as the city grows.

Policies:

14.2.1. Increase public safety and minimize property damage associated with flooding by:

- **a)** Updating the Land Use Bylaw to reflect updates to provincial *flood hazard* mapping, as necessary;
- **b)** Limiting construction within the *floodway* to essential municipal services only;
- **c)** Encouraging the relocation of existing buildings and structures to outside the *floodway*; and
- **d)** Where historic *development* has occurred in the *floodway*, development proposals may be permitted at the discretion of the City and the Government of Alberta, and subject to satisfactory studies and plans, as required.

14.2.2. Ensure *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.

14.2.3. Maintain the Major Open Spaces identified in **Map 3** by conserving and enhancing *natural features* and only permitting recreational and cultural uses that do not adversely affect such features.

14.2.4. Limit public access to *natural features,* including those within Major Open Spaces, in situations where access poses a threat to public safety or the ecological integrity of the area or both.

14.2.5. Support appropriate design measures, public education, and restoration activities that enhance the natural environment's functions and systems.

14.2.6. Require land dedications, in accordance with applicable *Municipal Government Act* requirements, that support the *development* of Red Willow Park West, along Carrot Creek. Lot boundaries must maintain a minimum 50-metre setback from the top-of-bank of Carrot Creek, or as determined through appropriate studies and plans, as deemed satisfactory by the City.

14.2.7. Evaluate opportunities for land purchases that support park *development* plans for Red Willow Park West and that enhance recreational opportunities in Major Open Spaces.



Yuri Boruchovich

14.3. Downtown

Downtown St. Albert is well loved by residents who enjoy festivals, performances, high-quality restaurants, and shopping in all seasons and the very popular outdoor farmers' market in the summer and fall. As the most urban neighbourhood in a growing city, Downtown will evolve to accommodate new buildings that make efficient use of existing infrastructure in a central and well-connected location. *Intensification* will bring well-designed housing and commercial amenities that will make Downtown a more exciting and vibrant place for a diverse community.

Policies:

14.3.1. Plan and support the growth of *Downtown* as a *high-density*, urban neighbourhood.

14.3.2. Explore opportunities to facilitate new residential and *mixed-use development*.

14.3.3. Encourage the development of shared and affordable workspaces that foster opportunities for collaboration and provide access to business resources for small business owners.

14.3.4. Collaborate with developers and utility providers to ensure utility infrastructure adequately supports residential *intensification Downtown* in a timely manner.

14.3.5. Support lot consolidation for *high-density* residential, office, and *mixed-use development*.

14.3.6. Incorporate a mix of unit types, sizes, and tenures to meet the needs of people of all ages, incomes, and abilities.

14.3.7. Enhance the urban character and walkability of the *Downtown* by prohibiting drive-through establishments and other vehicle-oriented uses.

14.3.8. Maintain the Downtown Area Redevelopment Plan (DARP) so that it adequately guides future *development* and reinforces *Downtown* as the city's civic and cultural heart, a thriving business district, and a dynamic neighbourhood.

14.3.9. Ensure future *development* contributes to a lively, pedestrian-oriented, high-quality *public realm*.



14.4. Trail Corridor Areas

Currently, developed *Trail Corridor Areas*, which are important to both regional and economic development, are dominated by vehicle-oriented commercial activities. Through the implementation of *Flourish*, they will shift to become more *transit-oriented*, mixed-use areas. Undeveloped Trail Corridor Areas present an opportunity to plan and develop a walkable, *mixed-use* neighbourhood through interconnected streets and smaller blocks of *development*. The following policies encourage Trail Corridor Areas to accommodate residential (mostly apartment, but also townhouse, developments) and office buildings, in addition to retail uses. This transformation is expected to accelerate with the introduction of rapid transit service along St. Albert Trail. The boundaries of Trail Corridor Areas, as generally illustrated on **Map 3**, will be refined through subsequent municipal planning documents and may not be limited to existing commercial lands.

Policies:

14.4.1. Encourage a range of uses in *Trail Corridor Areas*, including retail, office, medium- and *high-density* housing, institutions, parks, and public spaces.

14.4.2. Support the design, *development*, and *redevelopment* of *Trail Corridor Areas* as regional economic hubs that service the larger region.

14.4.3. Encourage the transition of Trail Corridor Areas from vehicle-oriented to *transit-oriented development*.

14.4.4. Initiate *Area Redevelopment Plans* or master development plans for each Trail Corridor Area that guide public investments and private *development*.

14.4.5. Incorporate a mix of unit types, sizes, and tenures to meet the needs of people of all ages, incomes, and abilities.

14.4.6. Encourage *intensification* to occur within 400 metres of existing and planned Rapid Transit Station Areas, as shown on **Map 3**, and include *medium- or high-density* forms, or both.

14.4.7. Plan undeveloped Trail Corridor Areas to become *mixed-use*, transit-supportive places with a framework of interconnected streets that facilitate *intensification* over time.

14.4.8. Encourage the presence of vertical *mixed-use* buildings with commercial or institutional uses on the ground floor and office space or residential dwellings on upper floors.

14.4.9. Encourage new retail buildings, *community facilities*, and other amenities to be easily accessed from adjacent *Neighbourhoods* by walking or cycling.

14.4.10. Promote future *development* that contributes to a pedestrian-friendly environment and encourages walking between uses. Buildings should be oriented to, and have their main entrances, on a public street.

14.4.11. Incorporate a gradual transition in height and *density* towards the existing *Neighbourhoods* bordering Trail Corridor Areas.

14.4.12. Reduce surface parking during site *redevelopment* and through innovative parking options.

14.4.13. Notwithstanding policies 14.4.1, 14.4.2, 14.4.3, 14.4.6, and 14.4.8, enable high density development with a maximum density of 200 dwelling units per net residential hectare at 200 Giroux Road (Lot 1, Block 1, Plan 142 3673; including any future revisions to this legal land description based on a subdivision or condominium plan) within the neighbourhood of Ville Giroux.

Designing for pedestrians

Strategies and design approaches to encourage a more lively, inviting and pedestrian-oriented *public realm* include:

- Orienting buildings to public streets or open spaces, with minimal setbacks and main entrances directly accessible from the sidewalk;
- Locating active uses, such as retail and restaurants, on the ground floor along commercial streets;
- Making sure that driveways are positioned to minimize conflict with pedestrians;
- Locating parking at the rear of buildings, underground, or in above-ground structures;
- Designing buildings to reinforce a consistent streetwall height and stepping back the portions of buildings above three or four storeys to keep a pedestrian-scale environment; and
- Using durable, attractive building materials.

14.5. Mixed-use Nodes

Mixed-use Nodes are the heart of developing and future neighbourhoods, accommodating a mix of uses organized by pedestrian-friendly streets and gathering spaces and centred on transit stops. Buildings will be oriented and designed to encourage pedestrian activity and ideally will include *mixed-use* buildings with retail or other active uses on the ground floor and residential units above. Mixed-use Nodes will be developed in the locations generally illustrated on **Map 3**. They will vary in size, configuration, and intensity and mix of uses, with their boundaries and characteristics to be determined through subsequent municipal planning documents.

Policies:

14.5.1. Ensure a range of uses in Mixed-use Nodes, such as retail, restaurants, personal and businesses services, *medium-density* housing, institutions, parks, and public spaces.

14.5.2. Require concept plans, phasing plans, *density* targets, and street network plans, as part of the approval process.

14.5.3. Develop and maintain design guidelines that provide specific direction regarding built form and urban design.

14.5.4. Encourage vertical *mixed-use* buildings to have commercial or institutional uses on the ground floor and residential dwellings or office space on upper floors.

14.5.5. Ensure Mixed-use Nodes can be easily accessed from adjacent *Neighbourhoods* by walking or cycling and are designed to have a compact, pedestrian-friendly form that encourages *active transportation*. Buildings should be oriented to and have their main entrances on a public street.

14.5.6. Promote a range of commercial uses that support the day-to-day needs of residents in the surrounding Neighbourhood. *Large-format retail* uses are limited in Mixed-use Nodes.



14.6. Neighbourhoods

St Albert's *low-rise*, tree-lined Neighbourhoods are a defining feature of the city. Increasingly, the properties in these areas are being redeveloped and replaced with new detached houses, semi-detached houses, townhouses, and compatible *low-rise* apartment buildings. Growth and change in Neighbourhoods should support their continued vitality, mitigate population loss, and utilize existing infrastructure more efficiently. The following policies ensure *development* in St. Albert's Neighbourhoods sensitively accommodates more diverse forms of housing and a wider mix of uses in appropriate locations, while respecting the Neighbourhood's scale and character.

The following policies also guide the planning and *development* of new Neighbourhoods that are subject to *Area Structure Plans.* These Neighbourhoods will also consist of predominantly low-rise forms of housing, along with parks, schools, and other *community facilities*, while accommodating a greater diversity of housing types and uses. Parks, which often serve as important gathering places, will be highly visible and accessible, with frontages on public streets. *Streetscapes* will reinforce St. Albert's green character with street trees and landscaped front yards. In addition, street networks will encourage *active transportation*, while facilitating convenient access by public transit, private vehicles, and emergency vehicles.

Policies:

14.6.1. Encourage a range of *low- and medium-density* housing forms in all Neighbourhoods throughout the city.

14.6.2. Regulate Neighbourhood *redevelopment*, through the Land Use Bylaw, to achieve the following:

- **a)** Appropriate transitions in height, scale, and design with other buildings in the immediate surroundings;
- **b)** General compatibility in front, side, and rear yard setbacks within the block and along the street;
- **c)** A consistent *streetscape*;
- **d)** Compatibility with surrounding land uses; and
- **e)** Appropriate soft landscaping and preservation of existing vegetation.

14.6.3. Encourage neighbourhood revitalization through sensitive *redevelopment* that adds new housing options, attracts new residents, and brings in neighbourhood-oriented services and commercial uses.

14.6.4. Encourage *low-rise* apartment buildings on lots fronting a crosstown or connector street, provided such buildings are oriented to and have their main entrance on the street.

14.6.5. Encourage *mixed-use development* that consists of residential units and neighbourhood-oriented commercial uses at grade on corner lots, providing appropriate transition to, and minimizing impacts on, neighbouring properties through landscape buffers, the stepping of building heights, or both.

14.6.6. Develop and maintain Neighbourhood Infill Design Guidelines to maintain the attractive characteristics of existing Neighbourhoods.

14.6.7. Encourage the redevelopment of commercial sites within Neighbourhoods to accommodate *mixed-use development* that:

- **a)** Maintains neighbourhood oriented commercial uses;
- **b)** Contributes to a pedestrian-friendly *public realm*;
- **c)** Includes appropriate transitions and screening from neighbouring uses; and
- **d)** Incorporates complementary built form with the surrounding neighbourhood.

14.6.8. Ensure new Neighbourhoods are designed and developed to be complete, inclusive, walkable, and well serviced by:

- **a)** Maintaining a contiguous and efficient land use pattern;
- **b)** Maintaining tree stands, watercourses, wetlands, ravines, and other *natural features* to the greatest extent possible;
- **c)** Requiring a housing mix that achieves a minimum overall *density* of 40 dwelling units per net residential hectare;
- **d)** Identifying opportunities to integrate small-scale, neighbourhood-oriented commercial uses;
- **e)** Designing street networks with high *interconnectivity* and direct connections to existing streets, thereby maximizing access and egress opportunities and network permeability for all modes of transportation and emergency vehicles;
- **f)** Requiring satisfactory vehicle access to multi-unit residential and commercial *development*;
- **g)** Promoting access between public and private streets;
- **h)** Planting street trees on both sides of the street and regulating lot and driveway widths to maximize landscaping opportunities;
- **i)** Requiring driveway locations to comply with applicable City standards;
- **j)** Providing opportunities to maximize front yard landscaping, street trees, and on-street visitor parking by using laneways to service *medium-density* housing;
- **k)** Locating schools centrally and alongside community parks;
- **l)** Providing enough parks and other public open spaces to adequately service the Neighbourhood, in accordance with applicable City standards; and
- **m)** Providing connections to city-wide trail systems via open spaces, dedicated cycling routes, and new trails.

14.6.9. Require each phase of residential *development* in new Neighbourhoods to include a mix of *low- and medium-density* housing forms, in accordance with the housing diversity objectives and minimum unit requirements of the applicable Area Structure Plan.

14.6.10. Require phasing plans for new Neighbourhoods to include multi-unit buildings in early phases, within 400 metres of an existing or planned transit stop.

14.6.11. Notwithstanding policies 14.6.1 and 14.6.4, enable high density development with a maximum density of 200 dwelling units per net residential hectare at 200 Giroux Road (Lot 1, Block 1, Plan 142 3673; including any future revisions to this legal land description based on a subdivision or condominium plan) within the neighbourhood of Ville Giroux.



14.7. Employment Areas

While businesses are located throughout St. Albert, Employment Areas are dedicated locations for a variety of businesses that are essential to the city's economy and non-residential tax base. Employment Areas attract and accommodate a broad range of industrial and office uses. Complementary uses, such as institutions and commercial amenities and services, are also encouraged at appropriate locations. Although the design standards in Employment Areas need to be flexible, given the range of uses to be accommodated, properties with high public visibility should have attractive buildings and landscaping. In addition, s*treetscapes* should reinforce St. Albert's reputation as a green city and be accessible to pedestrians and cyclists.

Policies:

14.7.1. Enable a range of light- and medium-industrial uses, office uses, and complementary commercial, service, and institutional uses.

14.7.2. Support employment growth by restricting residential and other sensitive land uses within Employment Areas.

14.7.3. Establish appropriate buffers between Employment Areas and residential uses to minimize conflict.

14.7.4. Require *Area Structure Plans* to identify appropriate locations for complementary commercial amenities in Employment Areas. The clustering of such uses will be encouraged, although the Land Use Bylaw may restrict them as required to support the vitality of nearby *Mixed-use Nodes*.

14.7.5. Ensure employment uses that front or flank neighbourhood, connector, crosstown, and boulevard streets contribute to an attractive *streetscape* with street-oriented buildings, high-quality facades, limited visible parking, and appropriate landscaping.

14.7.6. Limit visual and noise impacts associated with industrial and commercial activities.

14.7.7. Support a safe and comfortable environment for pedestrians and cyclists through street design and *development* plans.

14.7.8. Protect land for employment purposes. Conversion to another land use will only be considered if it does not adversely affect the viability of adjacent employment lands and the broader Employment Area, where required studies demonstrate:

- **a)** There is adequate vacant land to meet the City's forecasted need for employment land;
- **b)** There is existing or planned infrastructure to accommodate the proposed land use; and
- **c)** The conversion will result in a net positive fiscal impact.

14.7.9. Facilitate and promote *development* of the Lakeview Business District. The district must be subject to an Area Structure Plan that:

- **a)** Ensures *development* will not have an adverse effect on Big Lake or Carrot Creek;
- **b)** Protects public access to and along Big Lake and Carrot Creek;
- **c)** Permits a broad range of employment uses;
- **d)** Includes high-quality standards regarding building facades and landscaping for sites fronting major streets and public open spaces; and
- **e)** Includes urban design and sustainability guidelines that address public and private realms.

14.8. Mixed-use Employment Areas

Mixed-use Employment Areas accommodate light industrial, office, and other commercial uses that benefit from being in proximity to one another and include businesses that require easy public access. Buildings will be oriented and designed to encourage pedestrian activity and ideally will include *mixed-use* buildings with retail or other active uses on the ground floor. Mixed-use Employment Areas will be developed in the locations generally illustrated on **Map 3**, with their boundaries and characteristics determined through subsequent municipal planning documents.

Policies:

14.8.1. Encourage a range of wholly enclosed light industrial uses, as well as office *development*, and accessory and small-scale, stand-alone retail uses.

14.8.2. Prohibit large-scale warehousing and distribution uses and all outside storage, as well as residential and other sensitive land uses.

14.8.3. Encourage a pedestrian-oriented *public realm* and limit parking in front of buildings.

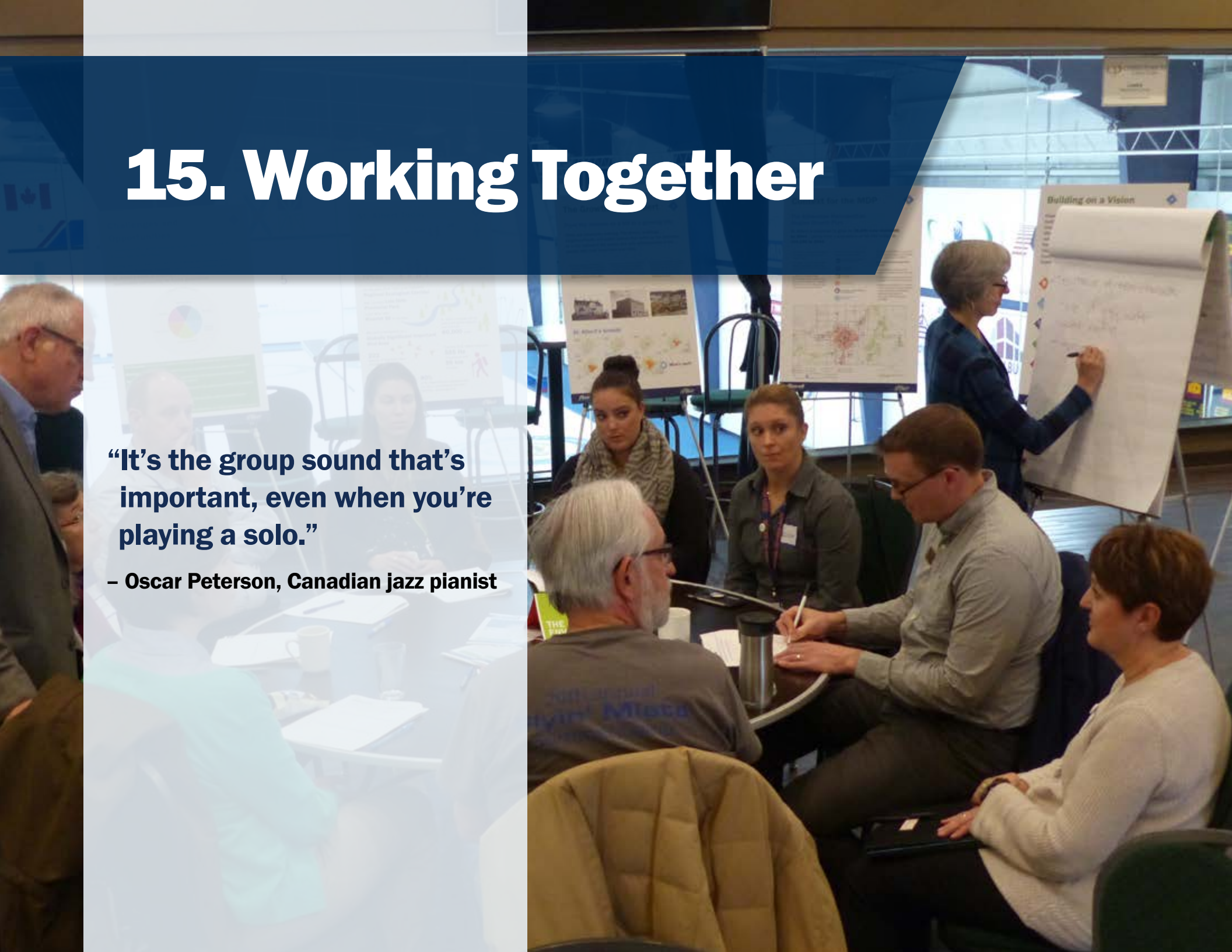
14.8.4. Require *Area Structure Plans* to include concept plans and design policies for Mixed-use Employment Areas.



Implementation

This part of *Flourish* outlines the partnerships, collaboration opportunities, strategies, and tools that will be used to implement its policies and realize its vision.

15. Working Together



"It's the group sound that's important, even when you're playing a solo."

– Oscar Peterson, Canadian jazz pianist



Working Together

Achieving the goals and principles of *Flourish* requires collaboration and cooperation with a variety of city-building partners and includes St. Albert's municipal neighbours, other levels of government, *Indigenous* communities, agencies, boards, developers, business owners, community organizations, and, of course, residents. Policies that emphasize the importance of collaboration have been integrated throughout *Flourish*, reinforcing the importance of working together.

As a member of the *Edmonton Metropolitan Region* Board, St. Albert is committed to regional goals and objectives, including those in the *Edmonton Metropolitan Region Growth Plan*. The City also participates in other regional partnerships relevant to public transit and economic development. The following policies guide St. Albert's interactions with government partners on matters relevant to *Flourish*.

15.1. North Saskatchewan Regional Plan

St. Albert is located within the North Saskatchewan Regional Plan area. When completed, the North Saskatchewan Regional Plan will set out a new approach for managing lands and natural resources with the aim of achieving the Province's long-term environmental, economic, and social goals.

Policies:

15.1.1. Review all municipal plans and bylaws and amend as necessary to ensure compliance with the completed North Saskatchewan Regional Plan.

15.1.2. File a declaration with the Alberta Land Use Secretariat certifying that the Municipal Development Plan complies with the Regional Plan, should the Regional Plan require such a declaration.

15.2. Edmonton Metropolitan Region

Flourish aligns with the *Edmonton Metropolitan Region Growth Plan*, which was approved by the Government of Alberta on October 26, 2017. The following policies ensure future local planning decisions and policies support the Edmonton Metropolitan Region Growth Plan's goals, principles, and policies.

Policies:

15.2.1. Ensure future *statutory plans*, policies, and guidelines pertaining to the city's growth and development align with the *Edmonton Metropolitan Region Growth Plan*.

15.2.2. Update *Flourish* following amendments to the *Edmonton Metropolitan Region Growth Plan* to ensure it aligns with and conforms to the plan, as necessary.

15.2.3. Submit all applicable *statutory plans* and statutory plan amendments to the *Edmonton Metropolitan Region* Board for evaluation through the Regional Evaluation Framework and for Board approval.

15.2.4. Circulate other relevant *non-statutory plans* to the *Edmonton Metropolitan Region* Board in alignment with regional direction.

15.2.5. Provide relevant data to the *Edmonton Metropolitan Region* Board on established key performance indicators on an annual basis to support its monitoring and reporting responsibilities.

15.2.6. Work collaboratively with member municipalities and other stakeholders to develop and support an efficient regional transportation network of public transit, roads, and trails.

15.2.7. Participate in regional economic development efforts with neighbouring municipalities and other regional stakeholders.

15.3. Intermunicipal Planning

In addition to contributing to regional objectives, St. Albert will maintain and develop collaborative relationships with neighbouring municipalities. The following policies guide communication standards and requirements regarding intermunicipal planning.

Policies:

15.3.1. Refer planning and *development* proposals to adjacent municipalities in accordance with statutory requirements and the requirements specified in **Table 1.**

15.3.2. Update and identify intermunicipal planning areas in consultation with adjacent municipalities in situations where *development* impacts may cross municipal boundaries.

15.3.3. Collaborate with neighbouring municipalities on land use planning matters, thereby supporting the orderly and coordinated *development* of land and the compatibility of adjacent land uses.

15.3.4. Facilitate *statutory plan*, subdivision, and *development* review processes in situations where future subdivision and *development* impacts may cross municipal boundaries. This provides the opportunity for:

a) Involvement by all affected municipalities;

b) Involvement by the public; and

c) Matters including, but not limited to, the following to be addressed:

i. The type, amount, location, *density*, and phasing of future land uses

ii. The cumulative effects of *development* across compatible land use and future growth patterns in border areas

iii. Compact, contiguous long-term *development* patterns

iv. Transportation issues and impacts

v. Coordination of other major infrastructure and servicing

vi. Environmental implications

vii. Co-operative management of other areas of interest

viii. Plan implementation, including staging requirements

ix. Continued protection of natural areas

x. Continued coordination and connection of parks systems

xi. Fiscal implications

xii. Historical and archaeological implications

15.3.5. Collaborate with neighbouring municipalities on long-term growth and sub-regional needs.

15.3.6. Cooperate with adjacent municipalities, other agencies, and non-governmental organizations to identify opportunities for the shared provision of infrastructure, utilities, and services.

15.3.7. Establish levy options and arrangements between benefiting municipalities for intermunicipal, regional, and provincial infrastructure projects, where mutual benefit is determined.

15.3.8. Collaborate with the City of Edmonton and other regional and provincial stakeholders to achieve the long-term goal of extending rapid transit from the City of Edmonton to St. Albert, including by sharing services and coordinating planning activities.

15.3.9. Co-operate with neighbouring municipalities and other regional and provincial stakeholders in protecting and conserving environmentally sensitive areas, including those in the Sturgeon River valley, Carrot Creek, Big Lake shorelands, River Lot 56, Lois Hole Centennial Provincial Park, and, where appropriate, providing recreation opportunities in such areas.

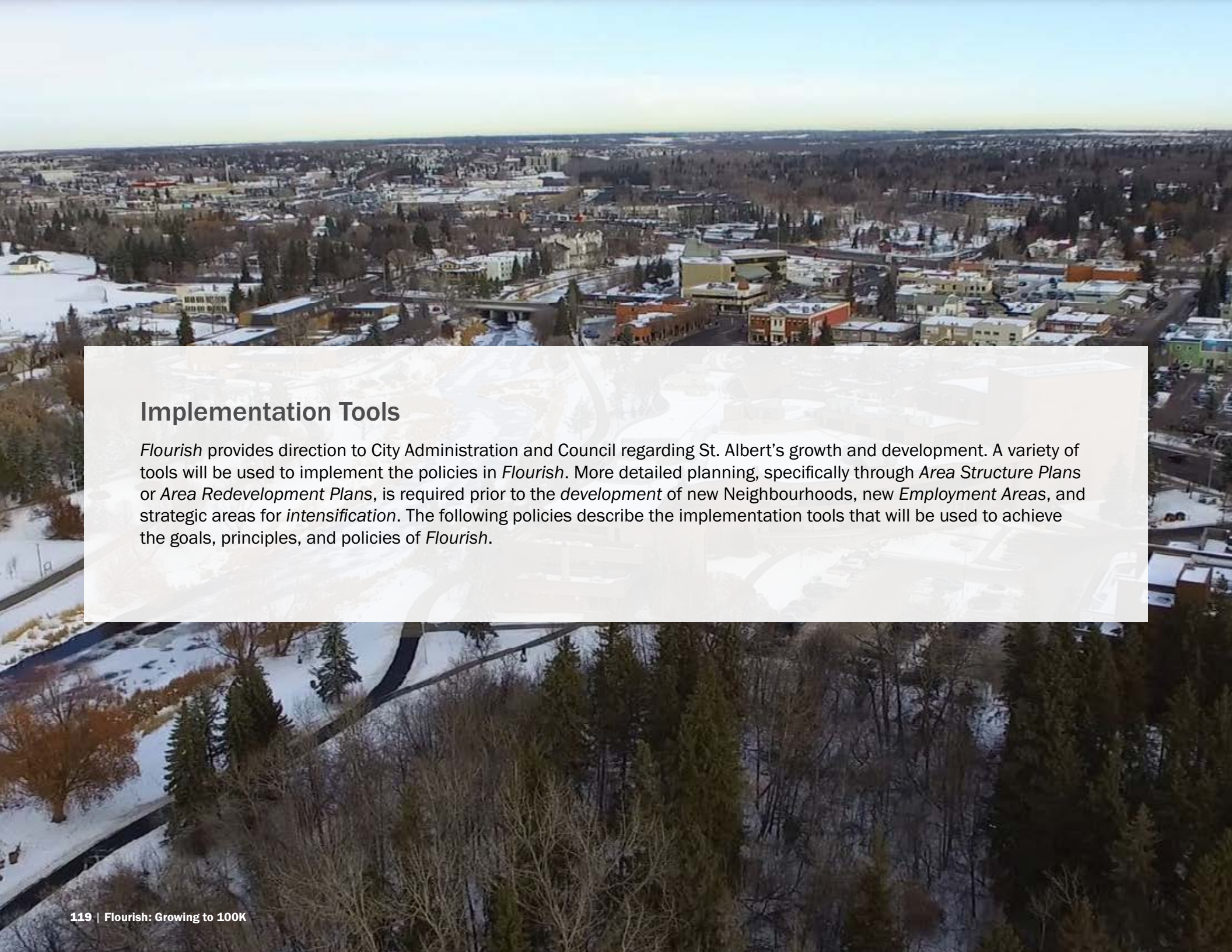
TABLE 1: Intermunicipal Planning Referrals and Notifications

Type of Referral	Referred To	Response Time (Consecutive Days)
Statutory plans and amendments	All municipalities with a border within 1.6 kilometres of the affected area	21 (28 for Municipal Development Plans or amendments to the Municipal Development Plan)
Areas not covered under Area Structure Plans, Area Redevelopment Plans, or developed areas	All municipalities with a border within 1.6 kilometres of the affected area	21
Any industrial development permits	All municipalities with a border within 1.6 kilometres of the affected area	21
Extractive resource operations (including sour gas)	All municipalities with a border within 1.6 kilometres of the affected area	21
Intensive livestock proposals	All municipalities with a border within 1.6 kilometres of the affected area	21
Road Closure Bylaw	All municipalities with a border within 1.6 kilometres of the affected area	21

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16. Implementation Tools





Implementation Tools

Flourish provides direction to City Administration and Council regarding St. Albert's growth and development. A variety of tools will be used to implement the policies in *Flourish*. More detailed planning, specifically through *Area Structure Plans* or *Area Redevelopment Plans*, is required prior to the *development* of new Neighbourhoods, new *Employment Areas*, and strategic areas for *intensification*. The following policies describe the implementation tools that will be used to achieve the goals, principles, and policies of *Flourish*.

16.1. Land Use Bylaw

Policies:

16.1.1. Review and update the Land Use Bylaw so that it is consistent with *Flourish* and ensure future *amendments* to the bylaw maintain that consistency, in accordance with the requirements of the *Municipal Government Act*. *Amendments* may include, but are not limited to:

- **a)** Modifications to existing land use districts
- **b)** Creation of new land use districts
- **c)** Modifications to existing permitted and discretionary uses
- **d)** Definition of new uses
- **e)** Creation of new *development* regulations
- **f)** Modifications to existing *development* regulations

16.1.2. Prior to completing a comprehensive review of the Land Use Bylaw, the City will support *Land Use Bylaw amendments* that align with the policies in *Flourish*.

16.1.3. Require proposed *amendments* to include a statement that outlines how compliance with *Flourish* is being achieved.

16.2. Statutory Plans

Policies:

16.2.1. Ensure that all *greenfield development* and significant *redevelopment* are accommodated for and approved through *statutory plans*, such as *Area Structure Plans*, *Area Redevelopment Plans*, or master development plans, as required by the City.

16.2.2. Require statutory plans or *amendments* to statutory plans to be approved prior to permitting the redistricting or subdividing of land.

16.2.3. Allow the continuation of uses that were approved prior to adoption of *Flourish*.

16.2.4. Allow the ongoing implementation of statutory plans that were approved prior to the adoption of *Flourish*.

16.2.5. Require amendments to previously approved statutory plans (*Area Structure Plans* and *Area Redevelopment Plans*) deemed substantive by the City to be consistent with the policies of *Flourish*. *Amendments* deemed substantive by the City shall also be compliant with *Edmonton Metropolitan Region Growth Plan* principles and policies.

16.2.6. Promote collaboration between applicants and the City in City-led and developer-led *Area Structure Plan* and *Area Redevelopment Plan* preparation.

16.2.7. Require, at the City's discretion, the preparation of an *Area Redevelopment Plan* or development master plan prior to the *redevelopment* of large sites or multiple small sites within existing Neighbourhoods.

16.2.8. Use *Flourish* to guide appropriate land uses, urban design, and other *development* issues in cases where an *Area Structure Plan* or *Area Redevelopment Plan* is absent, silent, or does not provide sufficient detail, as deemed by the City.

16.2.9. Use the findings of required studies, assessments, and reports associated with statutory plan preparation to be incorporated within and inform policy within the statutory plans or applicable amended statutory plans.

16.2.10. Require new and applicable amended statutory plans, Land Use Bylaw and subdivision applications to include a statement that outlines how compliance with *Flourish* and *Edmonton Metropolitan Region Growth Plan* principles and policies are being achieved.

16.2.11. Require new *development* or *redevelopment* proposals for land on the provincial listing of historic resources to comply with the provincial *Historical Resources Act*.

16.2.12. Require that, in addition to the requirements of the *Municipal Government Act*, *Area Structure Plans* and *Area Redevelopment Plans* are prepared in accordance with, and address the requirements described in, the Area Structure Plan and Area Redevelopment Plan's Terms of Reference.

16.3. Development Permits and Design Review

Policies:

16.3.1. Use *Flourish* policies, as applicable, to guide municipal objectives that are implemented through Land Use Bylaw regulations, and in the use of discretion on land use and development permit applications.

16.3.2. Explore the possibility of establishing an urban design review panel or peer review process, including specific criteria, rules, and procedures, to assist in the review of significant *development* proposals for lands in the *Downtown*, *Mixed-use Nodes*, and *Trail Corridor Areas* and for major capital projects.

16.4. Other Municipal Plans

Policies:

16.4.1. Update or initiate complementary municipal plans that support and align with *Flourish*, including, but not limited to, plans addressing the environment, transportation, housing, recreation, parks, culture, infrastructure, and economic development.

16.5. Amending Flourish

Policies:

16.5.1. Require, where applicable, before considering an amendment to *Flourish*, the submission and review of a planning rationale and technical reports that address:

- **a)** The nature and purpose of the amendment
- **b)** Proposed wording or proposed mapping for the amendment, or both, if required
- **c)** Planning and technical justification for the amendment
- **d)** Consistency with *Edmonton Metropolitan Region Growth Plan* principles and policies
- **e)** Demographic, population, and employment forecast data and other relevant statistical information
- **f)** Effect of the proposed amendment on adjacent land uses
- **g)** Effect of proposed amendment on municipal infrastructure and services
- **h)** Proposed public participation strategy

16.6. Monitoring

Policies:

16.6.1. Review *Flourish* annually to monitor its success and the effectiveness of its goals, principles, and policies.

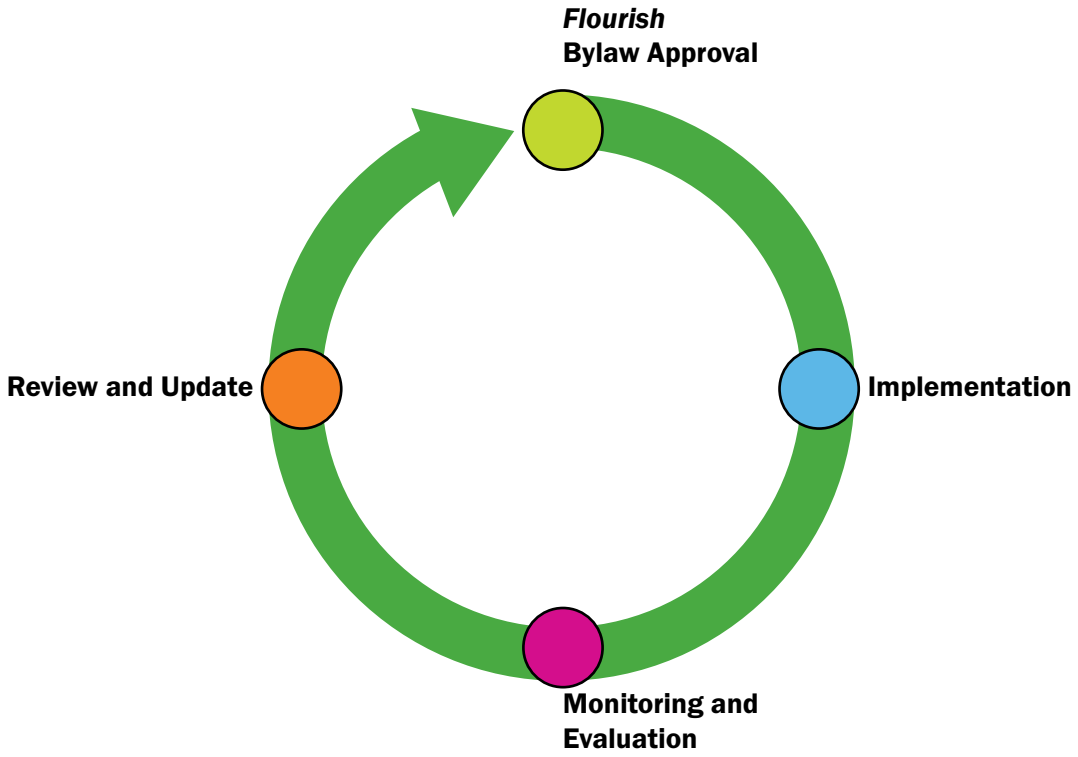
16.6.2. Regularly engage with developers, builders, the Chamber of Commerce, *Indigenous* communities, and community organizations to enable the exchange of ideas and opportunities related to the planning and *development* processes.

16.6.3. Undertake a comprehensive review and update of *Flourish* every five years, or in accordance with updates to the *Edmonton Metropolitan Region Growth Plan*, to maintain relevant and contemporary policy directions.

16.6.4. Develop and regularly monitor a set of key performance indicators that evaluate the performance of *Flourish* and inform ongoing implementation efforts. The key performance indicators should, at a minimum, address the following policy areas:

- **a)** Housing diversity and affordability
- **b)** Residential *intensification*
- **c)** Built residential *density*
- **d)** Downtown development
- **e)** Transportation mode share
- **f)** Commuting times
- **g)** Employment land supply
- **h)** Carbon emissions
- **i)** Environmental protection
- **j)** Assessment split

Figure 2: Flourish Update Cycle



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Glossary

2022 North Annexation Area: Lands that were annexed from Sturgeon County effective Jan. 1, 2022 as shown on Schedule 2 of the Order in Council 362/2021.

Active Transportation: Human-powered travel, including but not limited to, walking, cycling, in-line skating, and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

Affordable Housing, Market: Rental or ownership housing that is modest in form and specification and capable of being produced for moderate income households without upfront or ongoing direct government subsidies.

Affordable Housing, Non-market: Housing that is funded, created, and operated through direct government subsidies and includes different categories of housing based on client need.

Agricultural Impact Assessment: An assessment to determine if a development proposal will adversely affect existing and future agricultural activities on site and in the surrounding area. The assessment describes the proposed development, the on-site and surrounding land uses, and the physical and socio-economic components of the agricultural resource bases; identifies the direct and indirect impacts of the proposed development on existing agricultural operations and on the flexibility of the area to support different types of agriculture; considers mitigation measures for reducing adverse impacts; considers compensation, such as the provision of agricultural protection easements; and makes recommendations in that regard. The assessment also considers the cumulative effects of other potential development.

Alternate Jurisdiction: Areas that fall under the jurisdiction of the federal or provincial Crown.

Area Redevelopment Plan: A statutory plan, adopted by a municipality by bylaw in accordance with the *Municipal Government Act*, that provides a framework for the future redevelopment of a defined area of land.

Area Structure Plan: A statutory plan, adopted by a municipality by bylaw in accordance with the *Municipal Government Act*, that provides a framework for the subsequent subdivision and development of a defined area of land.

Automated Vehicles: Vehicles that navigate through and respond to their operating environments with little to no human input.

Biodiversity: The different types of life found on Earth, and the variety of organisms present in different ecosystems.

Biophysical Impact Assessment: An assessment and evaluation of biological and physical elements for the purpose of reducing potential impacts of a proposed development on the natural environment.

Brownfield: Undeveloped or previously developed properties that are contaminated. Brownfield sites are usually former industrial or commercial properties that may be underutilized, vacant, or abandoned. The expansion and redevelopment of brownfield sites may involve the remediation of hazardous or contaminated substances or pollutants.

Building(s), High Rise: Buildings of 10 storeys and above.

Building(s), Low Rise: Buildings of 1-4 storeys.

Building(s), Mid Rise: Buildings of 5-9 storeys.

Built-up Urban Area: All lands located within the limits of the developed urban area, with plans of subdivision registered prior to December 31, 2016 or as shown on **Map 2** or both.

City: City, when capitalized, means the City of St. Albert, corporately as a municipal government. City, when not capitalized, means the geographic area of the City of St. Albert.

City Tree: A tree located on municipally owned lands, including but not limited to, trees located within the right-of-way, parks, and other open spaces.

Climate Adaptation: Lowering the risks and negative impacts and embracing potential opportunities associated with climate change in an effort to prepare and adapt to new climate conditions.

Climate Change: A long-term change in the statistical distribution of weather patterns over periods of time that range from decades to millions of years. It may be a change in the average weather conditions or a change in the distribution of weather events with respect to an average, for example, greater or fewer extreme weather events.

Climate Mitigation: Actions taken to moderate potential harm or take advantage of opportunities anticipated from current or expected climate change impacts, including extreme events. Actions could include making physical modifications to buildings, equipment, materials, or services, or be less tangible, such as updating climate-related plans, policies, bylaws, and organizational structures.

Community Facilities: Facilities operated by or on behalf of a public authority for the provision of community services, such as, but not limited to, recreation, libraries, arts, culture, museums, galleries, and social programs.

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.

Complete Streets: Roads designed, built, and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, cyclists, public transit users, and private vehicle users.

Connectivity: The directness of links and the density of connections in a path or road network. A connected transportation system allows for more direct travel between destinations, offers more route options, and makes active transportation more feasible.

Conservation Reserve: Land provided by the developer as part of a subdivision with compensation for conservation purposes, in accordance with the provisions of the *Municipal Government Act*.

Density: Refers in *Flourish* to number of units per net hectare. Notwithstanding, *Flourish* refers to density to indicate the types of housing typically associated with different levels of density as per below.

Density, High: Apartment buildings greater than four storeys.

Density, Low: Detached, semi-detached, and duplex housing.

Density, Medium: Triplexes, townhouses, stacked townhouses, row housing, and apartment buildings less than five storeys.

Development: A change of use of land or a building; the construction of a building; an extraction or stockpile; or change in intensity of use, as defined in the *Municipal Government Act*.

District Energy: A system that ties together distributed thermal energy generation and users through a local supply loop.

Downtown: The heart of the city, where an increasing number of people live and work, and that is the primary destination for culture, specialty retail, entertainment, and government services, as shown on **Map 3**.

Ecological Network: A coherent system of natural and semi-natural landscape elements.

Ecosystem: A biological environment consisting of all the organisms living in a particular area, as well as all the non-living, physical components of the environment with which the organisms interact, such as air, soil, water, and sunlight.

Edmonton Metropolitan Region: A geographic area, as defined by the Edmonton Metropolitan Region Board Regulation to include its members.

Edmonton Metropolitan Region Growth Plan: Under the authority of the *Municipal Government Act*, the Edmonton Metropolitan Region Growth Plan was prepared by the Edmonton Metropolitan Region Board and approved by the Minister of Municipal Affairs in October 2017, as amended. The plan provides direction regarding growth, community planning, infrastructure, and economic development.

Employment Areas: Dedicated locations for a variety of industrial and office-based businesses that benefit from convenient access to the regional transportation network, as shown on **Map 3**.

Environmental Reserve: Lands dedicated to the municipality for the protection and enhancement of the environment.

Environmental Reserve Easement: An easement registered on the title of a parcel of land in favour of the municipality to protect and enhance the environment.

First and Last Mile: The opportunities for getting people to and from transit stations, mobility hubs, and fixed-route transit services without the use of a private vehicle. Alternatives to travelling by car are supported by improved sidewalks and cycling infrastructure and include walking, cycling, car sharing, bike sharing, shuttle buses, taxis, and on-demand services.

Flood Fringe: The portion of the flood hazard area outside the floodway. Water in the flood fringe is generally shallower and flows more slowly than in the floodway.

Floodway: The portion of the flood hazard area where flows are deepest, fastest, and most destructive. The floodway typically includes the main channel of a stream and a portion of the adjacent overbank area.

Food Security: Availability of and access to food of sufficient quantity and quality to meet the nutritional needs of a healthy and active life.

Goods Movement: The transportation of goods (freight or commodities) by road, rail, or other means.

Green Development Standards: Sustainable and environmental practices, design elements, and functions that are incorporated into development and building projects, including, but not limited to, Low Impact Development stormwater practices, landscape materials, pedestrian and cyclist infrastructure, exterior building materials, and Leadership in Energy and Environmental Design (LEED) standards.

Greenfield Development: Land that has not previously been developed to urban density levels or utilized for more intensive purposes other than agricultural production. This term is typically used to denote new development areas for residential, commercial, industrial, institutional, or mixed-use areas that were previously agricultural or natural lands.

Greenhouse Gas(es): A gas in an atmosphere that absorbs and emits radiation within the thermal infrared range. The primary greenhouse gases in Earth's atmosphere are water vapor, carbon dioxide, methane, nitrous oxide, and ozone.

Historic Resource(s): A structure, building, group of buildings, district, landscape, archaeological site, or other place that has been formally recognized by the City, provincial and/or federal government for its heritage value.

Hoarding: Temporary fencing which is installed prior to construction to preserve and protect trees during construction.

Indigenous: An inclusive term that represents three distinct groups of people: First Nations, Métis, and Inuit.

Infill: The development of vacant lots within previously developed areas. (See Redevelopment.)

Intensification: New development at a higher density than currently exists within an area or site, through redevelopment; the development of underutilized lots within previously developed areas; infill development; or the expansion or conversion of existing buildings. (See Infill and Redevelopment.)

Intensification Target: An aspirational target for residential growth in a built-up area. Intensification targets are measured as the percentage of new residential dwellings constructed within the built-up urban area each year.

Land use Amendment: A change to the Land Use Bylaw that requires council approval, which can include, but is not limited to, a mapping amendment or development regulation amendment.

Large Format Retail: Large, floor-plate, single-storey retail areas located on individual sites or clustered on larger sites. They typically operate as part of a chain retail business.

Low Impact Development (LID): A planning and engineering approach for managing stormwater runoff. LID emphasizes conservation and using on-site natural features to protect water quality. This approach implements engineered, small-scale hydrologic controls that replicate the predevelopment hydrologic regime of watersheds through infiltrating, storing, evaporating, and detaining runoff close to its source.

Major Open Spaces: The Sturgeon River and Carrot Creek corridors and lands around Big Lake, including Natural Features and parkland to be protected and enhanced as the city grows, as shown on **Map 3**.

Minimum Greenfield Density: The required minimum residential density for greenfield areas planned and approved under the Edmonton Metropolitan Region Growth Plan, measured as average dwelling unit per net residential hectare within an Area Structure Plan.

Mixed-use: Development that mixes compatible residential, commercial, institutional, and recreational land uses within or close to buildings in order to increase density, reduce the developmental footprint, and improve public accessibility to amenities.

Mixed-use Employment Areas: Locations for the clustering of related light industrial, office, and retail businesses, as shown on **Map 3**.

Mixed-use Nodes: Areas within new Neighbourhoods that contain a range of commercial uses, apartment buildings, townhouses, and community services, all arranged within a cohesive, pedestrian-oriented network of streets and open spaces, as shown on **Map 3**.

Multi-modal Level of Service: The speed, convenience, comfort, and security of transportation facilities and services as experienced by users.

Municipal Development Plan (MDP): A long-range, statutory planning document that is adopted by bylaw by every municipality in Alberta. An MDP communicates the long-term desired land use for a community and serves as a high-level blueprint showing how a community is expected to evolve over time.

Municipal Government Act: Provincial legislation that empowers municipalities to govern, raise revenue, and plan for development.

Municipal Reserve: Land provided by the developer as part of a subdivision for park and school purposes without compensation, in accordance with the provisions of the *Municipal Government Act*.

Natural Features: Include Significant Natural Areas, Environmentally Sensitive Areas, and Natural Areas, as defined in the City of St. Albert Natural Areas Assessment, as shown on **Map 5**.

Naturalization: An alternative landscape management technique. Natural processes of growth and change are less restricted, for example, by restricting mowing and by planting native vegetation found locally on similar landscapes near the City of St. Albert. As a result, the landscape becomes more natural than ornamental.

Net Zero: A building or system that generates as much energy as it uses from on-site renewable sources.

Net Zero Energy Ready (NZER) Codes: Action to develop a building code that when adopted nationally and used by builders can enable all new buildings to be built "net-zero energy ready." NZER buildings are designed, modeled, and constructed to be highly efficient and have the ability to reach net-zero energy.

Neighbourhoods: Predominantly residential areas, as identified on **Map 3**, made up of low-rise housing, along with schools, parks, shops, and services. Many existing Neighbourhoods will evolve by adding new housing that respects the established character, while new Neighbourhoods will include a greater variety of housing types.

Non-statutory Plan: Plans that are not approved through a bylaw of City Council. Such plans include complementary plans, guidelines, strategies, and suborder plans.

Open Space: Space owned and maintained by a public agency and dedicated for the common use and enjoyment of the public. This could include open green spaces, parks, or public squares, and may include stormwater ponds or systems.

Park-and-Ride Facility: A parking facility located at the terminus of the planned rapid transit line on St. Albert Trail.

Placemaking: A collaborative process of strengthening the connection between people and places by shaping the public realm in a way that maximizes shared value.

Primary Mobility Corridors: St. Albert Trail and identified east-west roads, as shown on **Map 3**, that will be improved over time to facilitate access to and encourage use of public transit, cycling, and walking, while continuing to accommodate private vehicles.

Public Art: Public art may include any original work of art accessible to the general public, including permanent installations, community-based participatory works, temporary works, multi-media based projects, or residencies, in accordance with the City's Public Art Policy.

Public Realm: Public spaces such as public streets and rights-of-way, urban squares, parks, community trails, and open spaces.

Public Utility Lot: A lot owned by the municipality that is designated as a Utility Lot with the Land Titles Office and accommodates one or more public utilities.

Redevelopment: The creation of new units, uses, or lots on previously developed land, including brownfield sites. (See Infill and Intensification.)

Renewable Energy: Energy that comes from resources that are naturally replenished during a human timescale.

Secondary Suites: A self-contained dwelling unit that includes a kitchen, bathroom, living area, and sleeping area, but that is incorporated as a secondary use within an existing structure that was originally designed as a single dwelling unit.

Statutory Plan: A plan adopted by a municipality by bylaw in accordance with the *Municipal Government Act*, including Municipal Development Plans, Area Structure Plans, and Area Redevelopment Plans.

Stormwater Management Facility: Infrastructure that is designed and utilized to gather rainfall and surface water runoff to reduce the possibility of flooding and property damage. This can include stormwater ponds, dry ponds, and other open spaces.

Streetscape: The physical elements that make up a street and that influence the user's experience of the street. These elements include, but are not limited to, sidewalks, building setbacks, landscaping, street furniture, lighting, cycling infrastructure, and public art.

Subdivision Authority: The body or person(s) granted, by City Council through bylaw, the authority to make decisions about subdivisions on behalf of the municipality.

Sustainable: To meet the needs of the present without compromising the ability of future generations to meet their own needs.

Trail Corridor Areas: Lands along St. Albert Trail that are currently dominated by commercial uses but will be encouraged over time to also accommodate residential uses (mostly apartment buildings but also townhouse developments) and office buildings, as shown on **Map 3**.

Transit-oriented Development (TOD): Compact, mixed-use development with high levels of employment or residential density, or both, to support higher order transit service, optimize transit investment, and make development more accessible for transit users. Features typically include an interconnected road network, pedestrian-friendly built form along roads, reduced setbacks, parking at the sides or rears of buildings, and improved access between connector roads and interior blocks in residential areas.

Transportation Impact Assessment (TIA): A study that estimates and assesses the effects of proposed development and redevelopment on the transportation network. The study identifies infrastructure needs to ensure that the transportation network maintains an acceptable level of service, is well connected and safe for all modes of travel, and supports the long-term needs of the community. A TIA can include an Access and Circulation Plan, as required by the City.

Universally Accessible Design: The design and structure of an environment that ensures it can be understood, accessed, and used to the greatest extent possible by all people, regardless of age or ability.

Urban Agriculture: The practice of cultivating food in an urban area. This may include, but is not limited to, urban farming, roof-top gardens, hens, honeybees, and community gardens.

Urban Forest: The collection of trees located within city limits, whether planted or naturally occurring, located on both City and private property,

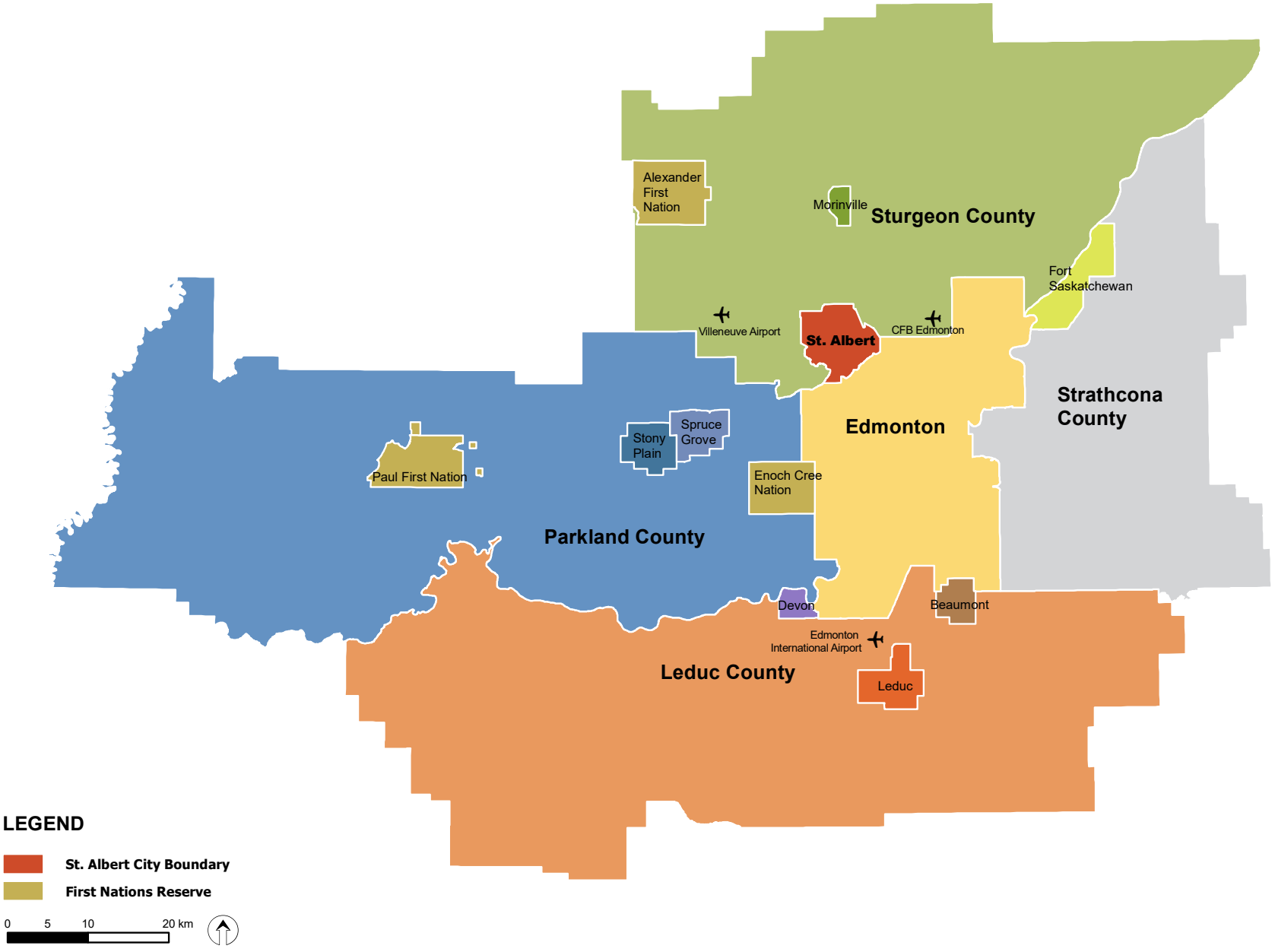
Urban Structure and General Land Use Plan: The City's planned urban structure and future land uses, as identified on **Map 3**.

Walkable: A measure of how useful, safe, comfortable, and interesting an area is for walking.

Waste: A material, substance, or by-product that is unusable or unwanted, such as garbage, organics, recycling, and hazardous waste.

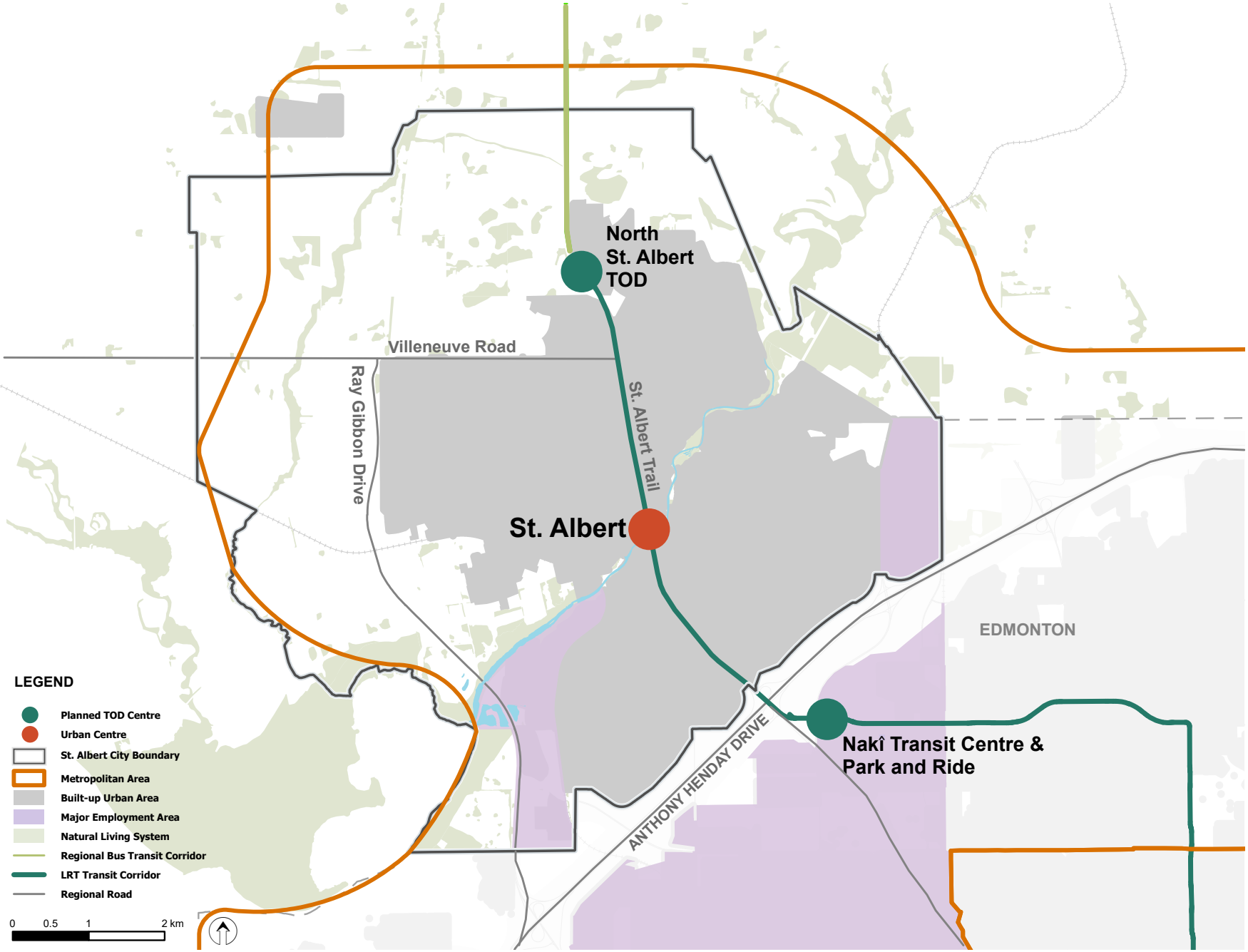
Maps

Map 1: Regional Context

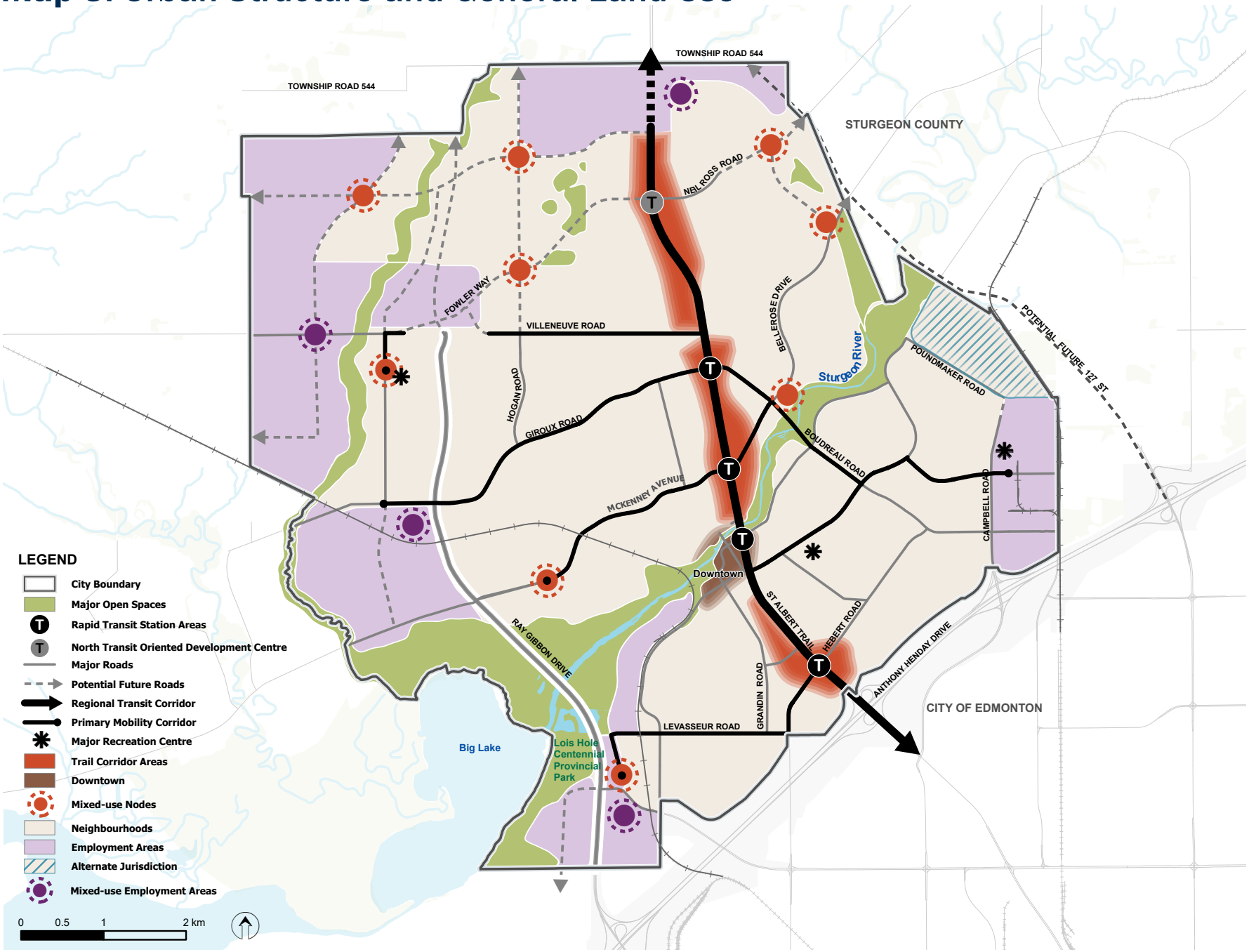


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Map 2: EMRB Growth Plan Structure



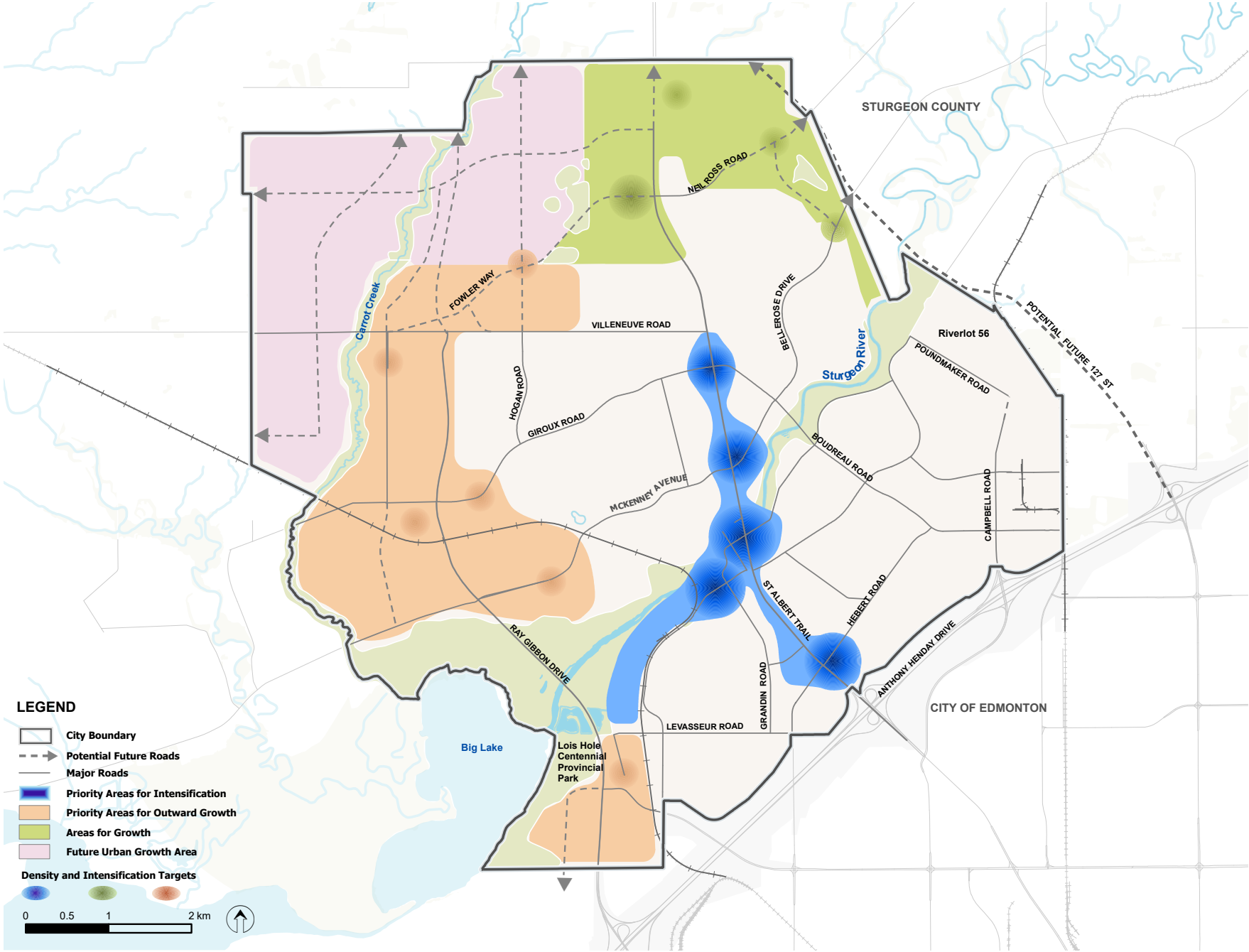
Map 3: Urban Structure and General Land Use



Locations and boundaries are approximate and for general illustrative purposes.

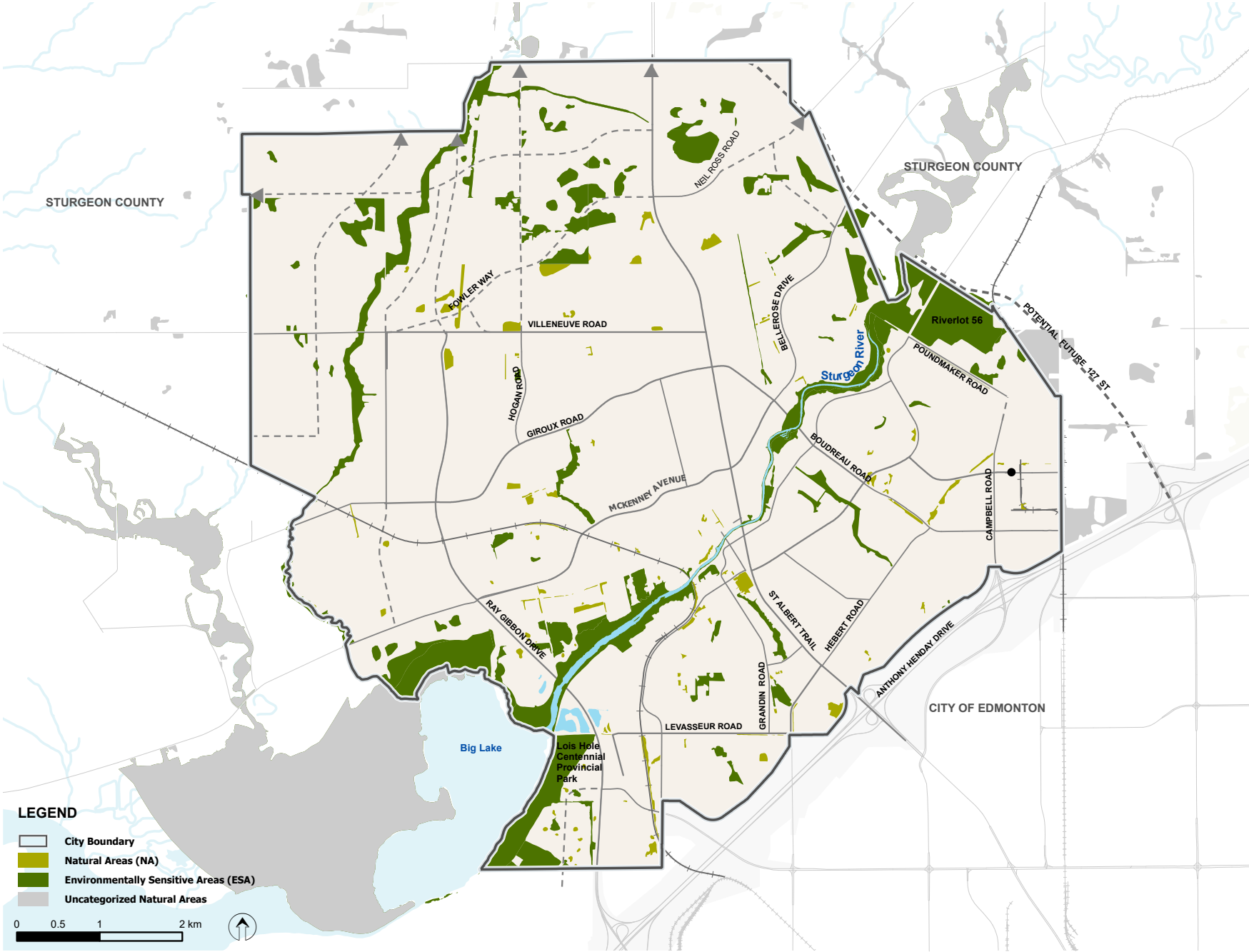
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Map 4: Priority Areas for Growth



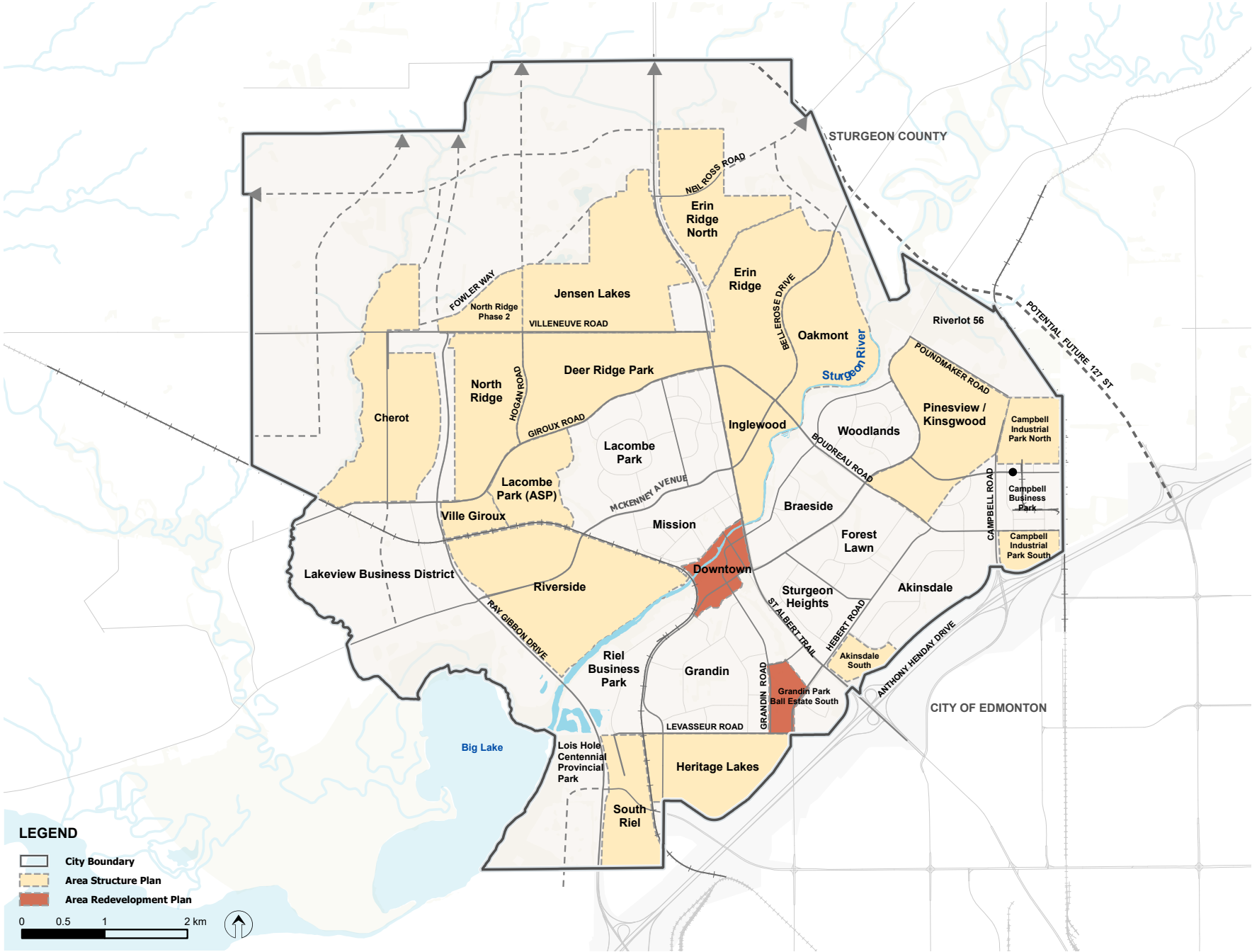
Locations and boundaries are approximate and for general illustrative purposes.

Map 5: Natural Features



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Map 6: Planning Areas and Neighbourhoods



Municipal Development Plan Amendments

Bylaw	Number	1st Reading	2nd Reading	3rd Reading	Signed and Passed
Original Bylaw	20/2020 (Repeals 15/2007)	Dec. 21, 2020	Apr. 19, 2021	Apr. 19, 2021	Apr. 28, 2021
Amend #1	1/2022	Jan. 31,2022	Nov 8, 2022	Nov. 8, 2022	Nov. 23, 2022
Amend #2	18/2023	Oct. 17,2023	Oct. 17,2023	Oct. 17,2023	Oct. 19,2023

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