

City of St. Albert



Neighbourhood Plan C

July 15, 2025



ACKNOWLEDGEMENTS

The City of St. Albert respectfully acknowledges that Neighbourhood Plan C is located 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.

Neighbourhood Plan C was completed in partnership with Stantec Consulting Ltd.

NEIGHBOURHOOD PLAN C AMENDMENTS

AMENDMENT NUMBER	NP FILE NO.	APPROVAL DATE	AUTHORIZED BY
Original	B.31.B		Kristina Peter, Director of Planning & Development

The signature hereby authorizes approval of the latest amendment of Neighbourhood Plan C.

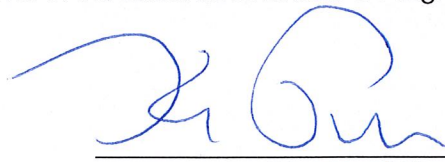
 July 15, 2025
Director of Planning & Development

TABLE OF CONTENTS

1.0	INTRODUCTION	6
1.1	Purpose of Neighbourhood Plan.....	6
1.2	Authority of the Plan	6
1.3	Timeframe of the Plan	6
1.4	Interpretation of the Plan	6
1.4.1	Map Interpretation	6
1.4.2	Application of the Plan	7
1.5	Objectives.....	7
1.6	Property Ownership Patterns	8
1.7	Planning Context.....	8
1.7.1	Municipal Development Plan	8
1.7.2	St. Albert West Area Structure Plan	8
1.7.3	Land Use Bylaw.....	8
1.7.4	Transportation Master Plan.....	9
1.7.5	Utility Master Plan	9
2.0	SITE ANALYSIS	10
2.1	Natural & Cultural Features	10
2.1.1	Topography and Drainage.....	10
2.1.2	Floodplain Boundary	10
2.1.3	Geotechnical Conditions	10
2.1.4	Natural Features Assessment and Prioritization Report	11
2.1.5	Natural Area Assessment.....	11
2.1.6	Wetland Assessment	12
2.1.7	Alberta Energy Regulator Report	13
2.1.8	Environmental Site Assessment	13
2.1.9	Historic Resources.....	15
2.2	Current Development Patterns.....	15
2.3	Fiscal Impact Analysis	15
3.0	LAND USE CONCEPT.....	17
3.1	Future Land Use Map	17
3.2	Land Use Concept: Major Development Patterns	17
3.3	Industrial.....	17
3.4	Business Park.....	17
3.5	Parks & Open Space	18
3.5.1	Parks.....	18
3.5.2	Trails	19

3.5.3	Carrot Creek.....	19
3.5.4	Big Lake	20
3.5.5	Stormwater Management Facilities (SWMFs)	20
3.5.6	Lois Hole Centennial Provincial Park.....	21
3.6	Development Statistics	21
3.7	Urban Design	22
4.0	TRANSPORTATION	24
4.1	Boulevard Road Network	24
4.2	Crosstown Road Network.....	24
4.3	Connector Road Network	25
4.4	Neighbourhood & Local Road Network	25
4.5	Other Roadway	25
4.6	Transit	25
4.7	Canadian National (CN) Railway.....	25
4.8	Wildlife Crossing	26
4.9	Pedestrian & Bicycle Links.....	26
4.10	Noise Attenuation	26
4.11	Off-Site Levies.....	26
4.11.1	Notes:	26
4.12	Complete Streets	27
4.13	Crime Prevention Through Environmental Design (CPTED)	27
5.0	UTILITY SERVICES.....	28
5.1	Water Supply & Distribution	28
5.2	Wastewater Collection System (Sanitary)	29
5.3	Stormwater Management.....	29
5.4	Public Utility Lots (PULs).....	30
6.0	IMPLEMENTATION	31
6.1	Development Staging.....	31
6.2	Redistricting & Subdivision.....	31
7.0	MAPS	32

1.0 INTRODUCTION

1.1 Purpose of Neighbourhood Plan

This Neighbourhood Plan (NP) establishes the conceptual land use, transportation, and servicing patterns for Neighbourhood Plan C (NP C) within the St. Albert West Area Structure Plan (ASP). NP C is an implementation of the Municipal Development Plan (MDP) and the St. Albert West Area Structure Plan.

At this time, NP C addresses the City lands (57 City Annex West and 58 City Annex West) within the Lakeview Business District regarding future land use and servicing networks. The technical studies completed for the City lands within NP C include:

- Fiscal Impact Analysis, Applications Management Consulting Ltd. (2024)
- Geotechnical Investigation, Stantec Consulting Ltd. (2021)
- Historical Resources Act Approval, Stantec Consulting Ltd. (2021)
- Phase I Environmental Site Assessment, Stantec Consulting Ltd. (2020)
- Natural Area Assessment, Stantec Consulting Ltd. (2021)
- Servicing Design Brief, Stantec Consulting Ltd. (2025)
- Transportation Impact Assessment, Stantec Consulting Ltd. (2025)
- Wetland Assessment & Impact Report, Stantec Consulting Ltd. (2025)

1.2 Authority of the Plan

Bylaw 5/2022 is the City's legislation that outlines the provisions for Neighbourhood Plans. NPs are technical documents within the two-tier ASP and NP policy framework, and the City's Director of Planning and Development is the approval authority.

1.3 Timeframe of the Plan

The Neighbourhood Plan is forward-looking and outlines how the lands are anticipated to develop over time. Development within the Plan area is expected to commence within five years of Plan adoption, beginning with the realignment of Range Road 260. Development will depend on servicing capabilities and market demand.

1.4 Interpretation of the Plan

1.4.1 Map Interpretation

All symbols, locations, and boundaries shown in the NP figures are conceptual unless specifically defined in the text, or where they align coincide with identifiable physical or fixed features in the Plan area, such as utility rights-of-way or existing road. Minor deviations in land use boundaries may be allowed at the discretion of the City, provided that the general land use locations remain unchanged, potential conflicts with surrounding land uses (existing or proposed)

PART 1 | INTRODUCTION

are avoided, and the overall neighbourhood statistics are maintained. Proposed roads and walkways are illustrated to show potential alignments, but final local road and walkway locations will be confirmed and may be realigned at the time of subdivision.

1.4.2 Application of the Plan

NP C shall apply to the area shown on **Figure 1**. The NP encompasses a total area of 579.09 hectares (1,431 acres), and is located in the southwest part of St. Albert, bounded by:

- Township Road 540A to the north;
- Ray Gibbon Drive to the east;
- Carrot Creek and Big Lake to the west; and
- 137 Ave NW to the south.

The City-owned lands, located at 57 City Annex West (Plan 142 3317, Block 1, Lot 3, a.k.a. River Lot 7-54-26 W4M) and 58 City Annex West (STALBER, River Lot 8, a.k.a. River Lot 8-54-26 W4M), spans approximately 71.73 hectares (177 acres). The lands were purchased by the City in 2014, and are located within a broader area referred to as the “Lakeview Business District”. The City lands are bounded by:

- Township Road 540A to the north;
- 64 City Annex West to the east;
- Carrot Creek to the west; and
- 59 City Annex West and 60 City Annex West to the south.

Landowners of the remaining areas within NP C (identified as ‘Future Development Area’), will be responsible for amending this Neighbourhood Plan to address their properties, which includes completing the necessary technical studies, as per the ASP and NP Terms of Reference.

1.5 Objectives

The vision for NP C is to diversify St. Albert’s economic and employment opportunities and foster job creation through the Lakeview Business District. The employment areas would be accessible to the region through integrated multi-modal transportation links.

The objectives for NP C are:

- a) Protect the Lakeview Business District and other employment areas within the Plan area for non-residential purposes.
- b) Provide a range of light and medium industrial opportunities in the Plan area, and accommodate the City’s focus sectors.

PART 1 | INTRODUCTION

- c) Allow for limited complementary commercial development within the Lakeview Business District.
- d) Conserve Big Lake and Carrot Creek from any potential environmental impacts.
- e) Provide active transportation and transit opportunities in the Plan area.
- f) Prohibit residential land uses in NP C.
- g) Ensure an orderly process of planning and development in the Plan area.

1.6 Property Ownership Patterns

NP C involves multiple landowners, including the Government of Alberta and the City of St. Albert. **Figure 7** provides the legal descriptions of the parcels of land within the Plan area.

1.7 Planning Context

NP C aligns with St. Albert's statutory planning framework and is complemented by various non-statutory plans and service programs. This comprehensive approach provides strategic direction for land use and development within the Plan area.

1.7.1 Municipal Development Plan

St. Albert's Municipal Development Plan (MDP), *Flourish*, was approved by Council through Bylaw 20/2020. It is a city-wide plan that contains goals, objectives, and policies that provide high level direction regarding growth and change in the city. As a statutory, long-term plan adopted by Council, the MDP guides the city-building process.

NP C conforms to the MDP, which designates the lands as Employment Areas and Major Open Spaces. Additionally, the MDP states that the lands in NP C will be dedicated locations for a variety of industrial and office-based businesses that benefit from convenient access to the regional transportation network.

1.7.2 St. Albert West Area Structure Plan

The St. Albert West ASP, approved by Council through Bylaw 14/2024, establishes the conceptual distribution of land uses, transportation, and servicing networks. The ASP designates lands within NP C as Employment Areas and Major Open Spaces.

1.7.3 Land Use Bylaw

The City's Land Use Bylaw, Bylaw 18/2024 as amended, governs development within the Plan area. The lands within the Plan area are currently districted as Public Park (PRK), Future Urban Development (FUD), which is a holding district for future urban expansion or intensification, and Alternate Jurisdiction (ALT) for a portion of the Lois Hole Centennial Provincial Park within the jurisdiction of St. Albert. Changes to a land use district will be required through an amendment to the Land Use Bylaw, ahead of subdivision and development.

Figure 2 outlines the base land uses, with descriptions in this document detailing expected uses. Land uses within the City lands include industrial, business park, park, Environmental Reserve, utility rights-of-way, and a stormwater management facility.

1.7.4 Transportation Master Plan

The 2015 Transportation Master Plan (TMP), prepared by Associated Engineering for the City of St. Albert, outlines the vision and actions for the City's transportation network through 2042. It addresses the City's current and future transportation needs, including roads, trails, sidewalks, and other infrastructure needed to move people and goods from one place to another.

One of the strategies identified in the TMP is "Complete Streets". The City of St. Albert approved the Complete Streets Guidelines and Implementation Strategy in August 2018. The Complete Streets Guidelines provides the vision, principles, and objectives to support St. Albert's priority in creating a community designed to promote safety and connectivity, through a transportation network that accommodates all types of development. Any proposed subdivision applications within this NP should be in conformance with the TMP, and the Complete Streets Guidelines and Implementation Strategy.

1.7.5 Utility Master Plan

The 2020 Utility Master Plan (UMP) for the City of St. Albert is a critical planning document used to identify required improvements to existing infrastructure to maintain levels of service. The UMP also identifies infrastructure needed to support near future growth. There are two separate UMPs – one report is focused on water servicing and was completed by Associated Engineering. The second report focuses on storm and sanitary infrastructure and was completed by WSP.

The most recent UMPs were accepted by the Council in May 2022. These updates reflect changes in environmental regulations and standards, incorporate new modeling and data analysis based on the latest weather patterns, and include updated population forecasts and land use projections. Additionally, the plan integrates completed capital projects from the 2013 UMP. The UMP not only complements and supports the MDP but also serves as the basis for engineering design briefs, which are essential for supporting development and the corresponding ASPs and NPs.

2.0 SITE ANALYSIS

2.1 Natural & Cultural Features

2.1.1 Topography and Drainage

Based on a topographic map completed in 2021, the elevation for the City lands within NP C ranges between 657 m along Carrot Creek, to 670 m in the northeast area of the City lands. Aerial imagery indicates a drainage pattern that conveys surface water ultimately towards Carrot Creek to the west.

2.1.2 Floodplain Boundary

The designated flood line along Carrot Creek and Big Lake is outlined in the Land Use Bylaw. Development below the designated flood line is regulated by the Land Use Bylaw. The designated flood line was informed by a Flood Hazard Study completed by Alberta Environment and Parks.

2.1.3 Geotechnical Conditions

Based on the subsurface information from geotechnical investigation completed for the City lands within NP C, the subsurface and site conditions are generally considered suitable for future development, including buildings, transportation networks, and supporting infrastructure. However, the groundwater level is relatively shallow, within 1 metre of the surface, which could affect the design and maintenance of underground structures, such as underground parkades.

Additionally, the soils encountered at the City lands are considered frost susceptible and may be prone to frost heave in the presence of water and freezing temperatures. Given the groundwater levels and frost susceptible soils, the implementation of appropriate construction mitigation measures may be required.

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

Additional geotechnical studies may be necessary to assess groundwater conditions at the time of subdivision or development permit, as required by the City. These studies will also help identify any conditions or constraints related to site and building design.

Furthermore, within NP C lies Carrot Creek, an area where slopes are present. A slope stability assessment will be necessary at the time of subdivision and/or development to confirm the top of bank and determine appropriate development setbacks.

2.1.4 Natural Features Assessment and Prioritization Report

In 2024, a report called the Natural Features Assessment and Prioritization Report, was completed for the St. Albert West ASP area. The objective of this report was to identify key natural feature priorities using a desktop-based strategy that ranks features for retention during neighbourhood development, based on various criteria and values.

Within NP C, Carrot Creek, Big Lake, and a woodland located southwest of the intersection of Ray Gibbon Drive and Meadowview Drive, were identified as key natural features for retention by the Natural Features Assessment and Prioritization Report.

Several other woodland and wetlands were identified east of Big Lake, primarily within the Lois Hole Centennial Provincial Park, and further study of these natural features will be required through a Natural Area Assessment.

As several woodlots span across NP C, protecting these existing woodlots and tree stands is encouraged to enhance the natural environment, preserve wildlife habitat, and maintain connectivity. This approach can also help reduce the urban heat island effect, improve the health of the urban forest ecosystem, and increase climate change resilience.

Overall, the protection, conservation, and restoration of prioritized natural features is critical. Where a natural feature is located within areas of planned municipal infrastructure, efforts should be made to maximize conservation of the natural feature during design and construction.

Please refer to the Natural Features Assessment and Prioritization Report for the locations of the key natural features aforementioned above.

2.1.5 Natural Area Assessment

In 2021, the Badger and Lakeview Area Structure Plan Natural Area Assessment was completed for the City-owned lands, Plan 142 3317, Block 1, Lot 3, and STALBER, River Lot 8. The study included a field visit and desktop review, analysis of the existing ecological network, and assessment of natural features for retention.

The study area encompasses woodland, wetlands, and anthropogenic land, e.g., cultivated lands. Further, study of the natural areas was divided into five groups with the following findings:

1. The aspen woodland along the northeast boundary

While this woodland (0.97 ha) provides some intra-connectivity for wildlife, it was found to be subject to edge effects, i.e., various consequences on vegetation and wildlife that occur as a result of one type of vegetation sharing a border with another. The lack of regeneration of this woodland

also suggests it would be unsustainable post development. Retention of this natural area is not foreseeable.

2. Carrot Creek

Carrot Creek is about 5.4 hectares within City lands, and composed of aspen poplar, wetland, native species, and wildlife habitat. Carrot Creek was identified for retention due to its value and its importance to the overall ecological network, and meets the criteria for Environmental Reserve, as per the Municipal Government Act (MGA).

To improve the sustainability of Carrot Creek, restoration of the lands within the Carrot Creek top of bank, enhancement of the bridge crossing at Township Road 540A, weed management, and restoration with native plantings, is recommended.

3. The temporary graminoid marshes

These wetland areas covering a total area of 0.53 ha, have historically been cultivated, and are not ecologically significant within the landscape. Retention of these natural areas is not foreseeable.

4. The ephemeral waterbodies

These wetland areas covering a total area of 0.27 ha, have historically been cultivated, and are not ecologically significant within the landscape. Retention of these natural areas is not foreseeable.

5. A small pocket of wooded area in the southeast corner

This natural area of 0.05 ha is composed of aspen woodland and is not considered sustainable post development. Retention of this natural area is not foreseeable.

A Natural Area Assessment for all other un-studied lands will be required as planning and development progresses throughout NP C.

2.1.6 Wetland Assessment

In 2025, a Wetland Assessment and Impact Report (WAIR) was completed for the City-owned Lakeview lands at Plan 142 3317, Block 1, Lot 3, and STALBER, River Lot 8. The WAIR identified that retaining the wetlands and ephemeral waterbodies, except for the area near Carrot Creek, was not deemed feasible. As a result, three wetlands and three ephemeral waterbodies within the City-owned lands will be infilled, leading to a loss of 0.96 hectares. The removal of these waterbodies cannot proceed without approval under the *Water Act*. Therefore, a *Water Act* application will need to be submitted in the future, along with the payment of wetland replacement fees.

For all other lands that have not yet undergone a Wetland Assessment, confirmation of wetlands for retention will be required. In the interim, a minimum

PART 2 | SITE ANALYSIS

30-metre setback from wetlands or other waterbodies is required. However, any modifications to this setback distance must be supported by an approved, scientifically defensible setback tool, or technical studies. Additionally, *Water Act* approval will be required for any wetland disturbance or removal.

Any instream work within Carrot Creek would require additional environmental review, assessment and approvals/permits such as *Public Lands* and *Water Act* approvals.

2.1.7 Alberta Energy Regulator Report

As part of the development of the St. Albert ASP, an Alberta Energy Regulator report was conducted.

Within NP C, there are sixteen (16) well sites. See **Figure 9**.

- Four (4) well sites are abandoned; one that has been permanently sealed and taken out of service, in accordance with the requirements of AER Directive 020.
- Five (5) well sites are suspended; inactive well sites where the initial suspension has been completed and reported as per AER Directive 013.
- Six (6) well sites that are reclamation exempt, where approval has been granted by AER for an exemption from reclamation certificate requirements due to other “specified land” activity taking place. For example, when a portion of an access road is being used by another operator, the operator may apply for an exemption due to the presence of an overlapping activity.
- One (1) well site that is reclamation certified; wells that have been restored and all reclamation requirements of AER have been met.

Five (5) of the well sites are located on City lands (River Lot 7-54-26 W4M and River Lot 8-54-26 W4M). Three (3) of which are suspended and two (2) are abandoned. The well sites on City lands are discussed further under Section 2.1.8.

2.1.8 Environmental Site Assessment

In 2021, a Phase I Environmental Site Assessment was completed for the City-owned lands, River Lot 7-54-26 W4M and River Lot 8-54-26 W4M, to identify areas of potential environmental concern associated with the study area and adjacent properties that may have an impact. The assessment included a site visit conducted on October 22, 2020. At the time of the assessment, the site was comprised of agricultural land, with two well lease areas located to the west. To the northwest of the study area, there is a residential property. Please note that the Phase I ESA recommends that additional assessment be completed, i.e., a Phase II ESA to identify potential rehabilitation requirements for the lands or

PART 2 | SITE ANALYSIS

setback buffers. This can be completed closer to the subdivision and development stage, when there will be greater clarity regarding the type of development, potential impacts, and the appropriate remediation measures required.

The Phase I ESA conducted for the City-owned lands identified the following areas of potential concern related to well sites.

- The two (2) wells located in the north well lease area (River Lot 7-54-26 W4M) are considered a potential area of concern based on previous environmental reports. There is potential presence of residual impacts within the well lease, and the presence of backfill material with documented volatile organic compound concentrations of dichloromethane above the applicable guidelines (historical and current).
- The three (3) oil and gas wells in the south well lease area (River Lot 8-54-26-W4M) are considered areas of potential concern because there are no available environmental reports regarding them.
- There is a well site approximately 60-metres south of the study area that does not have any available environmental reports regarding it, and therefore is considered a potential area of concern.

There are no areas of potential concern regarding pipelines within the City lands, which includes:

- Natural gas pipelines and associated historical releases based on the gaseous nature of the transported substance;
- Three oil well effluent pipelines based on the absence of spill/release reports associated with those pipelines;
- The 14 pipelines containing salt water, oil well effluent, crude oil, or natural gas within 200-metres, based on distance; and
- Spills from surrounding pipelines within 200-metres, based on distance.

Given the aforementioned potential areas for environmental concerns, particularly with the well sites, further assessment is required. Before proceeding with development at parcels River Lot 7-54-26 W4M and River Lot 8-54-26 W4M, owners of the well sites, as well as pipelines, should be contacted to confirm setback requirements, any need for removal of abandoned infrastructure should be assessed, and compliance with AER Directive 079 must be met.

Please be advised that an Environmental Site Assessment is required for all other unstudied lands in NP C, in accordance with the ASP and NP Terms of Reference.

PART 2 | SITE ANALYSIS

2.1.9 Historic Resources

A Statement of Justification (SOJ) for Historical Resource Act approval was completed in 2020 for the City-owned lands (River Lot 7-54-26 W4M and River Lot 8-54-26 W4M). The SOJ outlines the rationale for requesting compliance with the Historical Resources Act, which will inform future development plans. In May 2021, Historical Resources Act approval (HRA #: 4840-21-0002-001) was granted by the Government of Alberta. However, should a historic resource be discovered during excavation or construction, the Government of Alberta must be notified of the discovery.

In 2023, an application for HRA approval was submitted for the St. Albert West ASP. Approval was granted by the Government of Alberta (HRA #: 4835-22-0076-001), with the condition that lands, particularly around Big Lake, undergo further review as Indigenous camps and a horse guard for Fort Edmonton were historically located in the area. See **Figure 9**. Engagement with Indigenous communities is required prior to ground disturbance in areas proposed for development that are within or near locations identified for further investigation related to Indigenous history.

Additionally, native medicinal plants have been identified along the CN Railway in the western area of St. Albert and near Range Road 261. If identified, the preservation of these plants is crucial. In cases where there may be potential impacts, collaboration between Indigenous communities and developers is necessary prior to site construction.

2.2 Current Development Patterns

The Plan area is bordered to the west by Carrot Creek and Big Lake, beyond which lies Sturgeon County. To the east, the area is adjacent to the residential neighbourhood of Riverside, as well as non-residential lands in Riel and South Riel. The City of Edmonton is located immediately to the south. A portion of the Lois Hole Centennial Provincial Park is situated in the southern area, with future development timelines for the park determined by the Government of Alberta.

2.3 Fiscal Impact Analysis

A Fiscal Impact Analysis was completed for the City lands in 2024, to provide an estimate of how the proposed development will affect the City's financial position.

The analysis was conducted using the City of St. Albert's Growth and Fiscal Impact Analysis (GFIA) model, which determined that the development of the City-owned lands in the Lakeview Business District will generate over \$21 million in net fiscal benefit by 2052.

PART 2 | SITE ANALYSIS

The City benefits from this development in two general ways:

1. The revenue generated from the sale of lots will help offset the City's investment in both on-site and off-site infrastructure needed to support the development.
2. The net fiscal benefit received from the development where tax revenues exceed costs.

Even without the revenues from lot sales, the City will still benefit significantly from the development of the City-owned lands in NP C. Excluding the land sale revenues (assumed \$600,000 per acre) reduces the net benefit of these lands at build-out in 2052 to \$17.9 million, down from \$21.1 million with the land sale revenues included.

The net benefit to the City from the build out of the proposed development is also highly dependent on the assessment yield of development.

3.0 LAND USE CONCEPT

3.1 Future Land Use Map

Figure 2 presents the future land uses and transportation routes within NP C. Other areas of NP C are currently identified as 'Future Development Area', and an NP amendment will be required to address those lands.

3.2 Land Use Concept: Major Development Patterns

NP C as a whole will focus primarily on industrial development, including light and medium industrial uses, professional office spaces, business parks, and institutional facilities. There is also potential for partnerships with post-secondary institutions, such as commercial schools offering training in trades, skills, or services. As NP C is an industrial neighbourhood, commercial development will focus on serving local workers and residents in the immediate area, rather than catering to broader, high-traffic commercial activity.

Within NP C is the Lakeview Business District, which is strategically positioned to enable job creation and the City's key sectors, such as advanced manufacturing, agribusiness, clean technology, construction, life sciences, and transportation and logistics.

As Carrot Creek and Big Lake are significant natural areas within NP C, transitional areas and appropriate buffering are required to minimize any potential negative impacts of future development. Additionally, the lands adjacent to Carrot Creek will integrate the concept of single-sided development where open space or natural area, is located on one side of the road, with built form on the opposite side. This design enhances the value of the natural area by providing public access and views. The principles of Crime Prevention Through Environmental Design (CPTED) are also applied as single-sided development can reduce the opportunity for crime to be concealed behind buildings.

3.3 Industrial

The City lands within NP C includes 34.47 hectares of lands designated as industrial. The purpose of the industrial district is to provide for development that may present impacts in the form of noise, vibration, odour, or any other adverse condition. Moreover, the intent is to allow for a broad range of industrial and office uses that support employment growth. Industrial development is generally planned in the central area, situated away from natural areas and major transportation routes, to minimize any negative impacts and views of industrial activities.

3.4 Business Park

The City lands within NP C includes 10.96 hectares of lands designated as Business Park, along Carrot Creek, off Range Road 260, and the strip of land north of the CN Railway.

PART 3 | LAND USE CONCEPT

The strip of lands north of the CN Railway are identified as Mixed-use Employment Area under the St. Albert West ASP, which corresponds to a specific type of business park as outlined in the Land Use Bylaw. This area is intended for businesses that need convenient public access and do not require outdoor storage or display areas. Buildings shall be oriented and designed to encourage pedestrian activity, and may include retail or other active uses on the ground floor. However, it is anticipated that this strip of land, will be integrated with its surrounding area to enable cohesive planning of the entire mixed-use employment area.

The other lands designated as Business Park are strategically located along the natural areas (Carrot Creek) and major transportation routes (Range Road 260), to provide an aesthetically appealing working environment tailored to the development of offices, research and development institutions, and certain specialized light manufacturing establishments. This area encourages attractively designed buildings with limited outdoor storage, provides for an abundance of landscaping, and establishes land uses that do not create air, ground, noise, and water pollution.

3.5 Parks & Open Space

Parks and open spaces within the Plan area will include trails, wetland areas adjacent to Carrot Creek, and stormwater management facilities. Moreover, the inclusion of natural areas into the open space network would support wildlife connectivity and viability of the ecological network.

The Municipal Government Act and St. Albert's MDP specify that 10% of the developable lands shall be dedicated as Municipal Reserve (MR), which can be used for the development of schools, parks, public recreation areas, and trails accepted by the City and not associated with public utility lots. If 10% of MR is not achieved through land acquisition, cash-in-lieu of land dedication may be considered at the discretion of the Subdivision Authority.

The planning and design of park spaces will adhere to the City's Parks & Open Spaces Standards and Guidelines.

3.5.1 Parks

As per the Red Willow Park West Master Plan, the Community Park in the northwest corner (2.58 hectares) of the City-owned lands will be a park destination and gateway between Lakeview Business District, Carrot Creek, and the Red Willow Trail System. To support user experience, this park will include, but not limited to, parking, washrooms, shelter, picnic facilities, and recreational features and amenities. As per the Parks and Open Spaces Standards & Guidelines, the Community Park in the northwest area of NP C must be at least 2.0 hectares.

At the southwest corner of the City lands along Carrot Creek is a park (2.76 hectares). This park contains three (3) well sites, and minimum setback requirements must be met, as per AER Directive 079 (Surface Development in

PART 3 | LAND USE CONCEPT

Proximity to Abandoned Wells), and the City's Well Setback Safety Operating Procedure (SOP). However, MR credit will be applied only upon approval of the City for any remediation or mitigation plans at this park, as any abandoned well heads and other infrastructure within MR, in general, must be mitigated. If the designation of lands not MR, cash-in-lieu may be considered at the discretion of the City.

According to the St. Albert West ASP and Red Willow Park West Master Plan, there is a park proposed south of Meadowview Drive for the purpose of providing unstructured active and passive recreation opportunities. The classification of this park is Neighbourhood Park, which is typically 0.5-2 hectares. Vehicular access to the park space will be required for maintenance purposes, and a small parking area may be necessary.

3.5.2 Trails

NP C includes a trail network along Carrot Creek and the north shore of Big Lake that connects to the larger Red Willow Trail System, in accordance with the Red Willow Park West Master Plan. A 20-metre setback from Environmental Reserve along Carrot Creek and the north shore of Big Lake, will be dedicated as Municipal Reserve to provide an ecological buffer and multi-use trail for walking and cycling. This park is classified as a Connector Park under the Parks & Open Spaces Standards & Guidelines. Municipal Reserve credit may be provided to trail areas, based upon City policies and to be determined at the time of subdivision.

As shown in **Figure 9**, NP C contains numerous utility rights-of-way, which offers opportunities for more active transportation pathways, through permissions with utility companies. Additionally, with a portion of the Lois Hole Centennial Provincial Park (LHCPP) located in the southern part of NP C, there is opportunity for collaboration with the Government of Alberta to connect the City's trail system to any trails along LHCPP in Edmonton and Parkland County, as LHCPP spans west of NP C.

Trail development will adhere to the City's current Municipal Engineering Standards and principles of Universal Accessibility. Trails should be designed to minimize impacts on natural features, employing measures such as, but not limited to, proper setbacks, strategic trail placement, and permeable surfacing, based on a more detailed site analysis. Boardwalks may be considered where suitable.

3.5.3 Carrot Creek

Carrot Creek forms the northwestern boundary of NP C, and serves as a natural drainage channel for lands within St. Albert and extending northward to Morinville. It also functions as a linear natural area that supports a diversity of vegetation and wildlife including, but not limited to, fish, amphibians, birds, small

PART 3 | LAND USE CONCEPT

mammals, and ungulates. To protect the riparian environment and allow for potential trail development, a minimum 50-metre setback from the top of bank is required, in the event that field studies are absent.

The Land Use Bylaw defines the designated flood line for Carrot Creek. Within the 50-metre setback, land below the designated flood line will be designated as Environmental Reserve, while land above the flood line will be designated as Municipal Reserve.

Trail development along Carrot Creek will offer important connections to the surrounding neighbourhood and the Red Willow Park Trail System. These trails should be planned with a focus on minimizing or mitigating any negative impacts to Carrot Creek. Additionally, efforts should be made to enhance wildlife corridor connections and restore riparian areas.

For the City-owned lands, a Natural Area Assessment was completed which identified Environmental Reserve along Carrot Creek. A 20-metre wide Municipal Reserve was then applied above the ER for trail development.

However, a slope stability assessment will be required at the time of subdivision and/or development for the lands along Carrot Creek, including City-owned lands. This assessment will confirm the top of bank location and recommend appropriate development setbacks. It will also evaluate erosion risks, as noted in the Carrot Creek Regional Drainage Master Plan (CCRDMP), which calls for an erosion buffer and an appropriate factor of safety.

3.5.4 Big Lake

Big Lake is a significant natural area that forms the southwestern boundary of NP C. Big Lake is an Important Bird Area where more than 235 bird species have been recorded. Improvements that enhance the ecological integrity and natural functions and systems of Big Lake are encouraged.

There is opportunity to create educational material and establish public viewpoints at key locations around Big Lake, as outlined in the Red Willow Park West Master Plan and in consultation with the Government of Alberta. This is a means of offering visitors unique viewing experiences and opportunities to learn and connect with nature. Additionally, given the historical significance of Big Lake among Indigenous communities, there is opportunity to explore ways to raise awareness and promote Indigenous culture around Big Lake.

3.5.5 Stormwater Management Facilities (SWMFs)

Although stormwater management facilities primarily serve a utility function, they also play a key role in the open space system. Eight (8) SWMFs have been identified within NP C. Three (3) of these are existing SWMFs located northeast of Big Lake, including a constructed wetland adjacent to Ray Gibbon Drive.

The SWMFs designed to service the Lakeview Business District are primarily proposed south of Meadowview Drive. The rationale for this is based on the fact that many landowners in the district currently own property both north and south of Meadowview Drive. As such, they will equally benefit from the SWMFs being located to the south. Additionally, positioning the SWMFs closer to the north shore of Big Lake allows for more developable land in the Lakeview Business District, offering greater flexibility in parcel sizes and configurations.

The SWMFs will be interconnected through a combination of overland flows and underground pipelines. The proposed locations and sizes of each SWMF are conceptual and subject to further analysis and design before redistricting and subdivision. Their exact locations and sizes will be determined through separate Servicing Design Briefs, which will be the responsibility of the developer. The location of SWMFs must meet the City's approval and comply with both provincial and municipal standards and requirements. Each SWMF will be sized to meet the required release rate of 2.5 L/s/ha, in accordance with City standards.

SWMFs will be dedicated as Public Utility Lots (PULs), and therefore, no Municipal Reserve credit will be granted for PUL uses.

3.5.6 Lois Hole Centennial Provincial Park

Lois Hole Centennial Provincial Park (LHCPP) is located along the western edge of St. Albert, adjacent to the City of Edmonton and Parkland County. The park is recognized as a globally significant Important Bird Area for its abundant and diverse bird populations, especially waterfowl and shorebirds. There is a viewing platform along the eastern shore of Big Lake that can be accessed off Riel Drive.

Given the environmental significance of LHCPP, there is opportunity to collaborate with the Government of Alberta and regional municipalities to support passive recreation, as well as interpretive and educational initiatives for LHCPP and the surrounding watershed. Additionally, collaborative efforts can be made to maintain and restore the ecological functions of LHCPP, as outlined in the LHCPP Management Plan.

3.6 Development Statistics

The development statistics for the City-owned lands are shown in **Table 3-1**. The net developable area (NDA) for the City property in NP C is 63.34 hectares. The non-developable area includes 5.52 ha of Environmental Reserve, 0.08 ha of the Canadian National (CN) Railway, and 2.79 ha of PUL. The majority of the NDA in NP C are designated as industrial and business park.

Table 3-1: Development Statistics

	Area (ha)	% of NDA
Gross Area	71.73	
Non-Developable Area		
Environmental Reserve	5.52	
Canadian National (CN) Railway	0.08	
Public Utility Lot (PUL)	2.79	
Subtotal Non-Developable Area	8.39	
Net Developable Area (NDA)	63.34	
Other Uses		
Internal Circulation – Local & Neighbourhood Roadways	7.20	11%
Stormwater Management Facilities (SWMF)	4.28	7%
Municipal Reserve (MR) – Parks	6.43	10%
Subtotal of Other Uses	17.91	28%
Employment Areas		
Industrial	34.47	54%
Business Park	10.96	17%
Subtotal of Employment Areas	45.43	71%

Note: The % of NDA may not add up to 100% due to rounding.

3.7 Urban Design

Good urban design is particularly important for the Lakeview Business District, in fostering social interaction, supporting economic activity, respecting natural features, and creating an enjoyable environment for both work and recreation.

The following factors should be considered when reviewing development proposals:

- The relationship and interface between public and private spaces;
- Building placement, height, and massing;
- Multi-modal transportation networks and circulation patterns;
- Parking infrastructure for both vehicles and bicycles;
- Beautification through landscaping, quality architecture, and streetscapes;

PART 3 | LAND USE CONCEPT

- Protection from environmental elements through all-season design;
- Wayfinding through entrance features, gateways, and signage; and
- Proper siting of pedestrian spaces to minimize potential nuisances.

Urban design must also consider the natural environment and wildlife, especially along Carrot Creek and Big Lake, through measures such as the following:

- Bat and bird friendly design features such as appropriate glass and lighting to minimize risks.
- Appropriate dark sky measures in proximity to natural features to avoid potential negative impacts of light pollution on wildlife.

4.0 TRANSPORTATION

The transportation network for NP C is shown on **Figure 3**. This map features a series of roadways and trails with defined roadway classifications to accommodate expected future transportation patterns for the City lands under NP C. **Figure 3** also shows a shadow plan of the road network directly adjacent to the City lands, which could be updated as the remaining areas of NP C are further planned.

4.1 Boulevard Road Network

Ray Gibbon Drive

Ray Gibbon Drive is currently a municipal roadway that forms the eastern boundary of the whole NP C. Ray Gibbon Drive, between Villeneuve Road and Anthony Henday Drive, will be widened to eight (8) lanes to serve as an important regional route and relieve traffic congestion on St. Albert Trail. The complete expansion of Ray Gibbon Drive will include interchanges at the intersections with LeClair Way, Meadowview Drive, and Township Road 540A. There will be no additional access along Ray Gibbon Drive.

4.2 Crosstown Road Network

Township Road 540A

Township Road 540A forms the northern boundary of NP C. It is currently paved between Ray Gibbon Drive and Cherot Boulevard (Range Road 260), where a roundabout is located. West of this point, the roadway transitions to gravel.

Township Road 540A will eventually become an urbanized Crosstown arterial roadway (four-lane divided). Access off Township Road 540A must be a minimum of 100 metre in separation from the Carrot Creek bridge crossing.

Meadowview Drive

Meadowview Drive is a Crosstown roadway located just north of Big Lake. The City is currently working on the preliminary design to realign the eastern section of Meadowview Drive. The purpose of realigning this section is to improve the intersection geometry at Ray Gibbon Drive, Meadowview Drive, and McKenney Ave. It is critical that the proposed realignment minimize any potential impacts to the natural features prioritized for retention north of Big Lake.

Meadowview Drive is bordered to the west by a bridge crossing at Carrot Creek. As the bridge approaches the end of its lifespan, reconstruction is anticipated. At that time, consideration will be given to widening the bridge to accommodate pedestrian traffic.

LeClair Way

LeClair Way is designated as a Crosstown roadway and is planned to extend west of Ray Gibbon Drive, connecting to either 137 Avenue NW or 199 Street NW in Edmonton. This will ultimately create a continuous arterial route between Winterburn Road in

PART 4 | TRANSPORTATION

Edmonton and Ray Gibbon Drive in St. Albert. The new road is intended to replace 137 Avenue NW as the primary connection to Ray Gibbon Drive in this area. Due to land ownership constraints, opportunities for double-loaded frontage and access are limited. Collaboration with the City of Edmonton and other stakeholders will be essential in designing the road network and alignment between St. Albert and Edmonton.

4.3 Connector Road Network

Range Road 260

Range Road 260 is an existing north-south Connector roadway between Township Road 540A and Meadowview Drive. It is currently an undivided two-lane gravel roadway that will be realigned to the west to create a direct connection from Cherot Boulevard.

The current alignment of Range Road 260 intersects with the CN Railway. After the realignment of Range Road 260, this existing railway intersection will be closed, and the road will cross the CN Railway at a new location.

4.4 Neighbourhood & Local Road Network

Within the City lands, there are two Neighbourhood roadways – one running north-south that separates the parkland from the industrial area, and the other running east-west through the industrial and business park area. Additionally, there is a network of Local roadways to enable internal circulation throughout the industrial and business park areas.

4.5 Other Roadway

The southern boundary of NP C is defined by 137 Avenue NW, which is entirely within the City of Edmonton. The intersection of Ray Gibbon Drive and 137 Avenue NW is planned to be closed once Ray Gibbon Drive is upgraded to a freeway, and potentially sooner if operational issues arise at the intersection. However, the extension of LeClair Way and alternative connectivity for lands in Edmonton must be established before this intersection can be closed.

4.6 Transit

The planning and design of the transportation network in NP C must enable an efficient and functional integration with the city's transit service network. In particular, transit services will be essential in offering transportation options for future workers in the Lakeview Business District.

Transit services for NP C will be extended from adjacent neighbourhoods, including Riverside, with transit stops generally proposed along Connector and Neighbourhood roadways. The delivery of transit services will be reviewed with the City's Transit Department and Transit Long Term Department Plan 2013-2027.

4.7 Canadian National (CN) Railway

The CN Railway, Sangudo Principal Branch Line, passes through the northern area of NP C. Adjacent developments must provide appropriate protection and mitigate

PART 4 | TRANSPORTATION

trespassing, noise, vibration and hazards from derailment and spillage. CN has specific recommendations for noise attenuation, setback, and vibration mitigation measures for new development along rail lines, see *Guidelines for New Development in Proximity to Railway Operations*. It is the responsibility of developers to proactively implement these measures, in consultation with the railway company, at the time of subdivision and development.

4.8 Wildlife Crossing

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

4.9 Pedestrian & Bicycle Links

Active mode transportation is accommodated and standardized in accordance within the Complete Streets Guidelines and Implementation Strategy. The Plan includes the addition of three new trails. A trail is planned along Carrot Creek, extending from Township Road 540A to the area's southern boundary, facilitating north-south connectivity. Additionally, two trails are positioned on the north and south side of SWMF 7, creating essential east-west links for pedestrians and cyclists to intersections within the Lakeview Business District.

4.10 Noise Attenuation

Noise attenuation along the Crosstown route of Township Road 540A and rail line (CN railway) will be provided by the developer as per City standards at the time of development. At the time of subdivision, Development Agreement, or Development Permit, provision for noise attenuation amenities will be required at the cost of the developer.

4.11 Off-Site Levies

Off-site levies will be calculated, assessed, and collected at the time of subdivision or upon execution of a Development Agreement, in accordance with Council policies and approved bylaw. Should a subdivision or Development Agreement not be part of the development process, levies will then be collected at the time of Development Permit. Any additional costs may need to be borne by the developers to facilitate the near-term plan of infrastructure capacity improvements.

4.11.1 Notes:

- As upgrades are required to the water supply and distribution system, to the wastewater collection system (sanitary), to the stormwater management facilities, and the transportation roadway infrastructure identified within the Off-Site Levy Bylaw, required to support a development stage, may be required to be front-

PART 4 | TRANSPORTATION

ended by the developer to enable that development stage. Front-ending and recovery processes shall be consistent with approved Council Policies.

- Should a developer choose to oversize without a request from the City, the oversizing will be at the cost of the developer, and the cost will not be recoverable. In addition, the City will take ownership of such oversized infrastructure and will determine how the capacity will be used.
- Interim solutions are not eligible for reimbursement through the Off-Site Levy program.

4.12 Complete Streets

The NP C will implement Complete Streets Guidelines. The Complete Streets Guiding Principles are:

1. Streets should safely accommodate users of all ages and abilities.
2. The street network should be well-connected, provide direct paths of travel, and should not act as barriers.
3. Streets should provide mobility, access to homes, businesses and schools, civic space for leisure, recreation, and other activities.
4. Streets should provide choices for all users, and be fair in their allocation of space for all users.
5. Streets should be aesthetically attractive, reflecting St. Albert's application of nature, unique architecture, and the botanical theme.
6. Streets should support the land use, economic development, environmental sustainability, personal security, public health, cost-effectiveness, and other objectives.

4.13 Crime Prevention Through Environmental Design (CPTED)

Decisions regarding transportation design, street patterns, access, noise barriers, public open spaces, parks, multi-use trails, walkways, stormwater management facilities, and the built environment shall incorporate CPTED principles to ensure the creation of a safe and secure neighbourhood.

The following basic strategies, in alignment with current City standards, will be implemented during the development of NP C:

- Implementation of natural surveillance strategies to enhance visibility and awareness of both public and private spaces.
- Application of natural access control techniques to guide and direct movement within both the natural and built environments.
- Promotion of territorial reinforcement by clearly defining spaces and encouraging local stewardship.

5.0 UTILITY SERVICES

The following addresses the utility servicing design for only the City-owned lands. A Servicing Design Brief will be required for all other un-studied lands.

5.1 Water Supply & Distribution

The water network within NP C can connect to St. Albert's existing water system at two different locations, either through a single connection or both. Three potential scenarios for water connections were explored in the Servicing Design Brief for the City-owned lands in the Lakeview Business District.

- **Scenario 1:** The water network connects to St. Albert's existing network via the continuation of the 300 mm watermain west on Township Road 540A.
- **Scenario 2:** The water network connects to St. Albert's existing network via the continuation of the 300 mm watermain south on Range Road 260 from the Township Road 540A intersection.
- **Scenario 3:** The water network connects to St. Albert's existing network via the continuation of the 300 mm watermain south on Range Road 260 from the Township Road 540A intersection, and the 300 mm watermain west on Township 540A.

Scenario 3 is the ultimate water servicing network, see **Figure 4**. Scenarios 1 and 2 illustrate alternative approaches for the initial phases of development and were designed to identify potential challenges in meeting fire flow requirements in the absence of major watermain looping. Based on the findings, even in the ultimate scenario (Scenario 3), it would be challenging to achieve 300 L/s at 140 kPa residual pressure (the typical requirement for industrial developments) with what was proposed in the Servicing Design Brief. Also, it is assumed there are no additional water servicing customers north of the railway tracks or elsewhere within this area, which would increase demand and further reduce available pressures during fire flows. The Servicing Design Brief assumes this can be addressed if the City is able to provide the required pressure. This does not mean the option won't work, as once the additional looping is completed with a second connection to the Riverside neighbourhood, the pressure requirement would be satisfied. Before that happens, discussions with City Engineering will need to occur to understand how much development should be permitted under the marginal fire flow conditions until the deficiencies are resolved. At some point, the project overseeing servicing of the Lakeview Business District, should complete a deviation request acknowledging the marginal fire flows during the initial stages. Given the aforementioned, it is recommended that development during the initial stages in the Lakeview Business District be prioritized along the 350 mm water main loop (along the realigned Range Road 260), including the area north of the railway tracks.

5.2 Wastewater Collection System (Sanitary)

The study area will be serviced using a conventional gravity sewer system where possible due to the ground elevations. Where required to service low lying areas, a pump station will be proposed. The area will tie into the existing sanitary North Interceptor Trunk Sewer.

The proposed sanitary sewer system is illustrated in **Figure 5**. The general servicing concept aligns with the City's Utility Master Plan as well as the St. Albert West ASP Servicing Design Brief. The east portion of the site will run by gravity towards the existing sanitary trunk (North Interceptor Trunk Sewer) along the Canadian National Railway. The west portion of the site is proposed to drain south to a proposed lift station and will be pumped north, ultimately ending up in the North Interceptor Trunk Sewer. Additional flow is being picked up with the on-site sanitary sewers at one location. Into manhole (MH) 50100, an area of 5.72 hectares is contributing to flows used to size the pipes. The future areas southeast of MH 50230 are accounted for to size the downstream sewers. In a similar manner, the future areas east of MH 50320 are accounted for to size the downstream sewers.

5.3 Stormwater Management

Eight (8) SWMFs have been identified within NP C. Three (3) of these are existing SWMFs located northeast of Big Lake and adjacent to Ray Gibbon Drive, i.e., SWMF 1, 2, and 3.

- SWMF 1: A constructed wetland with catchment area that includes a portion of Ray Gibbon Drive, all of South Riel, a portion of the Riel Industrial Park, a portion of The Gardens (formerly known as Grandin), and all of Heritage Lakes.
- SWMF 2: The catchment area includes a portion of Ray Gibbon Drive.
- SWMF 3: The catchment area includes a portion of Ray Gibbon Drive.

The Stormwater Management Facility (SWMF) within the City lands is proposed to be a constructed wetland, to provide water quality improvement, and promote the long-term health of the wetland system and natural drainage patterns. The water quality discharging into Carrot Creek should meet or exceed the guidelines established by the City of St. Albert and Alberta Environment. Design of the SWMF should aim to complement and enhance Carrot Creek through measures incorporating, but not limited to, naturalization, native plantings supportive of wildlife habitat, and landscaped buffers.

SWMF 7 within the City lands will drain into Carrot Creek through an outfall as shown in **Figure 6**. The storage volume of SWMF 7 will accommodate the City lands and an additional 5.59 hectares of triangular land located north of the City lands, south of the CN railway.

The east portion of the site will drain east and south to a future SWMF south of Meadowview Drive (SWMF 4). SWMF 4 has been identified as 4a and 4b to reflect the

PART 5 | UTILITY SERVICES

possibility that the facility may be divided, depending on the final design and its integration with the park space located south of Meadowview Drive.

The future areas southeast of MH 50135 are accounted for to size the downstream sewers and future SWMF. A typical facility consists of a deep inlet forebay that reduces incoming runoff velocities, traps coarse sediment, and provides pollutant removal pathways toward meandering shallow marsh areas where growth of emergent vegetation and native plant species allows sheet flow conditions creating greater hydraulic resistance, contact time, filtration, and absorption of pollutants. A deep outlet pool traps residual sediments and plant debris before the water is released through the control structure. The side slopes around the perimeter of the pond are designed at 7:1 to accommodate subsequent storm events, rapid drawdown is required to satisfy the following criteria established in the St. Albert Municipal Engineering Standards.

The exact location and size of the SWMFs that have not yet been studied through a Servicing Design Brief, are conceptual and subject to further analysis and detailed design prior to redistricting and subdivision. Any stormwater management facilities discharging to Big Lake, Carrot Creek, and Sturgeon River, must follow the release rate of 2.5 L/s/ha, according to City standards, and Carrot Creek Regional Drainage Master Plan.

5.4 Public Utility Lots (PULs)

A Public Utility Lot is where services such as water, wastewater, stormwater pipes, and shallow services are located. The size of a PUL will vary based on the number of utility services and pipe sizes accommodated. PULs can typically range between 6 metres to 9 metres in width. PULs do not receive Municipal Reserve credit. Emergency access to a site will be classed as a public utility lot and width of access will be determined in consultations with the City. Where services are shared or required, provisions of utility rights-of-way will be required to allow passageway for utilities from landowner/developer to enable development by other landowner/developer to proceed.

6.0 IMPLEMENTATION

6.1 Development Staging

In 2024, the City proposed an initiative to spur development in the Lakeview Business District. Phase 1 involves the realignment of Range Road 260, and Phase 2 will focus on the realignment of Meadowview Drive (between Ray Gibbon Drive and the new alignment of Range Road 260). Through initial investment and completion of targeted new infrastructure that services the broader area of the business district, the land will be enabled for expedited development.

Following the completion of these projects, developing NP C must proceed in an orderly and contiguous manner, with a logical phasing approach that allows agricultural operations to continue until urban development occurs. Contiguous and sequential development is essential for the efficient delivery of city services, including police, fire, transit, recreation, and road maintenance.

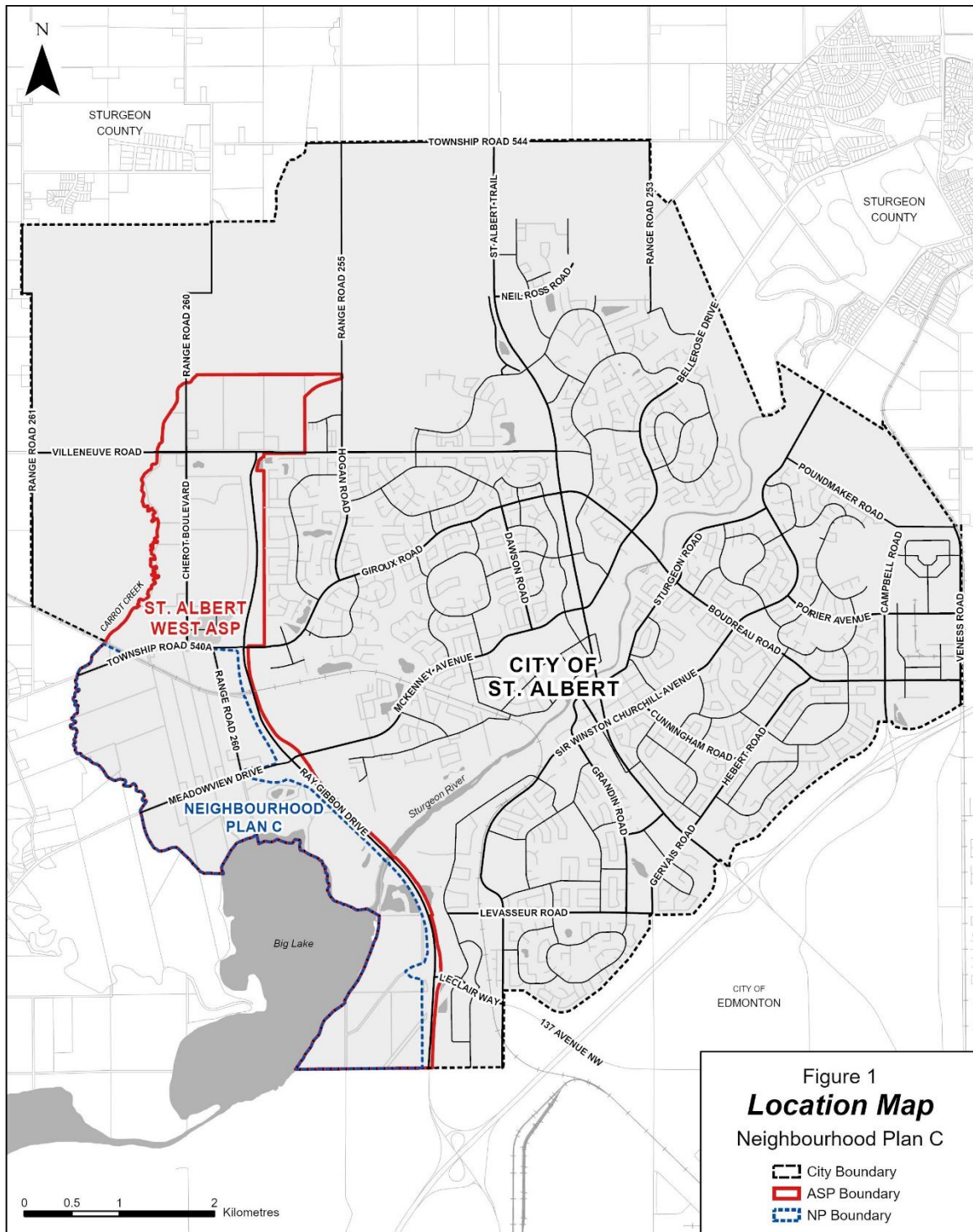
Figure 10 illustrates the anticipated stages of development for the Lakeview Business District, which are expected to begin in the east and progress westward. The southern employment area of NP C can be serviced through the extension of services along LeClair Way from South Riel.

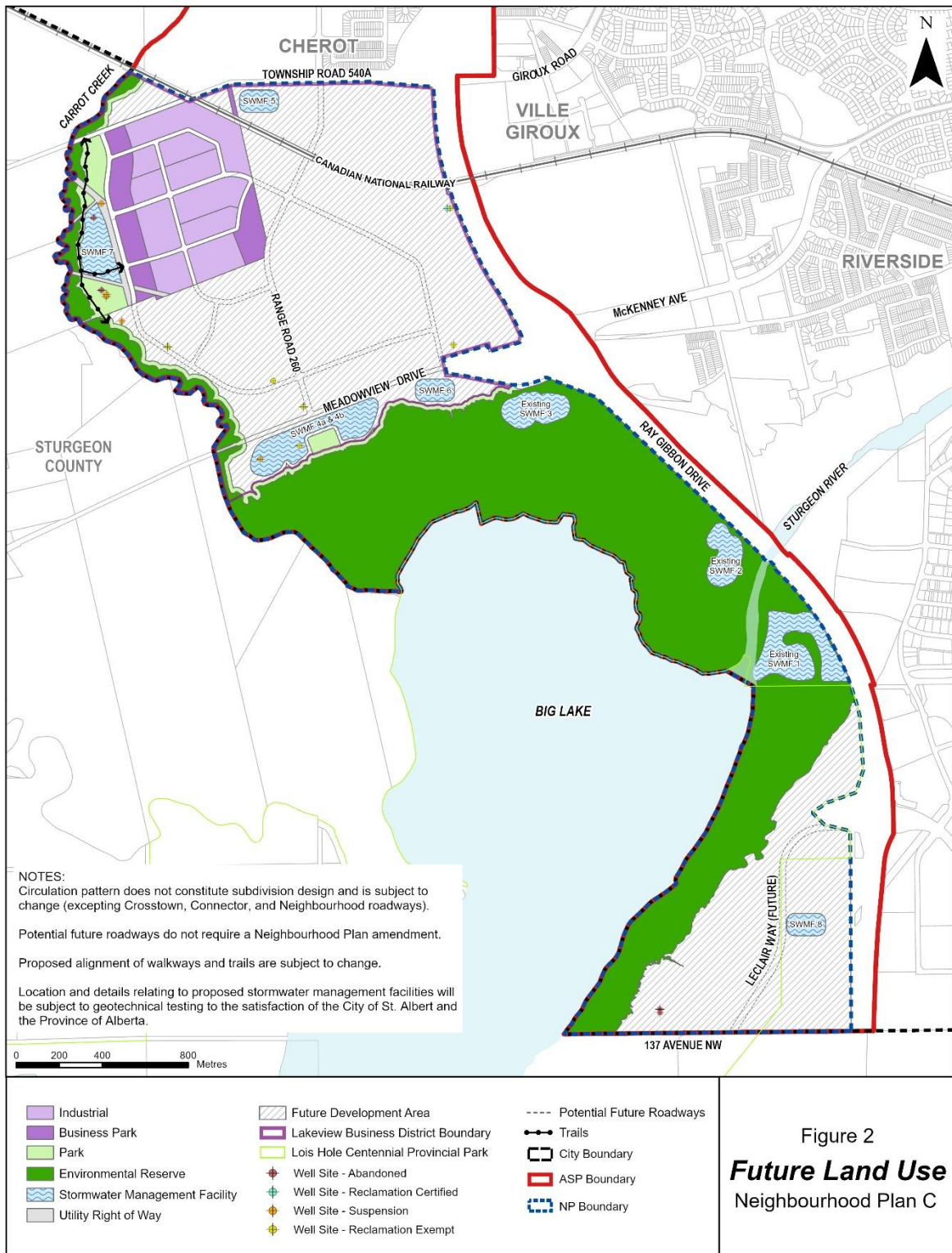
As development advances, especially near neighbouring municipalities, it is essential to foster collaboration and communication with adjacent municipalities regarding development phasing, changes to the transportation network (including boundary roads), major infrastructure and servicing, environmental concerns, planning around natural features, regional parks and trail networks, and the preservation of historical and archaeological sites. Collaboration among developers and landowners working on their respective amendments to Neighbourhood Plan C, is also crucial to ensure coordination of development plans, staging, and timing.

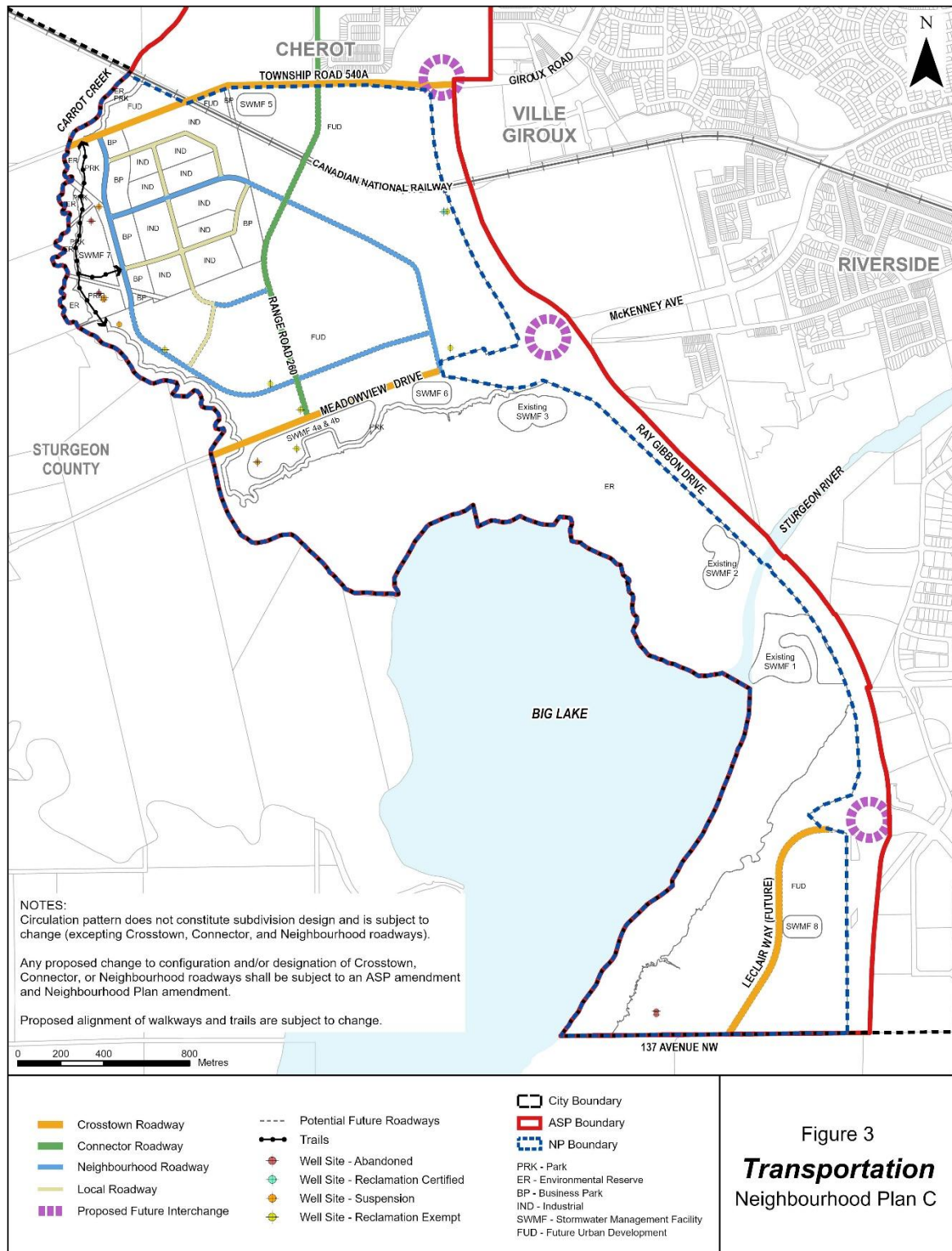
6.2 Redistricting & Subdivision

The timing of redistricting and subdivision applications are based on response to servicing capacity, agreements, and market needs. Redistricting and subdivision are to align with the Neighbourhood Plan.

7.0 MAPS







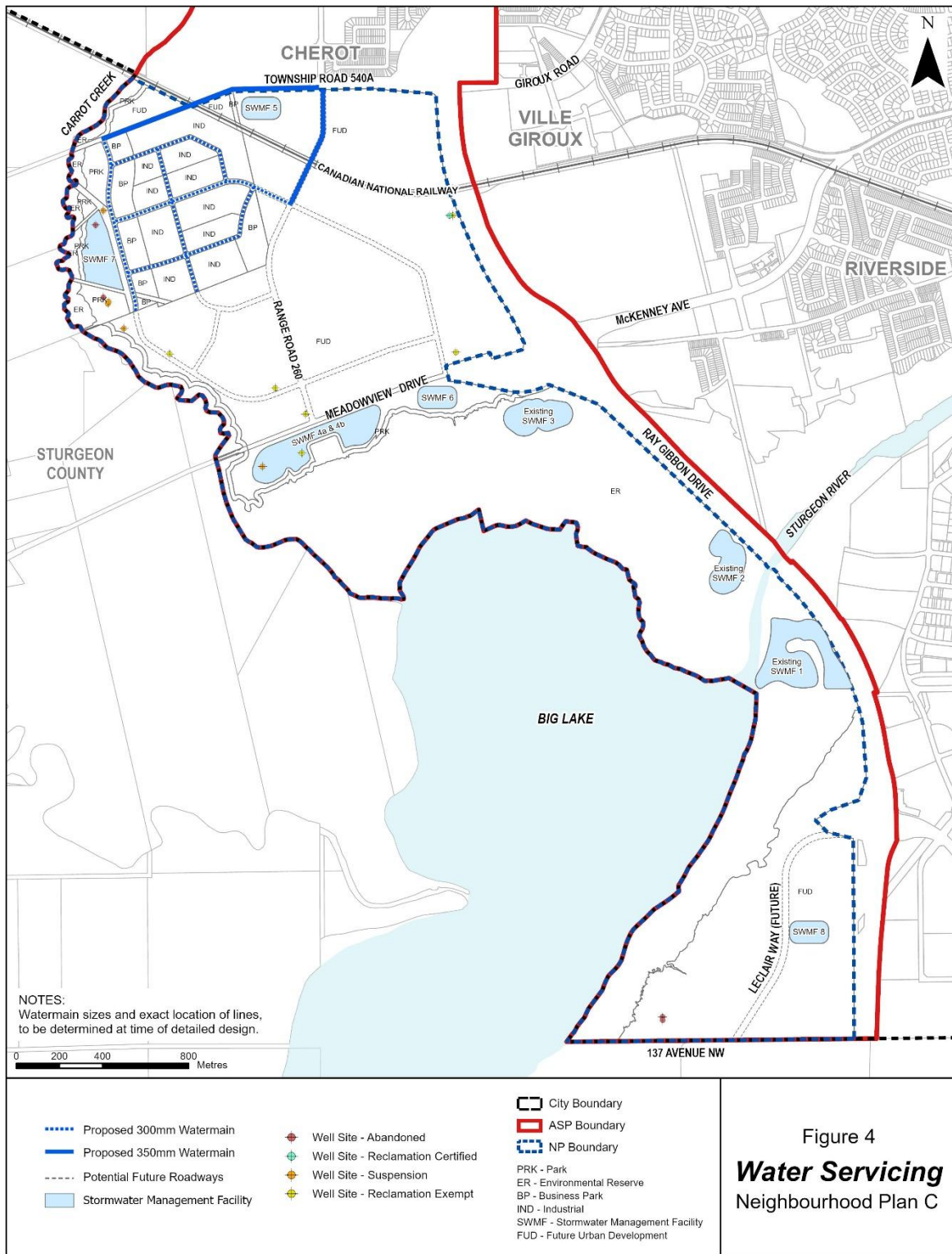
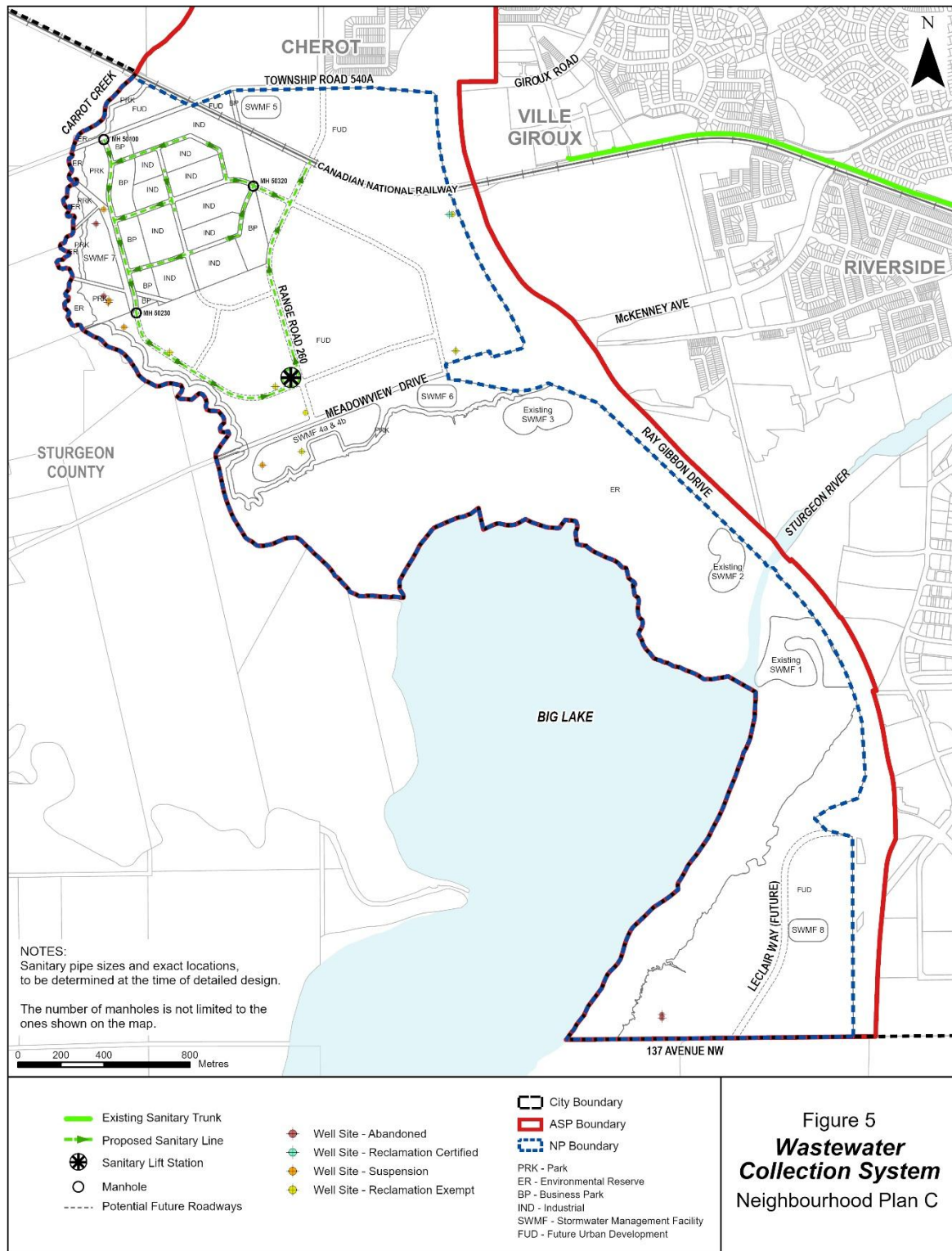
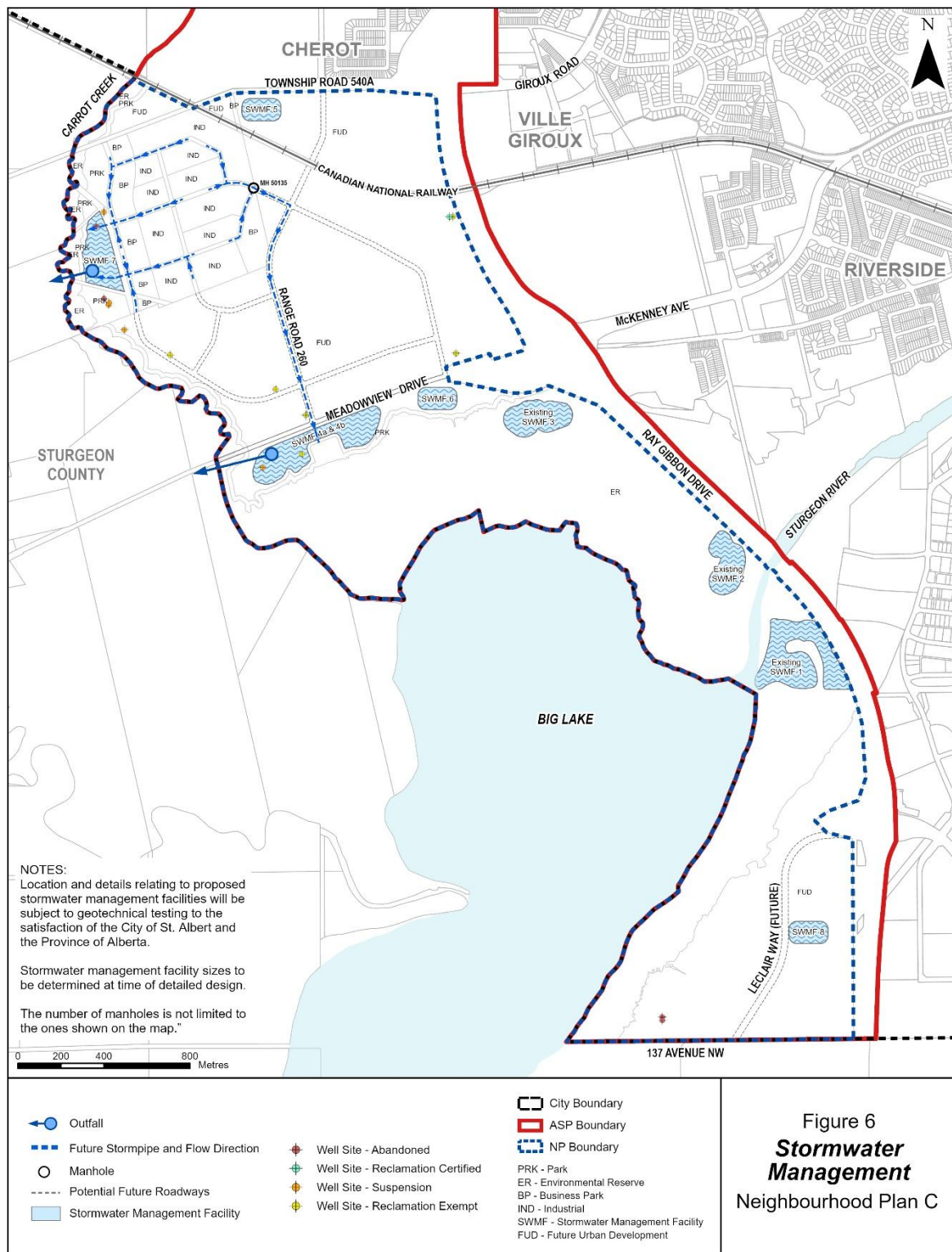
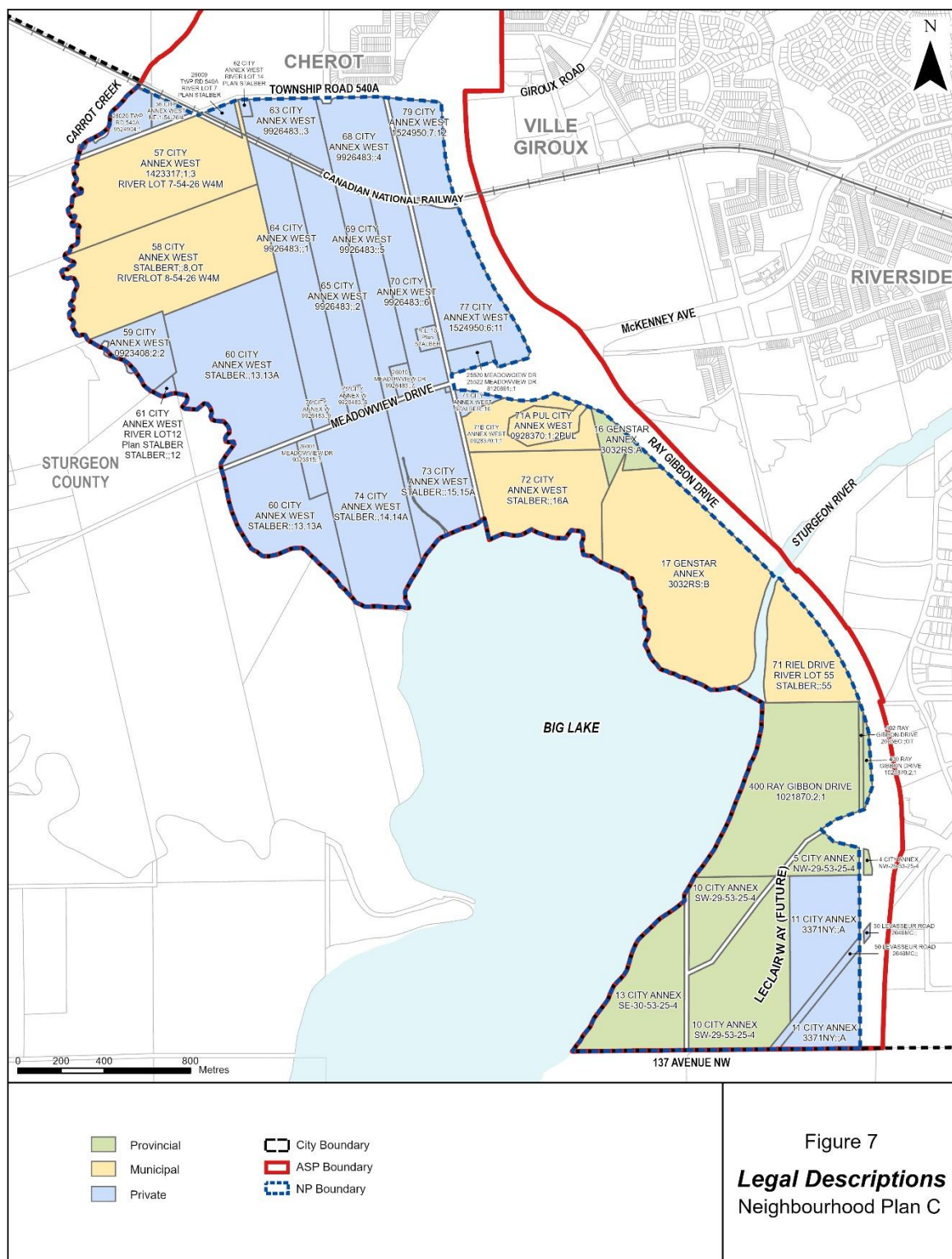


Figure 4
Water Servicing
Neighbourhood Plan C







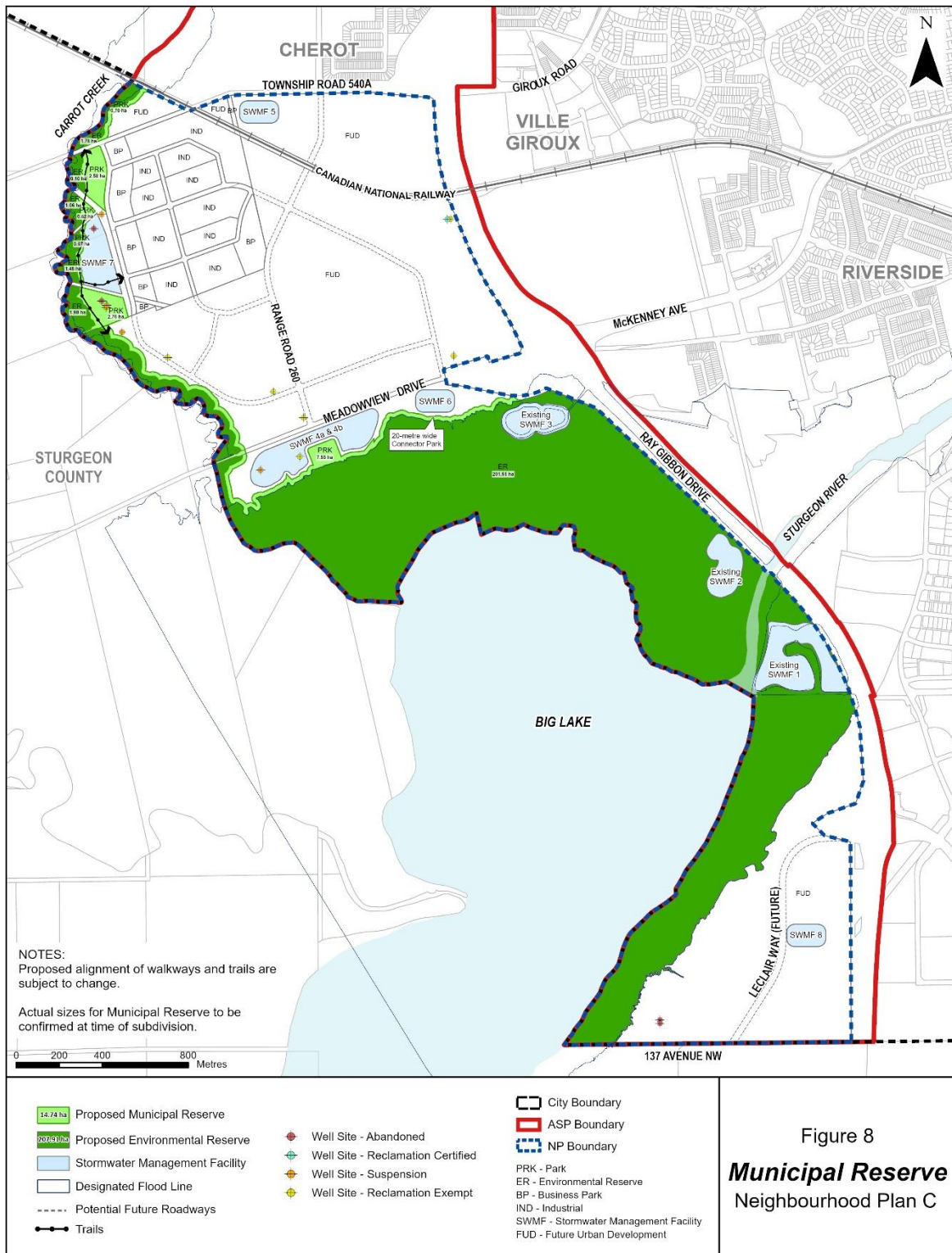


Figure 8
Municipal Reserve
Neighbourhood Plan C

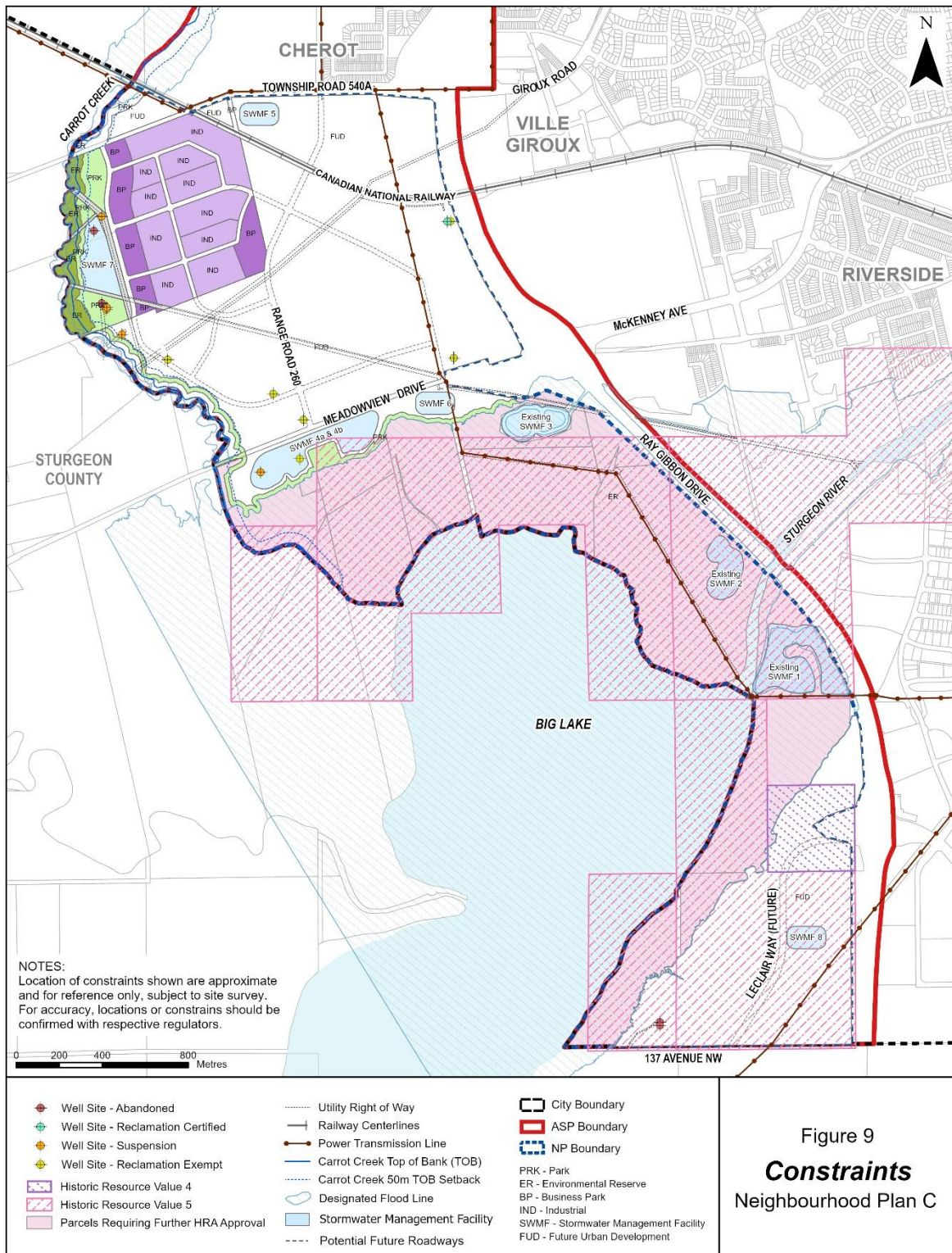


Figure 9
Constraints
Neighbourhood Plan C

