



City of St. Albert

Neighbourhood Plan A

June 23, 2026

ACKNOWLEDGEMENTS

The City of St. Albert respectfully acknowledges that Neighbourhood Plan A 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 A was completed in partnership with Stantec Consulting Ltd.

NEIGHBOURHOOD PLAN A AMENDMENTS

AMENDMENT NUMBER	NP FILE NO.	APPROVAL DATE	AUTHORIZED BY
Original	B.31.C	June 23, 2026	Kristina Peter, Director of Planning & Development

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


Kristina Peter (Jun 23, 2026 13:21:39 MDT)
Director of Planning & Development

TABLE OF CONTENTS

1.0	INTRODUCTION.....	5
1.1	Purpose of Neighbourhood Plan	5
1.2	Authority of the Plan	5
1.3	Timeframe of the Plan.....	5
1.4	Interpretation of the Plan.....	5
1.4.1	Map Interpretation.....	5
1.4.2	Application of the Plan	6
1.5	Objectives.....	6
1.6	Property Ownership Patterns	7
1.7	Planning Context.....	7
1.7.1	Municipal Development Plan	7
1.7.2	St. Albert West Area Structure Plan.....	7
1.7.3	Land Use Bylaw (LUB).....	7
1.7.4	Transportation Master Plan	8
1.7.5	Utility Master Plan (UMP)	8
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	12
2.1.6	Wetland Assessment.....	13
2.1.7	Alberta Energy Regulator Report.....	13
2.1.8	Environmental Site Assessment	14
2.1.9	Holden Landfill	15
2.1.10	Surrounding Areas	16
2.1.11	Historic Resources	16
2.2	Current Development Patterns	16
2.3	Fiscal Impact Analysis (FIA).....	17
3.0	LAND USE CONCEPT	18
3.1	Future Land Use Map.....	18
3.2	Land Use Concept: Major Development Patterns	18
3.3	Institutional	18
3.4	Parks & Open Space	18
3.4.1	School / Park Site.....	19

3.4.2	Trails.....	20
3.4.3	Carrot Creek	21
3.4.4	Environmental Reserve	21
3.4.5	Stormwater Management Facilities (SWMFs)	21
3.5	Development Statistics	22
3.6	Urban Design	23
4.0	TRANSPORTATION.....	25
4.1	Boulevard Roadway	25
4.2	Crosstown Road Network.....	25
4.3	Connector Road Network	26
4.4	Neighbourhood & Local Road Network	26
4.5	Transit.....	27
4.6	Pedestrian & Bicycle Links	27
4.7	Noise Attenuation.....	27
4.8	Off-Site Levies.....	27
4.9	Complete Streets	28
4.10	Crime Prevention Through Environmental Design (CPTED).....	28
5.0	UTILITY SERVICES	30
5.1	Water Supply & Distribution.....	30
5.2	Wastewater Collection System (Sanitary)	30
5.3	Stormwater Management.....	30
5.4	Public Utility Lots (PULs)	31
6.0	IMPLEMENTATION.....	32
6.1	Development Staging.....	32
6.2	Redistricting & Subdivision	32
6.3	Building Development.....	32
7.0	MAPS	33

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 A (NP A) within the St. Albert West Area Structure Plan (ASP). NP A is an implementation of the Municipal Development Plan (MDP) and the St. Albert West ASP.

At this time, NP A only addresses the City lands (43 City Annex North) regarding future land use and servicing networks. The technical studies completed for the City lands within NP A include:

- Geotechnical Investigation, Stantec Consulting Ltd. (2021)
- Historical Resources Act Approval, Stantec Consulting Ltd. (2021)
- Phase II Environmental Site Assessment Gap Analysis, Stantec Consulting Ltd. (2020)
- Natural Area Assessment, Stantec Consulting Ltd. (2021)
- Noise Impact Assessment, Acoustical Consultants Inc. (2024)
- Servicing Design Brief, Stantec Consulting Ltd. (2025)
- Transportation Impact Assessment, Stantec Consulting Ltd. (2025)

As future development takes place within Neighbourhood Plan A, amendments will be required. These amendments will require conformance with the St. Albert West Area Structure Plan, the submittal requirements of the Terms of Reference for Neighbourhood Plans, all prior to redistricting, urban subdivisions, and development permits.

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. Development will depend on servicing capabilities, market demand, and in response to any changes to legislation or practical considerations.

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 with identifiable

PART 1 | INTRODUCTION

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) 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 A shall apply to the area shown on **Figure 1**. The NP encompasses a total area of 119.81 hectares (296 acres), and is located in the northwest part of St. Albert, bounded by:

- Villeneuve Road to the south;
- NW ¼ 18-54-25-4 and NE ¼ 18-54-25-4 to the north;
- SE ¼ 18-54-25-4 to the east; and
- Carrot Creek to the west.

Landowners of the remaining areas within NP A (identified as 'Future Development Area'), are 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.

43 City Annex North

The City-owned lands, located at 43 City Annex North (Plan 052 5581, Block 2, Lot 1), spans approximately 32.36 hectares (80 acres). See **Figure 1A**. The lands were purchased from Sturgeon County by the City in 2005 for the main purpose of accommodating future municipal needs. The lands were later annexed into the City of St. Albert in January 2007. The City-owned lands have commonly been referred to as the "Badger Lands". The City lands are bounded by:

- NE ¼ 18-54-25-4 to the north;
- 42 City Annex North to the east;
- Villeneuve Road to the south; and
- 44 City Annex North to the west.

1.5 Objectives

The objectives for NP A are:

- a) Protect non-residential lands within the Plan area for employment opportunities and civic needs, in accordance with the St. Albert West ASP and MDP.

PART 1 | INTRODUCTION

- b) Ensure protection of identified Environmental Reserve.
- c) Conserve Carrot Creek from any potential environmental impacts.
- d) Provide regional active transportation network opportunities, particularly along Carrot Creek.
- e) Provide active transportation and transit opportunities in the Plan area.
- f) Ensure an orderly process of planning and development in the Plan area.

1.6 Property Ownership Patterns

NP A involves multiple landowners, including private landowners, 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 A aligns with St. Albert's statutory planning framework and is complemented by various non-statutory plans and servicing initiatives. This comprehensive approach provides a strategic direction for land use within the Plan area.

43 City Annex North

The planning context review for the City-owned lands demonstrates conformity with the policies and objectives of the Municipal Development Plan (MDP), the St. Albert West Area Structure Plan (ASP), and other applicable City documents by supporting future institutional uses that serve the surrounding community, maintaining compatibility and connectivity with adjacent residential lands, and conserving key natural features.

1.7.1 Municipal Development Plan

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

NP A conforms to the MDP, which designates the lands within this Plan area as Employment Areas, Major Open Spaces, and Neighbourhoods.

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 A as Employment Areas, Major Open Spaces, and Neighbourhoods.

1.7.3 Land Use Bylaw (LUB)

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

PART 1 | INTRODUCTION

Future Urban Development (FUD), which is a holding district for future urban expansion or intensification development. Changes to the 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, and information within this NP detail the anticipated uses. Land uses within the City lands include institutional, Environmental Reserve, two (2) stormwater management facilities, and a school / park site.

For lands identified as Future Development Area, future amendments to the NP must conform to the St. Albert West Area Structure Plan, and applications must include updated technical studies demonstrating this conformance.

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 of 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.

The City is currently updating the TMP, and it is anticipated that future amendments to the NP will need to conform to the Mobility Choices Strategy and the supportive technical documents.

1.7.5 Utility Master Plan (UMP)

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 approved 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

PART 1 | INTRODUCTION

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.

The City is currently undergoing an update to the Utility Master Plan, and it is anticipated that future amendments to the NP will need to conform to the Resilient Infrastructure Strategy and the supportive technical documents.

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 A ranges between 682 m to 690 m. Aerial imagery shows a drainage pattern that conveys surface water ultimately towards Carrot Creek to the west.

43 City Annex North

Ground elevations range from a high of 686.0 m in the east to 684.0 m in the west. The direction of surface drainage generally flows from east to west.

2.1.2 Floodplain Boundary

The designated flood line along Carrot Creek 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.

43 City Annex North

The floodplain boundary along Carrot Creek is outside 43 City Annex North.

2.1.3 Geotechnical Conditions

Geotechnical studies are required for each phase of development and undertaken when amendment applications will be submitted for lands currently identified as Future Development Areas. The studies will have to meet the minimum requirements as identified within the TOR.

For all lands within the NP, 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 identify any conditions or constraints related to site and building design. If an acceptable mitigative strategy cannot be obtained, the land may be deemed unsuitable for development.

Furthermore, within NP A 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.

43 City Annex North

In 2021, a geotechnical investigation was completed for the City-owned lands, Plan 052 5581, Block 2, Lot 1. Based on field exploration, the expected subsurface and site conditions are considered suitable for future development.

PART 2 | SITE ANALYSIS

This includes construction of buildings, transportation networks, and supporting infrastructure.

Within the City lands, groundwater levels are notably shallow, typically within 1.0- metre below the existing ground, which could influence the design and ongoing maintenance of buried structures including basements and underground parking. Additionally, the soil types found in the area are considered to be frost susceptible and have a potential for frost heave in the presence of water and freezing temperatures. Given these factors, it may be necessary to adopt specific construction mitigation measures.

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

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. Refer to **Figure 1** 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 A, Carrot Creek was identified as a key natural feature for retention. The Carrot Creek area includes riparian areas, wetland, slopes, upland, and lands subject to flooding. The development line along Carrot Creek is subject to geotechnical studies at later stages of the planning and development process.

Several woodlots span across NP A. 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 optimal. Where a natural feature is located within areas of planned municipal infrastructure, efforts should be made to conserve of the natural feature during design and construction, and to consider creating new stepping stones for wildlife.

43 City Annex North

There is also an area around the western boundary of Plan 052 5581, Block 2, Lot 1, that contains deciduous forest, seasonal and temporary graminoid marsh, and provides wildlife connectivity to Carrot Creek. It is anticipated that the

PART 2 | SITE ANALYSIS

existing Ray Gibbon Drive corridor will extend north and eventually connect to Highway 2. As such, the future extension Ray Gibbon Drive will impact this area.

2.1.5 Natural Area Assessment

As per the Terms of Reference for Neighbourhood Plans, a Natural Area Assessment is required for all un-studied lands, as per the application process. This will be required as part of amendments to NP A and as planning and development progresses throughout NP A.

A hydrology study can also be considered to assess the extent of hydrological changes to natural areas that may result from future development, including disturbances to groundwater and surface water movement.

43 City Annex North

In 2021, the Badger and Lakeview Area Structure Plan Natural Area Assessment was completed for the City-owned lands. The study included a desktop review, field visit on October 23, 2020, analysis of the existing ecological network, and assessment of natural features for retention.

The study identifies a wooded area and two wetlands as one ecological unit within the study area. A portion of the wooded area and one of the wetlands extend westward beyond the City lands property. These natural areas function as an interconnected unit, serving as a stepping stone and ecological corridor to Carrot Creek. Therefore, future development should aim to preserve portions of these areas and/or include semi-natural linkages to maintain wildlife connectivity with Carrot Creek.

The wooded area is approximately 4.55 ha. However, while there is regeneration along the margins of the woodland, future sustainability of it may be challenging due to the presence of disease and noxious weed species in the surrounding area, which could spread to the native vegetation.

If any portions of the wooded area are retained, tree protection zones are recommended to protect the roots and above ground portion of the trees during construction. The recommended tree protection zone for retained woodland is 6.5 metres. The development setback from retained woodland would include the tree protection zone and is typically 10 metres or based on site-specific conditions including the type of adjacent development.

The seasonal graminoid marsh, one of the wetlands, is approximately 2.14 ha and recommended for retention as Environmental Reserve. The other wetland, referred to as a temporary graminoid marsh, is approximately 2.34 ha and having been impacted by cultivation, was assessed as having low ecological value and its retention is not foreseeable.

PART 2 | SITE ANALYSIS

2.1.6 Wetland Assessment

Wetland Assessments have not yet been completed in NP A. Field data undertaken for a Wetland Assessment is typically valid for three years, therefore, it should be completed if development is foreseeable within three (3) years from the completion of the Wetland Assessment. At the time NP A was initially prepared, development was not anticipated within that timeframe.

A Wetland Assessment will be required to confirm wetlands for retention, in accordance with the Alberta Wetland Policy. Avoidance is the preferred course of action, followed by minimization and replacement as per the Wetland Mitigation Hierarchy. A minimum 30-metre setback is required from wetlands or other waterbodies. However, any adjustments to this setback distance must be based on an approved, scientifically defensible setback tool.

A *Water Act* approval will be required for wetland disturbance or removal. A wetland assessment in accordance with the *Alberta Wetland Identification and Delineation Directive* will be required to verify if wetlands are present. A Wetland Assessment Impact Report (WAIR) may be required to evaluate the impacts of development for proposed permanent disturbance.

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 A, there are four (4) well sites. See **Figure 9**.

- One (1) well site is abandoned; one that has been permanently sealed and taken out of service, in accordance with the requirements of AER Directive 020.
- One (1) well site is 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.
- Two (2) well sites are reclamation certified; wells that have been restored and all reclamation requirements of AER have been met.

43 City Annex North

Two (2) of the well sites are located on City lands. One of which is classified as reclamation exempt and the other as abandoned. No additional study is required.

PART 2 | SITE ANALYSIS

2.1.8 Environmental Site Assessment

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

43 City Annex North

The City lands (Plan 052 5581, Block 2, Lot 1) have been used for municipal purposes since 2007. The southern portion is currently used as a compost facility, accepting various compost materials. The northeastern area was previously used as a snow storage site from 2007 to 2020. A former retention pond was also identified onsite designed to store snowmelt water, which would then be discharged into a municipal sanitary line along Villeneuve Road. The discharge from the snow storage area was permitted by the Alberta Capital Region Wastewater Commission.

Additionally, review of historical aerial photographs identified a former railway right-of-way along the western area of site. However, history regarding the decommissioning of the railway line is unknown.

As a result of the land's historical use, the City conducted several Environmental Site Assessments (ESAs), including a groundwater monitoring program for its lands (Plan 052 5581, Block 2, Lot 1). These studies include:

- Tetra Tech EBA Inc. (2014). *Combined Phase I and II Environmental Site Assessment, Temporary Snow Storage Site and Compost Yard, SE-18-54-25-W4M, St. Albert, Alberta.*
- Tetra Tech EBA Inc. (2014). *Guideline Viability Assessment, Temporary Snow Storage Site and Compost Yard, SE-18-54-25-W4M.*
- Stantec Consulting Ltd. (2015). *Phase II Environmental Site Assessment, Snow Storage Site, St. Albert.*
- Stantec Consulting Ltd. (2015). *Interim Risk Management Plan, Snow Storage Site, St. Albert.*
- Stantec Consulting Ltd. (2015). *Discussion on Asset Retirement Obligation Assessment, Snow Storage Facility, St. Albert.*
- Golder Associates Ltd. (2017). *2017 Supplemental Phase II Environmental Site Assessment, Temporary Snow Depot, North of Villeneuve Road, St. Albert, Alberta.*
- Golder Associates Ltd. (2019). *2018 Groundwater Monitoring and Sampling Program. Temporary Snow Depot, North of Villeneuve Road. St. Albert, Alberta.*

PART 2 | SITE ANALYSIS

- Golder Associates Ltd. (2018). *Risk Management Plan. Temporary Snow Depot North of Villeneuve Road, St. Albert, Alberta.*

A groundwater monitoring program was initiated in 2018 to evaluate salinity impacts from the former snow storage site. Annual groundwater monitoring will continue, and if a stable or decreasing trend in impacts is observed, the monitoring frequency may be reduced.

Groundwater monitoring for the purpose of developing NP A, was completed on a semi-annual basis in 2022-2023 (April 2022, November 2022, May 2023, and November 2023). A total of 21 monitoring wells were installed at the site. The initial depth to water measured in April 2022 varied from 0.00 m below ground level (BGL) in a shallow monitoring well, to 7.32 m BGL at a deeper monitoring well. Water levels appear to have decreased in November 2022 and May 2023, and then increased in November 2023 to levels similar to those initially recorded in April 2022. Overall, water levels decreased an average of 0.21 m in the shallow wells between April 2022 and November 2023.

Since the former snow storage operation ceased in 2020, groundwater levels recorded during 2022–2023 would not be expected to reflect continued influence from snowmelt runoff. However, the existing berm appears to continue restricting surface runoff, with standing water observed following snowmelt and heavy precipitation events. This suggests that groundwater mounding may still be occurring in the northern portion of the site due to limited drainage, while water levels in areas beyond the berm remained lower and showed less fluctuation during the 2022–2023 monitoring period.

Further environmental investigations, remediation, and/or risk management plans may be necessary for affected soil and groundwater. If soil disturbance occurs, precautions must be taken to manage the excavated soil properly. The soil must be transported off site to a licensed facility for disposal, with waste testing to confirm disposal requirements. If soil is temporarily stockpiled on site, it must be placed on an impermeable liner and covered with tarps to prevent precipitation infiltration and run-off.

Due to the history of City-owned lands, remediation must be carried out in accordance with relevant environmental site assessments for the intended land use, prior to redistricting, subdivision, or development, when required.

2.1.9 Holden Landfill

A non-operating landfill (referred to as the 'Holden' landfill) is located on parcel Plan 042 6146, Block 1, Lot 2, immediately north of Villeneuve Road. A landfill assessment was conducted in 2007 by EBA Engineering Consultants Ltd., which identified the site as a Class III landfill that collected dry waste, such as construction materials. Part of the site is currently being used as a golf driving

PART 2 | SITE ANALYSIS

range, but the site is currently owned by the Government of Alberta and will eventually be impacted by the future extension of Ray Gibbon Drive.

In accordance with the *Matters Related to Subdivision and Development Regulation*, a school, hospital, or residential uses are not permitted within 300-metre of an operating or non-operating landfill. However, the setback can be reduced through a variance process. The setback of the landfill along the east, north, and west, was approved to be reduced from 300 metres to 30 metres, but the setback south of the landfill is still 300 metres and is all within the Ray Gibbon Drive right-of-way. Proposed setback variances can be reviewed and addressed as an amendment to the Neighbourhood Plan.

2.1.10 Surrounding Areas

Prior to any development within these lands, additional environmental studies will be required, if a change of land use or intensification of the site is contemplated.

- There is an existing electrical substation of about 2.2 hectares in area, located at 25516 Secondary HWY 633 and owned by AltaLink.
- There is an automobile storage yard located to the northeast, just outside of NP A, at the municipal address of 54219 Range Road 255.

2.1.11 Historic Resources

In 2023, an application for HRA approval was submitted for the St. Albert West ASP, which encompasses all the lands of NP A. The Government of Alberta granted approval (HRA #: 4835-22-0076-001), with the condition that lands near Big Lake undergo additional review. Since NP A is not located near Big Lake, no further review of NP A is required.

However, should a historic resource be discovered during excavation or construction, the Government of Alberta must be notified of the discovery.

43 City Annex North

A Statement of Justification (SOJ) was completed in 2020 for the City-owned lands (Plan 052 5581, Block 2, Lot 1) within NP A. 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.

2.2 Current Development Patterns

The Plan area is bounded by agricultural fields to the north and west, and by Villeneuve Road to the south. South of NP A is Avenir, Cherot East, the Community Amenities Site, and North Ridge. East of the City lands is the Nouveau neighbourhood under the North Ridge Phase 2 ASP, which began construction in 2022 and is nearing full build-out. The lands west of the City property is primarily agricultural, with a few residential properties. There is an electrical substation along Villeneuve Road.

PART 2 | SITE ANALYSIS

2.3 Fiscal Impact Analysis (FIA)

The FIA provides the anticipated capital costs, replacement costs, operational costs, and revenue for the City based upon the future land uses, the densities/intensification associated with the development. For future amendments, each applicant will have to undergo the approved process, as outlined within the Neighbourhood Plan Terms of Reference.

43 City Annex North

A Fiscal Impact Analysis was not completed for the City-owned lands within NP A as the land uses will not generate any tax revenue, and will primarily be used for municipal/civic purposes.

3.0 LAND USE CONCEPT

3.1 Future Land Use Map

Figure 2 presents the future land uses and transportation routes within NP A. Other areas of NP A 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 A, as a whole, envisions light and medium industrial uses, professional office spaces, municipal services, commercial development, and multi-family residential development north of the Nouveau neighbourhood.

As Carrot Creek is a significant natural area within NP A, transitional areas and appropriate buffering are necessary 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.

Specifically for 43 City Annex North, the lands south of Fowler Way should remain compatible with the adjacent residential development in North Ridge, while the lands north of Fowler Way are better suited for industrial uses. As a portion of 43 City Annex North was formerly used as a snow storage facility, remediation will be required. The extent of remediation will be determined once the planning and location of the City's proposed land uses are more clearly defined.

3.3 Institutional

43 City Annex North

The City-owned lands within NP A comprise 10.61 hectares (ha) designated for institutional uses, including but not limited to, a police detachment building, utilities solids dewatering station, compost depot, and public operations facility. Co-locating these uses is intended to support operational synergies and improve service delivery for the northwest area of St. Albert. Concept planning for the area must also prioritize the minimization of any environmental impacts, and ensure that any emergency services building have convenient access to the road network. Note that the planning of the City lands will be refined through a project, initiated in January 2026, that addresses overall municipal land needs.

3.4 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

PART 3 | LAND USE CONCEPT

areas into the open space network would also 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 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. When the remainder of the NP lands are enabled for urban development, full MR dedication for those lands will be required and identified through the amendment process.

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

3.4.1 School / Park Site

The Municipal Government Act and the Municipal Development Plan specify that 10% of the developable lands be dedicated as Municipal Reserve, which can be used for development of a school, parks, public recreation areas, and trails accepted by the City that are not associated with public utility lots.

The design and implementation of school / park site should be reviewed in accordance with the Parks and Open Spaces Standards & Guidelines, and Joint Use & Planning Agreement with the selected school board. Schools should be located along and accessible from a Neighbourhood roadway, and ideally, a school would have frontage on two roadways.

In the St. Albert West ASP, there are two (2) potential high school sites proposed at the Community Amenities Site under the Cherot NP and City-owned lands in NP A. Due to challenges in acquiring large parcels of land through the typical land dedication process, flexibility for a potential high school has been incorporated on City property within NP A. A high school has not yet been approved for by the Government of Alberta at either location.

43 City Annex North

A school / park site is proposed south of Fowler Way, with the school type proposed as a high school. As per the City's ASP and NP Terms of Reference, at least one high school is required per ASP.

Within the City Lands, municipal land has been set aside to enable a high school expected to accommodate approximately 1,650 students at full build-out. A school for younger students is not advised due to safety concerns associated with site's proximity to a stormwater management facility, i.e., the southern SWMF, without additional safety features as part of the development plan. As noted in the St. Albert West ASP, this distinction is important as the location along a major arterial roadway, limited connectivity to residential neighbourhoods,

PART 3 | LAND USE CONCEPT

and intended potential future development from a recreation perspective may be less compatible with elementary aged students. The isolation of these lands and proximity to high volume roadways will require careful design and planning for active routes and safe journeys to school.

Other potential uses for the school / park site is for an indoor recreation facility. In 2023, Council directed Administration to find a suitable location for an indoor artificial turf facility for soccer, as it was not feasible to place it at the Community Amenities Site in the Cherot neighbourhood. Thus, the City lands south of Fowler Way may be a potential location due to its proximity to the Community Amenities Site and synergy with the potential high school, including shared parking.

3.4.2 Trails

The vision for Carrot Creek is to create an intermunicipal greenway that has a regional trail network connecting to the Red Willow Park system in St. Albert in accordance with the Red Willow Park West Master Plan (2018). Coordination and partnerships need to be initiated to enable connectivity between jurisdictions.

When Neighbourhood Plan A is amended to include lands adjacent to Carrot Creek, the plan will be required to incorporate a trail network along the creek that connects to the broader Red Willow Trail System, consistent with the Red Willow Park West Master Plan. Under the Parks and Open Spaces Standards and Guidelines, this trail is classified as a Connector Park. To qualify for Municipal Reserve dedication, the trail corridor is to be a minimum of 20 metres in width and located outside Environmental Reserve areas. The Municipal Reserve corridor would provide both an ecological buffer and a multi-use trail for walking and cycling, with Municipal Reserve credit for trail areas to be considered in accordance with City policy at the subdivision stage.

As shown in **Figure 9**, NP A also contains a few utility rights-of-way, which may offer opportunities for more active transportation pathways, though this needs to be explored with utility companies.

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.

43 City Annex North

Trail development around stormwater management facilities on City-owned land will be determined at the City's discretion and further evaluated as concept planning for the proposed development progresses. This assessment will consider land use compatibility and safety measures, such as the possibility for fencing around the southern SWMF due to its proximity to a potential school site.

PART 3 | LAND USE CONCEPT

3.4.3 Carrot Creek

Carrot Creek forms the western boundary of NP A, 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 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.

A Natural Area Assessment will be needed to identify Environmental Reserve (ER) along Carrot Creek. A 20-metre wide Municipal Reserve would be 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. 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.

3.4.4 Environmental Reserve

Carrot Creek, land prone to flooding, riparian areas, and land below the designated flood will be taken as Environmental Reserve at subdivision stage, in accordance with the Municipal Government Act.

43 City Annex North

The City-owned lands include a wetland that serves as a key ecological link for wildlife connectivity with Carrot Creek. The exact boundary of this ER feature will be identified at the subdivision stage.

3.4.5 Stormwater Management Facilities (SWMFs)

Although stormwater management facilities primarily serve a utility function, they also play a key role in the open space system. There are three (3) SWMFs planned in NP A, two (2) of which are proposed within the City lands, see

PART 3 | LAND USE CONCEPT

Figure 6. SWMF #3 is located near Carrot Creek and requires further analysis upon future amendments to this plan.

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. Municipal Reserve credit may be provided to trail areas, based upon City policies, to be determined at the time of subdivision.

43 City Annex North

SWMF #1 (2.75 ha), is located south of Fowler Way, which will act as a buffer between the potential high school and electrical substation. Design and management of SWMF #1 must take public safety into account, including the safety of any future students.

SWMF #2 (2.37 ha), will be located north of Fowler Way, adjacent to the Environmental Reserve. SWMF #2 will provide connections to nature and serve as a buffer between the institutional uses and the lands west of the Plan area.

SWMF #1 and #2 will flow into an existing SWMF in North Ridge located at the corner of Ray Gibbon Drive and Villeneuve Road.

3.5 Development Statistics

The development statistics for the **City-owned lands** within the Plan area are shown in **Table 1**. Future amendments to the Neighbourhood Plan will be incorporated and updated in Table 1. The net developable area (NDA) for the City property is 26 ha ±. The non-developable area includes 1.5 ha ± of Environmental Reserve, and 4.6 ha ± for Future Fowler Way. The remainder of roads, SWMFs, institutional uses, and school / park are included in the net developable area. The institutional area is 10.6 ha ±, which is approximately 40% of the NDA.

Table 1: Development Statistics

	Area (ha)	% of NDA
Gross Area – 43 City Annex North	32.36	
Non-Developable Area		
Environmental Reserve	1.56	

PART 3 | LAND USE CONCEPT

	Area (ha)	% of NDA
Natural Area	0.19	
Future Fowler Way	4.65	
Subtotal Non-Developable Area	6.40	
Net Developable Area (NDA)	25.96	
Other Uses		
Internal Circulation – Local & Neighbourhood Roadways	2.90	11%
Stormwater Management Facilities (SWMF)	5.13	20%
Subtotal of Other Uses	8.03	
Institutional		
Institutional	10.67	41%
Subtotal Institutional	10.67	
School / Park		
School / Park / MR	2.60	10%
School / Park	4.66	18%
Subtotal School / Park	7.26	

Note: This table only shows Municipal Reserve (MR) for 43 City Annex North, all other lands owe MR, which will be identified at time of amendment to Neighbourhood Plan A.

3.6 Urban Design

Good urban design is key to fostering social interaction, supporting economic activity, and creating an enjoyable environment for both work and recreation in NP A.

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;
- Protection from environmental elements through all-season design;

PART 3 | LAND USE CONCEPT

- 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, 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 the City lands is shown in **Figure 3**. This map features a series of roadways and trail connections that define roadway classifications to accommodate expected future transportation patterns for the entirety of the Neighbourhood Plan. As development occurs, future Transportation Impact Assessments (TIA) will be submitted with amendment applications, regarding how the amendment area will support the expected future transportation patterns identified in **Figure 3**.

43 City Annex North

A Transportation Impact Assessment was completed for the City lands in 2025. The TIA findings were incorporated into the Neighbourhood & Local roadway network, and should any significant changes to land use or transportation patterns be proposed, this document will need to be updated as new information becomes available.

4.1 Boulevard Roadway

Ray Gibbon Drive

The planned future extension of Ray Gibbon Drive north of Villeneuve Road will pass through land currently owned by the Government of Alberta, Plan 042 6146, Block 1, Lot 1. Ray Gibbon Drive is anticipated to eventually connect to Highway 2 north of the City of St. Albert.

43 City Annex North

A portion of the City-owned lands is planned to accommodate a part of the future Ray Gibbon Drive and Fowler Way interchange.

4.2 Crosstown Road Network

Fowler Way

The future Fowler Way will be designed as a Crosstown roadway, serving as a connection between St. Albert Trail and Ray Gibbon Drive. Fowler Way is intended to be delivered in three stages:

- Stage 1 – Fowler Way ties directly into the existing Ray Gibbon Drive forming one contiguous route. At that time, Villeneuve Road, west of Ray Gibbon Drive, will continue to intersect with Ray Gibbon Drive; however, east of Ray Gibbon Drive, Villeneuve Road will no longer intersect Ray Gibbon Drive.
- Stage 2 – When Ray Gibbon Drive is extended north of Villeneuve Road, Fowler Way and Ray Gibbon Drive will no longer form a contiguous route. Instead, a portion of Fowler Way will be realigned to form a new contiguous route with Villeneuve Road west of Ray Gibbon Drive as per **Figure 3**.

PART 4 | TRANSPORTATION

- Ultimate Stage – Eventually, Ray Gibbon Drive is planned as a freeway with interchanges providing access to surrounding lands, which includes an interchange at the junction of Ray Gibbon Drive and Fowler Way.

43 City Annex North

Fowler Way will effectively divide the City lands, provide access to both the northern and southern parts of the City lands, and require approximately 4.6 hectares ± of land within the City parcel. Preliminary design work for Fowler Way commenced in 2023, with construction anticipated to start no earlier than 2030, contingent on funding approval. Detailed design will be carried out closer to the construction start date.

4.3 Connector Road Network

Villeneuve Road

Villeneuve Road, west of Ray Gibbon Drive, is currently a two-lane undivided Crosstown roadway, while east of Ray Gibbon Drive, it is a two-lane undivided Connector roadway. The posted speed limit is 60 km/h except where it transitions to 80 km/h approximately 280 m west of Ray Gibbon Drive.

When Fowler Way (Stage 1) is constructed, Villeneuve Road, east of Ray Gibbon Drive will no longer connect with Ray Gibbon Drive. At that time, Villeneuve Road, east of Ray Gibbon Drive, will terminate at the existing electrical substation. The portion of Villeneuve Road between the north-south Neighbourhood roadway and the substation access will be downgraded from a Connector roadway to a Neighbourhood roadway.

4.4 Neighbourhood & Local Road Network

43 City Annex North

Two Local roadways are proposed along the northern boundary of the City property to enable future access to the lands east and west. One Local roadway is proposed north of Fowler Way (and along the northern boundary of the Environmental Reserve) to enable internal circulation within the institutional lands.

One Neighbourhood roadway is proposed within the Plan area, running north-south and providing a connection to the lands north and south of future Fowler Way. This roadway will ultimately extend into the future residential lands north of NP A, which is expected to increase traffic volumes over time. As planning for those lands has not yet been completed, the full extent of the traffic impact cannot be accurately determined at this stage; however, additional traffic is anticipated. As a result, the north-south Neighbourhood roadway should be protected for a four-lane undivided cross-section at this time, with the flexibility to scale back later if warranted when future amendments to the NP are proposed.

PART 4 | TRANSPORTATION

4.5 Transit

The planning and design of the transportation network in NP A 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 area.

Transit services can be extended from adjacent neighbourhoods, with transit stops generally proposed along Connector and Neighbourhood roadways. The delivery of transit services will be introduced as per Transit Services Policy C-TS-01, as amended.

4.6 Pedestrian & Bicycle Links

Active mode transportation is accommodated and standardized in accordance with the Complete Streets Guidelines and Implementation Strategy. Provisions for active mode connections, by trail or sidewalk, to the broader city network should be completed in the early stages of development, where applicable.

43 City Annex North

Trail connections are proposed south of Villeneuve Road through a PUL connecting to Nault Crescent in North Ridge, and through a PUL connecting to Night Bloom Drive in North Ridge Phase 2.

4.7 Noise Attenuation

43 City Annex North

A noise attenuation study was conducted by Acoustical Consultants Inc. on August 26, 2024 for the City lands. Work for this project included a 24-hour environmental noise monitoring at a location within the City-owned lands. The data was used to help generate a computer noise model of the development with future road alignments and future traffic within the City lands to determine the noise attenuation measures required. As part of this study, a 5-day environmental noise monitoring was conducted at the southern part of City lands, south of the electrical substation. The study indicated that noise levels ranging from 59.3-63.1 dBA with the highest noise levels being found in proximity to Fowler Way and the north-south Neighbourhood roadway. The study noted that since noise levels were below 65 dBA, noise mitigation will not be required.

4.8 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.

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

PART 4 | TRANSPORTATION

to support a development stage, may be required to be front-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.

4.9 Complete Streets

NP A 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.

These guidelines will be incorporated through the subdivision and development process.

4.10 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 A:

- 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.

PART 4 | TRANSPORTATION

- 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, and be based upon the existing City documents, including but not limited to, the Utility Master Plan, the Northwest Annexation Area Bridging Document, and the St. Albert West Area Structure Plan.

Any changes to land uses, intensification, servicing locations, and amendments within the NP will require updates acceptable to the City Engineer.

5.1 Water Supply & Distribution

43 City Annex North

The water network within the City lands of NP A will connect to St. Albert's existing water system off a PUL (Night Bloom Drive / Nerine Crescent / Nectar Wynd) in North Ridge Phase 2, and across Villeneuve Road from North Ridge. Additional analysis should be considered as development proceeds to determine pipe size for adequate level of service and to ensure that sufficient pressures for fire protection can be achieved. Water mains of the appropriate sizes will be required to be carried through the development, and connections will be extended to the edges of the NP boundary or acceptable termination points as determined by the City. The water servicing for the Plan area is as per **Figure 4**.

5.2 Wastewater Collection System (Sanitary)

43 City Annex North

The proposed ultimate wastewater system is shown in **Figure 5**, and will be serviced using a conventional gravity sewer system. The institutional lands north of future Fowler Way would drain by gravity south of Fowler Way, picking up the school/park site and 0.47 ha institutional sites, and tie into the existing North Ridge Phase 2 along Villeneuve Road through a PUL to Nault Crescent to Niagara Way. The future 2.93 ha of residential east of the City lands are proposed to be serviced west along the east-west Local roadway, and drain southwest towards Range Road 260 outside the City lands.

5.3 Stormwater Management

43 City Annex North

The stormwater management facilities (SWMFs) within the City lands are proposed to be constructed wetlands, to provide a water quality improvement, and to promote the long-term health of the wetland system and natural drainage patterns. The water quality discharging should meet or exceed the guidelines established by the City of St. Albert and Alberta Environment.

The stormwater network is located within the future east-west road on the north border of City lands that will drain west into SWMF #3 prior to discharging into Carrot Creek as

PART 5 | UTILITY SERVICES

shown in **Figure 6**. SWMF #2 drains into the SWMF #1 south of Fowler Way and ties into the existing SWMF system south of Villeneuve Road at the west end of North Ridge. The release rate from the stormwater management facilities will be controlled by orifices in the control structures that limit the discharge to the maximum allowable rates.

The location and size of the SWMFs are conceptual and subject to further analysis and design prior to redistricting and subdivision. Any stormwater management facilities discharging to Carrot Creek must follow the release rate of 2.5 per second, per hectare (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 pipe, and shallow utilities 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 and 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 the width of access will be determined in consultation 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.

43 City Annex North

SWMFs 1 and 2 will be dedicated as Public Utility Lots (PULs).

6.0 IMPLEMENTATION

6.1 Development Staging

Figure 10 outlines the stages of development for NP A. Developing NP A 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.

Collaboration among developers and landowners working on their respective Neighbourhood Plans is also crucial to ensure coordination of development plans, staging, and timing. As future land develops within Neighbourhood Plan A, additional phasing maps will be incorporated to ensure orderly and efficient development.

43 City Annex North

Figure 10A illustrates the proposed staging framework for 43 City Annex North. The staging plan for the City-owned lands will be refined and updated over time as planning and development advance, and as additional servicing analysis is completed. Development of the north-south Neighbourhood roadway is critical in the staging of the City lands, as it provides road access.

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.

As development progresses, additional consideration should also be given to the incorporation of Complete Streets Guidelines and Crime Prevention Through Environmental Design (CPTED) principles. These considerations will help inform site layout, connectivity, interface conditions, access, lighting, visibility, and the overall relationship between public and private spaces.

6.3 Building Development

43 City Annex North

The geotechnical investigations indicated there are soft and wet soils on City lands. The developer, as part of the purchase package to builders, needs to identify soil issues and indicate that further geotechnical study may be required at the building permit stage.

At the time of subdivision, the developer and the City may require restrictive covenants related to wet and soft soils that may impact development.

7.0 MAPS

























