

CITY OF PRINCE ALBERT

BYLAW NO. 21 OF 2015



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OFFICE CONSOLIDATION

The Official Community Plan

BYLAW NO. 21 OF 2015

Including the Following Amendments:

<u>AMENDMENTS</u>	<u>DATE PASSED</u>
Bylaw No. 12 of 2016	April 25, 2016 (Approved by Minister July 14, 2016)
Bylaw No. 27 of 2016	July 18, 2016 (Approved by Minister August 25, 2016)
Bylaw No. 2 of 2020	April 6, 2020 (Approved by Minister July 6, 2020)
Bylaw No. 6 of 2021	April 12, 2021 (Approved by Minister June 11, 2021)

SCHEDULE A

KISTAHPINANIHK



2035

CITY OF PRINCE ALBERT OFFICIAL COMMUNITY PLAN

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ACKNOWLEDGEMENT

In 2006, the City of Prince Albert embarked on community engagement to help fashion an Official Community Plan (OCP) that was relevant and tested by stakeholders and the public. Special thanks goes to the Development Plan Advisory Committee (2009) for providing leadership, support and input into the Plan. Those members are listed below. In 2015, City Council initiated a land use advisory group to form land use guidelines and data.

Land Use Advisory Group (2015):

Councillor Tweidt

Councillor Atkinson

Gord Broda	Broda Construction
Dan Yungwirth	Miller Construction/Home Builder's Association
Nykol Miller	City of Prince Albert – Public Works
Jeff Da Silva	City of Prince Albert – Public Works
Kim Johnson	City of Prince Albert – Chief Building Official
Jayne Remenda	City of Prince Albert – Economic Development Manager
Leanne Fyrk	City of Prince Albert – Property Coordinator II

Development Plan Advisory Committee (2009):

Andrew Douglas	First Nations (Prince Albert Grand Council)
Barb Gustafson	Former City of Prince Albert Councillor (2003 – 2006)
Barry Robertson	Métis (Local 269)
Dale Mcfee	City of Prince Albert (Chief of Police)
Daryl Bodnaryk	Saskatchewan Environment
Don Shindelka	Chamber of Commerce
Duane Braaten	Builders/Real Estate/Developers
Fred Matheson	City of Prince Albert Council
George Meyer	School Board Trustee
Hugh Ritchie	Prince Albert Parkland Health Region
Joan Corneil	City of Prince Albert (Director Economic Development and Planning)
Keith Frame	First Nations (Prince Albert Grand Council)
Linda Nosbush	City of Prince Albert (Social Development Manager)
Scott Lipsit	Environment (Saskatchewan Institute of Applied Science and Technology)
Shawn Williams	City of Prince Albert Council
Wes Moore	Moore Architecture Consulting Group Ltd.

City Council:

Mayor Greg Dionne

Councillor Charlene Miller – Ward 1

Councillor Rick Orr – Ward 2

Councillor Lee Atkinson – Ward 3

Councillor Don Cody – Ward 4

Councillor Tim Scharkowski – Ward 5

Councillor Martin Ring – Ward 6

Councillor Mark D.Tweidt – Ward 7

Councillor Ted Zurakowski – Ward 8

Staff:

Tammy Vermette	City of Prince Albert – Secretary, Planning & Development Services
Jayne Remenda	City of Prince Albert - Economic Development Manager
Heather Greier	City of Prince Albert - Economic Development Coordinator
Leanne Fryk	City of Prince Albert - Property Coordinator II
Kim Johnson	City of Prince Albert - Chief Building Official
Craig Guidinger	City of Prince Albert – Planning Manager
Lars Ketilson	City of Prince Albert – Planner
Kristina Grant	City of Prince Albert – Planner
Janna Morgan	City of Prince Albert – Planning Technician
John J.Guenther	City of Prince Albert – Director of Planning & Development Services
Brent Zlukosky	City of Prince Albert - Economic Development Coordinator
Daria McDonald	City of Prince Albert - Planner
Rachel Cheke	City of Prince Albert - Planner
Yves Richard	City of Prince Albert - Planning Manager
Jennifer Cardiff	City of Prince Albert - Planner

The 2009 Plan became constrained by a number of factors including the Flood Plain Statement of Provincial Interest. In 2015, Administration chose to test the viability of the 2009 Plan by updating important implementation objectives through a needs analysis that suggests future annual cycles of renewal of each element (e.g. Land Use) until the Official Community Plan (OCP) fully integrates all elements comprehensively.

The 2015 exercise began with interviews of Directors and decision makers with City Departments, agencies, non-government organizations, and other interested parties. The Implementation section identifies their roles, planning linkages with this Plan and the resultant needs and gaps that direct future evolution of the Plan.

Further Strategic and Master Planning work initiated by the community and City Council will continue to inform this Plan and bring ongoing relevance to its goals, policies, work programs and indicators. Early updates to the following plans will raise this Plan's profile and connectivity with all community enterprise:

1. 2015 – Liquid Waste Master Plan, Water Master Plan, and
2. 2016 – Transportation Master Plan, Land Use Master Plan update, Storm Water Master Plan, Parks and Recreation Master Plan, and a Solid Waste Master Plan.

SECTION ONE: OVERVIEW

1.1 ROLE OF THE PRINCE ALBERT OFFICIAL COMMUNITY PLAN

The Prince Albert Official Community Plan, known as “Kistapinanihk-2035”, Cree for the “Meeting Place”, is a comprehensive policy framework that contains goals, policies and objectives guiding the growth and development of the City of Prince Albert. “Kistapinanihk-2035” reflects the vision of the residents of Prince Albert. Although its main purpose is to guide the physical development of the city, “Kistapinanihk-2035” is also a community-wide initiative that is inclusive of social, economic and environmental factors; not only is it visionary, but it is also strategic and long-term and links to the City Strategic Plan, other strategic documents and initiate major work programs including indicators, that can migrate into financial and performance plans.

Each City Department will need to consider the implementation of this Plan within the context of their long-term budgets. Monitoring and reporting will play an important role in the implementation of the Plan (refer to the Implementation section for proposed next steps).

1.2 BASIS AND PURPOSE OF THE PLAN

The Official Community Plan has been established in accordance with the provisions of *The Planning and Development Act, 2007* and previously adopted by City Council as bylaw. The Plan provides the comprehensive policy framework to guide the physical, environmental, economic, social and cultural development of the City as defined in Section 31 of the Act.

1.3 POLICY CONTEXT

Kistapinanihk-2035 supports the objectives of the City’s Strategic Plan and integrates various other City plans such as the *Prince Albert Downtown Strategic Plan (2003)*, *West Hill Master Plan (1999)*, *Highway Commercial Land Use Study (2001)*, *20 Year Master Plan for the River Valley Park (2004)*, *Prince Albert Economic and Demographic Profile (2006)*, *Prince Albert South Highway Corridor Concept Plans and Commercial/Industrial Feasibility Study (2007)*, and the *Draft Prince Albert Area Transportation Planning Study (2007)*. The Plan comprehensively addresses land use, the health of the environment, the vitality of the economy and the health and wellbeing of the community.

1.4 PREPARATION OF THE PLAN

The Plan was developed through a strategic planning process that involved City Council, committees, The Development Plan Advisory Committee, City staff, interested agencies and community partners, and the public. A series of open houses, surveys, interviews and roundtables brought the OCP to the public and interest groups to garner feedback. City Council recognizes that early and ongoing public participation grounds the Plan and helps embed neighborhood identity. In 2006, an Advisory Committee, representing diverse interest groups in the City provided input into the Plan. The Advisory Committee met over a period of three years to review the process, develop the public consultation strategy, formulate vision statements, craft goals and objectives and ensure that a broad cross-section of issues and perspectives from a range of social, economic, environmental and cultural sectors were considered. The 2015 exercise included:

1. Interviews with decision makers;
2. Sought direction from City Council regarding Plan content and public engagement;
3. Built an Administrative team to source important elements (e.g. parks, environment, public safety, sustainability, and mapping)
4. Updated Flood Plain goals and policies; and
5. Established a timetable for City Council consideration and adoption.

1.5 OVERVIEW OF THE PUBLIC PARTICIPATION PROCESS

Between 2006 and 2009, Administration with the Advisory Committee conducted several stakeholder consultation meetings with various groups ranging from developers, housing partners, community clubs, education partners, environment, corrections, business partners, health region, non-profit organizations, and tourism. In all, twenty (20) stakeholder groups provided their views and input on future directions for the City.

The public participation process allowed the City to gain an understanding of how residents feel about their city now, and how they would like to see it evolve in the future. The public participation provided appropriate opportunities for public education, involvement, input and discussion.

The main medium used for this process was the Workbook and accompanied Response Form. The package provided an introduction to the city planning process, outlined many important issues, and provided an open-ended survey form around which respondents could frame their ideas and comments. Over 500 Workbook and Response Form packages were mailed out to interested participants.

The 2015 exercise brought many other strategic plans into this Plan, forming implementation strategies to deal with gaps and future updates. Two open houses and formal referral to all agencies and interest groups sourced feedback to calibrate Plan objectives and strategies.

1.6 OVERVIEW OF THE CONTENT OF THE PLAN

The overall goal of the Plan is to achieve a sustainable community – where development takes place in an orderly, efficient and logical manner and shapes the long term health of the community across all aspects of urban planning. This Plan, as envisioned, guides and balances finances, the economy, the environment and social needs. The Plan emphasizes the neighbourhood as a building block of the city. Another policy thrust of the Plan is the concept of *Development Hubs and Nodes*, whereby complimentary sectors are concentrated in specific areas to create synergies and to take advantage of each other's proximity. The Plan policy areas are:

1. Context and Outcomes;
2. Horizons;
3. Decision Making;
4. Sustainability;
5. Land Use;
6. Transportation;
7. Infrastructure;
8. Parks, Recreation and Natural Areas;
9. Environment;
10. Healthy Economy and Social Environment;
11. Public Safety;
12. Culture;
13. Finance; and
14. Implementation Strategies.

1.6.1 DECISION MAKING, SUSTAINABILITY AND STRATEGIC PLANNING

The Plan maps current Council decision making through committees, boards, ad hoc groups, community clubs, and Council meeting formats - executive and formal sessions. The Plan is built around neighborhood engagement and decision making, always searching for effective ways of bringing a broad based discussion into the public realm.

One of the Strategic Plan's core values seeks accountability and transparency. With guidance from City Council, Administration established a staff managed policy group to garner feedback on all policies and procedures.

The current mapping of decision making identifies various gaps. Quality decision making will always arise from sustainable and strategic plan objectives, casting a light that strengthens community dialogue and sense of place.

The implementation matrices catalogue the form and shape of interaction for each element, requesting different and more effective ways of achieving a strategy.

The city is known as the *regional hub* of northern Saskatchewan. It is strategically located as the *Gateway to the North* and is a *Meeting Place* between the grasslands and the northern boreal forest. It is a regional center known for the following industries:

- mining;
- manufacturing and processing;
- forestry;
- tourism; and
- retail/commerce for the north and surrounding areas.

These activities bring economic and social benefits to our city, but they create challenges - providing adequate infrastructure, housing and transportation. Development and expansion of the city must take place in coordination with plans for growth and development in adjacent municipalities.

Direction from this Plan facilitates the integration with and coordination of the many other plans of different regional stakeholders. This section identifies areas for future residential, commercial/industrial expansion, not only to allow the City to target its efforts, but also so that the surrounding regional stakeholders will be aware of future plans for the city by using mutual but regional growth strategies.

Goals and objectives of this section seek to:

1. Foster a relationship of trust and cooperation with regional stakeholders - First Nations, rural municipalities, and Federal and Provincial governments;
2. Reiterate the City's role as a major landowner with the goal of managing growth;
3. Identify plans for future residential expansion in Crescent Acres, West Hill, and north of the North Saskatchewan River;
4. Consider expansion of city boundaries only when supported by financially sound service extensions;
5. Consider extension of services beyond city boundaries only when accompanied by a mutual growth plan that considers the cost of services; and
6. Identify plans for future commercial/industrial expansion for Highway 2 and 3 South, Highway 2 North, 15th Street East and Highway 55 East.

1.6.2 LAND USE

The Plan anticipates future housing needs arising from changes in demographic structure and includes goals and objectives that strengthen and support a variety of housing types and styles. A housing forum paralleled Plan formulation and informed these policies. Administration acknowledged the need to update land use and reference zoning transition goals and policies. The City recognizes the need to steward quality development and future policy work around land assembly and marketing which will unfold and update this Plan.

An updated land use map now articulates the future shape of the city by beginning to focus growth and constrain the extension of City core services. Interested developers should be able to capture a vision between transportation, parks, land use and zoning to see how development can unfold sustainably.

The focus on compact centers combines with residential infill policies sustaining long-term residential growth. Of particular importance, the residential land use section focuses neighborhoods in existing areas – downtown, West Hill, and along scenic corridors while providing for rural residential north of the river. The Sustainability section describes key goals that brings all Plan elements together and echoes the following:

1. Promote a compact and adaptable urban form with variety of housing choices;
2. Encourage innovative housing forms that fit into the neighbourhood, and contribute positively to the community;
3. Develops master plan frameworks for the Downtown, riverfront, scenic corridors and neighborhood nodes;

4. Balance planned development with market demands, reducing conflict and integrating livability and community standards that privilege open and gridded streets, and quality building form; and
5. Revitalize and redevelop as necessary the older areas of the city (particularly those areas in need).

1.6.3 TRANSPORTATION AND INFRASTRUCTURE

Diverse mobility including bikes, pedestrian, river ways, equestrian, public transit, or shuttle, gives the community access options to services, work, and recreation without dependence on the single occupant vehicle. Important facets of sustainability, land use and transportation work to build noise and dust buffers, reduce community anxiety, balance density, heighten opportunity for open space, instill natural experiences and preserve environmental values.

Thriving democracies depend on the equality of transportation so we can interact constructively and freely. Neighborhood safety depends on open yards and walkways, well lit and watched spaces. As all politics is local so all good urban environments spring from integrated space. This Plan explores complete streets (bikes, pedestrians, managed lighting, recreation, trees and landscaping, and open building form), reducing speed, increasing options for moving around, and demonstrates examples of private and public space working together.

Policies in this section:

1. Continues the hierarchy of streets that are open, non-gated, and gridded but interesting and complete;
2. Promotes alternative street layouts and cross sections to create a pedestrian friendly community;
3. Promotes a pedestrian friendly environment and alternative modes of transportation;
4. Encourages the use of safe trails and connections in new neighbourhoods following CPTED (Crime Prevention Through Environmental Design) principles and cost effective to maintain; and
5. Establishes a foundation of sound planning for the Prince Albert Municipal Airport area.

The Plan emphasizes safe, efficient and effective management of water, wastewater, storm water and solid waste services. The policies promote timely and cost effective upgrading and construction of municipal services. One priority reinforces development levies and servicing fees as fundamental to cost effective municipal development. The City's role ensures a steady supply of pre-serviced land to manage growth and land use.

Policies in this section:

1. Invest in and ensure that infrastructure and services are provided in a logical, cost effective and innovative manner;
2. Protects the quality of water;
3. Ensures safe and adequate wastewater and storm water management;
4. Invests in new and existing infrastructure;

5. Fairly distributes the costs incurred for supplying infrastructure through development levies and servicing fees;
6. Establishes reasonable prices and conditions of sale for City owned land; and
7. Levels of service, urban growth and service areas structure land use decisions and implicate the value of land. The land use map in concert with infrastructure now references these opportunities and points to future bylaws and policies that support robust and predictable development patterns.

1.6.4 PARKS AND RECREATION

This Plan recognizes the importance of protecting the city's natural and environmentally sensitive areas (e.g. forests and river valley and wetlands), gauging the cumulative impacts of development (hard surface, air quality, contamination, noise, excessive lighting, and reduced habitats) which will not only maintain the health of the environment but also contribute to quality of life for residents. The Pêhonân Parkway and the River Valley Park are important parts of the city's natural environment.

Policies in this section promote a healthy environment by:

1. Supporting a network of accessible parks, open spaces and trails to meet the needs of residents;
2. Protecting and enhancing the natural environment;
3. Supplying a balanced system of active (playfields and playgrounds) and passive open spaces (e.g. parks) that contribute to leisure time activities and conserves the natural environment within the city; and
4. Mapping trails and mobility linkages to shopping, parks, and work; beginning to specify park types, site layouts, qualities, and balance.

1.6.5 ENVIRONMENT

Citizen collaboration in processes that encompass the air, land and water builds resiliency within the community and encourages care and stewardship in its citizens. Goals and policies support reducing cumulative impacts, leveraging land value through brownfield partnerships, recognizing and protecting threatened habitat, improving natural spaces within all settings, encouraging stewardship, and improving partnerships between all aspects of sustainable ventures. Mapping begins to recognize sensitive areas and guide protection methodology.

1.6.6 SOCIAL ENVIRONMENT AND CULTURE

The strategy for a healthy social environment is to ensure that social aspects of individual and neighbourhood health and wellbeing contribute toward the health and safety of the city. The Plan recognizes that sound functioning social milieu contributes to the good (independent and interdependent) health, behaviour and capacity. This Plan champions these values and realizes that the private, professional and volunteer sectors must work together to build the personal and social capital necessary for citizen wellbeing. Moreover, it validates the intimate relationship between the social, cultural, environmental and

economic dimensions. Finally, it acknowledges that large differences within the community decrease the health, well-being and competency of all. In other words, the members of the community are interdependent and what happens to one affects all. To facilitate capacity within the community, the concept of hubs, particularly educational hubs and health hubs outlined in the Social section, utilize social, cultural and economic goals.

Policies in this section acknowledge:

1. The potential for schools to contribute to the social, cultural and recreational fabric of the community;
2. The role of education and training in providing access to employment;
3. The role of health services and facilities in promoting a vital community;
4. The need for barrier-free accessibility to facilities and services;
5. The role of police, fire and emergency medical services in promoting the health and safety of all residents;
6. The role of CPTED (Crime Prevention Through Environmental Design) principles in planning for a safe, healthy and livable city; and
7. The importance of municipal government's role in developing and promoting policies that stimulate social cohesion and collective capacity in the community.

1.6.7 PUBLIC SAFETY

Public safety needs to not only recognize the crucial role of first responders in our society, but the integral role played in protecting all environments. Prevention and proactive engagement always leverage personal responsibility and accentuate hope and achievement. Police, fire and emergency services work at the street and corporate level to expand citizen capacity and protect the vulnerable.

Performance objectives such as fire response times and crime reduction targets set benchmarks for safe standards tuned to each neighborhood, and then support sound financial planning for the city. Policies recognize the importance of a safely built environment to reduce the incidence of fire, crime and accidents. And as incidences occur, the community builds capacity to respond and then support, nurture and care for its citizens.

1.6.8 ECONOMY

A healthy economy not only provides residents with access to employment and income but creates an environment in which business and industry thrive. To achieve a balanced economy, it is important to assume a proactive, multi-dimensional approach. This Plan acknowledges that the physical and social environments within a community are related to its health. Forestry, the resource industry, government and the service industry are some traditional economic drivers in the area. However, arts, culture, tourism, information technology and manufacturing can add a degree of diversification to the economic base. Policies in the Plan emphasize one of Prince Albert's advantages, the Downtown, as an amenity that can enhance and support an overall economic strategy. Urban renewal and

redevelopment projects contribute to the employment base as well as help create a more vibrant atmosphere. This Plan also addresses the concept of an Airport Industrial Hub as well as the idea of business/research parks as a way of clustering activity.

A 2015 economic forum or summit will further strengthen and edit the policies in this section:

1. Support the development and implementation of a long-term economic strategies such as the *Prince Albert and Area Regional Development Strategic Plan, 2005*;
2. Support the existing business community while promoting new businesses;
3. Maintain the city's position as the Northern Saskatchewan Regional Trading Centre by strengthening its role as the regional, commercial, cultural, educational, and regional health center; and
4. Promote co-operative relationships and partnerships with surrounding rural municipalities and First Nations to promote economic development.

1.6.9 IMPLEMENTATION AND INDICATORS

The Official Community Plan guides decision making through an integrated approach articulating work programs and indicators from the goals and policies. The OCP acknowledges that many of the goals in this Plan impact the budget. The bridge between a long range plan and annual budgeting comes through City Council and community deliberations, project lists, work programs and regular reference to this Plan.

The implementation strategies will continue to apply the Plan and point toward important updates. Focus groups using indicators with regular reporting can articulate the health of the community and gauge the effectiveness of the Plan. Other planning tools such as the Zoning Bylaw, concept plans, and subdivision plans, capital and operating budgets, taxation, incentives, and committees will always continue to embolden the Plan.

In this section, policies:

1. Address the various planning implementation tools available;
2. Emphasize the importance of sustainable sources of funding for the plan;
3. Promote public participation and group decision making as important to the planning process; and
4. Acknowledge the importance of gathering community indicators through annual monitoring and reporting.

SECTION TWO: CONTEXT AND OUTCOMES

2.1 HISTORICAL CONTEXT

This Official Community Plan is being undertaken at a time of optimism regarding the future. Good planning is essential to ensure that growth and development takes place in a rational manner with a view to securing the health and wellbeing of the community of Prince Albert.

Prince Albert began as a missionary settlement, which later became a trade centre for the Hudson Bay Company. In 1904, Prince Albert was incorporated as a city. Prince Albert has many desirable features - its river and natural areas, its location as a gateway to the north, as well as its resource and agricultural industries. Prince Albert combines the benefits of both small town and urban living. The city is also close to many lakes and recreational opportunities, contributing to its high quality of life. All these features have influenced its growth and development.

The history of the city shows a period of time in which the provision of municipal and community services did not keep pace with the population growth. This shortfall is due to the failure of the LaColle Falls hydroelectric project. The legacy of debt from this failure impeded the provision of civic improvements for many years. However, the last several decades have seen many improvements in community and municipal facilities, in street paving, in housing, in recreational facilities and in other areas. Such progress serves as a reminder that much still remains to be done.

Prior to the 1980s, the development of the city had been influenced by policies, many of them informal, which had been derived from a variety of sources. The 1967 Prince Albert Development Plan (although never officially adopted), established the land use patterns for the city. Subsequent studies were also undertaken such as the *Prince Albert Transportation Study (1977)* and the *Development Guidelines for Downtown Prince Albert (1981)*.

In 1982, City Council adopted the 1982 Municipal Development Plan by Bylaw No. 50 of 1982, which came into force on November 23, 1982 and enacted a Background Statement, a Policy Plan, a Zoning Bylaw and a Capital Works Program. The Plan also contained a Conceptual Land Use Plan to direct growth until the Target Year of 50,000 people.

City Council later updated and adopted the 1987 Policy Plan by Bylaw No. 2 of 1987. The 1987 Policy Plan outlines policies on general development, concept plans (i.e. local area plans), residential, commercial, industrial, parks and recreation land use as well as policies regarding the servicing and sale of City lands, utilities, transportation, urban renewal and redevelopment, airport and contract zoning.

With a population of approximately 36,000, the City of Prince Albert is the third largest municipal center in the Province of Saskatchewan. Prince Albert experiences a seasonal influx in population from northern and surrounding communities, particularly in the warmer months of the year. Prince Albert is also a regional provider of health and education, providing services to approximately 150,000 people in surrounding towns and First Nation communities.

Prince Albert is rich in aboriginal culture with approximately 35% of its citizens being of aboriginal descent. Also impacting its cultural richness over recent years, there has been an influx of citizens through immigration and interprovincial migration.

As illustrated in Schedule 16.1.16, the Prince Albert Police Service divides the city into 5 primary zones. These zones assist in computer aided dispatching, hotspot mapping and statistical analysis.

2.2 GROWTH PROJECTIONS AND TRENDS

According to the 2006 census data produced by Statistics Canada, the population of Prince Albert in 2006 was just under 34,200 which makes the city the third largest in Saskatchewan. Although Saskatchewan Health Covered Health population data suggested otherwise, with its population count at 40,140 for the same year. According to *The Prince Albert Economic and Demographic Profile (2006)* prepared by Sask Trends Monitor, in the 1980s the population of the city grew strongly – census records suggest annual growth rates of 1% per year. In the mid 1990s, population growth in the city slowed to near zero as population in the surrounding area grew. According to the Covered Health population from 1990 to 2005, the average annual increase in population for Prince Albert was 0.7% per year. However, most of the increase occurred in the mid 1990s.

There is indication that the rate of population growth in Prince Albert will change in response to many other factors. A study conducted by Crosby Hanna & Associates on the *Prince Albert South Highway Corridor Concept Plans and Commercial/Industrial Feasibility Study* noted key development opportunities that could trigger growth for the city including: future growth of the northern economy of Saskatchewan (e.g. uranium), potential regional developments including diamond and ethanol, a young and skilled labour supply to meet the demand of local and outside markets as well as the continuing strong role of Prince Albert as a centre of health/education and retail/service activities for a large trading area. Prince Albert serves a trading area of approximately 150,000 people in addition to its local population.

2.3 OPPORTUNITIES AND CHALLENGES

With its growing aboriginal population, Prince Albert is in a position to capitalize upon any demand for employment that may arise as a result of industries and companies locating into the city. *The Prince Albert Economic and Demographic Profile (2006)* shows that in 2001, 13.5% of the Saskatchewan population reported an aboriginal identity – 8.7% a First Nations identity only, 4.5% a Métis identity only, and the remaining 0.3% either another aboriginal identity, or a combination. The study also reported that this proportion is much higher in Prince Albert, where 30% of the total, up from 27% in 1996, is aboriginal.

The profile compared the age distribution of Prince Albert residents from 1991 to 2001. The trend shows that in 2001, the Prince Albert Census Agglomeration (CA) had the highest proportion of residents under 15 years of age among Saskatchewan's largest eight cities.

Several demographic factors and characteristics of the city all point to opportunities. Some of these factors and characteristics include the city's:

- Size as the third largest city in the province;
- Proximity to mineral and forestry resources;
- Large aboriginal population, and
- High proportion of children and youth.

Nevertheless, there still remain challenges to the City. For example, the City should start to diversify its economic base to grow economically.

In meeting opportunities and challenges attributed to growth, the City strives to make the most of development that is already built. As part of its mandate, the City works with citizens, community and business groups to sustain our neighbourhoods and business areas. The City supports repair, upgrade and renewal of infrastructure and services.

The City makes the most efficient use of infrastructure by promoting infill development in existing neighbourhoods and business areas and accommodates intensification of land uses along transportation corridors and existing services. The City promotes investment in commercial and residential development in the Downtown and promotes it as a hub for social, economic and cultural activities. The City anticipates changes in business operations that may be required to meet changing business conditions.

To facilitate long-term planning, the City designates residential, commercial and industrial land to prepare for projected development in each sector for the next 20 years (see Schedules 16.1.1 and 16.1.2). Development will proceed in accordance with our ability to provide municipal services and infrastructure based on the values of citizens expressed in the long-term vision for the city.

SECTION THREE: HORIZONS

3.1 OVERVIEW

To be representative of the community, a Plan needs to reflect the broad based values of all stakeholders. A *vision* is an important part of growth management and it should be built upon the diverse values of the community. Growth management concerns the rate, form, location and type of growth in a community. It can also be used in response to or in *anticipation* of growth. The vision for this Plan recognizes that economic development needs to be linked with socio-cultural and environmental development. The challenge of growth management is in mitigating any potential negative impacts of growth.

3.2 VISION AND STRATEGIC PLAN

The City adopted a Strategic Plan in 2014 with:
Core value statements;
A vision and mission statement;
Operational themes; and
Strategic goals.

The City Strategic Plan guides the values in the Official Community Plan in terms of pace and priority. The OCP fashions the character of the built, social and economic environment – demonstrating open and integrated development, administrative and elected relationships, City and community engagement and decision making, social structures and support, and preservation and enhancement of the environment. Smart growth policy statements align with the Strategic Plan elements.

3.3 DEVELOPMENT HUBS

A hub is a centre of activity through which traffic, services and/or communication is routed. It is a central area that connects multiple sectors in a single network. Improvements in one sector will reinforce improvements in others. The overall goal of development hubs is to promote and encourage interaction and specialization of activities within each hub by way of zoning, land uses and policies.

Five different types of development hubs have been identified for development efforts in Prince Albert over the next several decades. The hubs are mainly based on geographic locations and proximity to existing infrastructures and services. They include:

- the Health Hub (hospital);
- the Airport Industrial Hub;
- the New Residential Hub (Crescent Acres, West Hill and north of the river);
- the Residential Redevelopment Hub (West Flat); and
- the Educational Hub (Saskatchewan Polytechnic and Downtown areas).

The Health Hub has been identified as the area around the Victoria Hospital. The city has the opportunity to become a center of excellence for the health region. The area around the hospital would be an ideal location to locate health services. A partnership between the health region and First Nations would be beneficial.

The Airport Industrial Hub has been identified as the area around the Prince Albert Municipal Airport. The industrial land base south of the river is limited without additional expansion. There are potentially many industrial opportunities for the area surrounding the Prince Albert Municipal Airport and it could be redeveloped. Boundaries for intensification of development must be established in concert with the rural municipality. Buffer areas to mitigate noise and odors must be considered.

The Crescent Acres to the southeast of the city has been identified as a New Residential Hub for single and multiple dwelling units. The Crescent Acres Neighbourhood Plan addresses land use and density for the remaining undeveloped land within the Crescent Acres area. Another New Residential Hub is that of the West Hill area. The West Hill Master Plan, 1999 sets out the framework for the area and proposes several neighbourhoods for residential development, which provide for a range of housing types. Locating residential land use surrounding the Health Hub embraces a wellness approach to development. Yet another long-term New Residential Hub has been identified for north of the river, which could be opened up for residential development. An increase in population north of the river would eventually offset the servicing costs. However, this development needs to be sensitive to the surrounding forested and park area. As well, it should be emphasized that proposed development to the north of the river is on the long-term horizon only.

The Residential Redevelopment Hub will focus on West Flat. Directing development to this area should lower overall infrastructure costs in the city. It will also help drive social and economic development in the community.

Lastly, the Educational Hubs will focus on Saskatchewan Polytechnic and Downtown areas. A core concept of this Plan is to proactively develop the identified hubs as centers of economic, socio-cultural and physical excellence.

Another type of hub is on a neighbourhood scale. Citizens of Prince Albert desire a strong community with strong neighbourhoods and support services that enable their families to thrive. This type of hub is referred to in the Draft#1: Community Services Master Plan, 2007 prepared for the City by Randall Conrad and Associates. These neighbourhood hubs are intended to focus on the delivery of social support and some services at a neighbourhood scale. The goal is to nurture these hubs to provide a center where recreation, social support and volunteer needs can be met.

3.4 NEIGHBOURHOODS

The design of a neighbourhood can create a built environment that contributes to sustainable and inclusive communities. To maintain the value of public and private investment already made in existing areas, neighbourhoods should be capable of renewal. In a simple definition, a sustainable community affords its residents the opportunity to live, work and play, today and in the future. It provides them with the opportunity to meet their diverse needs both in the present and in the future. A sustainable community is also a safe and inclusive community – one that is well-planned and offers equality of services for all.

For this reason, the built environment will be designed in such a way that communities are active, inclusive and safe, environmentally sensitive, well connected, thriving with services accessible to all. It is hoped that the policies in this Plan will help create and maintain a high quality of life in all neighbourhoods of the city. A balance needs to be struck between the needs of neighbourhoods and the city as a whole. These policies will be implemented through concept plans, the Zoning Bylaw, and the subdivision and development processes.

While preparing and reviewing concept plans, subdivision plans, and Zoning Bylaw amendments, the following criteria must be considered:

- housing options;
- sustainability;
- efficient and effective use of servicing and infrastructure; and
- access to transportation, housing, employment, recreation and amenities.

The neighbourhood concept is based on the residential neighbourhood unit - sufficient in size to support an elementary school, small scale commercial space and has a geographical identity defined by topography and streets. In a neighbourhood unit, the elementary school, shopping, parkland and recreation facilities focus identity. The interior street system slows down traffic to reduce the traffic risk, provide for multiple unit housing, neighbourhood shopping outlets and community facilities within the neighbourhood. Decreases in family size drives the need to recalibrate neighbourhood size.

3.5 DESIGN STANDARDS AND ILLUSTRATIONS

Two basic street patterns are evident in Prince Albert. Those areas developed prior to 1960 exhibit a rigid grid system superimposed on long narrow river lots fronting the river. Residential developments since 1960 have tended to follow a more curvilinear street pattern, as exemplified by the Crescent Heights, Carlton Park and Crescent Acres subdivisions with cul-de-sacs and curved streets. The trend today is to design neighbourhoods with the needs of pedestrians, cyclists and transit in mind for health, social and environmental reasons. Complete streets and walkable neighborhoods encourage a mix of land uses such as housing, parks, schools and neighbourhood shopping center.

This Plan will begin to illustrate street layouts, cross sections and visualizations that characterize neighborhood principles, as outlined in the Land Use section (reference Appendix 17.3).

SECTION FOUR: DECISION MAKING

4.1 OVERVIEW AND STRATEGIES

The City adopted a Communications Strategy (CS) in 2011 and instilled a number of guiding principles. The OCP needs to reinforce the democratic ideal embedded in City Council's decision making and actively search for creative and effective ways that negotiate all the elements in the Plan.

Early and ongoing public engagement breathes relevance into actions. Decision making structure is expressed through:

- Committees – standing, task oriented, advisory, and delegated;
- Commissions – e.g. police;
- Community groups – community clubs and neighborhood groups; and
- Agencies and referral groups – regional planning commissions; government ministries, non-governmental groups, and non-profits.

Decision making considers the guiding elements of smart growth and uses initiative to find and source out options for constructive engagement including:

- Media – social, print, web, newsletters, reports, on-line access and mailings;
- Face-to-face – open houses, presentations, door-to-door, committees, forums and round tables; and
- Formal – public hearings, City Council and commission meetings.

4.2 CITY, REGION AND AGENCIES

The quality of decision making depends on adaptively responding to changing circumstances, but, more importantly, consistently and reliably scaffolding ideas from all groups especially the underserved. Administration must “buy-in” to Council policies and strategies and regularly interact to reinforce consistency. The following goals and policies guide the actions in implementation and help reinforce the political impetus in community planning:

Goal:

Educate and inform employees about City programs, issues and initiatives.

Policies:

- i. Establish a communications committee and orientation program considering regular communication to all staff including those off-site;
- ii. Make information about corporate priorities and initiatives easy to access through online databases and frequently asked questions;
- iii. Promote and leverage existing internal online database of general inquiries/frequently asked questions for employees to find answers;
- iv. Increase employees' knowledge of departmental functions across the organization;
- v. Provide relevant resources and additional information/links to program information;

- vi. Involve employees in decision making through teams, networks and questionnaires;
- vii. Improve the organization's ability to anticipate and respond to issues;
- viii. Develop an issues management protocol to effectively identify, monitor and respond to issues; and
- ix. Foster a cultural shift to embody an "oneness" between employees and management.

Goal:

Develop a public engagement strategy to guide the public consultation process and create consistency across the organization.

Policies:

- i. Ensure compliance with *The Uniform Building and Accessibilities Standards Act*;
- ii. Consult and engage in diverse locations and ways;
- iii. Create informal opportunities for feedback;
- iv. Explore best practices in public engagement;
- v. Identify new and alternative opportunities for public engagement that are accessible and convenient to the public;
- vi. Leverage website and social media to promote opportunities for input including specific apps;
- vii. Increase the public's trust that the City genuinely wants input and will take various points of view into consideration;
- viii. Create a "How to get involved" section on the website that lists public engagement opportunities;
- ix. Establish communication channels with local organizations to reach a multitude of stakeholders in a targeted and cost-efficient approach (e.g. neighbourhood groups, libraries, Prince Albert Downtown Business Improvement District, universities, Saskatchewan Polytechnic);
- x. Conduct a pilot project with a local organization to establish and test an approach where the organization provides City information to its members on behalf of the City and solicits feedback; and
- xi. Have stakeholder groups host public events and opportunities for people to talk to City employees to learn more about City initiatives and issues.

Goal:

Improve the quality of the City of Prince Albert's key stakeholder relationships.

Policies:

- i. Enhance the City's media relations strategy;
- ii. Provide more information on critical or complex issues through media packages, media briefings, and more face-to-face time with key reporters;
- iii. Consistently identify newsworthy stories and present them in a way that's compelling;

- iv. Ensure inquiries from the media are given a high priority and responded to as quickly and efficiently as possible;
- v. Balance the use of traditional consultation methods (e.g. public meetings, surveys) and emerging methods (e.g. online forums) to best suit the situation;
- vi. Develop a social media strategy;
- vii. Establish stronger ties with neighbourhood groups, boards and committees, and coalitions (e.g. community centres, community clubs, libraries, youth advisory committee, etc.);
- viii. Work with stakeholder groups to host public events at which City employees and Councillors can address City issues;
- ix. Explore the possibility of leveraging existing advisory committees (or groups with a similar structure) to help identify key issues;
- x. Continue to implement the City Strategic Plan and ensure that the customer service standards are compliant with *The Uniform Building and Accessibility Standards Act*;
- xi. Provide appropriate customer service training and resources for employees;
- xii. Make the public aware of the City's customer service standards, including timelines for responding to inquiries, mail, and email;
- xiii. Make regular stakeholders research a cornerstone of City activities and regularly endeavour to understand what's important to residents;
- xiv. Conduct citizen satisfaction survey every two years;
- xv. Increase use of research and public opinion polls in municipal decision-making;
- xvi. Consider the formation of focus groups to annually report on community indicators; and
- xvii. Increase communication skills and enhance the communications capacity of the organization as a whole.

Goal:

Increase stakeholders' awareness of City programs and initiatives.

Policies:

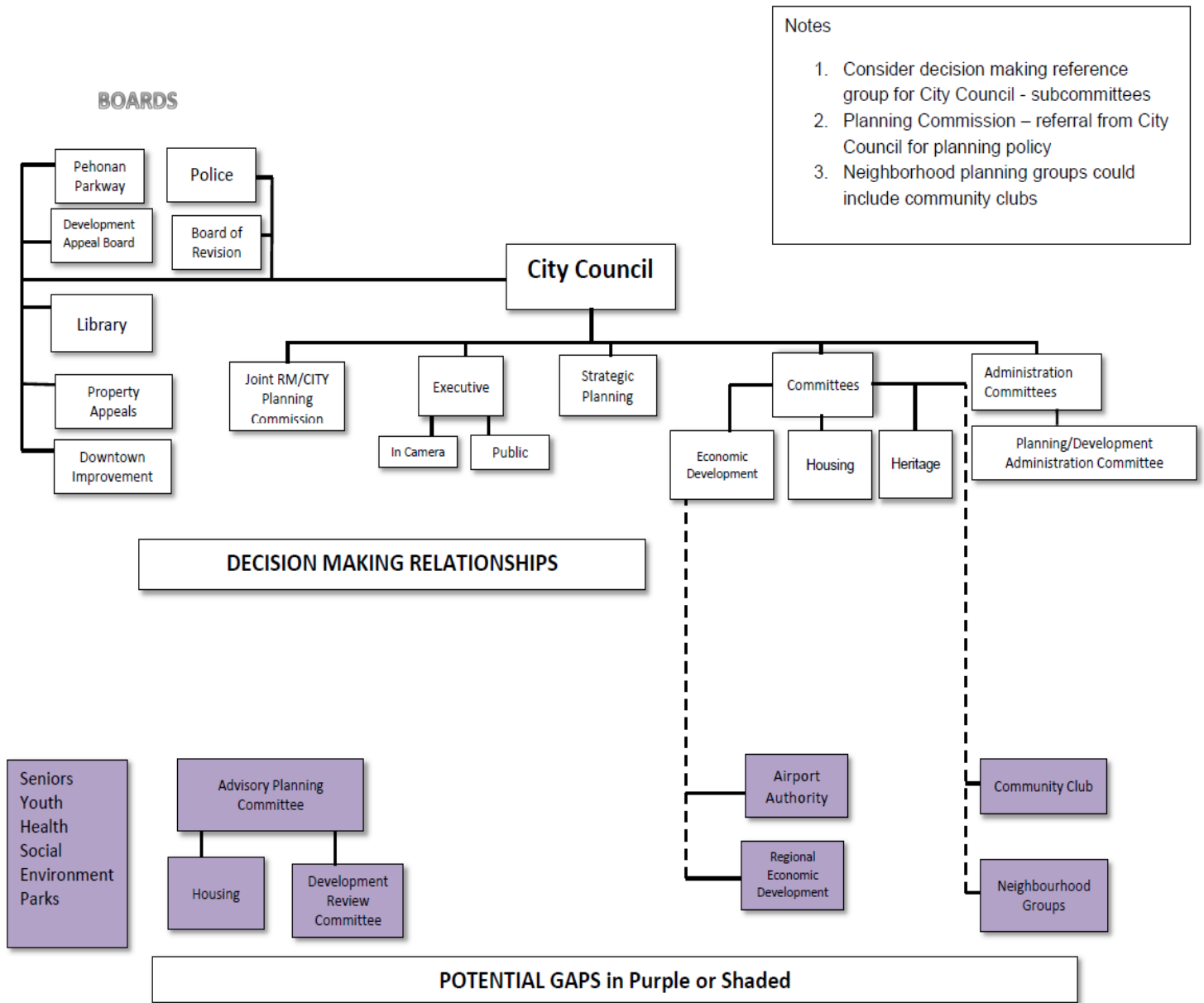
- i. Enhance the City's media relations strategy. Ensure that City news is covered by local media and increase accurate media coverage of City services and initiatives;
- ii. Continue to rely on the City's advertising program to convey important information to residents;
- iii. Review existing advertising policies and update them to reflect changing circumstances;
- iv. Continue to write and produce high impact ads;
- v. Make City information and opportunities for input more accessible;
- vi. Explore the possibility of establishing one-stop information stations throughout the community;
- vii. Create an inventory of languages spoken by employees. Leverage the translation capabilities of City employees to affordably and informally provide information in languages other than English;

- viii. Develop a high level “Get to know Prince Albert” document which includes core service information. Work with cultural groups to translate and distribute the document to new Prince Albert residents who may not have access to the Internet or speak English;
- ix. Participate in speaking engagements and public outreach;
- x. Build on existing school outreach programs (local government week, engineers in the classroom, water conservation programs, land use transportation, and parks and recreation);
- xi. Continue to host public outreach events and open houses, especially for long range planning projects like the Official Community Plan;
- xii. Revamp the City’s website. Focus on presenting information as one voice rather than as information from various departments. Whenever possible, build in opportunities for users to provide feedback on issues and services of the day;
- xiii. Continue to support the City of Prince Albert’s brand management program and promise;
- xiv. Be consistent with branding internal and external documents and promotional materials;
- xv. Develop and roll out sign guidelines so that all City signage is consistently designed and branded; and
- xvi. Execute final phase of rebranding process (City fleet, equipment and signs).

4.3 PARTNERS - ROLES AND RESPONSIBILITIES

Figure 1 explains the current referral relationships with City Council and recommends that important gaps be evaluated for improved decision making and engagement, as noted above and in the notes section of the figure.

Figure 1 – Community Decision Making



SECTION FIVE: SUSTAINABILITY

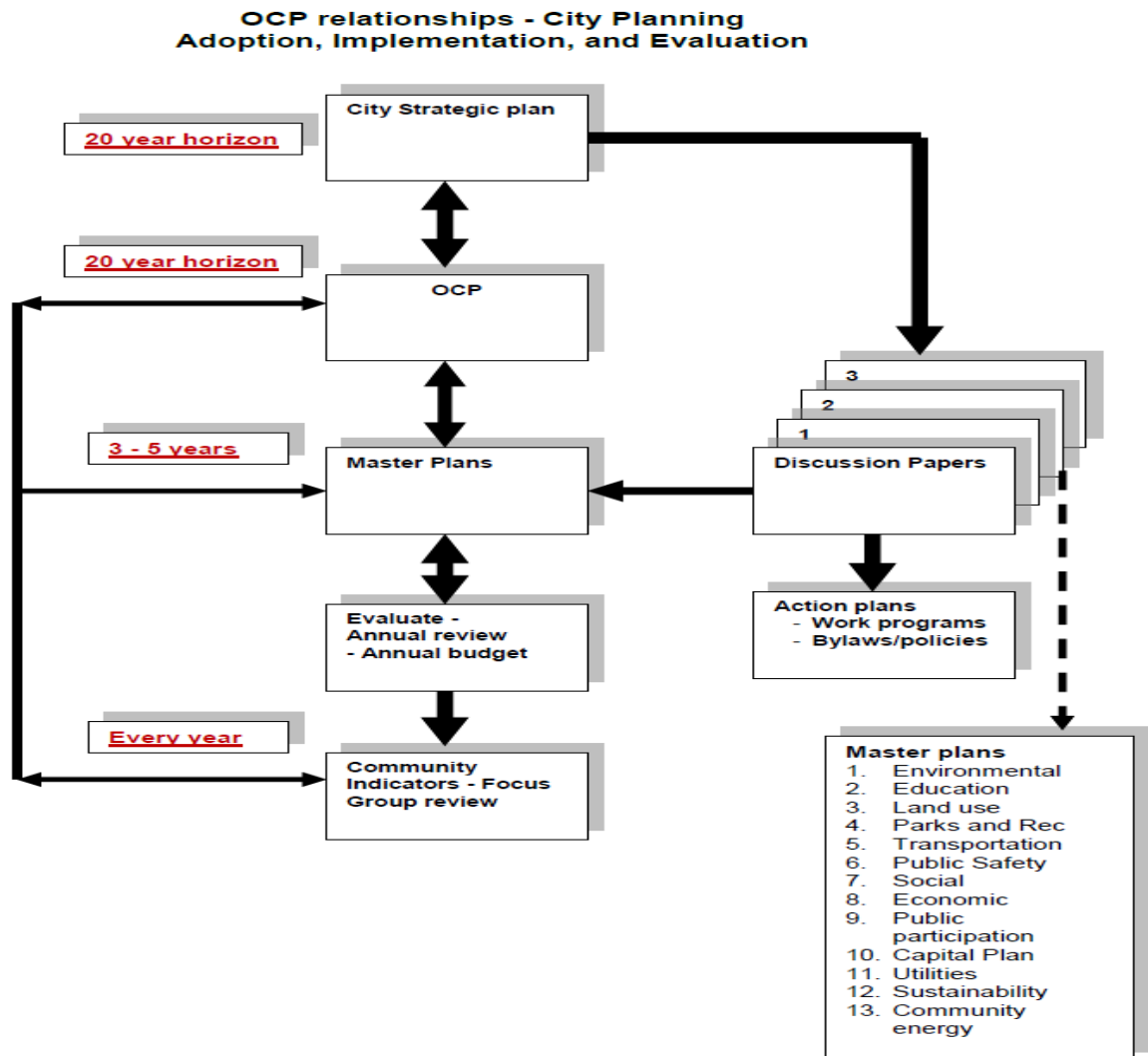
5.1 OVERVIEW

Comprehensive plans like the OCP echo the City Strategic Plan core value statements:

- “Generating opportunities” (entrepreneurial);
- “Meaningful regional partnerships (an ideal in comprehensive planning – plan in context) (partnerships);
- “Long term planning and best practices” (innovative); and
- “Accessible and relevant criteria” (accountable and transparent).

The relationship between strategic planning, master plans, studies, and indicators are expressed in Figure 2:

Figure 2 – Planning relationships:



These values connect to the OCP throughout the plan, and emerge as fundamental implementation strategies.

- Vision - *“Prince Albert will be an innovative, welcoming, diverse, and healthy City of opportunity.” (reference OCP vision below)*
- Mission - *“The City of Prince Albert enhances quality of life through excellence in service.”*
- Core Values
 - Entrepreneurial (land use, economic, and decision making) - We will leverage our expertise to create wealth generating opportunities benefiting our community.
 - Partnerships (decision making, social and cultural) - We will use our expertise and infrastructure to create meaningful community and regional partnerships.
 - Innovative (all elements) - Through long-term planning and best practices solutions, we will provide efficient and effective service today and an environment for tomorrow that fosters long-term investment in our City.
 - Accountable and Transparent (decision making, infrastructure, and implementation) - We will make decisions based on clear and proactive criteria and we will provide information that is relevant, accessible, timely and accurate.

Administration carries out the will of Council through the operational themes underpinning the quality and quantity of service delivery:

- Collaborative - Working collaboratively to provide a fuller understanding of the impact of operations and projects throughout each department and with partners.
- Sustainable - Working to ensure all facets of City operations and projects are sustainable; operating with efficiency, mitigating risk, and utilizing transparent and realistic costing.
- Compassionate - Understanding that the services we provide are valued and understanding the needs and challenges of the end user and working to make their experience positive.
- Exceptional - Recognizing that our people have great qualities and positivity; instilling quality, creativity, and a drive to make things right.

Secondarily, Council charges Administration with goals to reinforce practice and direction. The Strategic Goals strengthen the fabric of the OCP elements and can be referenced to the element as noted for the Core Values:

- Fiscal Management and Accountability - The City strives to align priorities and initiatives to the corporate strategies and deliver municipal services in cost-effective ways.
- Active and Caring Community - The City strives to provide high quality services to meet the dynamic needs and expectations of our citizens.
- Corporate Sustainability - The City recognizes that a well-functioning organization needs to be clear on the roles and functions of Administration and Council, understand the core principles and behaviors of good governance, and commit to continue improvement in governance and organization.

- Sustainable Growth - The City will anticipate, encourage and prepare for the growth and be responsive to the needs of our community.
- Infrastructure - The City will create infrastructure that supports growth while planning for continuous improvement.

5.2 SMART GROWTH

Prince Albert Official Community Plan Vision

“Prince Albert will be a sustainable, diverse and balanced community that recognizes the link between sustainable economic, environmental and social development and places a high priority on the quality of life for its residents.”

The following interrelated statements and values were developed to express those sets of principles which collectively establish the qualitative framework of this Plan. Smart Growth principles form fundamental schools of best practice and frame this Plan.

Prince Albert will be:

- A regional hub of Saskatchewan known for its innovation and diverse employment, retail and service opportunities;
- An inclusive, safe and diverse community rich in culture that has a lot to offer and that is proud of its heritage;
- A community where all sectors collaborate and use the strengths within the community to ensure a sustainable social, economic and physical environment;
- A community of variety and opportunities (e.g. commercial, education and training, recreational, transit, health and housing) accessible to all;
- A City of quality urban form, with the river and downtown as the foci;
- A City that integrates long-term planning into our everyday decision-making process and makes investments today with the future in mind;
- A growing community that assumes stewardship for its natural environment, that respects the natural environment, and that acknowledges the role that the natural environment has in promoting a high quality of life for the residents of Prince Albert;
- A City with a responsible ethical government that makes good decisions, which benefit citizens;
- A City that supports diverse socio-economic development; and
- A community of informed citizens able to participate in the planning process.

5.3 SUSTAINABILITY AND STEWARDSHIP

This Plan assumes a holistic approach speaking to collaboration and building relationships within complex and challenging environments. The health of a City depends upon its natural environment, linked to the economy and the built environment, but supports the social infrastructure of the City.

Sustainability and stewardship are cornerstone values of the Plan. Stewardship is the concept of shared responsibility and requires commitment from all residents in a community. This is a theme that is integrated throughout the goals and objectives of the Plan.

Land stewardship and protection involves accepting the personal responsibility for caring for our land, air and water and sustaining the natural processes on which life depends. Stewards of the land will want to recycle, limit energy use, conserve water, use best management practices and participate in programs that conserve and restore wild species and their habitats.

Stewardship and protection of our natural and environmentally sensitive areas will improve our air and water quality and protect important natural features and wildlife habitat.

Sustainability involves meeting the needs of current and future generations by integrating environmental stewardship, and economic and social development. A sustainable community is one where the natural environment is conserved by reducing waste, preventing pollution, promoting efficiency and local economic development, and leading to an improved quality of life.

Sustainable stewardship underpins this Plan and requires commitment from the community. This theme shapes the objectives and policies of the Plan. Land protection and enhancement means accepting personal responsibility for caring for our land, air and water by sustaining the natural processes on which life depends.

Embracing recycling programs, limited energy use, water conservation, best management practices and program participation that conserves and restores wildlife and their habitats is imperative in sustaining a healthy and vibrant community.

The City is committed to building complete neighborhoods that are dynamic and unique but that respond to change. Complete neighborhoods are places where residents can enjoy their specific choice of lifestyle - housing options, employment, services, retail, transportation options, educational and recreational facilities and programs.

Different land use decisions characterize each neighborhood and quality decision making requires active and long range planning and public participation. A sustainable community preserves the natural environment and nurtures and cares for its citizens.

The Smart Growth principles challenge traditional land use (e.g. sprawl, divisional zoning or gated communities) practice:

- Create a range of mixed and compatible land uses;
- Create diverse housing opportunities;
- Create well designed, compact and walkable neighborhoods;
- Encourage community and stakeholder collaboration;
- Foster distinctive, attractive communities with a strong sense of place and unique neighborhood identity;
- Make development decisions predictable, fair and cost effective;
- Preserve open space, farmland, natural beauty and critical environmental areas;
- Provide a variety of transportation choices;

- Strengthen and direct development towards existing communities;
- Take advantage of compact building design; and
- Utilize smarter and cheaper infrastructure and green buildings.

5.4 GOALS AND POLICIES

This Plan recognizes the following goals and policies in building a community with a sustainable quality of life.

Goal:

All development should conserve and manage energy, land, and natural resources.

Policies:

- x. Enhance and further develop the City recycling program to become a model for neighboring communities;
- xi. Develop an incentive-based but voluntary checklist (see Appendix 17.2) and possible scoring methodology that gauges the “green” quality of developments for all land use actions including rezoning, development permits and OCP amendments; and
- xii. Integrate Smart Growth principles into all OCP elements.

Goal:

Promote development patterns that support safe, effective, and multi-modal transportation options, including auto, pedestrian, bicycle, and transit; reducing single occupant vehicle dependency.

Policies:

- i. Provide a mixture of land uses that promote walkability and compact building form, and complete street design and construction;
- ii. Establish measurable sustainability objectives based on smart growth, supporting the City's Strategic Plan and the long term needs of the community;
- iii. Develop proactive plans with groups to conserve land and infrastructure, increase transportation efficiencies (transportation demand management), and encourage City incentives such as funding and models of "green" projects and operations;
- iv. Formulate parking strategies that reduce the need for on-site parking; and
- v. Evaluate and suggest improved parking options, including temporarily removing parking.

Goal:

Establish the City as a model energy steward using all “green best practises” in its own operations.

Policies:

- i. Reduce greenhouse gas emissions from City operations through anti-idling policies and alternative fuel use;
- ii. Streamline Public Works operations and centralize where justified;
- iii. All new construction and major renovations to City properties should achieve a LEED gold standard or equivalent; and
- iv. Accelerate energy efficiency through meaningful community consultation that supports the development of low impact alternative and renewable energy sources having:
 - minimal impacts on natural ecosystems;
 - minimal impacts on community water supplies;
 - minimal impacts on recreational amenities; and
 - limited visual impacts from infrastructure and transmission lines.

Goal:

Develop smart growth land use decisions while fairly distributing community services.

Policies:

- i. Formulate smart growth regulations, policies and principles that specifically reduce impacts through land use, zoning, transportation, parks and recreation, energy use, and other elements of the OCP; and
- ii. Facilitate partnerships with interested community groups, rural municipalities and other agencies to foster sustainability, measure impacts and formulate implementation strategies.

Goal:

Establish the efficient use of land, infrastructure and other resources in accommodating growth and change.

Policies:

- i. Develop funding mechanisms to offset costs of implementing sustainability initiatives;
- ii. Develop a buildable lands analysis to adequately articulate balanced land use;
- iii. Establish the City as a steward of land assembly and development, adequately sourcing diverse land opportunities, and creating partnerships and advocating smart growth principles.

Goal:

Enhance and embed community safety and green practices in neighborhood design and construction.

Policies:

Develop programs that promote sustainable living. These could include:

- i. Develop “green” demonstration projects through proactive planning and visualization;
- ii. Support innovative infrastructure including “green” strategies such as rain gardens, storm water filtration systems, silt fences, and other best management practices;
- iii. Incorporate CPTED principles into land use decisions considering:
 - a. Natural Surveillance - putting eyes on the street and making a place unattractive for potential illegitimate behavior. Street design, landscaping, lighting and site and neighbourhood design all influence the potential for natural surveillance;
 - b. Access Control - controlling who goes in and out of a neighbourhood, park, or building and creating a sense of ownership for legitimate users by focusing on formal and informal entry and exit points;
 - c. Conflicting User - different user groups may conflict. Carefully consider compatible land uses and activities that minimize potential conflicts between groups;
 - d. Activity Support - fill an area with legitimate users by facilitating or directly scheduling activities or events so potential offenses can be reduced. Underused places and facilities can encourage criminal activity;
 - e. Crime Generators - activity nodes that may generate crime. The location of some land uses (residential, parks and open space) is critical to ensuring an activity does not increase the opportunities for crime to occur or reduce users’ and residents’ perceptions of their safety in the area;
 - f. Land Use Mix - diversity in land use reduces crime opportunities. Separating land uses from each other creates isolation and segregation;
 - g. Movement Predictors - force people, especially pedestrians and cyclists, along a particular route or path without providing obvious alternative escape routes or strategies for safety. Make a clear but pleasant separation between the public and private space. Remove the porous nature of some movement patterns by reducing points of access to two. Potential attackers can predict where persons will end up once they are on a certain path; and
 - h. Displacement - critical to understand how crime may move in time or space and what the impact may be;
- iv. Consider energy efficiency and emission reduction in all development decision making through collaborative permitting and policies; and
- v. Foster educational programs to model best practices and engage builders, developers, businesses, educational practitioners and entrepreneurs.

Goal:

Encourage convenient access to work, recreation, parks and open space and natural areas.

Policies:

- i. Integrate live and work opportunities where appropriate into development;
- ii. Allow for employment opportunities within or adjacent to neighbourhood hubs and new neighbourhoods;
- iii. Improve the trail network for multi-modal uses and for recreation and commuting; and
- iv. Support and expand transit services to all places of employment especially service sector retail outlets.

Goal:

Embrace collaborative planning processes that involve all stakeholders (landowners, Administration, school boards, community associations, utilities and other external agencies).

Policies:

- i. Provide meeting and engagement opportunities that highlight demonstration projects, visualization and conceptual designs. Venues should include public meetings, design charrettes, technical workshops and virtual opportunities; and
- ii. Meet with stakeholders to update strategic and comprehensive plans and mutually report on successes and failures.

Goal:

Ensure that redevelopment is established in neighbourhoods and supports the health and livability of our citizens.

Policies:

- i. Support neighborhood revitalization, redevelopment and residential infill that contributes to the livability and adaptability of established neighborhoods;
- ii. Accompany residential density increases with enhancements to public spaces, open spaces and amenities;
- iii. Optimize the use of existing infrastructure in association with increased density;
- iv. Identify large infill redevelopment projects to assist in long term community building; and
- vi. Collaborate with school boards in support of long term redevelopment efforts

Goal

Develop and implement design guidelines for new neighborhoods.

Policies:

- i. Establish focal points or unique identifiers within each neighborhood;
- ii. Provide a mixture of residential, commercial and institutional uses;
- iii. Establish formal and informal public and open spaces;
- iv. Achieve higher density mixed-use development near town centers or established transit routes; and
- v. Establish land use patterns which provide flexibility for future redevelopment.

SECTION SIX: LAND USE

6.1 BACKGROUND

The City of Prince Albert covers more than 7,227.6 hectares with several established neighbourhoods and a downtown area.

Prince Albert has a mix of low-density single-family land uses, a structured but challenged downtown, with an established main street along Central Avenue.

Neighbourhood commercial services are well distributed, though not strategically located throughout the city, servicing most, but not all neighbourhoods with predominantly car-oriented commercial services.

More recent forms of automobile-oriented land uses have grown around the major highways (Highway 2, Highway 11, Highway 3 and Highway 302/15th Street East). Highway 2 is the main route through Prince Albert and creates a significant disconnect between west and east ends of the City.

Rail use in the city is declining and several rail routes have been abandoned in recent years. The railway lines act as another significant disconnect between north and south Prince Albert east of Highway 2. Heavy and medium industrial land uses are located towards the outer municipal boundaries, while light industrial is found both on the perimeter and close to downtown.

One of the most significant features is the North Saskatchewan River valley and river park system. City-wide and neighbourhood parks and schools are well distributed throughout Prince Albert serving most neighbourhoods.

The City of Prince Albert is bordered by the Rural Municipality of Buckland (north of the River) and the Rural Municipality of Prince Albert (south of the River). The surrounding land is relatively sparsely developed rural residential, farmland, forest, and sloughs/wetlands. Several long-range plans have focused on municipal expansion, predominantly to the south, and the development of a ring road along Prince Albert's eastern border.

The population of Prince Albert is changing and growing more diverse, which may influence housing needs (see the *Prince Albert Economic and Demographic Profile, 2006* for more details on demographics). In addition, the City must respond to increased demands for housing by the work for new industries emerging in and around Prince Albert. According to the Profile, Prince Albert is "younger" than most urban centres in Saskatchewan. Among the largest eight major urban centres in the province, the Prince Albert Census Agglomeration (CA) in 2001 had:

- the highest proportion of children;
- an average number of young and middle-aged adults; and
- relatively few seniors.

In addition to its "young" population, relative to other urban centres in Saskatchewan, Prince Albert has the second highest proportion of lone parent families (p. 29). The Profile also showed that a variety of factors lead to smaller households (as measured by the number of people, not the physical size). These include:

- lower fertility (fewer births per woman);
- the departure of older children of “baby boomer” couples;
- more lone parents; and
- more widows and widowers.

An implication is that the number of dwellings *increased* from 1996 to 2001 even as the population declined. In any of the future population scenarios (decline, constant, growth), a declining number of persons per household will lead to an increase in the number of households in the city. These households could be accommodated in alternative types of dwellings suited to the diverse housing needs in either new or existing areas.

Considering the high proportion of people that live below the low income cut-off (LICO), the need for social and affordable housing is critical. Adequate housing can stabilize neighbourhoods and enable the community to wrap services around individuals and families who require them. Constant mobility destabilizes neighbourhoods and then these neighbourhoods are vulnerable to the influences of domestic violence, crime, gangs and substance abuse.

Prince Albert functions as both the gateway to the north and to the south. For this reason, it is a regional hub for a range of services in health, education, social services and justice and as such has need for transitional and supportive housing. Notwithstanding the recent expansion in emergency shelter beds, there will be a need to monitor the need in this area as well. As a community, Prince Albert wants to stimulate independence of its citizens but realizes that some will require support to function optimally. It is a goal of this Plan to create the context where all citizens can have safe, secure, affordable housing that meets their needs.

The form and density of housing will be determined by a combination of prevailing market conditions along with policies of this Plan, development standards in the Zoning Bylaw as well as through public consultation. It is important that developments be well-designed and compatible with existing development.

Meeting the housing needs of the future generations will require flexibility in meeting market demand and accommodating other changing demographic and economic conditions. Areas with a range of housing types are generally more stable in the face of neighbourhood change. Limiting the range of housing types may force some members of a neighbourhood to move. This could include seniors, for example, who often require a particular type of home suited to their specific needs.

The ability of the marketplace to provide affordable housing is an important part of quality of life and helps attract new businesses and industries to the city. The City can influence cost and supply of housing by supporting the private development sector in providing affordable housing and by facilitating the approval process with respect to regulations and permits.

Goals:

- i. Promote a well-designed compact community by following smart growth principles;
- ii. Encourage compatible uses along the city boundaries, consistent with City, Rural Municipality and Provincial ministries;
- iii. Integrate compatible land uses within the city through specified study and action plans;
- iv. Preserve the unique residential character of neighbourhoods and the downtown;

- v. Preserve our history and heritage;
- vi. Maintain views of the river valley by stepping down building height towards the river;
- vii. Provide neighbourhood mixed use nodes that incorporate the 500 metre (10 minute walk) buffer as a standard for distances between nodes;
- viii. Link parks with trails throughout the city and preserve natural features as a way to identify potential greenspace in new neighbourhoods;
- ix. Remove the existing freight railway line through the city and convert the railway lands to a park/pathway system that is supported and surrounded by a neighbourhood mixed use land use;
- x. Promote walkable neighbourhood mixed use rather than neighbourhood commercial land uses;
- xi. Within automobile-oriented commercial land uses, bring buildings closer to the public streets and place parking in the middle of the development to create a more complete streetscape;
- xii. Within automobile-oriented commercial land uses, ensure that walking and cycling are encouraged by creating paths and sidewalks along major corridors that connect to other neighbourhoods throughout the city;
- xiii. Improve streetscaping along Highway 2, 15th Street, Marquis Road, and 6th Avenue East to include coordinated street trees, lighting, signage, sidewalks and trails;
- xiv. Limit development in environmentally sensitive areas through specific land use actions (e.g. conservancy, transfer of development rights and trusts);
- xv. Increase and improve pedestrian connections to the rivers;
- xvi. Maintain and enhance streetscaping standards, and develop a compact, sustainable, diverse, adaptable, mixed use built form that encourages walkability and supports multi-modal transportation;
- xvii. Integrate all elements of the OCP to ensure they are complimentary and where competing are suitably integrated (e.g. riparian buffer width averaging, trails in riparian areas);
- xviii. Maintain and enhance the local sense of place and identity by integrating natural systems and developing neighbourhood context based design solutions that minimize independent parcels that do not reflect the overall neighbourhood character. Use illustrative plans as guides to development;
- xix. Increase land use resilience by allowing and encouraging local food production, local materials and services use, and protection of the local and regional agricultural lands;
- xx. Identify strategic locations for landmarks that aid wayfinding throughout the city; and
- xxi. Consider urban livestock provisions in residential land use areas.

6.2 URBAN SERVICE AREA

The urban service area in Prince Albert is located primarily south of the North Saskatchewan River to the southern, western and eastern municipal boundaries. Though the West Hill and Crescent Acres neighbourhood are still being developed, the expectation is that these areas will have full municipal services once they are built.

The residential and industrial area north of the North Saskatchewan River has access to community water but not community sewer. The exception is the airport, which has water and sewage connections. The northeast corner of Prince Albert has no municipal services.

Municipal service extension is challenged by natural features. Extension of services north of the North Saskatchewan River is limited by the river. Service extension to the south is challenged by a significant slope south of the current municipal boundary and the numerous sloughs. Future city expansion to the south may focus on limited levels of service.

There are three levels of service within Prince Albert:

- Service Level 1 – This area is serviced by municipal water, sewer and paved and gridded roads, including all utilities – gas, power, cable and fiber.
- Service Level 2 – This area is serviced by municipal water. It has no municipal sewer connection and/or may be serviced by paved or unpaved roads with most utilities but may not include cable or fiber.
- Service Level 3 – This area has no municipal services. It would be serviced by unpaved roads.

Consistent with smart growth principles, preserve open space, farmland, natural beauty and critical environmental areas, and contain City infrastructure within the city with established Urban Service Area-Service Level 1 Boundary.

6.3 POLICIES

- i. Establish the City's Urban Service Area in accordance with the delineation indicated in 16.1.3 and 16.1.4 (Levels of Service map) to prevent urban sprawl and promote a compact community;
- ii. Establish a future growth area that preserves rural types of development and encourages them to locate around existing road networks so that these areas can easily link in to future service extensions as the city grows;
- iii. Strengthen and direct development towards existing neighbourhoods by permitting intensified land uses and infill development within the Urban Service Area supported by existing water and sanitary sewer services;
- iv. Consider the future highway ring road when locating future growth areas;
- v. Consider future commercial and industrial expansion areas outside of the city's boundaries that may only have access to Level 2 municipal services;
- vi. Encourage less intensive land uses which do not require community sewer services outside the Urban Service Area;
- vii. Work co-operatively with the rural municipalities and provincial agencies to implement the regional plan for fringe area development in the vicinity of the City of Prince Albert

boundary which addresses City service extensions (level of service), failing water and septic systems, traffic, environmental values, housing and land use; and

- viii. Manage community water and/or sanitary sewer services outside the Urban Service Area Service Level 1 consistent with historical precedent and agreements and future urban growth strategies, as determined by City Council.

Smart Growth Principles

- Create range of housing opportunities and choices
- Create walkable neighborhoods
- Encourage community and stakeholder collaboration
- Foster distinctive, attractive communities with a strong sense of place
- Make development decisions predictable, fair and cost effective
- Mix compatible land uses
- Preserve open space, farmland, natural beauty and critical environmental areas
- Provide a variety of transportation choices
- Strengthen and direct development towards existing communities
- Take advantage of compact building design

6.3.1 GENERAL LAND USE POLICIES

The following policies reflect the complex nature of land use planning in Prince Albert. These sub-strategies will help guide and coordinate future land use decisions.

6.3.1.1 INTEGRATED LAND USE

- Implement the land use designations in Schedule 16.1.1 and 16.1.2 (Land Use maps) to facilitate the social, environmental and economic priorities of the community and allow for uses described in each respective land use designation;
- Ensure all buildings incorporate good urban design and smart growth principles;
- Encourage new development and redevelopment to be mixed use projects incorporating complementary uses in a single development (i.e. consider combining more than one of the following uses: residential, commercial, light industrial, recreation, open space, or institutional uses);
- Complement the aesthetic qualities, character, image and established uses of areas when designing the size, shape and character of new

development, and consider development bylaws to guide and help visualize future growth within all areas of the City;

- Promote an open community where subdivision approvals restrict private gated developments;
- Incorporate safety in land use and the built environment through a Crime Prevention Through Environmental Design (CPTED) Program;
- Encourage building design that facilitates “eyes on the street” and crime prevention through environmental design principles (e.g. balconies, porches, large opening windows, a small street-frontage, etc.);
- Encourage all community and commercial planning processes to include an ‘age-friendly’ component;
- Encourage development that directs work towards existing communities (infill), and creates a compact, diverse, adaptable, mixed use built form;
- Develop context-based land, subdivision, site, landscaping, and building design standards that integrate ecological systems and enhance a local sense of place and identity. These should be included in bylaw and policy updates;
- Identify developable lands to minimize slope and soil stability intensity and identifies Brownfield development to ensure appropriate land uses;
- Make adaptable and accessible designs mandatory in all public areas of the city by considering wheelchair friendly street standards and mobility for all residents including snowfall restrictions; and
- Consider direct control districts for the downtown, scenic corridors, riverfront, multi-family and industrial and commercial areas (see Appendix 17.7).

6.3.1.2 AMENITIES AND AFFORDABLE HOUSING

- Utilize 'zoning for amenities and affordable housing' or 'phased development agreements' to include affordable non-market housing as an integral component in residential development;
- Promote the use of a wide variety of housing options that encourage affordability such as secondary residential suites in all residential zones;
- Develop parking bonusing through a comprehensive parking strategy that considers infill development, multi-modal transportation options and below grade or integrated parkades, including criteria listed on the next page for density bonusing;
- Consider, on a site specific basis, bonus density up to the maximum bonus density (A) set out in Table 3: 'Provisions for Various Densities of Residential Development' if development meets the following criteria:
 - affordable non-market housing is provided in accordance with Inclusionary Zoning Principles - continuous, safe pedestrian walkways currently link the site to the downtown core or the

developer agrees to provide continuous, safe pedestrian walkways to the downtown;

- the site meets all criteria in the City's Residential Policies;
 - the site has adequate emergency ingress and egress;
 - the site is not designated as an Environmentally Sensitive Area (Schedule 16.1.8);
 - the proposed development does not cause traffic safety impacts;
 - the development meets an acceptable development permit checklist score (see Appendix 17.2);
 - the proposed development does not diminish the heritage value of the area; and
 - the proposed development is well integrated into the existing neighbourhood;
- Provide the maximum bonus density (B) set out in Table 3: 'Provisions for Various Densities of Residential Development' (see next page) to sites:
 - within a 15-minute walk (750 metres) to the Downtown Commercial (C1);
 - along Highway 2/2nd Avenue West, 6th Avenue East, 15th Street East, and Marquis Road corridors;
 - within 500 metres of the health or educational hubs;
 - within 300 metres of an elementary school; and
 - within 500 metres of a designated commercial or neighbourhood commercial centre.
 - Consider additional bonus density for sites in close proximity to other amenities such as schools, grocery stores and transit;
 - Consider, on a site specific basis, additional bonus density up to the maximum bonus density (B) set out in Table 3: 'Provisions for Various Densities of Residential Development' if development includes any of the following additional amenities:
 - the proposed development includes underground or below building parking for 75% or more of the required parking stalls;
 - the proposed development has a mean unit size for market and non-market units of 92.9 square metres (1,000 square feet) or less;
 - the proposed development is certified to Leadership in Energy and Environmental Design (LEED) Gold standards or equivalent;
 - the proposed development contains more than 25% of all residential units as residential units for rent;

- the developer dedicates community amenity space to public use, such as community gardens, playgrounds, trails and other recreational areas; and
- the developer enhances public cultural or recreational physical amenities;
- The developer guarantees to restore and designate heritage property;
- Allow density or parking bonusing for any property designated Central Business District for mixed use developments with a residential component; and
- Permit conversion of previously occupied residential buildings to strata lots consistent with a defined policy.

**Table 3
PROVISIONS FOR VARIOUS DENSITIES OF RESIDENTIAL DEVELOPMENT**

Density of Residential Development	Types of Residential Use	Maximum Density	Minimum Parcel Size	
			With Community Water and Sewer	With Community Water and On-Site Sewer ^b
Rural Residential	Single-Family Dwelling	N/Aa	0.4 ha	0.4 ha
Low Density Residential	Single-Family Dwelling	N/A	275 m ^{2c}	930 m ²
	Two Family Dwelling	N/A	500 m ²	1,700 m ²
Medium Density Residential	Single & Two Family Dwelling	N/A	See Above	See Above
	Multiple Family Dwellings including triplexes, fourplexes, townhouses & rowhouses	30 per ha	1,000 m ^{2d}	1,400 m ^{2d}
Apartment Density Residential	Multiple Family Dwellings, including fourplexes, townhouses and rowhouses	30 per ha	See Above	See Above

Density of Residential Development	Types of Residential Use	Maximum Density	Minimum Parcel Size	
			With Community Water and Sewer	With Community Water and On-Site Sewer ^b
	Apartment-style multiple dwellings family	60 per ha	1,000 m ²	N/A

- a) N/A - Not Applicable
- b) Parcel sizes where on-site sewer required may be larger subject to the requirement of the provincial Ministry Health; also applies where water supply is on-site
- c) Minimum parcel size may reduced to 408 m² with special low density zoning designation
- d) Multiple family dwellings containing five or more dwelling units must have a parcel area of not less than 240 m² per dwelling unit

6.3.1.3 NEIGHBOURHOODS

- Promote a mix of uses in each neighbourhood so that each is complete with a range of residential densities, amenities, parks and commercial uses;
- Preserve the social character of residential neighbourhoods and cultivate strong focal points in the preparation for secondary neighborhood plans;
- Permit development that is consistent with secondary neighborhood plans;
- Permit infill developments that are integrated into the surrounding neighbourhood;
- Enhance the existing historic character of Prince Albert's neighbourhoods;
- Develop a local commercial/mixed use area for each central neighbourhood to provide a better diversity of commercial services and building types, increase walkability, reduce car use – minimizing on-site parking, and encourage local employment;
- Develop parks, recreation and culture focal points and connectivity to enhance public space throughout each of the communities; and
- Encourage the maintenance of a healthy wildlife population by landscape design in every neighbourhood.

6.3.1.4 HERITAGE AND HISTORY

- Encourage retention of heritage features throughout the community (see Schedule 16.1.15);
- Take a proactive and visionary approach toward the preservation of heritage features;
- Interpret heritage to include a broad spectrum of features including buildings, monuments, natural areas, landmarks, neighbourhoods and signage;
- Coordinate a public safety risk analysis and prescribe funding options;
- Support and encourage heritage and historic revitalization and enhancement initiatives;
- Reference Prince Albert's heritage and history in the planning and design of public places;
- Utilize a variety of tools to protect and enhance heritage buildings including identifying possible heritage conservation areas, density and parking bonuses and tax incentives;
- Investigate mechanisms to encourage protection and conservation of heritage buildings through special heritage zoning districts;
- Document all heritage features valued by the community; and
- Support education initiatives to raise awareness of documented heritage features and of heritage programs.

6.4 RESIDENTIAL LAND USE

6.4.1 ACCESS TO HOUSING

Public sector (social) and non-profit housing is provided for those whose housing needs cannot adequately be met in the private marketplace. It is anticipated that the need for some segments of the population in Prince Albert will continue. According to the *Prince Albert Economic and Demographic Profile (2006)*, a large proportion of individuals have incomes below the Low Income Cut-off, commonly referred to as the "poverty line". This may influence the need for social and a range of affordable housing in the city.

Given the financial constraints of the environment within which social housing is provided, collaborative approaches must be employed. This can be in the form of partnerships between the public, non-profit and private sectors.

Planning and zoning for a broad range of housing types in urban areas can facilitate the provision of social housing. Improved construction technology, better materials and creative design, and new approaches to housing construction exist which ensure a variety of feasible and aesthetically pleasing options for the provision of housing.

Supportive housing forms and tenures, such as private and public care homes, senior's housing, residential care homes, child day care centres, shelters and other forms of supportive housing should be facilitated in all areas of the City. The Zoning Bylaw contains the development standards under which these uses may be established.

According to the Economic and Demographic Profile, compared with other major urban centres in Saskatchewan, Prince Albert has a relatively high proportion of households that are rented. Rental suites provide a housing alternative that increases the supply of rental accommodation while only modestly increasing the housing density within a neighbourhood and without affecting the built form. Rental suites are self-contained living quarters within a single-unit residential dwelling with the provision of an eating area and sanitary facilities. They are often located in basement or ground level areas of the dwelling.

Rental suites can be an important component of increasing housing affordability in a community for both the renter of the suite and the owner of the principal dwelling. They make efficient use of existing housing and infrastructure in low density neighbourhoods and provide housing at a relatively low cost to groups such as students and singles.

Issues such as parking for the occupants of the rental suite can sometimes become contentious within an existing neighbourhood but can be overcome by zoning provisions to require an additional parking space.

6.4.2 GENERAL RESIDENTIAL LAND USE

Residential Lands - Residential development located within the urban service area covering a wide spectrum of urban forms and densities including detached houses, semi-detached houses, row housing and apartments.

Country Residential Lands - Low density residential development consisting of detached houses on larger parcels, generally without City services and/or adjacent to non-developed land.

Policies:

- i. Encourage consultation between the proponents of supportive housing and the surrounding community to seek an acceptable balance between all interests;
- ii. Give due consideration to actively participate in social housing projects by assisting with funding, tax exemptions, or partnerships with other levels of government and agencies in the community;
- iii. Encourage the distribution of a range of housing types throughout the neighbourhood to foster a more varied social composition;
- iv. Where possible, work with other levels of government and organizations to facilitate housing initiatives;
- v. Support initiatives to develop student housing;
- vi. Support initiatives to develop a housing database to help people access regulated rental properties;

- vii. Encourage the provision of an adequate supply of rental accommodation in compliance with the Zoning Bylaw;
- viii. Apply General Residential Policies to lands designated as Residential on Schedule 16.1.1 and 16.1.2;
- ix. Provide lands for rural, low, medium and high density residential development to ensure that there is adequate housing to meet the City's Projected Housing Demand for the next 5 years in a manner that promotes a compact community;
- x. Limit residential growth to the densities provided in Table 3 and revise as secondary/neighbourhood plans are adopted;
- xi. Require that all multiple family developments are properly integrated within surrounding neighbourhoods by adding architectural controls to all multi-family buildings or zones;
- xii. Proposed multi-family density residential development must meet the following criteria:
 - be carefully integrated within or adjacent to the residential neighbourhood;
 - be adequately buffered to provide separation from adjacent single family residences;
 - be of an architectural style, façade type and colour that complements the existing and future development within the residential neighbourhood;
 - be served by adequate off-street parking;
 - be located adjacent to and with direct access to the municipal roadway system to minimize infiltration of high volumes of traffic through low density residential developments;
 - be served by community water and sanitary sewer collection systems; and
 - be able to provide sufficient usable open space on-site;
- xiii. Encourage legal secondary suites both within primary buildings and as accessory uses in residential areas provided their presence does not detract from the quality of life of nearby residents;
- xiv. Require permits for live/work home occupations which include an occupational, retail or service component that manage impacts on the surrounding neighbourhood from parking, noise and other activities;
- xv. Allow home occupations with low land use impact elements in all residential areas;
- xvi. Encourage mixed uses in lands designated Downtown Commercial and Neighbourhood Mixed Use;
- xvii. Encourage new medium and high density residential development in all neighbourhoods when the following criteria is met:
 - development area is free of environmentally sensitive or environmentally hazardous areas, unless impacts are mitigated;
 - City services are provided or planned;
 - integrated into existing neighbourhood;

- proximity to major collectors or arterial roads to reduce traffic impacts on local roads and facilitate alternative transportation options; and
 - contributes to meeting the City's Projected Housing Demand with a range of housing options that meet the needs of a wide variety of residents;
- xviii. Encourage green building practices; and
- xix. Support hobby farms in areas designated Country Residential and urban livestock managed through the development permit process and comprehensive guidelines.

6.4.2.1 COUNTRY RESIDENTIAL

Country residential land use allows for ultra, low density residential homes in areas with limited municipal services (Level III) within the city. The purpose of this land use is to allow for larger lot residential developments in areas where there are environmental or infrastructure challenges. Issues such as steep slopes, large stands of forest, areas within a non-dyked floodplain area or areas with limited municipal services (sewer, water, storm water, paved roads) shall be considered when allocating a country residential land use.

The land use may include acreages and large undeveloped parcels of land on the periphery of residential areas. Landscaping should be predominantly natural or agricultural with the preservation of natural and cultural landscapes as a priority. This land use supports wildlife in moderate to large contiguous wildlife habitat areas, corridors and ecosystems with some human interaction and landscape fragmentation.

6.4.2.2 LOW DENSITY RESIDENTIAL

Low density residential land use allows for single and two family residential development in areas with full municipal services (Level 3). The purpose of this land use is to allow for single-family and duplex residential development in new and established neighbourhoods throughout the city. The land use is a more defined residential form and representative of a neighbourhood with buildings organized around an interior network of streets and parks.

Home occupations and accessory buildings are allowed. Landscaping is natural and setbacks are small to relatively deep. Some areas may be more dense than others, especially near collector and arterial roads and outside of environmentally sensitive areas.

Services such as sewer and a graded road network may not be in place but are anticipated.

This area provides small wildlife habitat areas and corridors with a high level of human interaction and habitat fragmentation. This area connects the natural landscape around the city, with the more managed landscape within the city. This landscape has the highest per capita impact on the natural landscape. Landscaping and gardens can have a positive contribution to the diversity of smaller species including birds and insects.

6.4.2.3 MEDIUM DENSITY RESIDENTIAL

Medium density residential land use allows for medium density multi-family residential development in areas with full municipal services (Level I). The purpose of this land use is to allow for townhouses, and a range of walk-up building types in new and established neighbourhoods throughout the City. This land use should be arranged around higher traffic collector roads and neighbourhood mixed use nodes in each neighbourhood. This higher density form of housing supports walking, cycling, transit and local business by concentrating density around major routes and neighbourhood nodes.

Home occupations and accessory buildings are allowed. Landscaping is a mix of natural and formal and setbacks are small to moderate in depth. Wider sidewalks, street trees and lighting fixtures enhance the public streetscape.

This area should have a high level of human interaction and support smaller and more localized habitat areas. This landscape has a smaller per capita impact on the natural landscape than the low density land use does, in a more adaptable and dense form, with a mix of tightly spaced single-family, multi-family housing and walk-up apartments. Landscaping, urban forests, and gardens can have a positive contribution to the diversity of smaller species including birds and insects.

6.4.2.4 HIGH DENSITY RESIDENTIAL

High density residential land use allows for high density residential development in areas adjacent to the downtown and arterial commercial area. The purpose of this land use is to allow for multi-storey residential apartments and walk-up residential near the downtown core. This high density form of housing supports walking, cycling and transit in the downtown but provides more living spaces to animate the downtown core over a wider number of hours.

Home occupations and accessory buildings are not permitted. Landscaping is more formal and setbacks are minimal. This area should have a tight network of well-defined shared streets that encourage walkability, with wide sidewalks, street furniture, lighting fixtures, steady street tree planting and buildings set close to the sidewalks.

This area should support smaller, and more localized habitat areas and have a higher human presence that minimizes potential wildlife conflict. This landscape has the smallest per capita impact on the natural landscape but is the densest form of development. Green roofs, low impact development, and landscaping can help

integrate natural systems into the heart of the City and have a positive contribution to the diversity of smaller species including birds and insects.

6.5 COMMERCIAL LAND USE

6.5.1 GENERAL COMMERCIAL LAND USE

Downtown Mixed Use - The primary retail and business centre for the city. It is the core of the community and encourages a mix of uses so that the community can live, work and play downtown. Street level development is encouraged to be retail or high traffic businesses and offices and residential are encouraged on the upper levels of buildings.

Neighbourhood Mixed Use - Limited, small scale retail development intended to service the needs of the surrounding neighbourhood, which may include residential components above the ground floor.

Highway and Arterial Commercial Use - The Highway and Arterial Commercial Use provides for the orderly development of automobile dependent accommodation and services for residents, tourists, and transient motorists along Highway 2, Highway 3, Highway 11 and Highway 302 corridor. These areas are intended to provide for the convenient, controlled access parking, without increasing traffic burdens upon the adjacent streets and highways. This use is designated primarily at the commercial corridors of the city, with the intention of making the city more attractive as a tourist destination while providing needed commercial activity.

Light & Medium Industrial Use - Limited industrial development typically oriented towards warehousing, storage and distribution, light manufacturing of raw materials, ancillary office uses or similar activities.

Heavy Industrial Use - Industrial development including manufacturing facilities, sawmills, forestry activities, rail yards or hydroelectric generation facilities. Heavy industrial includes the processing of raw materials.

Airport Industrial - Facilities directly dependent on the airport site including storage of aircraft, fuel storage and dispensing activities and associated offices.

Policies:

Commercial

- Apply General Commercial Policies to lands designated as Commercial on Schedule 16.1.1 and 16.1.2;
- Maintain the Downtown Commercial Area as the primary commercial center;
- Encourage hotels and associated tourist uses in the Downtown, Highway and Arterial Commercial areas;
- Adequately buffer low density residential developments from commercial uses through rezoning and landscaping;

- Ensure commercial development are located and operated in ways that are compatible with the community's social fabric, high quality of life and environment;
- Encourage Neighbourhood Mixed Use where needed in each neighbourhood within the Urban Service Area;
- Allow Neighbourhood Mixed Use development in areas that are:
 - neighbourhood focal points;
 - easily accessible for pedestrians;
 - of an appropriate size and scale to service short-term needs without competing with the Downtown Commercial District; and
 - taking into consideration proximity to other neighbourhood facilities and amenities, site treatment, architectural style and impacts on adjacent residential areas;
- Encourage mixed uses in lands designated Downtown Commercial District and Neighbourhood Mixed Use;
- Encourage pedestrian scale design;
- Require that all commercial development is of high quality by including all commercial buildings or zones within Development Permit Areas with architectural controls;
- Encourage mixed use buildings with commercial development at street level and high density residential development on upper floors;
- Encourage the development of further public offices and amenities in the area designated Downtown Commercial District;
- Encourage existing and new commercial uses to keep noise, dust and other effects to neighbouring properties to a minimum; and
- Permit conversion of previously occupied commercial and industrial buildings to strata lots consistent with a defined policy.

Industrial

- Apply General Industrial Policies to lands designated as Industrial on Schedule 16.1.1 and 16.1.2;
- Encourage existing and new industrial uses to minimize impacts from noise, environmental, traffic and other activities on non-industrial land uses;
- Ensure industrial development complies fully with air quality, waste disposal and other environmental standards set by senior government;
- Encourage clean and environmentally friendly industries;
- Require paving of parking areas while encouraging the use of “green” storm water infiltration infrastructure and permeable paving; and
- Require screening from non-industrial land uses to minimize impacts to neighbouring properties.

6.5.2 DOWNTOWN MIXED USE

Downtown mixed use allows for high density residential and office space with ground floor or multi-storey commercial. The purpose of this land use is to allow for small scale (typically locally owned) businesses to provide the main local commercial services to the entire city. The combination of office and residential space above the ground floor is intended to bring more people downtown and safely animate the area 24 hours a day.

The downtown mixed use area consists of higher density mixed use buildings that accommodate commercial and residential units. It has a tight network of streets with wide sidewalks, street furniture, lighting fixtures, steady street tree planting and buildings set close to the sidewalks.

This area has a high level of habitat fragmentation and human presence that minimizes potential wildlife conflict. This landscape has the smallest per capita impact on the natural landscape. Green roofs and landscaping should have a positive contribution to the diversity of smaller species including birds and insects. Natural wildlife diversity gives way to places and spaces that create and enhance cultural diversity.

6.5.3 NEIGHBOURHOOD MIXED USE

The neighbourhood mixed use land use consists of moderate density residential corner lot and mixed use development with a mixed use commercial component located on the ground floor. The purpose of this land use is to provide walkable and bikeable neighbourhood commercial services (within a 500 metre radius or a 10 minute walk).

Setbacks and landscaping are variable, wider sidewalks, street trees and lighting fixtures increase walkability by enhancing the public streetscape.

This area should have a high level of human interaction and support smaller, and more localized habitat areas. This landscape has a smaller per capita impact on the natural landscape than the Duplex General Urban Land Use does, in a more adaptable and dense form, with a mix of tightly spaced single-family, multi-family housing, apartments and mixed use commercial services. Landscaping, urban forests and gardens can have a positive contribution to the diversity of smaller species including birds and insects.

6.5.4 HIGHWAY COMMERCIAL

The highway commercial use allows for the orderly development of automobile dependent accommodation and services for residents, tourists and transient motorists along the 15th Street corridor. The purpose is to provide for regional retail and service commercial services with convenient, controlled access parking and without increasing traffic burdens upon the adjacent streets and highways. This use is designated primarily at the major commercial corridors of the city with the intention of making the city more attractive as a tourist destination while providing needed commercial activity.

Streetscaping is reflective of a “Grand Avenue” with tree-lined streets, banner street lights and easily accessible commercial services that front onto 15th Street. Roads are wide but

should accommodate multi-modal transportation with sidewalk and trail networks along the front of buildings and act as the mid-city trail network connecting east and west Prince Albert and connect through to the perimeter Rotary Trail network.

This area has a high level of habitat fragmentation. Green roofs, more compact development and landscaping of parking areas and lots should have a positive contribution to the diversity of smaller species including birds and insects. Providing connections across the highway corridor for larger species will help reduce wildlife conflict issues and enhance habitat connections for local species.

6.5.5 ARTERIAL COMMERCIAL

The arterial commercial use allows for the orderly development of automobile dependent services for residents, tourists and transient motorists along the Highway 2 corridor. The purpose is to provide for the convenient, controlled access parking without increasing traffic burdens upon the adjacent streets and highways. This use is designated primarily at the major commercial corridors of the city with the intention of making the city more attractive as a tourist destination while providing needed commercial activity.

Streetscaping is reflective of a “Grand Avenue” with tree-lined streets, banner street lights, and easily accessible commercial services that front on to Highway 2. Roads are wide but should accommodate multi-modal transportation with sidewalk and trail networks along the front of buildings and connect to the perimeter Rotary Trail network.

This area has a high level of habitat fragmentation. Green roofs, more compact development and landscaping of parking areas and lots should have a positive contribution to the diversity of smaller species including birds and insects. Providing connections across the highway corridor for larger species will help reduce wildlife conflict issues and enhance habitat connections for local species.

6.5.6 LIGHT INDUSTRIAL

The light industrial land use allows for the accommodation of vehicular oriented commercial uses of low intensity, and for commercial uses requiring large areas for storage and handling of materials, goods and equipment. This area has limited industrial development typically oriented towards warehousing, storage and distribution, light manufacturing of raw materials, ancillary office uses and similar activities. Guiding development of these areas will ensure a high quality of liveability for surrounding residents, and a better built form.

Streetscaping is reflective of a “boulevard” with tree-lined streets, organized street lighting and easily accessible commercial services that front on to the arterial or collector road. Roads are moderately wide but should accommodate multi-modal transportation with sidewalk and trail networks along the front of buildings and connect through the area if located in or near an established neighbourhood or commercial area.

This area has a moderate level of habitat fragmentation. Large portions of undeveloped lots and storage areas present opportunities to contribute to the diversity of smaller species, including birds and insects, by improving landscaping.

6.5.7 MEDIUM INDUSTRIAL

The medium industrial land use allows for the accommodation of vehicular oriented commercial uses of medium intensity, and for commercial uses requiring large areas for storage and handling of materials, goods and equipment. This area has medium industrial development typically oriented towards manufacturing, processing, finishing and packaging of raw materials, recycling facilities, ancillary office uses and similar activities. Where medium industrial is near existing residential or commercial neighbourhoods, the perimeter will be bordered by light industrial to buffer between the more intense medium industrial uses.

Streetscaping is reflective of a “boulevard” with tree-lined streets, organized street lighting and easily accessible commercial services that front on to the arterial or collector road. Roads are moderately wide but should accommodate safe multi-modal transportation corridors.

This area has a high/moderate level of habitat fragmentation. Large portions of undeveloped lots and storage areas present opportunities to contribute to the diversity of smaller species, including birds and insects, by improving landscaping.

6.5.8 HEAVY INDUSTRIAL

The heavy industrial land use allows for the accommodation of high intensity industrial uses. This area has heavy industrial development typically oriented towards manufacturing, processing, finishing and packaging of raw materials, recycling facilities, rail yards, forestry activities, ancillary office uses and similar activities. Heavy industrial land uses should be placed far from residential uses as noise, dust and other nuisances associated with heavy industrial can negatively affect neighbourhoods and residents.

Streetscaping is reflective of a “boulevard” with tree-lined streets, organized street lighting and easily accessible commercial services that front on to the arterial or collector road. Roads are moderately wide but should accommodate safe multi-modal transportation corridors.

This area has a high/moderate level of habitat fragmentation. Large portions of undeveloped lots and storage areas present opportunities to contribute to the diversity of smaller species, including birds and insects, by improving landscaping.

6.5.9 AIRPORT INDUSTRIAL

The airport industrial land use allows for industrial activities associated with the Prince Albert Municipal Airport. The purpose of this land use is to allow for airport activities and locate associated and dependent businesses close to the airport. The area may accommodate a mix of commercial and industrial uses that complement the Prince Albert Municipal Airport. The uses must be consistent with airport flightpath requirements.

6.6 PUBLIC AND INSTITUTIONAL

Public and Institutional - Includes schools, community care facilities, hospitals, government offices and facilities, churches and other publicly used buildings or properties.

Policies:

- i. Apply General Public and Institutional Policies to lands designated as Public and Institutional on Schedule 16.1.1 and 16.1.2;
- ii. Encourage new government offices and post-secondary educational activities to seek locations close to the Downtown Commercial and Educational Campus Districts;
- iii. Encourage public and institutional uses to be located where they will best service the needs of area residents and in a manner which is well-integrated with the surrounding neighbourhood;
- iv. Support the expansion of health facilities to meet the changing needs of the community;
- v. Consider large community care facilities as defined under provincial legislation on sites:
 - suitable for the intended use;
 - compatible with adjacent land uses and form and character of neighbourhood;
 - adequate water supply and sewage disposal;
 - accessible to city road system;
 - able to accommodate on-site parking; and
 - accessible to amenities required by patrons (parks, clinics, shopping and similar amenities);
- vi. Allow churches in any area designated Residential, Institutional or Downtown Commercial District;
- vii. Expand the Field House Recreation Area; and
- viii. Create better walking, cycling and transit connections to city wide institutional/public areas.

6.6.1 INSTITUTIONAL

Institutional land use allows for the use of land for publicly oriented facilities for use by residents and members of the public. Institutional uses allow for schools, community centres, community care centres, government offices and facilities, churches and detention facilities.

Institutional uses should be located throughout the City of Prince Albert, primarily along collector roads. These areas compliment neighbourhood mixed use nodes and should follow similar principles that relate to walkability (within 500 metre or a 10 minute walk) from most areas of each neighbourhood. Well-connected and safe pathways and sidewalks are key linkages to these areas.

Larger Institutional uses (city wide) are typically more car-oriented and should be located along a major arterial to allow for vehicular access and visibility. However, transit and well-connected and safe pathways and sidewalks should be a strong part of the multi-modal transportation network that links these areas to their immediate neighbourhoods and the city as a whole.

6.6.2 INSTITUTIONAL CAMPUS

Institutional campus land uses allow for large institutional facilities. Institutional campus uses allow for universities, colleges, hospitals and research parks. These uses can have many related buildings placed closely together, combined with parks, limited service commercial, trails and transportation links.

Institutional campus uses (city wide) are typically more car oriented and should be located along a major arterial to allow for vehicular access and visibility. However, transit and well connected and safe pathways and sidewalks should be a strong part of the multi-modal transportation network that links these areas to their immediate neighbourhoods and the city as a whole.

6.6.3 PUBLIC UTILITIES

Public utilities land use allows for government owned facilities needed to provide necessary city services. Public utilities include water and waste water treatment plants, electrical substations, power or heating plants, solid waste disposal.

6.7 PARKS AND ENVIRONMENTAL

Parks, Trails and Open Space - Includes all public parks and trails. These areas are dedicated to open space or public facilities such as playgrounds, ball fields and golf courses.

Environmentally Sensitive Areas – Includes regionally, provincially, or federally significant habitat, riparian areas, floodplains, large stands of native species (forest, grassland, shrubland, etc.) and steep slopes.

Parks, Trails and Open Space

Policies:

- i. Apply Parks and Trails Policies to lands designated as Parks and Trails on Schedule 16.1.1 and 16.1.2;
- ii. Develop a system of parks and public spaces linked by trails and pedestrian walkways and bike paths to serve the needs of local residents and visitors to the community consistent with a master parks plan;
- iii. Complete the Rotary Trail system to create continuous loop trail around the City of Prince Albert;
- iv. Create inner city parks and trails connections through the city to create north/south and east/west connections through the middle of the city. These connections should link up with the surrounding Rotary Trail;
- v. Complete a loop trail to the Little Red River Park;
- vi. If the ring road is completed, consider adding a pedestrian connection to better connect the Little Red River Park with the area south of the North Saskatchewan River;
- vii. Provide a variety of park types and recreational opportunities that integrate the city with surrounding landscape and public nodes;
- viii. Provide park and recreational facilities in each neighbourhood;
- ix. Require parkland dedication at time of subdivision consistent with the Master Parks Plan;
- x. Ensure trails and trail linkages are not negatively impacted by new development;
- xi. Encourage joint use of park and recreation facilities at school sites by the public;
- xii. Consider improvements to existing park facilities prior to developing new parks; and
- xiii. Create a trail system along the proposed dyke system on the southern waterfront of the North Saskatchewan River.

Environmentally Sensitive Areas

Policies:

- i. Protect all regionally, provincially, and federally significant habitat;
- ii. Do not permit any human development into areas deemed locally, provincially or federally recognized environmentally sensitive areas (this includes removing existing and prohibiting new trails);
- iii. Establish a 30 metre riparian area buffer around all rivers, creeks and significant waterbodies;
- iv. Do not permit built structures within a riparian area buffer or floodplain;
- v. Protect all large stands of existing native landscape (forest, grassland, shrubland, etc.);
- vi. Protect existing sloughs/wetlands in new development by incorporating stormwater management design in new neighbourhoods;
- vii. Require a development permit approval for all development on slopes over 10%; and

- viii. Do not permit development on slopes over 25%.

6.7.1 PARKS, TRAILS AND OPEN SPACE

Parks and open space land use allows for recreational opportunities within the city. Parks may be large, serving the whole city, medium sized community parks, or small neighbourhood parks and playgrounds. Walking and cycling connections should be the primary method of transportation with public transit servicing city wide parks. Parks are more formal recreational areas, such as soccer fields, baseball diamonds, skate parks, etc. Open spaces are less formal areas such as open fields, walking and cycling paths, etc.

6.7.2 ENVIRONMENTALLY SENSITIVE AREAS

Environmentally sensitive land use is intended to protect areas of significant environmental importance. These areas are to be preserved for either environmental or safety reasons. ESAs should be kept in as natural a state as possible with limited constructed features allowed in these areas. Permitted features include paved and unpaved trails, and interpretive materials. Archaeologically sensitive sites form the backbone of undisturbed sites and need to be recognized in any future development intrusions.

Maintaining the natural landscape and species is a key goal in this land use area. Steep slopes are considered to be greater than 25% slope and moderate slopes are considered to be between 10-25%.

6.8 URBAN EXPANSION AREAS AND FUTURE GROWTH

Urban Expansion Areas – includes areas of vacant or low density lands, generally on large lots, which are outside of the urban service area, suitable for future municipal expansion and development which have suggested land uses associated with them and levels of service that permit extensions of services (refer to the Infrastructure section-Section 8).

Future Growth Areas - includes areas vacant or low density lands, generally on large lots, which are outside of the urban service area, suitable for future municipal expansion and development consistent with general residential land uses, suitably buffered from other uses.

Future Growth

Policies:

- i. Apply Future Growth Policies to lands designated as Future Growth on Schedule 16.1.1 and 16.1.2;
- ii. Promote infill developments with mixed uses and a range of housing options in a scale that is compatible with the neighbourhood;
- iii. Work with the rural municipalities to develop future growth areas outside of the City of Prince Albert's municipal boundaries;

- iv. Ensure future growth is consistent with the strategies for the urban service area levels of service;
- v. Encourage public participation in determining the best use of future growth areas;
- vi. Incorporate smart growth principles in site development; and
- vii. Assign other land use designations as development potential is confirmed.

6.8.1 URBAN EXPANSION RESIDENTIAL

Urban expansion residential land use allows for the future residential expansion outside of current municipal boundaries. Urban expansion residential can include both low density and medium density residential land uses.

6.8.2 URBAN EXPANSION NEIGHBOURHOOD COMMERCIAL MIXED USE

Urban expansion neighbourhood mixed use allows for the future neighbourhood mixed use/node expansion outside of current municipal boundaries. Urban expansion neighbourhood mixed use will consist of neighbourhood mixed use land uses.

6.8.3 URBAN EXPANSION HIGHWAY COMMERCIAL

Urban expansion highway commercial use allows for the future highway commercial expansion outside of current municipal boundaries. Urban expansion highway commercial will consist of highway commercial use land uses.

6.8.4 URBAN EXPANSION LIGHT AND MEDIUM INDUSTRIAL

Urban expansion light and medium industrial use allows for the future industrial expansion outside of current municipal boundaries. Urban expansion neighbourhood mixed use will consist of light and medium industrial land uses.

6.8.5 FUTURE GROWTH

Future growth areas consist of vacant or underdeveloped lands inside or outside of city boundaries, generally on large lots, which hold potential for development within an area that is fairly consistent with the existing development pattern. This designation includes infill development supported by available City services. The City wishes to reserve designation of the land until a secondary plan or a development proposal incorporates the full potential of the site.

6.9 DOWNTOWN REVITALIZATION

6.9.1 OVERVIEW

The Downtown is defined as the area bounded on the north by the North Saskatchewan River, on the west by the westerly block face of 2nd Avenue West, on the south by the south block face of 15th Street West and on the east by 2nd Avenue East. The surrounding neighbourhoods include: Midtown, West Flat, West Hill and East Hill.

The key element for the Downtown to continue as a prominent retail and commercial location is the need to create more of a “twenty-four hour” presence. Substantially increasing the residential base within Downtown and positioning it as a product different from competing retail centres could achieve this goal. The residential stock could include upper floor, loft style units. Vacant or underutilized properties and buildings represent potentially viable untapped resources for revitalization and redevelopment, as well as prime opportunities to expand and diversify the housing stock.

Prince Albert residents have identified a number of objectives for the Downtown as a whole, many of which are complementary. For example, the enhancement of the public environment supports the attainment of other objectives for the Downtown, such as increasing the residential population, and encouraging greater cultural, commercial and retail activity. As well, “theming” of the Downtown was considered to be of importance to residents as well.

Encouraging infill housing in the Downtown is a major goal that has implications for the social and economic function of the city. Downtown housing provides the critical mass or customer base needed to support strong local retail and commercial activities that would in turn attract more people to the Downtown. Establishment of a strong residential population base can also increase the safety of Downtown streets and public spaces by providing more “eyes on the street”. Ground level units would remain residential as per the *Downtown Strategic Plan, 2003*.

The concentration and accessibility of Downtown amenities, and the freedom from house and yard maintenance, offers a unique quality of life attractive to singles, families without young children, seniors, empty nesters and others who may not want the responsibilities of a single-unit dwelling or home ownership. Many Downtown advocates in North America have projected a continued demand for senior housing projects in urban centres as the “baby-boom” generation approaches retirement and transitions in the “empty nester” category. Senior housing developments in the Downtown are already benefiting from this.

In order for the Downtown to retain its identity as a consumer attraction, future development should endeavor to reinforce, conserve and enhance the Downtown as a retail, financial, professional and personal service centre in Prince Albert. In addition to containing niche markets, specialty shops, and a myriad of services, the Downtown should also accommodate larger anchor stores and entertainment facilities. Such development would complement higher density residential and government buildings that would result in greater use of the Downtown. The intent is to ensure the survival, upgrade and enhancement of the Downtown as a main economic centre of the city.

The city has been fortunate to have many anchors in the Downtown including government buildings such as City Hall, the Provincial Court House, the Forestry Centre, the E.A. Rawlinson Centre, major banking institutions, a library, the Museum, the Art Centre and many multi-use office buildings (e.g. the McIntosh Building and the Gateway Mall) that provide the critical mass to attract additional commercial investment in the Downtown. Meeting this challenge requires City officials, developers, and businesses to explore creative options in terms of land assembly, marketing, redevelopment and strategic mixed use initiatives.

Public investment in civic buildings, including historic structures, can also be a vital factor in the revitalization and redevelopment of the Downtown. The placement of public and civic buildings demonstrates the government's development priorities and sends a message to developers, investors and the rest of the community that the Downtown is a desirable investment opportunity. Drawing inspiration from the past through development of a themed approach to Downtown planning will further create a vibrant investment opportunity. To date, the City has continued to support the downtown by concentrating essential government services in the Downtown and through its Downtown Business Improvement District Association (PADIDA), several ongoing revitalization efforts are taking place. Not only does the placement of public buildings determine the residents' accessibility to such services, but it serves to increase the critical mass of the Downtown area and also acts as a catalyst for further economic development.

6.9.2 DOWNTOWN MIXED USE

Downtown mixed use allows for high density residential and office space with ground floor or multi-storey commercial. The purpose of this land use is to allow for small scale (typically locally owned) businesses to provide the main local commercial services to the entire city. The combination of office and residential space above the ground floor is intended to bring more people downtown and safely animate the area 24 hours a day.

The downtown mixed use area consists of higher density mixed use buildings that accommodate commercial and residential units. It has a tight network of streets, with wide sidewalks, street furniture, lighting fixtures, steady street tree planting and buildings set close to the sidewalks.

This area has a high level of habitat fragmentation and human presence that minimizes potential wildlife conflict. This landscape has the smallest per capita impact on the natural landscape. Green roofs and landscaping should have a positive contribution to the diversity of smaller species including birds and insects. Natural wildlife diversity gives way to places and spaces that create and enhance cultural diversity.

Goal:

Maintain the Downtown as a centre of city and regional economic activities - retail, financial, administrative, cultural and commercial. Future development in the Downtown shall reinforce, conserve and enhance this function. Other land uses such as high density residential or government buildings, which complement the function of the area and which result in greater use of the Downtown area, shall be encouraged.

Policies:

- i. Promote mixed uses in the Downtown including office, retail, hotels, housing, culture, entertainment and recreation.

Goal:

Continue to control horizontal expansion of the Downtown while its redevelopment at higher densities is encouraged (where applicable). The purpose of the goal is to concentrate commercial development in a defined area and to protect established neighbourhoods such as Midtown and West Flat from commercial encroachment.

Policies:

- i. Ensure expansion of the Downtown into the residential area to the east of the Downtown is limited and undue encroachment is prevented. Expansion of the Downtown may proceed in an orderly and contiguous manner as far as 2nd Avenue East.
- ii. Improve 13th Street East as a connector between the Downtown and the Cornerstone Mall with minimal impact on the residential area; and
- iii. Improve transit connectivity between the Downtown and the Cornerstone Mall.

Goal:

Ensure the continued development of a vibrant and active Downtown with unique and attractive residential districts and diverse entertainment, recreation and cultural opportunities.

Policies:

- i. Address issues such as streetscape improvements, vehicle and pedestrian circulation, and renovation, redevelopment/conservation of older structures where appropriate in the Downtown;
- ii. Develop urban design guidelines appropriate to the Downtown environment with respect to the location, function, scale and exterior finishing of new buildings to ensure that they are compatible with existing development; and
- iii. Support active and vital riverfront development that would enhance the Downtown, reinforce the historical significance of the riverfront, and acts as a catalyst for resident and tourist attractions.

Goal:

Enhance and improve the role of Central Avenue as Prince Albert's Main Street.

Policies:

- i. Reinforce the historic significance of Central Avenue and adjacent corridors through the encouragement of the preservation of older and historic buildings;

- ii. Revitalize Central Avenue by promoting continuous complementary retail and service uses at ground floor level and conversion of upper floor spaces to housing and other uses; and
- iii. Promote diversity of uses such as theatres, restaurants and pubs that would animate the Downtown without unduly interfering with the residential use after normal working hours.

Goal:

Reinforce the role of City Hall, the Arts Centre and the Forestry Centre as the Downtown's civic centre.

Policies:

- i. Improve the public environment and accessibility by concentrating civic buildings, offices and public spaces to provide a civic focal point for the Downtown;
- ii. Ensure attractive pedestrian linkages through streetscape improvements along 11th Street West (Civic Esplanade) to connect City Hall, the Arts Centre and the Forestry Centre to the E.A. Rawlinson Centre and the Provincial Courthouse; and
- iii. Create special lighting for City Hall, the Arts Centre and the Forestry Centre to highlight their architecture and provide safe, ambient lighting for pedestrians.

Goal:

Continue to promote the Downtown as a potential tourism destination area and accommodate future tourism development opportunities.

Policies:

- i. Support historic preservation and tourism efforts such as events and activities that showcase local history of Prince Albert and Aboriginal people with guided or self-guided tours of Downtown's historic buildings and sites in the Downtown; and
- ii. Encourage a highly animated, mixed use district focusing on the North Saskatchewan riverfront, historic River Street and the E.A. Rawlinson Centre.

Goal:

Enhance pedestrian and vehicular environment on 2nd Avenue West and address the importance of this corridor as a major entranceway into the heart of the city.

Policies:

- i. Identify and recognize the importance of hard and soft landscape features within the pedestrian environment that would provide a more memorable and distinct Downtown experience; and
- ii. Identify and provide measures to improve public safety, including street and pedestrian lighting, accessibility ramps and clearly defined pedestrian crosswalks.

Goal:

Promote housing development in the Downtown.

Policies:

- i. Support a variety of housing choices for a range of ages and income groups;
- ii. Encourage mixed use development where appropriate that integrates residential, retail, service businesses, and institutions needed by Downtown residents; and
- iii. Support infilling of vacant or underutilized land where feasible and consistent with the provisions of the Zoning Bylaw.

Goal:

Promote a business friendly environment that fosters a diverse and strong local economy that supports existing businesses and promotes new business. Successful Downtown development requires the involvement of many private, public and non-profit groups and individuals, who foster and build community support for achieving the vision.

Policies:

- i. Encourage business associations to participate in the revitalization strategies and additional investment in the Downtown; and
- ii. Review the existing Zoning Bylaw with the intention of facilitating the development review process of applications in the Downtown. Reduce the number of discretionary uses while establishing clear standards and guidelines for development that would fit within the Downtown.

Goal:

Implement recommendations regarding parking from the *Downtown Strategic Plan, 2003*.

Policies:

- i. Restrict the development of parking lots and parking lot access to side streets off Central Avenue; and
- ii. Review the parking meter supply and rates in the Downtown on a regular basis with a view to meeting Downtown parking demands.

6.10 SCENIC CORRIDORS

6.10.1 PURPOSE

The purpose of the scenic corridor designation is to guide development along the major access routes into the City of Prince Albert and to ensure that they create a sense of arrival and present an attractive, desirable travel corridor to the downtown.

6.10.2 DESIGNATION

Direct control districts can be designated under Section 63 of *The Planning and Development Act, 2007* (see Appendix 17.7).

6.10.3 AREA

The Scenic Corridors apply to Highway 2/11 and 2nd Avenue West, entering the city from the south and north, Highway 3/6th Avenue East, entering the city from the south, and Highway 302/15th Street entering the city from the east and west.

6.10.4 BACKGROUND

Highways 2 and 11 merge south of Prince Albert and eventually become 2nd Avenue West through the city before continuing north as Highway 2. This is the main travel corridor into Prince Albert and brings numerous people every year right past the downtown core. Prince Albert is seen as the gateway to northern Saskatchewan, with many of the most heavily travelled highways from the north running directly into Prince Albert via Highway 2. This means that the Highway 2 corridor is the most visible and memorable experience for the travelling public. It also means that Highway 2/2nd Avenue West should be the primary and first scenic corridor to implement improved streetscaping, as it will have the biggest impact.

Highway 3/6th Avenue East is another important scenic corridor that enters the city from the southeast. This corridor brings visitors and travelers from Regina and beyond directly to the Cornerstone shopping area. For travelers looking to continue north, 6th Avenue East connects with 15th Street East, which passes directly by the downtown core to 2nd Street West/Highway 2. Enhancing 6th Avenue East could bring increased visitors downtown by drawing people in through the Midtown neighbourhood.

The other important scenic corridor in Prince Albert is the Highway 302/15th Street corridor that enters the city primarily from the east, but does continue through the city to the west. 15th Street East is where the Cornerstone shopping area is located. With room to expand and wide relatively unwalkable streets, the implementation of scenic corridors along this route would help improve the look and experience for many travelers along this corridor, as well as make the area more walkable, bikeable and enjoyable for residents.

6.10.5 POLICIES

All works within the area shall require a development permit. All development permits shall comply with the following policies:

- i. Parking areas should not be located at the front of buildings. Underground parking and parking/service areas at the rear of buildings are strongly encouraged;
- ii. Buildings should, at minimum, front onto the arterial road rather than towards the interior of the lot. Buildings may front onto both arterial roads and parking areas. Blank facades are not permitted along public roadways;
- iii. If buildings are placed along the front of a lot along the street, additional buildings may be located at the back and sides of the lot with parking located between buildings, but screened from the arterial roadway and surrounding neighbourhood;
- iv. Development should minimize impacts to surrounding land uses, particularly existing single family residences. Use of shielded lighting, fencing, building orientation, underground parking, building variation, open space and other mechanisms is encouraged to maximize privacy and minimize adverse impacts;
- v. Sidewalks and/or pathways should be located between the front building façade and the arterial road with wide right-of-ways. On narrower roads (2nd Avenue West, 6th Avenue East) bike lanes are encouraged along roadways with sufficient protection from traffic through boulevards, trees, or elevated lanes with bollards, etc.;
- vi. Parking areas and service areas should be screened and landscaped. Consideration should be given to ease pedestrian access as well as vehicular access when designing parking areas;
- vii. Reducing asphalt and concrete is encouraged to reduce the urban heat island effect and reduce the effect on storm water runoff. Green roofs, permeable paving and landscaping of parking lots are encouraged;
- viii. Soft landscaping (trees, shrubs, ground covers and flowers) are encouraged and should be of species compatible with Prince Albert's climate conditions, existing City maintained landscaping and the character of the existing features of the streetscape in order to reinforce continuity of character;
- ix. Recycling and garbage bins should be screened from view;
- x. Storm water runoff should be treated on site; and
- xi. Given that these are high traffic areas for the travelling public, consider the needs of the travelling public and include spaces that would make a memorable stop. These would include places to walk pets, places to picnic or eat lunch, and places for children to play safely. Having these areas designed into the scenic corridors makes it more likely for people to stop and continue to stop in Prince Albert if they know there are places where they can easily and safely meet their needs while on the road.

6.11 RIVERFRONT REVITALIZATION

6.11.1 PURPOSE

The purpose of the riverfront revitalization designation is to guide development along the riverfront and encourage increased public use of the riverfront parks and trails system, increase safety within the parks, and create an attractive tourist destination.

6.11.2 DESIGNATION

Direct control districts can be designated under Section 63 of *The Planning and Development Act, 2007* (see Appendix 17.7).

6.11.3 AREA

The riverfront revitalization applies to the West Flat, Downtown, Midtown and East Flat neighbourhoods with a particular focus on the properties fronting onto the river and those within close proximity (1 to 4 blocks) from the riverfront parks.

6.11.4 BACKGROUND

The riverfront park and trail system is one of Prince Albert's greatest assets. However, it is underused and often seen as an unsafe place. There is noticeable drug use and other illegal activities occurring in the park, particularly after business hours.

The entire park and some of the surrounding neighbourhoods are within both the 100 and 500 year floodplains. Dyking the riverbank would protect neighbourhoods from flooding and create opportunities to create a new riverfront pathway along the top of the dyke. However, a 2 metre dyke would cut off sightlines of the river.

Currently, the park is connected by the Rotary Trail, which, when completed, will create a continuous loop trail around Prince Albert. However, there are very few other trail connections to the park system, therefore, the entire parks system is either fed at the west or eastern edge, or it requires driving and parking close to the park and its facilities.

Land use strategies can help to increase the level of safety, tastefully increase density and the variety of uses along the riverfront to promote increased "eyes on the street", incorporate CPTED principles, and encourage increased use of the parks system throughout the day.

Some key principles to help improve the riverfront parks system include:

- Provide more "eyes on the street";
- Create destinations (commercial, recreational, cultural, etc.) along the riverfront to encourage more people to use the parks system;

- Link the riverfront parks and trails to other trail systems to allow for shorter loop trips to encourage more people to use the park without having to commit to a long loop; and
- Create a sense of public space rather than having areas feel like private space.

6.11.5 POLICIES

- i. All works within the area shall require a development permit. All development permits shall comply with the following policies:
- ii. Create a well-designed, well-lit pathway along the riverfront with the construction of dykes for flood safety;
- iii. Encourage medium density development to front onto the riverfront to provide more “eyes on the street” and create a more continuous wall of façade to help frame the park boundaries;
- iv. Allow for neighbourhood mixed use development such as restaurants, pubs and coffee shops with residential on upper floors to provide another destination and amenity for parks and trail users;
- v. Encourage public and cultural facilities to be located along the riverfront;
- vi. Diversify the parks uses by implementing the 20 Year Master Plan for the River Valley Park;
- vii. Diversify the park by creating different types of parks throughout the whole system. For instance, a formal public space, paved with benches, trees, lighting and a small commercial component or a senior’s exercise area, will attract different types of users than doing more of the same.
- viii. Create more bicycle routes along arterials throughout the city to provide more north-south connections to the park; and
- ix. Do not allow high-rise apartments to front along the riverfront and create a "sense of private ownership", but rather step buildings down towards the river with taller buildings being located 3 or 4 blocks back from the riverfront.

6.12 URBAN RESERVES

First Nations purchase land in Prince Albert to create new reserves or add to existing reserves through two processes: the Federal Government’s additions to Reserves Policy for specific claims (which began in the 1970s) and the Canada-Saskatchewan Treaty Land Entitlement (TLE) Framework Agreement for TLE claims (signed in 1992).

It will be important for future city strategic planning to build and strengthen relationships and explore partnership opportunities with the Aboriginal community.

Before an urban reserve is created, the City signs municipal services, land use compatibility and protocol agreements. The City’s agreements with First Nations provide for all municipal services (police, fire, snow removal, water/sewer) in exchange for a fee-for-service. The fee-for-service is

calculated in the same way as property taxes and is equal to the amount that would be billed for municipal and library taxes.

First Nations enter into separate agreements with the school boards for the education portion of the standard property tax levy. First Nations ensure through their bylaws and leases that urban reserves have the same compatible land use, zoning standards, building standards and business regulations as those on surrounding properties.

Goal:

Assist First Nations with the land development process and offer services and information regarding City planning and land development.

Policies:

- i. Create a First Nations Urban Reserve Communication Strategy;
- ii. Continue to improve and create partnerships with existing organizations;
- iii. Ensure compatible and robust land use patterns consistent with neighborhoods and services; and
- iv. Mutually plan internal and external infrastructure to ensure consistency with smart growth, and economic initiatives.

SECTION SEVEN: TRANSPORTATION

7.1 OVERVIEW

A transportation system involves means of moving people and products around. This includes road, rail, air, water and active transportation (pedestrian, cycling, etc.). To become a regional hub of Saskatchewan, Prince Albert must work to integrate its transportation system with that of the region. On a local scale, Prince Albert's transportation system should be safe, effective, efficient and equitable for its citizens. A transportation system supports the economy and contributes to quality of life in both the social and environmental aspects.

Goal:

Promote a land use pattern that will enhance the safety, efficiency, effectiveness and equitability of the transportation system.

Policies:

- i. Coordinate land use and transportation planning and consider the costs of transportation infrastructure in development decisions;
- ii. Aim for an appropriate mix of housing, employment and transportation land use that enhances the efficiency, effectiveness and equitability of the transportation system;
- iii. Encourage a compact form to create the critical mass necessary for alternative forms of transportation and to reduce the need for extensions to the transportation system;
- iv. Work with appropriate senior levels of government departments to manage access control along urban connectors to improve safety for both urban traffic and highway bound traffic;
- v. Integrate alternative forms of transportation with private vehicle use into new neighbourhood designs and site plans;
- vi. Wherever the need for new transportation corridors or river crossings are demonstrated, carefully consider the timing and cost through appropriate studies in coordination with other levels of government; and
- vii. Ensure good connections to the regional transportation network to attract industrial and commercial development that would be supportive of the rail system.

7.2 HIGHWAY AND TRUCK ROUTES

Prince Albert is located at the centre of four provincial highways – Highway 2 north and south, and Highway 3 west and southeast. The City is known as the “Gateway to the North,” mainly because it acts as a service centre to Northern Saskatchewan. Prince Albert has several “urban connectors”, which are roads that connect municipal roads to provincial highways. These include 6th Avenue East, 2nd Avenue West, Marquis Road, 28th Street East and West, and 15th Street East and West. Access management control is an important aspect of urban connectors because it helps ensure safety and efficiency. Access management control is the practice of ensuring transportation safety, speed and capacity while allowing access to development. It could involve limiting intersections and driveways or using medians to control turning.

Heavy traffic in residential and institutional areas should be prevented. This can and is accomplished through a truck route system established by the municipal traffic bylaw. It can also be accomplished through design features such as the use of median strips.

Goal:

Heavy traffic in residential and institutional areas should be prevented.

Policies:

- i. Ensure heavy traffic in residential and institutional areas is prevented through municipal bylaw and through design features such as the use of median strips; and
- ii. Ensure access management control along urban highway connectors to improve safety for both urban traffic and highway bound traffic.

7.3 ARTERIAL STREET NETWORK

Currently, the city's arterial street network is based on a hierarchy of arterials, collectors and local streets. The objective of the street network is to accommodate all traffic movements within the city as well as traffic utilizing major access and through routes. The arterial street network was defined in the *1977 Prince Albert Transportation Plan* to accommodate traffic generated by the anticipated land use development to the Target Year. The network was developed based on a target year population of 50,000. It is recognized that the *Prince Albert Transportation Plan* should be updated and a 50-Year Transportation Plan is intended and will take place in 2016.

In preparation, The Saskatchewan Department of Highways and Transportation in cooperation with the City of Prince Albert, the R.M. of Buckland and the R.M. of Prince Albert, conducted a study called the *Prince Albert Area Transportation Planning Study, 2008*. The study allows for the strategic planning of improvements to the transportation system as well as for the planning of future growth areas within and adjacent to the city. The study examined future roadway alignment requirements and infrastructure improvements.

The study found that the 2nd Avenue West, 6th Avenue East and 15th Street corridors have experienced significant growth primarily because of the Cornerstone development. Consequently, intersections along this corridor are operating at near capacity levels and improvements are considered necessary. There are also more trucks traveling through the city and truck safety, dangerous goods movement and economic development should be considered in forming the 50-Year Transportation Plan. There seems to be no consensus with respect to a new river crossing. However, there is a preference for a crossing to be east of the Diefenbaker Bridge.

The study also revealed that without transportation network improvements, the 50-year forecast transport volumes are expected to cause unacceptable intersection delays and congestion along key corridors.

To date, construction and upgrading of the arterial and collector network to serve the southwest residential expansion area has begun. The *West Hill Master Plan, 1999* outlined a long-term roadway network compatible with the City of Prince Albert's *2008 Transportation Plan*.

The West Hill Master Plan, 1999 shows the transportation network planned for the West Hill area. The major arterial network will comprise of the following:

1. the upgrading of 28th Street West to 10th Avenue West and its extension to 16th Avenue West;
2. the extension of Marquis Road West to 16th Avenue West;
3. the extension of 16th Avenue West from the CN rail line to the south limit of the Plan area; and
4. the existing 10th Avenue West to 28th Street West.

The major collector network will comprise of the following elements:

1. the extension of 10th Avenue West from 28th Street West to Marquis Road West;
2. the extension of 28th Street West and Marquis Road West from 16th Avenue West to 24th Avenue West to the west limit of the Plan area; and
3. the development of 24th Avenue West from 28th Street West south to the south limit of the Plan area.

The major arterial/collector network will form a grid pattern at a spacing of 700 metres to 1000 metres.

Goal:

Facilitate traffic movements within the city as well as traffic utilizing major access and through routes through strategic transportation planning.

Policies:

- i. Continue to develop and update, when necessary or on a regular basis, the hierarchical street network to facilitate orderly and safe movement of traffic through and within the city;
- ii. Work with senior levels of government to align the regional and local transportation network;
- iii. Update the City's Transportation Plan:
 - a. Review arterial/collector system with special attention to reviewing Central Avenue's role in the system; and
 - b. Develop design standards for the arterial street network;
- iv. Ensure street layout of future development areas are integrated with existing city street networks;
- v. Explore the introduction of the elements of the "fused grid" concept during the development of concept plans;
- vi. Ensure ongoing monitoring of traffic volumes and operations along 2nd Avenue West and 6th Avenue East to maintain functionality of key roadways as recommended in the *Prince Albert Area Transportation Planning Study, 2008*; and
- vii. Consider the requirement of traffic impact studies for future residential, commercial, and industrial development as recommended in the *Prince Albert Area Transportation Planning Study, 2008*.

7.4 PUBLIC TRANSIT

Public transit can enhance the efficiency of a transportation system by taking more cars off the road. Public transit may also help reduce air emissions contributing to a more sustainable city. Transit also plays an important role in the city's economy by moving people between home, work and other service needs. The City should strategically focus on areas where there is potential to attract new ridership to public transit, namely, to, from, and within the Downtown, along major arterials, in and around hub areas, and to and from major areas of employment, education, health care and shopping would be beneficial.

Public transit is important for providing people with transportation choices. Public transit also helps to fulfill social equity goals by increasing mobility for transportation - disadvantaged people such as the physically challenged, elderly, youth and students and low-income groups.

The current public transit system operates on a "loop-shuttle" system, utilizing 6 routes, which was one of the recommendations of the *1977 Prince Albert Transportation Study*. These routes provide more service to all areas of the city and include those areas that were not covered previously. The system is reviewed on an annual basis to determine the performance of the routes.

Goal:

The City shall promote its public transit system as a sustainable form of transportation that provides choice.

Policies:

- i. Market the City's public transit system through media advertising to encourage use of public transit. Advertising might include hours of operation, fare, routes, etc.;
- ii. Extend the transit route areas where demand is present;
- iii. Review the performance of the public transit system periodically with a view toward ensuring that routes and services are commensurate with demand by:
 - a. taking passenger boarding counts at each stop on each route to assess the need for each stop and the need for others;
 - b. reviewing customer and bus driver complaints;
 - c. Seek assistance from senior levels of government wherever possible; and
 - d. Continue to support special needs and seniors transit.

7.5 ACTIVE TRANSPORTATION

Active transportation is any form of human powered transportation, whether it be walking, cycling, inline skating, skateboarding, etc. Several important issues can be addressed by using active transportation more often:

- our health and safety;
- the health of our environment; and
- the quality of life in our neighbourhoods.

With six in ten Canadians not physically active enough to achieve the full health benefits, sedentary living is a significant issue today. Transportation is having a dramatic impact on the environment. The City has made steps towards achieving a healthier lifestyle with the development of the Rotary Trail. There are some factors that are within the City's control when it comes to air pollution, which include:

- automobile use;
- pattern and intensity of land use;
- access to transit; and
- pedestrian/cycling environments.

The City can try to reduce greenhouse gases by facilitating mobility choice and using land wisely. If active transportation is encouraged and taken into consideration in the city's development, the City will be able to decrease the amount of greenhouse gases it produces as people choose to leave their vehicles at home. Active transportation is good for the health of the planet, city, neighbourhood and individuals and should therefore take an important role in the city's development.

Goal:

Ensure a neighbourhood design that provides a layout amenable to active transportation.

Policies:

- i. Ensure street layouts that combine the benefits of the grid and curvilinear system to create a pedestrian friendly environment in new and existing neighbourhoods;
- ii. Support and employ traffic calming principles such as crosswalks in the design of neighbourhood streets to ensure that interior street systems are designed to slow traffic down and reduce the risk of traffic accidents and promote pedestrian safety;
- iii. Support integrated and connected pedestrian street layouts by:
 - a. Incorporating "healthy" neighbourhood designs that promote walking, biking, rollerblading, etc. for health reasons and sociability and reduce negative impacts on natural environment;
 - b. Discouraging the use of lanes in new neighbourhoods except where they are designed according to CPTED (Crime Prevention Through Environmental Design) principles and are cost effective to maintain; and
 - c. Providing sidewalks, lighting, safety measures and street maintenance to existing communities where pedestrian activity and demand for public transit is highest.
- iv. Encourage walking by including the pedestrian environment as a design element in all land uses and plans;
- v. Provide complete street design and construction strategies as outlined in Appendix 17.5;
- vi. Ensure active transportation modes are implemented into future development and design through the construction of green space, pathways, sidewalks and barrier-free walkways; and
- vii. Encourage neighborhood designs that support a range of transportation choices (i.e. appropriate densities, mixed land uses that encourage alternative transportation modes).

Goal:

Increase the proportion of people using alternative transportation modes.

Policies:

- i. Ensure the provision of a safe, direct, continuous and barrier-free pedestrian environment for all existing, expanded and new developments regardless of the type of land use or intensity of development;
- ii. Facilitate access to active transportation for seniors and the mobility impaired using measures such as curb cuts, audible traffic signals, etc.; and
- iii. Provide safe convenient pedestrian routes to bus stops and the Downtown.

7.6 WALKWAYS**Goal:**

Ensure safe walkways and pathways that are well integrated into the street network to accommodate and promote non-vehicular modes of transportation to community amenities within the neighbourhood through the use of walkway linkages. Safe walkways help provide a route for alternate transportation modes such as biking, walking and rollerblading.

Policies:

- i. Employ CPTED in the design of new walkways, and where applicable, incorporate into existing walkways to avoid creation of areas hidden from view and isolated spaces, as well as provide clear sightlines, sufficient lighting and promote natural surveillance;
- ii. Consider collaborating with community initiatives designed to make walkways safe; and
- iii. Promote urban design principles that encourage walkability through ensuring the provision of functional and attractive pedestrian linkages between adjacent neighbourhoods and the existing trail systems.

Goal:

Encourage and support the establishment of a safe, convenient and pleasant system of paths and routes to accommodate active transportation.

Policies:

- i. Ensure the use of traffic calming safety measures such as crosswalks implemented throughout the City particularly in areas of high traffic volume;
- ii. Integrate the Rotary Trail within the pathway system for cyclists, rollerblading and walking and support the development and use of multipurpose trails;
- iii. Collaborate with other levels of government and community organizations, which are working toward promoting alternative transportation modes in the city;

- iv. Seek and utilize funding sources such as sustainable communities grants to implement initiatives and projects; and
- v. Encourage and support safe and convenient bicycling path and routes to accommodate those for whom cycling is a necessary mode of transport to school, and/or work and to accommodate recreational cyclists by:
 - a. Designating bicycle routes along streets that bear low volumes of vehicular traffic;
 - b. Providing lanes for bicycle traffic on existing and new bridges;
 - c. Providing separate bicycle paths in park areas and along the boulevards of arterial and collector streets where feasible, economical and safe; and
 - d. Designating sidewalks on one side of a street for bicycle traffic in cases where there is no inconvenience to pedestrians. Technical matters such as route selection, signing, surfacing, regulation, lighting and other matters will be under the purview of the Community Services Department.

7.7 PARKING

Goal:

Ensure that adequate parking facilities are provided throughout the city, including the appropriate location and design of parking facilities as part of an efficient and functional transportation system.

Policies:

- i. In general, developments shall provide adequate off-street parking. The Zoning Bylaw shall contain appropriate parking standards for all forms of development including suitable bonusing and transportation demand management alternatives;
- ii. The Zoning Bylaw shall contain standards addressing the design of parking areas; and
- iii. Required parking spaces shall normally be placed on the same site as the proposed development.

7.8 RAILWAY RELOCATION

An ultimate rail relocation concept is presented in the *Prince Albert Rail Relocation Study, 1976*. Should there ever be funding available and only under appropriate circumstances, the result of implementing the concept in its entirety would be to remove all rail lines from the developed area except one possibly required for passenger service, and all rail yards from the developed part of the city, thus releasing large areas of land for redevelopment, eliminating traffic bottlenecks, reintegrating residential neighbourhoods and avoiding costly grade separations.

Because of the costs involved and because of the number of agencies involved, it is anticipated that relocation would be a long-term project. Consultation would also need to take place with the interested stakeholders. The 1976 study could be revisited to incorporate any new needs or demands.

The 1987 Policy Plan contains a policy to establish a multi-modal transportation facility in the event of rail passenger service being reinstated. The Policy Plan also encouraged the location of integrated transportation facilities close to Downtown. However, this was not feasible at the time and has not materialized. It is recognized that reinstatement of rail passenger service is a possibility. This concept could be updated in light of new needs or demands.

Goal:

In conjunction with the railways, the City shall endeavor to ensure that railway lands are utilized in a manner that is consistent with the intent of this Plan. In conjunction, the City shall attempt to reach a consensus respecting the abandonment of redundant or mutually undesirable rail lines and conversion to a mixed use corridor. Land released through such a consensus shall be subjected to the provisions of this Plan.

Policies:

- i. Consider updating the Prince Albert Rail Relocation Study.

7.9 PRINCE ALBERT MUNICIPAL AIRPORT

The Prince Albert Municipal Airport was operated by the Federal Government until 1996, when ownership and operation was transferred to the City of Prince Albert. The Federal Ministry of Transport regulates zoning of the Prince Albert Municipal Airport. In accordance with the Prince Albert Municipal Airport Zoning Regulations, land uses within the vicinity of the Prince Albert Municipal Airport must be of a certain height as to be compatible with airport operations.

The Federal Government also determines the critical Noise Exposure Forecast (NEF), within which the City restricts noise sensitive development. According to the document *Aviation Land Use in the Vicinity of Airports* (Transport Canada, 2005), NEFs are available to municipalities along with Transport Canada's recommended Land Use Tables describing acceptable levels of noise for various types of land uses in a NEF zone.

Goal:

Protect the land adjacent to the Prince Albert Municipal Airport from any adverse impacts from operations of the Prince Albert Municipal Airport and protect the operations of the Prince Albert Municipal Airport from incompatible uses and structures.

Policies:

- i. The City of Prince Albert will ensure that incompatible land uses are not developed in the vicinity of the Prince Albert Municipal Airport, which could be affected by the Prince Albert Municipal Airport operations or pose a hazard to the safe operation of the Prince Albert Municipal Airport. Implementation will be through the Zoning Bylaw, which will define

specific zones adjacent to the Prince Albert Municipal Airport outlining uses permitted in these areas according to guidelines established by the Federal Ministry of Transport;

- ii. Prepare a Prince Albert Municipal Airport study that recommends how to implement Prince Albert Municipal Airport Zoning Regulations through the Zoning Bylaw with a map;
- iii. New principal residential uses shall not take place on land which lies within the critical Noise Exposure Forecast (NEF) contour for current and planned patterns of airport runway development and operated as determined by the Federal Ministry of Transport. Upon completion of the Prince Albert Municipal Airport study, the City may consider seeking assistance from Federal Ministry of Transport to produce an updated NEF contour for the City of Prince Albert, if deemed necessary, and will work to implement it according to Transport Canada's Land Use Tables and ratings; and
- iv. Land use in the vicinity of the Prince Albert Municipal Airport shall be of such height as to be compatible with Prince Albert Municipal Airport operations at present and in the future. Appropriate uses for Airport Industrial land compatible with anticipated noise levels and other technical constraints related to the safe and convenient operation of the Prince Albert Municipal Airport will be supported. Before any major industrial development takes place in the vicinity of the Prince Albert Municipal Airport, a land use study (e.g. Concept Plan) shall be conducted addressing the following types of issues (refer to section on Healthy Economy and Relationships with other Regional Stakeholders for further details):
 - Access;
 - Servicing;
 - Land Use;
 - Noise Levels; and
 - Prince Albert Municipal Airport Zoning Regulations, etc.

Goal:

Facilitate the efficient movement of people and goods by air within the region.

Policies:

- i. Support initiatives to improve transportation linkages between the Prince Albert Municipal Airport and adjacent regions; and
- ii. Collaborate with all levels of government and industry partners to identify opportunities for improvements to the Prince Albert Municipal Airport.

SECTION EIGHT: MUNICIPAL UTILITIES AND SERVICES/INFRASTRUCTURE

8.1 OVERVIEW

Residential, commercial and industrial growth often results in an increased demand for municipal services and infrastructure. This includes firefighting, police and emergency response; water, sewer and garbage collection; street construction, repair and cleaning; transit; high speed internet; and recreation and parks programs and services. As already emphasized in this Plan, all of the goals in the different sections support each other and should be implemented together to achieve the overall vision. A key focus of the *City of Prince Albert 2007 Strategic Plan* is to "...identify needs, evaluate solutions, and plan long-term sustainable strategies for improved infrastructure performance at the best available cost with the least environmental impact" and the 2014 City Strategic Plan states, "The City will create infrastructure that supports growth while planning for continuous improvement".

The provision of infrastructure and services ensures a vibrant and secure community. Municipal services and infrastructure influence public health and safety through the provision of:

- safe drinking water;
- safe roadways and bridge;
- proper solid and liquid waste disposal and collection; and
- high speed internet and/or public WiFi.

These programs and facilities are paid for by developers through development levies (section 169 of *The Planning and Development Act, 2007*) and the taxpayer either through tax dollars or direct user fees. The City shall continue to find ways to keep those costs reasonable. Regional cooperation in the delivery of some municipal services has potential to reduce costs and improve services to residents of the whole region.

All sections in this element will be updated when master plans are considered and adopted for storm water, sanitary, water, transportation, and high speed internet.

Goal:

Invest in building and maintaining infrastructural facilities/services in a comprehensive, sustainable and innovative manner. The subdivision and development of land shall not be permitted without the provision of full services and utilities (public works) except in the Nordale and Hazeldell areas and as specified otherwise in this Plan. These services shall include:

- sanitary sewage disposal;
- water supply; and
- roadways.

These services *may* also include:

- storm water management;
- electrical power, natural gas, telephone, fiber, and cable television service; and
- transit service.

Policies:

- i. Complete an assessment (lifecycle) of the City's infrastructure, which identifies needs, evaluates solutions, and prioritizes long-term sustainable strategies for improving infrastructure and performance on existing and future land use;
- ii. Develop a Capital Improvement Plan for expenditures such as roads, highways, water and sewer facilities and public buildings to be integrated with land use, financial and corporate business plans;
- iii. Extend infrastructure and services to areas in Prince Albert in an orderly, logical, efficient and cost effective manner consistent with this Plan;
- iv. Develop cost estimates that include capital and operating needs;
- v. Do not extend services outside the city without an annexation strategy, and do not annex unless accompanied by a strategy for extending services and allocation costs;
- vi. Pursue when possible innovative technologies that minimize cost and environmental impacts including "green" technologies like rain gardens, rain water retention, gray water recycling, non-potable water use for irrigation and storm water discharge organic filtering;
- vii. Develop a high speed internet system with fiber and local access to WiFi;
- viii. Plan for infrastructure impacts from flood and other disasters through development and recovery plans; and
- ix. Pursue when possible innovative technologies that minimize cost and environmental impacts.

8.2 WATER

Saskatchewan and Prince Albert is fortunate to have plenty of fresh water. We rely on water for everything from drinking to agriculture, industry and recreation. It is important to balance consumption with supply. Rivers, creeks, sloughs, lakes and groundwater have ecological functions within the entire region.

Conserving water helps preserve water quality and quantity and reduces costs linked to municipal pumping and treatment. This increases funding available for infrastructure renewal or replacement in other areas.

Prince Albert's drinking water comes from the North Saskatchewan River. We get our drinking water from this source and we discharge our wastewater and storm water into it. However, water supplies extend beyond our boundaries. The City is part of the North Saskatchewan River Watershed and it is important to protect our source water in cooperation with other organizations and government agencies. Prince Albertans receive water treated upstream that should meet provincial requirements. However, we also have the responsibility to ensure that water flow downstream meets provincial requirements as well.

Goal:

Protect the City's water quality and supply.

Policies:

- i. Encourage water conservation through public education and other programs;
- ii. Maintain and upgrade the water treatment plant when necessary;
- iii. Require all developments to pay their share for the provision of water service through development levies or local improvements;
- iv. Continue to extend water services to developing areas of Prince Albert in an orderly, logical, efficient, and cost effective manner that is consistent with the Plan;
- v. Continue to maintain the water quality and capacity to meet the needs of Prince Albertan residents, businesses and industries; and
- vi. Develop water conservation strategies through demand side policies and bylaws.

8.3 WASTEWATER

The J.W. Oliver Pollution Control Centre was constructed in 1972 to provide primary wastewater treatment for the City of Prince Albert before discharging the water into the North Saskatchewan River. The Pollution Control Centre was upgraded and operational in 2001 to achieve secondary treatment. The performance of this plant far exceeds our expectations and easily meets the Provincial standards for secondary effluent. The Pollution Control Centre has been designed in such a way that tertiary treatment can be installed when required.

The construction of a new state of the art composting facility is slated to begin construction in the near future. It will be capable of composting all sludge produced by the J.W. Oliver Pollution Control Centre. The City manages flow through a sanitary sewer system, which is a conventional gravity system.

Goal:

The City shall continue to provide wastewater management services and additional sewage treatment when required by the Provincial Government.

Policies:

- i. Require all developments to pay their share for the provision of sanitary sewer service through development levies or local improvements;
- ii. Continue to extend sanitary sewer services to developing areas of Prince Albert in an orderly, logical, efficient, and cost-effective manner and that is consistent with the Plan and urban service areas; and
- iii. Consider septage recycling, composting and fuel conversion levels of service.

8.4 STORM WATER MANAGEMENT

Storm water management involves managing the quantity and quality of storm water runoff. The quantity and quality of runoff in an urban area is affected by many factors such as the amount of impervious surfaces (buildings, roads, etc.), erosion, vegetation, etc. It is important to manage storm water runoff because pollutants in the runoff can adversely affect public health and the environment (water quality). Storm water management is also important for controlling flooding. The storm sewer inventory in Prince Albert consists of 103.3 kilometres of storm sewers, 1,226 storm sewer manholes, 1,950 catch basins and 409 combined manholes/catch basins. The storm channel is the largest storm related infrastructure in the city. The land drainage system in the city flows northward into the North Saskatchewan River.

The trend in storm water management is to incorporate onsite detention to minimize the construction of large downstream trunks. A system of storm water management ponds is proposed in the West Hill Master Plan to take advantage of the natural topography and to remain within the capacity of the downstream receiving trunk.

Goal:

Manage storm water runoff to protect public health and environment.

Policies:

- i. Pursue innovative designs and best practices for storm water management and ensure their reasonable incorporation into site plan design. Some examples include:
 - a. bio swales;
 - b. slope stabilization and erosion control;
 - c. constructed wetlands; and
 - d. detention/retention ponds;
- ii. Require all developments to pay their share for the provision of storm water services through offsite levies or local improvements;
- iii. Minimize impervious surface on major developments through the incorporation of landscaping and the provision of pervious surfaces to minimize runoff and allow for water infiltration into the ground; and
- iv. Encourage businesses and industries to establish best management practices to provide control measures for spill control and minimize pollutant discharge (see Appendix 17.4).

SECTION NINE: PARKS, RECREATION AND NATURAL AREAS

9.1 OVERVIEW

Protection of the land base and the ecosystems, such as the river valley, is not only important for maintaining the health of natural systems but contributes to the quality of life for citizens with respect to air and water quality. Natural areas within the urban environment offer many benefits and opportunities to experience and respect the natural world. Natural areas also offer respite from the pressures and stimulations of urban life as well as provide a variety of educational and recreational opportunities for the citizens of the community.

9.2 PARKS AND RECREATION FACILITIES

The City is fortunate to be situated along the North Saskatchewan River and adjacent to a large forested area to the north providing extensive outdoor recreation opportunities as well as beautiful scenery.

Parks and recreational facilities play an important role, contributing to the health and wellbeing of the community. Park space could include areas developed and maintained for active or passive recreational use, such as public parks, athletic fields, historic and natural areas. Recreational facilities include arenas, multi-use complexes, and other indoor and outdoor sport facilities.

The City offers a large number of parks and recreational facilities, many of which are considered the finest in the province. The Community Services Department and various community groups offer a wide range of programs and activities to individuals of all ages. This ranges from tot lots and local playgrounds to community and regional parks, natural areas, historical areas, preservation areas and trail systems. The primary objective of the parks and recreation system is to provide all residents with readily accessible parks and recreation facilities.

Outdoor recreation facilities include golf courses, recreation community clubs, field tracks (football field, tennis courts, and soccer pitches), ball diamonds and playgrounds, toboggan hills, downhill skiing and cross country skiing trails. Some examples of major outdoor recreation facilities in the city include the Kinsmen Park and its aquatic facilities, and the Little Red River Park and its summer and winter recreational activities, which includes tobogganing, cross-country skiing and downhill skiing. The Prime Minister's Park is another example of a major outdoor facility, which includes track fields, a football field, tennis courts, a soccer pitch, ball diamonds, playgrounds and an outdoor skateboard and BMX park.

The Alfred Jenkins Field House located in the West Hill fosters the wellbeing of not only the residents in the immediate area, but the wellness of the community as a whole.

As communities grow, the needs change and existing facilities may require redevelopment or upgrading. Redevelopment of existing recreation facilities should meet the changing needs of the community and promote safety and accessibility as primary considerations. In January 2007, the City contracted Randall Conrad and Associates to develop *The City of Prince Albert Community Services Master Plan*. The Master Plan reviewed existing recreational facilities and programs, established community needs for facilities, prioritized the current upgrades and future development of recreation facilities for the City.

Goal:

Promote the health and wellbeing of residents by providing a broad range of parks and recreational facilities and services for all ages, and consider implementation through a Parks and Recreation Master Plan.

Policies:

- i. Collaborate with other levels of government to acquire, develop, and improve existing parks, trails and recreation facilities;
- ii. Support multi-use parks and recreation facilities that facilitate a wide variety of passive and active activities (e.g. Kinsmen Park and Little Red River Park);
- iii. Endeavor to retain, conserve and upgrade the Kinsmen Park as a unique and attractive park with some limited provision for active recreation facilities;
- iv. Encourage cooperation between the City, school boards and community agencies to meet the recreational needs of the community and maximize the use of parks and recreation facilities. The cost sharing of facilities and park development between the City and school boards will be continued wherever feasible and advantageous to all parties and the community;
- v. Encourage community participation in active living programs through training and support of volunteers in all aspects of the City's facilities, programs and services;
- vi. The Community Services Department will continue to evaluate parks and recreation facilities in order to identify deficiencies in the existing system and to meet these deficiencies;
- vii. Review parks and recreation needs through household surveys, public meetings and other public input sources;
- viii. Cooperate with community based organizations to promote periodic trails and parks maintenance that will promote community identity and involvement. For example, the City could support volunteer groups for periodic trails and parks maintenance. A well maintained trail and park will encourage use and promote community pride;
- ix. Develop a trails master plan highlighting easy wins, public to private connections considering CPTED principles, right-of-way acquisition strategies, and economic links;
- x. Examine cross generational recreational activities and place facilities in regional park locations;
- xi. Evaluate current recreation facilities and update the asset management plan to consider long-term operation and maintenance costs, prioritization and capital expenditures;
- xii. Develop a capital plan including a list of projects, timetable and cost analysis;
- xiii. Consider a regional parks plan that initiates mutual action plans, funding options, trail network connections, and events and river use collaboration;
- xiv. Consider the formation of a Parks and Recreation Board/Commission to implement planning policies, with membership including rural municipalities, school boards and community agencies;
- xv. Consider sponsorship policies for a range of advertising ventures, including naming rights;
- xvi. Further evaluate revenue streams from development levies, subdivisions and other land use actions and develop a strategic approach to funding allocations and prioritization;

- xvii. Examine all facilities for year round usage including the golf course for cross-country skiing;
- xviii. Classify facilities that considers local, regional, and provincial designations with criteria for active elements such as skateboarding, batting cage, pump tracks, mountain biking, BMX, motocross, rafting and road biking; and
- xix. Foster the wellbeing of the community through continued development of the Alfred Jenkins Field House site in the West Hill area.

Goal:

Ensure facilities are evaluated through operation and maintenance studies, and capital plans considering cross-generational activities; programs that leverage business partnerships including tourism; and lifelong learning and educational opportunities.

Policies:

- i. Encourage community participation in active living programs and link trails to recreational sites;
- ii. Balance facility location with land use, transportation, environment and economic development;
- iii. Consider recreational needs through social needs and policies; and
- iv. Promote “green” building and maintenance strategies including considering a LEED gold or equivalent certification for the building and site development.

9.3 OPEN SPACES

Open space for recreational activities makes a community more attractive and desirable as a place to live physically and socially. Open space includes public and municipal lands dedicated as permanent open space such as natural or semi-natural areas, city wide and neighbourhood parks (e.g. Little Red River Park—see Pêhonân Parkway, section 9.4), pathways, school sites and tot lots. As a whole, the open space system is one of the primary elements, along with the road network, which give shape to the city and enhances the landscaping and beautification of the city.

Planning for the open space system takes many factors into consideration:

- local and city wide outdoor recreational and educational needs;
- protection of environmentally significant areas;
- representation of diversity of natural and manmade features;
- provisions of linkages to create a continuous park and parkway/open space system; and
- availability of public financial resources.

Provisions will continue to be made in every residential subdivision for open space in the form of parks, playgrounds and neighbourhood recreational facilities. This will be implemented through the City's Subdivision Bylaw in conformity with the provisions of *The Planning and Development Act, 2007*.

Goal:

Ensure recreational facilities, trails, parks and open spaces are interconnected, safe and accessible to all members of the community (reference Schedule 16.1.10 Parks and Recreation).

Policies:

- i. Ensure recreational facilities are evenly distributed throughout the city and interconnected;
- ii. Conserve and preserve natural and environmentally sensitive areas, permitting managed public access (e.g. river boat launch and trail network, but preserving riparian areas);
- iii. Locate future major recreation facilities at key intersections or near a neighbourhood entrance;
- iv. Ensure design of new parks reflect safety and security of park users;
- v. Consider linear park corridors that incorporate trails, mixed use development and potential relief channel for river flooding (e.g. along rail corridor);
- vi. Give priority to existing communities where recreational needs are highest when providing recreational facilities;
- vii. Ensure trails, riverbank, and park areas are upgraded and maintained in accordance with the recommendations provided through *The 20 Year Master Plan for the River Valley Park, 2004*;
- viii. Community gardens should be identified throughout the city and incorporated into neighborhoods;
- ix. Continue to ensure the provision of parks, playgrounds and neighbourhood recreational facilities or payment in lieu of providing municipal reserve. This will be implemented through the City's Subdivision Bylaw in conformity with the provisions of *The Planning and Development Act, 2007*;
- x. Wherever possible encourage the use of green space as buffers between industrial, commercial, institutional and residential use;
- xi. Provide opportunities for the public to enjoy the amenities of the Downtown and historic waterfront by encouraging linkages to the riverbank and its trail system from all areas of the city in accordance with *The 20 Year Master Plan for the River Valley Park, 2004*;
- xii. Encourage neighbourhood pocket parks that serve the needs of residents not within convenient walking distance of a central neighbourhood park (Kinsmen Park), especially in the West Flat and Midtown areas where citizens have expressed a desire for more park space;
- xiii. Identify new and existing areas suitable for linear parks; and
- xiv. Consider developing a linear park (rail to trail) along the railway tracks; and perhaps, a canal relief system for flooding and year round recreational use (see Railway Relocation section, Section 7.8).

9.4 THE PÊHONÂN PARKWAY AND THE RIVER VALLEY

In 2005, The City and The Province signed the Pêhonân Parkway Agreement, the purpose of which is to provide for the funding, design, development, construction, maintenance and operation of the Pêhonân Parkway. The Pêhonân Parkway comprises City owned lands along the river, Little Red River Park, as well as islands, both City and provincially owned, within the length of the corridor defined on the map, which forms part of the Agreement. Any development within this area must be consistent with the Pêhonân Parkway Agreement.

As well, in 2004, *The 20 Year Master Plan for the River Valley* was prepared for the City by Gordon Forsyth and Associates Landscape Architects. The document contains a set of recommendations and an implementation strategy for the river valley. Trails and pathways along the river provide recreation opportunities for hiking, biking, walking, jogging and cross-country skiing for all ages. The City has several trails including the Nature Trail and the Rotary Trail. The Nature Trail is located on the north riverbank and is 3.5 kilometres long. It starts at the Diefenbaker Bridge, travels along the riverbank to the east and ends in the Little Red River Park. The Pêhonân Parkway is linked to the Rotary Trail system.

Goal:

Protect and enhance the Pêhonân Parkway for the enjoyment of present and future generations while considering the need for the city to expand and keep the river as the main focus.

Policies:

- i. Any development in the Pêhonân Parkway should enhance and complement the natural and historic features of the area while allowing for low density residential development west of the Little Red River Park to make efficient use of existing City infrastructure;
- ii. Ensure the riparian ecosystems of the North Saskatchewan River and the Little Red River Park are protected against any incompatible development;
- iii. The planning and management of the Little Red River Park will be oriented to protecting and enhancing the natural environment and rehabilitating already disturbed areas while permitting the development of compatible uses consistent with *The 20 Year Master Plan for the River Valley Park, 2004* and the Pêhonân Parkway Agreement;
- iv. Continue to develop the southern riverbank as a linear park for a variety of uses from active playing fields to natural areas, linked by a bicycle and pedestrian trail network in accordance with *The 20 Year Master Plan for the River Valley Park, 2004* and the Pêhonân Parkway Agreement;
- v. Integrate the Pêhonân Parkway plan into a Parks Master Plan and consider compatible land uses such as multi-use trails, orienteering and historical panels, and an eco-friendly village;
- vi. Consider merging a Parks Board with the Pêhonân Parks Board and leverage Provincial interest and engagement;
- vii. Recognize the tremendous river asset and integrate with land use planning;
- viii. Develop policies regarding river events, access, celebrations and milestone recognition of natural and historic features;

- ix. Provide river buffering strategies for the north bank that protect residential assets, while preserving habitat and recreation;
- x. Develop a site plan and asset plan for Little Red River Park and incorporate into the Capital Improvement Plan; and
- xi. Encourage and support a comprehensive and joint approach between the City and the Province for land use management of the Pêhonân Parkway as an integral part of a larger potential open space and recreation system.

SECTION TEN: ENVIRONMENT

10.1 NATURAL AND ENVIRONMENTALLY SENSITIVE AREAS

The environment is the third leg of the sustainability tool and emerges as the paramount bellwether of urban and rural comprehensive planning. Prince Albert's founding and future relies on resources both in terms of minerals, water, land and air. A robust and vigilant city wisely stewards and protects environmental values, preserves and conserves important assets and judiciously passes healthy places for future generations. An environmental feature's map portrays sensitive areas and challenges citizens to continue to improve and voice these values.

Through land use and other elements, sensitive areas are shown as protected and yet not excluded from public enjoyment or experience. Maximizing natural protection but capitalizing development is the capstone of sound comprehensive planning policy.

Protecting significant natural areas conserves resources with ecological, recreational and aesthetic value. One of the value statements of this Plan is that the city will be a growing community that respects its natural environment. Therefore, the City will ensure that its forested areas, the river valley and other natural areas and features are used in a sustainable manner to ensure their conservation for generations to come. This could be achieved by integrating the design guidelines and implementation strategy of *The 20 Year Master Plan for the River Valley Park, 2004* into the overall development of the city. This can also be achieved by encouraging land uses within natural areas that are compatible with the ecological integrity of such areas.

Environmentally and Archaeologically Sensitive Areas and Features include:

- North Saskatchewan River and River Valley (riparian areas and habitat corridors);
- Wetlands;
- Provincial forests and rural/urban interface;
- Pêhonân Parkway; and
- Archaeological sites (First Nations and Metis).

10.1.1 NORTH SASKATCHEWAN RIVER

The North Saskatchewan River winds through the City of Prince Albert from west to east. The river fronts onto an urban background along the southern shoreline. Along the northern shoreline, the river backs onto a primarily natural forested background. The stewardship and protection of the river valley and forested areas is essential to the quality of life of our residents. The riverbank has not only an ecological function, but also cultural and aesthetic/urban design functions, which are all interconnected.

10.1.2 WETLANDS

As the majority of the lands within the city are developed or cultivated, there are not a lot of natural spaces left. Because of the pot and kettle topography found in Prince Albert and area, even though the land is cultivated, there is significant "intermittent water".

Typically, these features are filled in by farmers to plant crops or for development. Preservation of these “lungs of the earth” sustains the natural features of our environment and improves the quality of all life.

One champion of wetland conservation is Ducks Unlimited Canada (DUC). DUC works to ensure protection of natural wetlands and all aquatic wildlife. Fragmentation of these natural features reduces the quality of the land. Integrated management practices can support farming and habitat.

A critical facet of DUC’s work educates farmers and developers about the value of natural wetlands. Recognizing the importance of wetland conservation in the Official Community Plan merges best practices through land use and open space policies.

10.1.3 PROVINCIAL FOREST

Prince Albert’s landscape – earth, sky and water - is incredibly diverse with wetlands, farm land, forested land and the North Saskatchewan River. On the north side of the river, much of Prince Albert is forested, with a significant portion of it belonging to the provincial government. Thus, there are multiple agencies invested in the development and protection of the forest and neighboring developments.

Forested lands and habitat requires protection and cultivation both to manage devastating wild fires and maximize the natural experience of all generations. Forging partnerships, with definitive action plans, helps us mesh with our surroundings and reduce conflict.

Conservation efforts are never successful in isolation, therefore, the goals and policies contained in the OCP will relate, reflect or respect those of other interested parties.

10.1.4 FIRST NATIONS AND METIS SITES

The preservation of First Nation and Metis historical sites has been limited and accurate data regarding current locations remains lacking. Development policy needs to recognize the importance of this cultural heritage and ensure actions are clearly mediated.

Significant development projects should be subject to environmental and archaeological surveys to reduce the loss of historical sites. The number of parties interested in such policies is numerous including First Nations, Metis, universities, historical and cultural societies, museums and the Heritage Conservation Branch. We must work together to enhance our past and to strengthen our future.

10.2 OVERVIEW OF ENVIRONMENTALLY AND ARCHAEOLOGICALLY SENSITIVE AREAS

Goal:

Plan for growth and development in harmony with the natural environment (reference Schedule 16.1.8, Environmentally Sensitive Areas).

Policies:

- i. Work in partnership with any/all interested parties to identify and protect environmentally and archaeologically sensitive areas, features, elements and traditions by various methods including inventorying all locations;
- ii. Require an environmental analysis before the sale, lease or license of City owned lands including appropriate environmental and archaeological impact assessments;
- iii. Protect and rehabilitate environmentally sensitive lands from the “no-net-loss” perspective using native species and locally appropriate naturalization methods including xeriscaping;
- iv. Create and maintain a database of invasive or harmful plant and animal species to be avoided or removed; and
- v. Ensure no invasive or environmentally inappropriate species are introduced within the municipal boundary or adjacent rural municipalities by reviewing all applications for new development, redevelopment and monitoring the built environment.

10.3 PROTECTION OF FORESTS, RIVERS, WATERSHED AND ENVIRONMENTALLY SENSITIVE WATER BODIES

To the North, much of Prince Albert is forested with a significant portion of it belonging to the provincial government. Given the multitude of uses within the region including residential, recreational, institutional, transportation, and industry, we must consider the overall function of the forest and water bodies, and balance it with our development and economic needs. There are multiple agencies invested in continued development with active forest management and protection of watershed and riparian areas. Collaboration and cooperation actualize conservation efforts and ensure consistency of principle and practice.

Goal:

Enhance, promote and protect the North Saskatchewan River, its banks, groundwater sources, aquifers and adjacent natural bodies of water. Conserve and protect the natural, historical, and recreational functions and features of the North Saskatchewan River and its riparian areas.

Policies:

- i. Apply best practice principles in Riverbank Development Planning when considering focused development and ensure impacts are suitably mitigated;
- ii. Establish aquifer protection zones conforming to best practices, and ensure water source protection is enshrined in regulation and policy;
- iii. Protect the riparian and habitat areas through land use designation, land conservancy and trusts considering tools like a municipal reserve or environmental reserve;
- iv. Buffer the North Saskatchewan River and Little Red River through natural habitat, storm water filtering techniques and restoration projects while considering quality development that enhances land value;
- v. Preserve view corridors, historic values and public access with well managed techniques such as public recreation, preservation, partnerships and conservation;
- vi. Treat and reuse storm water, managing source contaminants through rain gardens, retention basins, filtration beds and other best management practices (see Appendices 17.4 and 17.5);

- vii. Remove cross contamination opportunity by regulating aquifer sources;
- viii. Regulate all classified wetlands with buffering and setbacks through best management practices;
- ix. Consider buffer width averaging as a tool to protect undeveloped land and leverage land values; and
- x. Upgrade water and waste water treatment facilities to reduce contaminant sources and impacts.

Goal:

Ensure the ecological function of forests, rivers, watershed areas, and sensitive water bodies located in and around the City of Prince Albert are prioritized appropriately. Ensure development impacts are suitably gauged and mitigated.

Policies:

- i. Incorporate the existing provincial forest master plans into our own parks and urban forest master plans;
- ii. Create high quality, well connected, functioning, natural or naturalized corridors which enhance local biodiversity and facilitate species movement, migration and longevity;
- iii. Develop growth plans and policies that incorporate the value and function of the provincial forest;
- iv. Utilized developed lands within the forested areas to their fullest extent, prior to subdividing and developing new land;
- v. Develop suitable review criteria and establish appropriate review processes, in partnership with interested parties, for permit applications which fall within the forested areas;
- vi. Develop and maintain areas within the forested area as park for recreational use and enjoyment, which complement and enhance the natural landscape; and
- vii. Utilize existing provincial and federal legislation and programs, such as the FireSmart principles (see Appendix), to create policies and procedures for: (a) the appropriate development within the forested area, (b) safety and emergency response procedures for incidents that may occur within the forested area and (c) foster a culture of environmentally conscious use, growth and stewardship of the forested area.

10.4 URBAN FORESTS

Protecting the habitat of the urban forest can be critical to the natural element within our urban system by connecting migration areas, building species resiliency and ecological function, fostering public recognition – visual and aesthetic value, and improving air and groundwater quality. Without a strong, healthy urban forest, we will experience habitat fragmentation, outmigration or additional threat to rare and endangered species, reduced air and water quality, a diminished visual aesthetic, and a lower quality of life. Our role, through bylaw, policy, procedure and best practice, is to improve and maintain the City’s urban forest system to a standard capable of meeting or exceeding all these objectives.

Goal:

Develop and maintain, in perpetuity, a strong and healthy urban forest system.

Policies:

- i. Require conservation and best management strategies for trees, shrubs and any salvageable plantings for new development, infill or intensification projects;
- ii. Maintain and expand a healthy and diverse urban tree canopy to improve air quality, increase carbon sequestration, reduce heat island effect, and enhance the aesthetic value;
- iii. Develop an Urban Forest Master Plan, list of preferred tree and planting species and planting guide, with helpful design and maintenance best management practices, guidelines and demonstration projects;
- iv. Ensure all plantings are situationally appropriate, non-invasive, easy to maintain and enhance the overall urban forest;
- v. Require landscaping through the use of landscape plans and landscape agreements in all zones within the municipal boundary;
- vi. Formulate consistent landscaping plans for public and private space and partner with private landowners on preservation and enhancement methodologies; and
- vii. Urban forest plans must be consistent with provincial legislation and policies.

10.5 HISTORIC AND ARCHAEOLOGICAL SITE PROTECTION

For the City to enliven its future it must recognize and preserve written, oral and heritage elements and artifacts. The lack of accurate data hampers identification and protection of First Nation and Metis historical sites.

Goal:

Identify, protect and preserve historic artifacts, sites and knowledge through all development actions.

Policies:

- i. Work in partnership with interested parties to identify and protect historically and archaeologically sensitive areas, features, elements and traditions;

- ii. Require an archaeological and/or historic analysis of all lands, establishing a database along with policies and regulation for protection;
- iii. Require environmental or archaeological analysis of land prior to any development action;
- iv. Capitalize Prince Albert's unique past through events, shows, and displays that engage all citizens, visitors and residents; and
- v. Integrate historic features, artifacts, sites and knowledge into municipal projects and significant development projects.

10.6 PLANT AND ANIMAL SPECIES – NATIVE, RARE AND ENDANGERED

Development brings intensity that can lead to habitat fragmentation; therefore, we must consider the risk and threat to the biodiversity of rare and endangered species. Provincial and federal legislation must be reflected in local regulations and policies. Adequate training and resources need to leverage awareness and effectively apply and implement directives. The City will be an important steward for habitat and species protection.

The following goals and policies outline how Prince Albert can actively work to ensure environmental values are upheld.

Goal:

Encourage, restore, expand and protect the biodiversity of our plant and animal species including habitat protection and restoration of all native, rare, threatened or endangered species – minimizing habitat fragmentation.

Policies:

- i. Require the planting of native or preferred species (xeriscaping) using recycling and native watering and storm water management;
- ii. Create high quality, well connected, functioning, natural or naturalized corridors enhancing local biodiversity and facilitate species migration, movement and longevity;
- iii. Maintain and expand a healthy and diverse urban tree canopy to improve air quality, increase carbon sequestration, reduce heat island effect, and enhance the aesthetic value;
- iv. Ensure all plantings are situationally appropriate, non-invasive, easy to maintain and enhance the overall ecology; and
- v. Require conservation and best management strategies for all species in new development, infill or intensification projects.

10.7 CONTAMINATED SITES (BROWNFIELDS), OTHER CONTAMINANTS AND WASTE MANAGEMENT

Most cities contain contaminated sites usually located in developed areas with a high level of urban services. For this reason, opportunities for redevelopment and reclamation should always form part of comprehensive plans.

Prince Albert's backbone contains rail yards, once serving a robust freight and passenger link to the region. This type of historical development and adjacent industry can bring significant pollutants into the environment.

Goal:

Evaluate and develop land banking and remediation opportunities for all Brownfields lands.

Policies:

- i. Inventory all Brownfields and develop an action plan for uses;
- ii. Conduct Phase 1 or scoping analysis of all Brownfields and prioritize remediation plans and map locations; and
- iii. Seek funding and grant opportunities with specific development proposals.

Goal:

Develop contaminant management strategies to minimize all impacts.

Policies:

- i. Incorporate reduction, reuse and recycling action plans in City systems to model for other industries;
- ii. Consider reducing the use of pesticides on all sports fields;
- iii. Develop grass management strategies to promote less cutting especially in sensitive areas;
- iv. Continue to develop a littering and graffiti program that reduces visual impacts;
- v. Develop educational and information programs in concert with the schools to inform youth of the social detriment of graffiti and litter;
- vi. Consider corporate sponsorship of fast food restaurants in litter reduction;
- vii. Incorporate best management practices for snow dumping by providing bio-filters and retention ponds;
- viii. Evaluate the air shed and identify methods of reducing contaminants especially particulate matter 2.5 microns from wood heat, street sanding operations and untreated dirt or gravel roads;
- ix. Consider regulation governing light pollution and incorporate dark skies regulations and policies; and
- x. Evaluate all truck and car routes and merge with land use policy to reduce noise and dust impacts.

10.8 ENVIRONMENTAL PROTECTION METHODOLOGIES AND PRACTICE

The City cannot achieve many improvements to the environment without focused research and development partners. Working with universities and corporate partners, the City can be a model for “green” technologies including demonstrating low impact development, xeriscape landscape techniques and energy conservation.

Goal:

Establish best management practices with demonstration projects to manage environmental impacts and reach out to research partners. Establish greenhouse gas reduction targets that promote a win-win result.

Policies:

- i. Engage a major university and student partnership evaluating easy wins in all environmental sectors; and
- ii. Establish a land use checklist and educational program around environmental stewardship.

10.9 FLOOD PLAIN RISK AREAS

Lands adjacent to rivers are subject to periodic flooding. Development on these lands needs to be regulated to manage land impacts and protect the safety and wellbeing of citizens.

The Federal Government initiated the Flood Damage Reduction Program (FDRP) in 1975 to curtail assistance payments, discourage development in flood areas and avoid the need for costly structural flood control measures. Saskatchewan joined the FDRP in 1977 by signing a general and combined mapping and studies agreement. Several communities throughout Canada and Saskatchewan subject to recurrent and severe flooding were mapped to establish their flood risk areas. Prince Albert, however, was not part of this mapping agreement. Once a flood risk area is mapped and designated, both governments agreed not to build or support any future flood vulnerable development in those areas.

The City of Prince Albert has the legal authority and responsibility for land use planning under *The Planning and Development Act, 2007*, and is legally responsible for safe and orderly development through adopted policies and bylaws that mitigate risk.

The Act requires Official Community Plans, Zoning Bylaws, Subdivision Bylaws and Development Permits to be consistent, in so far as practical, with the Statements of Provincial Interest (SPI). The SPI prohibits new building construction or additions in the floodway of the 500 year flood event and requires flood proofing measures for new building construction or additions in the flood fringe of the 500 year flood event elevation, both in mapping or within the text of this Plan.

The following definitions shall help establish the basis for Flood Risk Regulations in the Zoning Bylaw and other development bylaws:

Floodway means the portion of the Floodplain adjoining the channel where the waters in the flood area projected to meet or exceed a depth of one metre or a velocity of one metre per second.

Flood Fringe means the portion of the Floodplain not lying within the Floodway and where the waters in the flood area are projected to be less than a depth of one metre or a velocity of one metre per second.

Floodplain means the area including the Floodway and Flood Fringe covered by water during the 1:500 year flood event.

Freeboard means the elevation of the 100 or 500 year flood event elevation plus a freeboard of 0.5 metres.

Flood Risk Area means the boundary encompassing the floodway and flood fringe of the 1:100 and 1:500 year flood event as identified on the Flood Risk Area Map (see Schedule 16.1.9).

Goal:

The flood risk areas of the North Saskatchewan River in the City of Prince Albert have been identified in Schedule 16.1.9. Any development on these lands needs to provide suitable area-wide or site specific mitigation measures and preclude flood vulnerable development to prevent injury, loss of life and minimize property damage.

Policies:

- i. Determine the infrastructure and mitigation measures necessary to protect planned or affected development in flood risk areas;
- ii. The City shall continue to work with the Water Security Agency and the Province to accurately delineate and update the limits of the Flood Fringe and Floodway of the North Saskatchewan River in Prince Albert through improved mapping techniques, modeling and demonstration projects;
- iii. The City shall encourage financial and technical partnerships with senior levels of governments and the Water Security Agency to undertake periodical review of the limits of the Flood Risk Area in Prince Albert;
- iv. The Zoning Bylaw and other development bylaws shall identify Flood Risk Areas. Regulations shall be developed that acceptably reduce impacts on development projects;
- v. The Flood Risk Regulations in the Zoning Bylaw and other development bylaws shall be classified in three zones: the Flood Fringe of the 500 year flood event, the Floodway of the 500 year flood event elevation, and the Restricted Floodway of the 100 year flood event elevation. Schedule 16.1.9 delineates the noted areas;
- vi. No residential, commercial, institutional or industrial development shall be allowed within the Floodway below the 100 year flood event elevation except for recreational and agricultural related development in accordance with the Flood Risk Regulations in the Zoning Bylaw and other development bylaws. Covenants or land title restrictions may be established to manage non-habitable areas and equipment or storage materials that could be affected by flooding;

- vii. Existing development shall be allowed to continue in Flood Risk Area, including regular maintenance;
- viii. New residential subdivision (expansion of existing neighborhood or new neighborhood) shall not be allowed within the Flood Risk Area (as identified in the Zoning Bylaw and other development bylaws) except for infill development where suitable mitigation measures can be applied;
- ix. New development including development permits, subdivisions, rezoning and building construction within the Flood Plain is subject to the Flood Risk Regulations in the Zoning Bylaw, other development bylaws and the National Building Code; and
- x. The City may hire a professional engineer to establish development standards to achieve consistency in meeting the Flood Risk Regulations in the Zoning Bylaw and other development bylaws, and the National Building Code. Freeboard reductions may be considered when a project(s) is evaluated using acceptable engineering standards.

SECTION ELEVEN: HEALTHY ECONOMY

11.1 OVERVIEW

A healthy economy leads to increased job opportunities and contributes to the general wellbeing of a community. A healthy economy is also linked to broader community initiatives such as Downtown development, heritage, arts, culture and tourism. Redevelopment projects are also products of a healthy economy and involve reusing land and buildings, contributing to a more sustainable community. However, a healthy economy also requires an adequate commercial and industrial land base and proper land use planning is essential in helping to balance the supply and demand.

11.2 ECONOMIC DEVELOPMENT

The City of Prince Albert is the retail and service centre of northern Saskatchewan. The majority of services in this region are located in the city, including the Prince Albert Parkland Health Region, federal government offices and several social services establishments. The health of the economy has an impact on quality of life. It is important to remember that even though the social, economic, and environmental dimensions are addressed in separate sections in this document, they are all interrelated. The goals and objectives in each section should be implemented in connection with each other. The Plan places value on sustainable economic development that reflects economic growth, social development and environmental protection.

According to the *Prince Albert Economic and Demographic Profile (2006)*, over the last decade, Prince Albert's economy became more concentrated and less diversified. Therefore, the City's policies should aim to diversify the city's economic base to ensure the sustainable long-term health and vitality of the economy. Strategies that encourage the development of the information technology industry, tourism, manufacturing and other sectors were actively pursued by the Prince Albert Regional Economic Development Authority (PAREDA) and the North Central Enterprise Region (NCER). Industry and investment attraction continues to be an area of focus for the City of Prince Albert's Economic Development Division.

However, it is important to note that a strong diversified economy alone is not enough to ensure that all residents in the city have access to meaningful employment and an adequate income. Appropriate social supports such as education, job/skill training as well as parks, recreation and cultural opportunities need to be in place to attract and retain a locally skilled labour force and foster economic growth.

Maintaining a business friendly climate is vital to creating a vibrant economy that allows local businesses to thrive while attracting new business and industry into the city. An example of the progress that is being made is the streamlining of the municipal approvals and permits process through BizPal to make it more convenient and much quicker for new businesses to enter the city.

Goal:

Foster a diversified economy in Prince Albert by supporting efforts to attract and retain suitable businesses as well as non-traditional and value-added industries to the city. Aim to increase employment and economic activity in the city and region (reference Schedule 16.1.20).

Policies:

- i. Ensure a development and business friendly environment to help attract diverse and long-term economic growth through partnerships between business, government and the community;
- ii. Encourage development of incentives in collaboration with government and organizations to attract new industries and business sectors within and beyond the region;
- iii. Cooperate with other agencies and industry in fostering the City's position as the major supply and service centre for the mining industries and northern region;
- iv. Advocate and support investment initiatives into education, skills training and entrepreneurship programs to promote a locally skilled labour force while meeting the expanding needs of businesses and industry;
- v. Continue to pursue attractive community amenities and features conducive to encouraging a growing economic and employment base and resident labour force through provision of parks and open spaces, recreation and cultural opportunities, affordable housing options and other community amenities that bring about a good quality of life;
- vi. Create viable, diverse commercial areas in the city that provide opportunities for working, shopping and entertainment activities;
- vii. Promote Prince Albert's competitive advantage to existing and new business and targeted sectors;
- viii. Cooperate with aboriginal groups to encourage and support aboriginal business and training opportunities, and support aboriginal economic development wherever possible;
- ix. Create internal and external marketing strategies to retain and support existing businesses and attract new businesses to the city;
- x. Continue to work with the Prince Albert Regional Economic Action Committee, Prince Albert Chamber of Commerce, Prince Albert Tourism and any other stakeholders in promoting business and tourism development for Prince Albert;
- xi. Support Prince Albert Downtown Improvement District Association efforts, public and private sector (education, cultural, business) initiatives to develop, enhance and attract new businesses to the Downtown;
- xii. Seek ways to reduce land use conflicts between commercial and residential uses through appropriate guidelines; and
- xiii. Ensure a sufficient reserve of serviceable commercial lands ready for development to support a healthy, competitive economy.

11.3 URBAN RENEWAL AND REDEVELOPMENT

To help achieve the goal of sustainability, the City shall undertake the renewal and redevelopment of the built environment when and where appropriate. Our existing building stock could be the focus of an effort to save energy and conserve resources while drawing inspiration from the past.

Urban renewal and redevelopment applies to functionally obsolete or vacant residential (see Residential Infill and Development section), commercial, industrial and institutional land and buildings where existing infrastructure and services are already established. Urban renewal and

redevelopment involves reusing and/or rehabilitating land and buildings. Examples of this are the Prince Albert Arts Centre and the Prince Albert Historical Museum.

Goal:

Encourage the redevelopment or rehabilitation of functionally obsolete or vacant residential, commercial, industrial and institutional land and buildings where economically feasible and where compatible with prescribed existing land uses.

Policies:

- i. Explore providing property tax incentives to encourage residential and commercial development Downtown;
- ii. Explore incentives to encourage renovations, upgrades, infill development in the Downtown and surrounding neighbourhoods such as tax breaks/abatements, incentives, grants, etc.;
- iii. Consider the following uses for recycling vacant buildings such as closed schools, churches and other vacant buildings:
 - Community Centre
 - Health Care Services
 - Office/Retail
 - Housing
 - Private Schools;
- iv. When considering the reuse/conversion of vacant buildings ensure issues related to land use conflicts, potential environmental contamination, parking, National Building Code requirements, fire safety, etc. can be resolved;
- v. Endeavor to provide opportunities for public input in decisions regarding reuse of vacant buildings (e.g. through open houses, public hearings, etc.); and
- vi. Ensure that redevelopment maintains and enhances the character of each area.

11.4 DOWNTOWN PRINCE ALBERT

The Downtown is defined as the area bounded on the north by the North Saskatchewan River, on the west by the westerly block face of 2nd Avenue West, on the south by the south block face of 15th Street West and on the east by 2nd Avenue East. The surrounding neighbourhoods include: Hazeldell, Midtown, West Flat, West Hill and East Hill.

The key element for the Downtown to continue as a prominent retail and commercial location is the need to create more of a “twenty-four hour” presence. Substantially increasing the residential base within Downtown and positioning it as a product different from competing retail centres could achieve this goal. The residential stock could include upper floor, loft-style units. Vacant or underutilized properties and buildings represent potentially viable untapped resources for revitalization and redevelopment, as well as prime opportunities to expand and diversify the housing stock.

Prince Albert residents have identified a number of objectives for the Downtown as a whole, many of which are complementary. For example, the enhancement of the public environment supports the attainment of other objectives for the Downtown, such as increasing the residential population, and encouraging greater cultural, commercial and retail activity. As well, “theming” of the Downtown was considered to be of importance to residents as well.

Encouraging infill housing in the Downtown is a major goal that has implications for the social and economic function of the city. Downtown housing provides the critical mass or customer base needed to support strong local retail and commercial activities that would in turn attract more people to the Downtown. Establishment of a strong residential population base can also increase the safety of Downtown streets and public spaces by providing more “eyes on the street”. Ground level units would remain residential as per the *Downtown Strategic Plan, 2003*.

The concentration and accessibility of Downtown amenities, and the freedom from house and yard maintenance, offers a unique quality of life attractive to singles, families without young children, seniors, empty nesters, and others who may not want the responsibilities of a single-unit dwelling or home ownership. Many Downtown advocates in North America have projected a continued demand for senior housing projects in urban centres as the “baby-boom” generation approaches retirement and transitions in the “empty nester” category. Senior housing developments in the Downtown are already benefiting from this.

In order for the Downtown to retain its identity as a consumer attraction, future development should endeavor to reinforce, conserve and enhance the Downtown as a retail, financial, professional and personal service centre in Prince Albert. In addition to containing niche markets, specialty shops, and a myriad of services, the Downtown should also accommodate larger anchor stores and entertainment facilities. Such development would complement higher density residential and government buildings that would result in greater use of the Downtown. The intent is to ensure the survival, upgrade, and enhancement of the Downtown as a main economic centre of the city.

The city has been fortunate to have many anchors in the Downtown including government buildings such as City Hall, the Provincial Court House, the Forestry Centre, the E.A. Rawlinson Centre, major banking institutions, a library, the museum, the Arts Centre and many multi-use office buildings (e.g. the McIntosh Building and the Gateway Mall) that provide the critical mass to attract additional commercial investment in the Downtown. Meeting this challenge requires City officials, developers, and businesses to explore creative options in terms of land assembly, marketing, redevelopment, and strategic mixed use initiatives.

Public investment in civic buildings, including historic structures, can also be a vital factor in the revitalization and redevelopment of the Downtown. The placement of public and civic buildings demonstrates the government’s development priorities, and sends a message to developers, investors and the rest of the community that the Downtown is a desirable investment opportunity. Drawing inspiration from the past through development of a themed approach to Downtown planning, will further create a vibrant investment opportunity. To date, the City has continued to support the downtown by concentrating essential government services in the Downtown and through its Downtown Business Improvement District Association (PADIDA), several ongoing revitalization efforts are taking place. Not only does the placement of public buildings determine the residents’ accessibility to such services, but it serves to increase the critical mass of the Downtown area and also acts as a catalyst for further economic development.

Goal:

Maintain the Downtown as a centre of city and regional economic activities - retail, financial, administrative, cultural and commercial. Future development in the Downtown shall reinforce, conserve and enhance this function. Other land uses such as high density residential or government buildings which complement the function of the area and which result in greater use of the Downtown area shall be encouraged.

Policies:

- i. Promote mixed uses in the Downtown including office, retail, hotels, housing, culture, entertainment, and recreation.

Goal:

Continue to control horizontal expansion of the Downtown while its redevelopment at higher densities where applicable is encouraged. The purpose of the goal is to concentrate commercial development in a defined area and to protect established neighbourhoods such as Midtown and West Flat from commercial encroachment.

Policies:

- i. Ensure expansion of the Downtown into the residential area to the east of the Downtown is limited and undue encroachment is prevented. Expansion of the Downtown may proceed in an orderly and contiguous manner as far as 2nd Avenue East;
- ii. Improve 13th Street East as a connector between the Downtown and the Cornerstone Mall with minimal impact on the residential area; and
- iii. Improve transit connectivity between the Downtown and the Cornerstone Mall.

Goal:

Ensure the continued development of a vibrant and active Downtown with unique and attractive residential districts; and diverse entertainment, recreation and cultural opportunities.

Policies:

- i. Address issues such as streetscape improvements, vehicle and pedestrian circulation, and renovation, redevelopment/conservation of older structures where appropriate in the Downtown;
- ii. Develop urban design guidelines appropriate to the Downtown environment with respect to the location, function, scale and exterior finishing of new buildings to ensure that they are compatible with existing development; and
- iii. Support active and vital riverfront development that would enhance the Downtown, reinforce the historical significance of the riverfront and acts as a catalyst for resident and tourist attractions.

Goal:

Enhance and improve the role of Central Avenue as Prince Albert's Main Street.

Policies:

- i. Reinforce the historic significance of Central Avenue through encouragement of the preservation of older and historic buildings;
- ii. Revitalize Central Avenue by promoting continuous complementary retail/service uses at ground floor level and conversion of upper floor spaces to housing and other uses; and
- iii. Promote diversity of uses such as theatres, restaurants and pubs that would animate the Downtown without unduly interfering with the residential use after normal working hours.

Goal:

Reinforce the role of City Hall, the Arts Centre and the Forestry Centre as the Downtown's civic centre.

Policies:

- i. Improve the public environment and accessibility by concentrating civic buildings, offices and public spaces to provide a civic focal point for the Downtown;
- ii. Ensure attractive pedestrian linkages through streetscape improvements along 11th Street West (civic esplanade) to connect City Hall, the Arts Centre and the Forestry Centre to the E.A. Rawlinson Centre and the new Courthouse; and
- iii. Create special lighting for City Hall, the Arts Centre and the Forestry Centre to highlight their architecture and provide safe, ambient lighting for pedestrians.

Goal:

Continue to promote the Downtown as a potential tourism destination area and accommodate future tourism development opportunities.

Policies:

- i. Support historic preservation and tourism efforts such as events and activities that showcase local history of Prince Albert and aboriginal people with guided or self-guided tours of Downtown's historic buildings and sites in the Downtown; and
- ii. Encourage a highly animated, mixed use district focusing on the North Saskatchewan riverfront, historic River Street and the E.A. Rawlinson Centre.

Goal:

Enhance pedestrian and vehicular environment on 2nd Avenue West and address the importance of this corridor as a major entranceway into the heart of the city.

Policies:

- i. Identify and recognize the importance of hard and soft landscape features within the pedestrian environment that would provide a more memorable and distinct Downtown experience; and
- ii. Identify and provide measures to improve public safety, including street and pedestrian lighting, accessibility ramps and clearly defined pedestrian crosswalks.

Goal:

Promote housing development in the Downtown.

Policies:

- i. Support a variety of housing choices for a range of ages and income groups;
- ii. Encourage mixed use development where appropriate that integrates residential, retail, service businesses, and institutions needed by Downtown residents; and
- iii. Support infilling of vacant or underutilized land where feasible and consistent with the provisions of the Zoning Bylaw.

Goal:

Promote a business friendly environment that fosters a diverse and strong local economy that supports existing businesses and promotes new business. Successful Downtown development requires the involvement of many private, public and non-profit groups and individuals, who foster and build community support for achieving the vision.

Policies:

- i. Encourage business associations to participate in the revitalization strategies and additional investment in the Downtown; and
- ii. Review the existing Zoning Bylaw with the intention of facilitating the development review process of applications in the Downtown. Reduce the number of discretionary uses while establishing clear standards and guidelines for development that would fit within the Downtown.

Goal:

Implement recommendations regarding parking from the *Downtown Strategic Plan, 2003*.

Policies:

- i. Restrict the development of parking lots and parking lot access to side streets off Central Avenue; and
- ii. Review the parking meter supply and rates in the Downtown on a regular basis with a view to meeting Downtown parking demands.

11.5 AIRPORT INDUSTRIAL HUB

The Airport Industrial Hub is identified as the area around the Prince Albert Municipal Airport, which is located in the northeast corner of the city. The primary land use in the area is industrial. The Airport Industrial Hub may accommodate a mix of commercial and industrial uses that complement the Prince Albert Municipal Airport. The hub acts as a gateway to the north and gives a dynamic and progressive impression of Prince Albert. The area is suitable for businesses that are seeking an alternative business location in proximity to the Prince Albert Municipal Airport. The Airport Industrial Hub is planned to be a centre of controlled prestige growth (also refer to the Transportation section and the Relationships with Decision Making section).

Goal:

Invest in planned infrastructure and servicing for an Airport Industrial Hub within the city.

Policies:

- i. Develop a Concept Plan that includes or is in concert with a servicing and infrastructure capacity study for an Airport Industrial Hub (also see Transportation section). The Plan should help develop a unique identity for the Airport Industrial Hub, while encouraging the clustering and connectivity of freight facilities to support modal connections between transportation modes in a manner that provides for the expeditious movement of goods and services;
- ii. Establish boundaries for intensification in concert with the rural municipality;
- iii. Give consideration to buffering to mitigate noise and odors; and
- iv. Maintain and upgrade existing airside and groundside facilities while providing additional facilities to support growth.

11.6 BUSINESS/RESEARCH PARKS

Business parks are intended to accommodate business and light industrial uses that are seeking a high quality environment with respect to overall site and building design. Business parks complement the more traditional forms of industrial development by providing an overall setting with a prestigious and distinct identity. Business parks may be sufficient in size to form a comprehensively planned area.

Business parks designation are meant to promote such activities as business service, advanced technologies, research and development, light manufacturing, prototype development, related office uses, and compatible industrial activities. Business park uses may be located adjacent to residential areas because they shall not create land use conflicts related to smoke, noise, vibration, dust, odour or potential environmental contamination during their normal course of operations. The physical design of business parks should conform to the guidelines and provisions of the Zoning Bylaw and subdivision approval process.

Goal:

Support new business park type development that incorporates clean technology and that promotes energy efficient and green buildings.

Policies:

- i. Ensure business parks are strategically located with adequate access to transportation, utilities, and public transit. Proximity to the Airport Industrial Hub, the Educational Hubs and the Downtown would be desirable for future business parks.

11.7 SOCIAL ENVIRONMENT**11.7.1 OVERVIEW**

The citizens of Prince Albert value a healthy community where everyone can feel safe to live, learn, play, interact, work and grow. The social environment is important not only on a citywide scale but a neighbourhood scale. The viability of each of the city's neighbourhoods is important to the health of the community as a whole. The citizens of Prince Albert want to enjoy a community that offers education and training, health facilities and essential services. This Plan acknowledges that education and training play a role in personal wellbeing and access to employment. Health facilities create a community where people can live, work and play in healthy ways while fire protection and emergency medical services are essential in fostering the health and safety of Prince Albertans.

11.7.2 EDUCATION

Schools, particularly elementary schools, are vital components of neighbourhoods. They make neighbourhoods attractive to families with children and contribute to the social fabric of the area. Joint use sites that contain schools and playing fields are considered integral components of the design of a neighbourhood because they provide a focus for the majority of community activities, provide open space and give identity.

The City will work in conjunction with the school boards (Saskatchewan Rivers School Division No. 119, Prince Albert Roman Catholic School Division No. 6 and Conseil Des Ecoles Fransaskoises (Ecole Valois)) and other educational service providers to ensure that educational facilities are located in close proximity to the population they serve to minimize dependency on automobiles and to maximize pedestrian access. Mutual support and partnership can increase funding capacity to provide other programs that the City is unable to provide. Utilizing resources and ideas of civic and community-based organizations can also promote community identity and involvement.

There are several institutions in Prince Albert that provide education and training programs in the city. The Saskatchewan Polytechnic Prince Albert Campus offers a range of technical and applied programs as well as a first year University Arts and Sciences program. The Gabriel Dumont Institute of Native Studies and Applied Research offers Saskatchewan Urban Native Teacher Education Program (SUNTEP), which is widely considered successful. The First Nations University of Canada in Prince Albert (FNUC)

offers undergraduate and graduate degrees within an environment of First Nation culture and values.

Goal:

Promote a community of educational opportunities equally accessible to all by supporting initiatives that lead to a well-educated population and the enhancement of the cultural, economic, and social vitality of the community.

Policies:

- i. Ensure schools are appropriately located with good access to transportation and in the centre of the areas they serve;
- ii. Encourage post-secondary institutions to locate in the Downtown, the Saskatchewan Polytechnic area as well as other areas that offer adequate access to transportation routes and minimize land use conflict;
- iii. Support joint-use of school sites and facilities for both school and community use to meet the educational, cultural, social and recreation needs of the community;
- iv. Ensure school and institutional sites are of sufficient size to accommodate the required buildings, structures, recreation areas, transportation needs as well as student, client, staff and visitor parking and foreseeable expansion;
- v. Work cooperatively with educational providers and stakeholders to address issues related to school attendance and educational attainment among youth;
- vi. Continue to support and work with all levels of government, school board divisions, institutions, colleges, and universities to provide basic high quality education and training to the citizens of Prince Albert; and
- vii. Ensure the provision of high quality public library services that foster the individual's pursuit of knowledge.

11.7.2.1 EDUCATIONAL HUBS

The Educational Hubs of the city are defined as: 1) the area around Saskatchewan Polytechnic on 15th Street East, and 2) the area around the Downtown. The Downtown Educational Hub was identified because it is an ideal location for a potential concentration of educational institutions such as the Gabriel Dumont Institute of Native Studies and Applied Research and SUNTEP on 12th Street East. The Saskatchewan Polytechnic Educational Hub was defined because it is the site of an existing major education facility located on 15th Street East.

The Downtown Educational Hub would help animate the Downtown and create synergies, which in turn, may support further infrastructure enhancement of the pedestrian, bicycle and transit transportation network. The Downtown Educational Hub also provides a centre for business opportunities, which could take advantage of the proximity of educational facilities. Both the Downtown and Saskatchewan Polytechnic Educational Hubs would create an attractive place for people to congregate for cultural, recreational and social purposes, drawing outside visitors as well as local people.

Goal:

Identify and develop the Saskatchewan Polytechnic area and the Downtown as Educational Hubs.

Policies:

- i. Focus, promote and invest in infrastructure maintenance and improvements in the identified Educational Hub areas (Saskatchewan Polytechnic and Downtown);
- ii. Encourage expansion of or any additional post-secondary educational institutions to locate in the Downtown and the Saskatchewan Polytechnic areas to create synergies and to make use of existing infrastructure and facilities; and
- iii. Collaborate with stakeholder groups (e.g. post-secondary institutions, agencies, businesses, etc.) in the development of the Educational Hubs.

11.7.3 HEALTH

The provision of health care facilities in Prince Albert is the responsibility of the Prince Albert Parkland Health Region (PAPHR). The City of Prince Albert is the largest community in the Prince Albert Parkland Health Region, with a population of approximately 40,000. The Victoria Hospital is one of several health institutions owned by the Prince Albert Parkland Health Region. Other health facilities owned by the PAPHR include the Herb Bassett Home, Pineview Terrace, Victoria Square, Brief and Social Detox Centre and the Mental Health Villas. Victoria Square is home to the Community Mental Health program, Dermatology and Cognitive Disabilities program. Also located in Prince Albert is Mont St. Joseph (an affiliate agency).

Parkland Ambulance Care Ltd., a contracted agency, has two ambulance bases in the City of Prince Albert from which they serve the city and the Prince Albert Parkland Health Region.

Goal:

Promote a viable and active community by taking action on the conditions that influence the health and wellbeing of the citizens of Prince Albert.

Policies:

- i. Support where possible the efforts of the Prince Albert Parkland Health Region to pursue provincial funding for the development and improvement of health care facilities in Prince Albert;
- ii. Consider partnerships with the Prince Albert Parkland Health Region, all levels of government, community agencies and other appropriate parties to ensure adequate provision of services that affords high quality health care services for Prince Albert residents and neighbouring regions; and
- iii. When planning for development ensure all city residents have access to the necessary health care services and programs and consider the needs of lower income residents and those who rely on public transportation.

11.7.3.1 HEALTH HUB AS A PRIORITY AREA

Hospitals and other health care facilities play an important role in an urban and regional environment. Hospitals contribute to our community by providing employment opportunities and create a link between the social and economic aspects of our community. Hospitals have a significant impact with respect to the following factors:

- Physical size and aesthetic impact;
- Traffic generation; and
- Location of complementary land uses and activities (e.g. medical clinics) that locate in proximity to it.

The location of hospitals and other health care facilities shall be integrated into community level and citywide planning as this affects accessibility, particularly for certain disadvantaged groups.

Based on the regional health care pattern, the Prince Albert Parkland Health Region operates the Victoria Hospital as a tertiary treatment centre under the auspices of the Ministry of Health. Service and specialist levels are part of the tertiary treatment centre.

The Prince Albert Parkland Health Region is supportive of initiatives that encourage healthy lifestyles for the population, including active transportation. The Region is also supportive of initiatives that assist individuals who have difficulty with transportation, including physical and financial limitation.

Goal:

Invest in infrastructure and servicing for a Health Hub in the area around the Victoria Hospital.

Policies:

- i. Develop a Concept Plan, in collaboration with the Prince Albert Parkland Health Region for the Health Hub that addresses infrastructure and servicing as well as traffic and transportation;
- ii. Support capital improvements and establishment of facilities that provide a comprehensive range of health care services within the existing hospital area to meet the needs of the Prince Albert Parkland Health Region; and
- iii. Support the development of health service facilities around the Victoria Hospital as these facilities could be generally large in scale, generate increased traffic, and have high parking requirements and would be best suited for this area.

11.7.4 INCLUSIVE COMMUNITIES

An inclusive community means a place where all people or groups of people have access to facilities and services. An inclusive community is a place where all people or groups

feel safe, are mobile, have choices, are protected and are free to participate in community life.

Barrier-free buildings, sidewalks and public areas allow for the greater movement, safety and comfort of people with special needs. Considering people with health problems or disabilities in the design of service provision and facilities can help reduce mobility limitations and increase ability to access services and facilities.

Goal:

Promote accessibility to the City's services and facilities.

Policies:

- i. Ensure that citizens of all socio-economic levels have access to essential City services and facilities;
- ii. Encourage barrier-free access (e.g. wheelchair accessibility) for the physically challenged in all new developments, infill projects, and street and sidewalk construction;
- iii. Encourage barrier-free access and proper maintenance of outdoor routes for people of all ages and abilities;
- iv. Encourage barrier-free access to municipal facilities; and
- v. Recognize and, to the greatest extent possible, accommodate the unique needs of the city's various cultural groups.

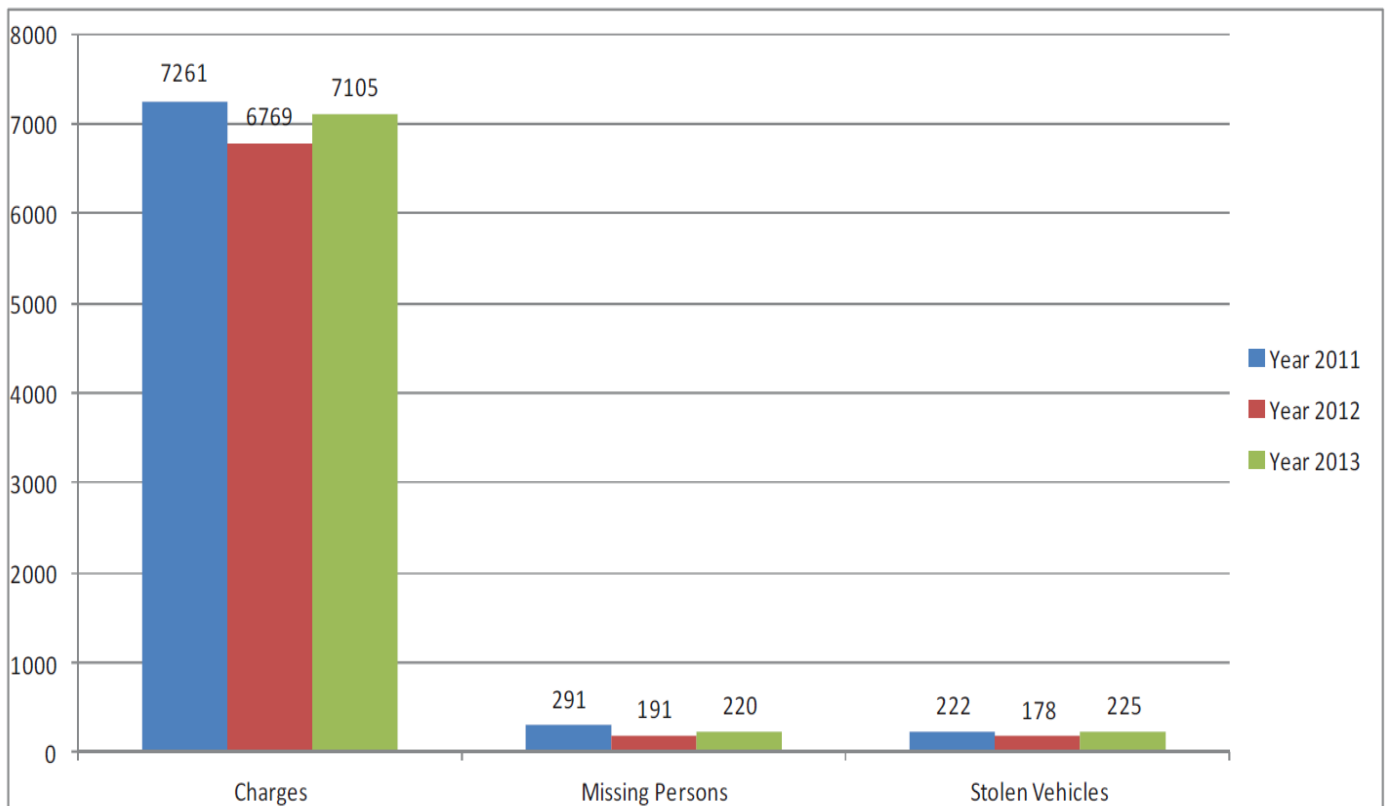
SECTION TWELVE: PUBLIC SAFETY

12.1 POLICE

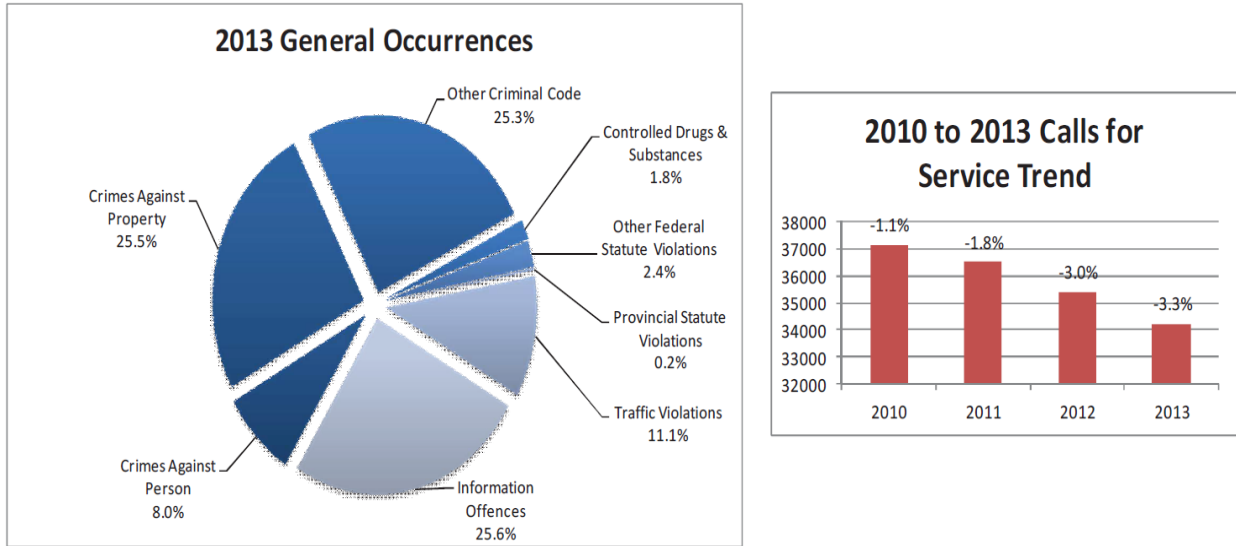
The Strategic Plan for the Prince Albert Police Service (PAPS) was adopted by the Prince Albert Police Board of Commissioners in 2014. The Prince Albert Police Service is the oldest municipal police service in Saskatchewan, getting its start through bylaw enforcement in 1885 with the PAPS forming in 1886.

Today, the PAPS employs 133 full time officers and civilian support staff composed of 92 sworn Police Officers, 6 Bylaw Enforcement Officers and is host to 9 RCMP members who work within some of the many integrated units. PAPS employs 34 civilian employees. Specialists serve as SWAT members, Incident Commanders, Crisis Negotiators, Accident Re-constructionists and Service Instructors for many training disciplines.

Graph depicts PAPS activities for designated years:



General incident report graph and trends:



Since February 2011, the Police Service has been one (1) of eight (8) participating agencies in the strategic alliance known as CMPA, the Hub and COR. This collaborative work with our human service agency partners contributes significantly to positive community outcomes and plays a major role in hosting delegations from within and outside our province, leading to widespread recognition of *'the Saskatchewan vision for community safety'* across Canada and beyond.

The Hub basis their operations on “risk prevention” rather than “primary prevention”, as the latter occurs too far upstream often resulting in a reactive response to a negative event. Now, CMPA proactively deals with cumulative and current risk factors before an incident occurs.

The COR has a full-time team of designated sector specialists from participating agencies, supported by two analysts, and is a *'think tank'* that examines systemic issues within the human service delivery systems. This is achieved through experience, research, community engagement and communication. The goal is to provide stakeholders and decision-makers with multi-agency insight into community trends, identified gaps and promising opportunities for community wellness and public safety. The COR has currently identified a number of opportunities and has moved those up line to government through *Observation Papers* and is currently leading an *Action Project* within the community – *A Call to Action, The Case for a Prince Albert and Region Alcohol Strategy*.

Community mobilization demonstrates value and impact, supported by the Government of Saskatchewan and other partners.

The Bylaw Enforcement Unit (MDEU) integrates its work with the PAPS. For example, housing standards and compliance is a significant community priority.

In 2013, the MBEU focused on a multi-agency Housing Standards Enforcement Team, gaining voluntary compliance that sometimes includes property demolition. Reducing the number of unsightly properties promotes neighborhood safety and respect and empowers citizens.

PAPS delivers services in a number of portfolios including:

- Uniformed;
- Criminal Investigations Division (CID);
- Integrated Street Enforcement Team (ISET);
- Internet Child Exploitation (ICE);
- Combined Forces Special Enforcement Unit (CFSEU);
- Integrated Intelligence Unit (PAIU);
- Canine Teams;
- Forensic Identification Unit;
- Bylaw Enforcement Unit;
- Child Protection Unit (Integrated with Social Services);
- Prince Albert Community Mobilization (HUB COR Family Safety Unit);
- Community Services (Includes School Resource Officer);
- Special Constables (Property Control / Front Office);
- Police Dispatchers;
- Police Records Management Comptrollers (Central Records / CPIC);
- Police Administration;
- Business Manager (HR/Training/Planning);
- Information Technology;
- Victim Services Unit (Long Term Missing Persons);
- Aboriginal Resource Officer;
- Court Liaison; and
- Secondments.

PAPS established a new planning cycle to update the strategic plan through performance evaluation and key indicators (see the Implementation section).

Goal:

PAPS strives for a regional approach to policing through partnerships and integrated units (reference Schedule 16.1.16).

Policies:

- i. PAPS continues to serve as a hub for many northern communities linked with Provincial Government initiatives and programs within the mandate of “building partnerships to reduce crime”;
- ii. Continue with social and jurisdictional partnerships with the RCMP, Correction Services Canada, and the Ministry of Social Services; and
- iii. Continue to contribute and report to the Community Mobilization Alliance (CMPA) and engage partners such as the HUB and COR in identifying community trends, gaps and opportunities for community wellness and public safety.

Goal:

The Prince Albert Police Service focuses on Employee Development and Wellness.

Policies:

- i. Encourage growth and development in cultural sensitivity;
- ii. Support cross training and revisit scheduling of personnel; and
- iii. Maximize efficiencies and opportunities in employee training including Crime Prevention through Environmental Design, evidence giving and court procedures, conflict resolution, customer service, basic crime investigation, stress management, and formal certification.

Goal:

PAPS strives to enhance community safety and neighborhoods.

Policies:

- i. Strengthen neighborhoods;
- ii. Promote clean and slightly neighborhoods that empower citizens;
- iii. In partnership with groups like the Lions Club, continue to delivery community service programs like shop with a cop (youth engagement); red nose (designated driver); K9 for kids (working with children in health care facilities); Sask911 (recognition of digital and electronic communications community benefits); special Olympics; cancer support for members; camp day (donations from member's volunteer work to the Tim Horton's children foundation); and quilts for victim services;
- iv. Enhance visibility in neighborhoods and downtown and source partnerships such as involving students from Gabriel Dumont Institute; and
- v. Consider participation in all land use decisions to advance CPTED principles.

Goal:

PAPS proposes efficiency in management and service delivery.

Policies:

- i. Encourage efficient human resource allocations;
- ii. Support efficient policing including focusing on animal control service delivery; continued integration and coordination of the various units, and teams;
- iii. Raise the level of service for snow removal through proactive enforcement and education of parking regulations and policies;
- iv. Assist members of the Prince Albert Police Service, Royal Canadian Mounted Police, and Correctional Services Canada in gathering information/intelligence on specific targets/groups using investigational methods, surveillance techniques and technical assistance;
- v. Maintain an Integrated Intelligence Unit with the Royal Canadian Mounted Police, Prince Albert Police Service, and Correctional Services Canada;

- vi. Disseminate information and intelligence to the appropriate Agency, Unit, Section, on an ongoing basis;
- vii. Provide intelligence support to the Criminal Intelligence Service Saskatchewan and R.C.M.P.; Division Criminal Analytical Section criminal analysts; and
- viii. Communicate effectively internally and externally.

Goal:

PAPS should address the root causes of social disruption.

Policies:

- i. Support alcohol usage reduction strategies including monitoring of permits for events; and
- ii. Proactively promote problem based resolutions.

12.2 FIRE

The City adopted the Prince Albert Fire and Rescue Services (PAFRS) master plan in 2009. The plan evaluates a number of risk factors including:

- The age of the housing and demographics of the older neighborhoods with transient population leading to increases in fire risk;
- The northern quadrant - residences built in forested area's increase the risk due to wild land urban interface fires; and
- Many departments identify modern light frame house construction as an increased risk in their pre-fire planning systems.

New construction follows the National Building Code for spatial separations between buildings and updates have been made to address overhangs and eave venting. Response times in some areas of the City will need to be addressed through development progresses. The City may consider mandatory sprinklers in developments beyond the accepted response time.

The Fire Department delivers a number of services including:

- 1. Fire protection;
- 2. Fire suppression;
- 3. Fire prevention and inspections;
- 4. Fire investigations;
- 5. Educational programs;
- 6. Airport fire suppression services;
- 7. Rescue operations, including:
 - a. Surface water rescue;
 - b. Basic rope rescue;
 - c. Vehicle extrication;
 - d. Structural collapse support operations;
 - e. Confined space entry; and
 - f. Trench rescue support operations;

8. Dangerous goods first response: Operations Level; and
9. Pre-hospital emergency medical support service.

12.2.1 RISK FACTORS - RESIDENTIAL

Historical scenarios indicate the following residential risk factors:

- Over a ten year period, 238 residential dwelling fires occurred in the City of Prince Albert which impacted the community with a \$33,986,279 loss, 6 injuries and 1 death as a result of the fires;
- During the same time period, the multi-family and apartments fires were 76 fires that accounted for a \$1,717,711 loss, 2 injuries and 1 fire death;
- High life hazards or large fire potential occupancies consist of schools, hospitals, nursing homes, and high rise buildings, all National Building Code compliant; and
- There are even high rises, two senior complexes, four correctional institutions, and one hospital that provide unique risks.

12.2.2 RISK FACTORS – COMMERCIAL

Most new buildings will be sprinklered while older combustible buildings, especially those in the downtown core, are not protected for fire spread or sprinklers. Big box mercantile, and new restaurants and hotels will meet the National Building Code requirements for fire protection and life safety, although they will need ongoing fire service maintenance and fire prevention monitoring. The existing downtown uses will need more intensive fire prevention focus to manage fire spread and emergency evacuation.

12.2.3 RISK FACTORS – ROAD AND RAIL

The City will be assessing volume and capacity of roads and mobility corridors through a level of service analysis within a master plan in 2015. The 2008 Transportation Study, with a 50 year growth analysis, highlights the levels of service and congestion challenges without planned improvements.

Reference the suggested improvements with acceptable levels of service in the Transportation section, Section 7, of the OCP including the mapping. A number of rail interfaces can increase the overall risk to emergency services. Active rail lines with level crossings run past or through many critical access routes including:

- Directly south of the main fire hall;
- North of the hospital, and
- Parallel running through the downtown core.

12.2.4 RISK FACTORS – WATER

The North Saskatchewan River divides the city with limited services on the north side. Emergency access to the river is limited to one point and can be encumbered by public use. Rescue services involve specialized equipment and training resulting in regular and annually adjusted costs.

12.2.5 RISK FACTORS - INDUSTRIAL

Prince Albert has a mix of light and medium industrial occupancies serving a number of industries including forestry, mining, oil and gas exploration, pipelines and agriculture.

Land use compatibility reduces impacts between residential and industrial arise in the Land Use section, Section 6, with mapping and policies that guide future zoning and bylaw formation.

12.2.6 RISK FACTORS – DANGEROUS GOODS

The use of a range of fuels and dangerous chemicals emerge from mining activities like Potash and Uranium.

The City and region risk exposure to dangerous goods incidents through transportation (roads, rail, pipelines, and power transmission), processing and storage.

12.2.7 RISK FACTORS – AIR

The airport and air service need to play an important part in emergency and disaster management including:

- Base for air attack that combats wild land or other forestry fires;
- Supporting medical evacuations or other health related incidents and or events; and
- Link for human and material resources in an emergency.

Future increase in the volume of passenger traffic and high value freight at the airport may result in a change of airport category requiring a dedicated response capability for scheduled flights.

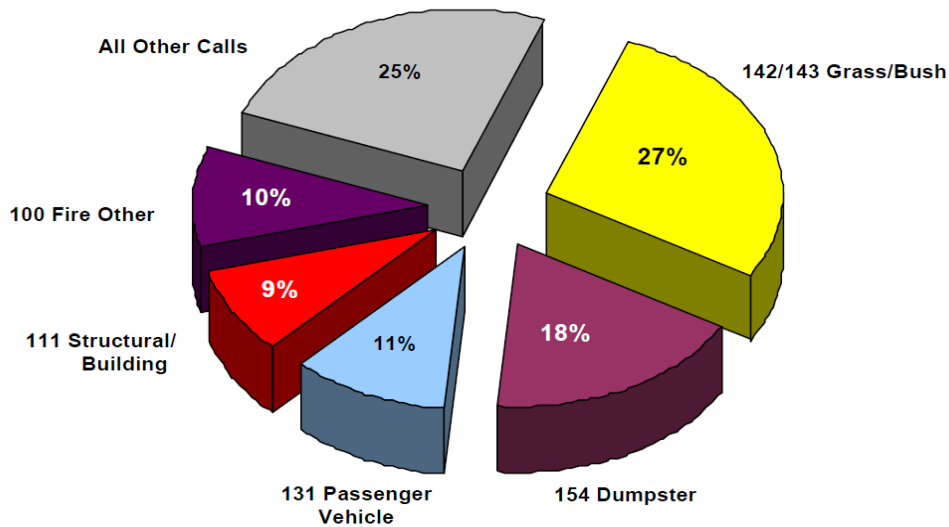
Airport emergency response meets the requirements prescribed by Transport Canada. Decommissioning of the Airport ARFF (Aircraft Rescue & Fire Fighting Apparatus) resulted from a fleet study and a lack of specialized training meeting industry standards. The ARFF is not a requirement for the airport according to its current classification. However, the Prince Albert Fire and Emergency Services department and the City should anticipate changes to classification.

The volume of fire and rescue calls has increased but so have call complexity and the time spent on each call – based on incident response, set up and recovery. More than one call at the same time complicates the levels of service, so best practices must be developed to “even out” call overlap.

12.2.8 FREQUENCY OF CALLS AND RESPONSE TIMES

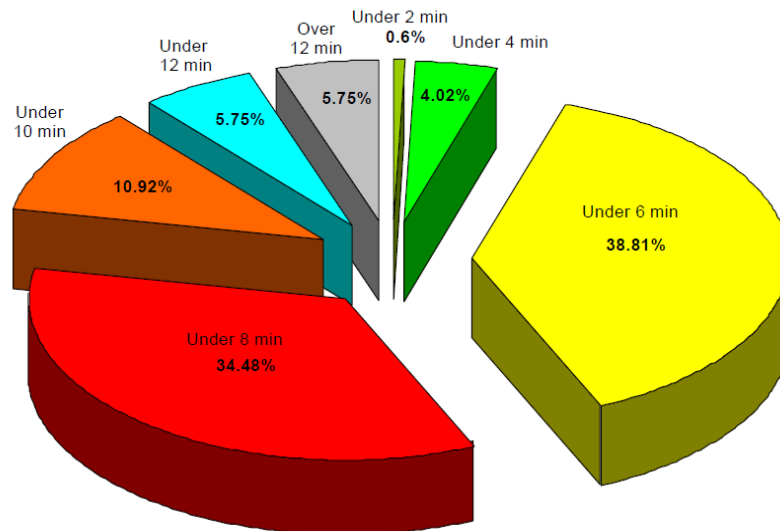
The frequency of Fire Calls is shown in the following Graph.

Figure 2 – Frequency of Fire Calls (June 2005 – May 2008)



Response times are demonstrated in the following Graph.

Figure 3 – Response Time Averages of Fire Calls (June 2005 – May 2008) 2 to 12 minutes



The ideal response time in the National Building Code is 10 minutes in unsprinklered buildings, to avoid affecting spatial separations (exterior wall fire-resistance construction). The National Fire Protection Association Standard 1710 recommends a performance objective or best practice of 6:35 (includes the 15 second alarm handling time) and that the department meets the objective of 90 percent or greater for total turnout and travel time.

The Master Plan calculated response times from 2005-2008 for the Master Plan identifies a compliance rate of 43 percent. A level of service evaluation will determine options for fire protection including mandatory sprinklers, new fire halls or other alternatives. City Council through Resolution 170, resolved:

1. That a nine (9) minute thirty (30) second response time be immediately adopted, as the standard for The City of Prince Albert;
2. That Administration be authorized to take steps towards meeting industry best practices and begin the process for the construction of a second fire station to address response times in Southeast portion of the City; and
3. That a plan be developed to improve the response time to meet the six (6) minute twenty (20) second standard for the Southwest portion of the City, by the year 2020.

Emergency response activity: The Prince Albert Fire and Emergency Services is a very efficient and competent team of dedicated firefighters and officers who are proud of their community and the role they play in protecting its citizens. During all the stakeholder consultations, this was recognized and reinforced by all participants both within and external to the department.

12.2.9 THE PRINCE ALBERT FIRE AND EMERGENCY SERVICES MASTER PLAN

The Prince Albert Fire and Emergency Services Master Plan asserts Mission and Value statements and affirms Core Services through the Fire and Emergency Services Bylaw No.22 of 2008:

Mission Statement

The Prince Albert Fire and Emergency Services mission statement reads as: "The Prince Albert Fire and Emergency Services will continue to seek opportunities to serve the Public through Fire Prevention, Emergency Operations and Excellent customer service".

Value Statements

- We will pride ourselves on service and will not be bound by outdated attitudes and thinking.
- We Value:
 - Safety - we are committed to a safe working environment;
 - Teamwork - as a foundation for effectiveness;
 - Professional Pride - our motivation for excellence;
 - Service Excellence - our dedication to our customer; and
 - Leadership - for the betterment of the department.

Core Services

- Fire Protection;
- Fire Suppression;
- Fire Prevention and Inspections;
- Fire Investigations;
- Educational Programs;
- Airport Fire Suppression Services;
- Rescue Operations including Surface Water Rescue;
- Basic Rope Rescue;
- Vehicle Extrication;
- Structural collapse support operations;
- Confined Space Rescue;
- Trench rescue support operations;
- Dangerous Goods first response (Operational Level); and
- Pre-hospital emergency medical support service

The Master Plan identifies a series of Operational Principles and Recommendations that have been transferred to Goals and Policies.

12.2.9.1 FIREFIGHTING AND PREVENTION

Goal:

Provide effective fire and rescue response and prevention programs for all urban and rural sectors consistent with rural fire protection agreements and update all coverage areas shown on Schedule 16.1.17. (reference Schedule 16.1.17)

Policies:

- i. Evaluate and report on structural fire response to structural fires in light of the demands of multiple calls;
- ii. Gauge the impact of industrial growth and necessary response and develop response and prevention mechanisms;
- iii. Consider and develop plans for Airport expansion and reclassification and continue to evaluate and report on incident response and prevention;
- iv. Develop fire smart policies and regulations to guide and respond to development within the wild land/urban interface. Consider issuing Development Permits and policies for fire smarting, and defensible space to reduce risk and assessing and mapping risk areas; (see Appendix 17.7)
- v. Continue to coordinate with other jurisdictional agencies to reduce risk and response in wild land/urban interface areas;
- vi. Consider working with corporate industrial partners in Dangerous Good's response and emergency planning and create a policy framework;
- vii. Develop a response ready program with training and simulation for confined spaces including the collapse of structures or excavations;

- viii. Continue to develop a rope rescue service identifying new equipment and resources; and
- ix. Review and improve best practices and training for medical aid response in concert with Emergency Medical Services.
- x. Develop a Level of Service analysis for all functions;
- xi. Review and update all Operational and Administrative Standard Operating Procedures;
- xii. Currently the Fire Department's Administrative SOPs are better developed than the Operational SOPs. Both should be reviewed on a regular basis but particularly after an update of the bylaw;
- xiii. In conjunction with a City Capital Plan develop a facilities' plan addressing current and future program needs including partnerships in service delivery and other response methods such as mandatory sprinklers in areas beyond prescribed response times;
- xiv. Continue to update replacement policies for apparatus and equipment considering adequate storage space and hazmat and rescue needs;
- xv. Assess staffing needs in light of future growth, aging building infrastructure, aging population and increased hazards;
- xvi. Continue to assess and expand training to meet required standards while anticipating future retirement and succession planning;
- xvii. Review current and future communication needs and develop a facilities and potential co-location plan for the Communication Center;
- xviii. Define and adequately fund the Prevention Division to support the core functions of education, engineering, and enforcement;
- xix. Review the types and frequencies of fire inspections and consider a cost recover model in conjunction with other City departments;
- xx. Evaluate and upgrade the water system to meet levels of service standards and adjust response plans accordingly; and
- xxi. Assign department personnel to the Planning and Development team to provide advice regarding plans and permits including land use, public safety, and infrastructure.

12.2.9.2 EMERGENCY RESPONSE

Goal:

Plan and deliver a complete Emergency Response Program (EOC) delivering services to meet the demands of all potential events.

Policies:

- i. Examine the EOC roles and responsibilities to evaluate the best delegation of authority;
- ii. Develop training programs to meet industry standards for all staff;

- iii. Identify potential risks on an annual basis and develop mock exercises;
and
- iv. Update all documentation and software to ensure relevance, appropriateness and effectiveness.

12.3 EMERGENCY SERVICES

Emergency Services are provided by Parkland Ambulance. Reference Schedule 16.1.18 for coverage area, and Section 15, "Implementation" for a proposed Public Safety Master Plan. Consider updating this Plan when the Master Plan is completed.

SECTION THIRTEEN : CULTURE

13.1 HERITAGE

Heritage resources help define Prince Albert. They express our historical, cultural, aesthetic and social values and contribute to our sense of place. Heritage conservation is about the management of these resources.

However, the preservation of historic buildings and sites can be a costly undertaking. Prince Albert has a number of significant older buildings with few financial resources available to undertake such preservation. Therefore, it would be wise to evaluate the stock of older buildings to determine priorities for preservation.

Prince Albert's heritage resources are located mostly in the Downtown, Midtown, West Hill and East Hill. Some well-known examples are the Prince Albert Historical Museum, the Prince Albert Arts Centre and the Court House.

City Council has the authority to designate important heritage properties under *The Heritage Property Act*. Preservation of historic buildings or properties provides an important link with the past and enhances the character of the city (reference Schedule 16.1.15).

Goal:

Conserve historic buildings or properties to provide an important link with the past and enhance the character of the city.

Policies:

- i. Encourage municipal heritage designation by bylaw for buildings and areas in accordance with the provisions of *The Heritage Property Act* when considered desirable and practical;
- ii. Maintain heritage resource stewardship through supporting public awareness programs aimed at conserving the city's heritage resources;
- iii. Explore the feasibility of municipal incentive programs and grants to support sensitive restoration and adaptive reuse of heritage properties;
- iv. Give due consideration to assessing the historic significance of all older structures and sites (e.g. archeological) to determine the requirement for public or private action for preservation of such sites; and
- v. Seek assistance from appropriate agencies of senior levels of government wherever possible and as required.

13.2 ARTS, CULTURE AND TOURISM

Prince Albert has a thriving arts and culture community that enhances the city as an attractive place to live, work, play and visit. The arts and culture community complements the tourism industry of Prince Albert both locally and regionally. Some of the well-known cultural facilities in Prince Albert include the John M. Cuelenaere Library, Prince Albert Arts Centre, Margo Fournier Centre, Art Hauser Centre, and E.A. Rawlinson Centre for the Arts among others. During the public participation phase of the development of this Plan, the community identified opportunities

to expand the arts community by capitalizing on the riverbank development and revitalization effort to create a vibrant and active riverfront. In 2006, The Tourism Advisory Committee established by the Prince Albert Regional Economic Development Authority, developed the *Prince Albert Tourism 2006 Plan* with a view to meeting the tourism objectives outlined in the *Prince Albert and Area Regional Development Strategic Plan, 2005*. The City can encourage and support these regional initiatives by pursuing various land use strategies related to the North Saskatchewan River Valley, Pêhonân Parkway (see Section 9 on Parks, Recreation and Natural Areas), Downtown, heritage, beautification of highway entrances, urban renewal and redevelopment, etc.

The City also recognizes the significant efforts of the various arts and cultural service organizations in Prince Albert in helping to enrich the lives of residents and visitors alike by creating a more complete and healthy community in which to live, work, play and visit. The City should continue to provide support to cultural organizations in our community.

Goal:

The City shall continue to recognize the role of arts, culture and tourism as an important aspect of community life through support and promotion of the arts, culture and tourism industries in Prince Albert.

Policies:

- i. Commit to facilitating the broad and diverse arts, cultural and tourism opportunities in the city;
- ii. Collaborate with surrounding communities in examining and capitalizing on regional tourism opportunities;
- iii. Recognize arts, culture, heritage and tourism as social and economic drivers;
- iv. Support ongoing community awareness and involvement and appreciation of arts, culture and tourism development as an integral part of community life;
- v. Support aboriginal tourism initiatives to highlight the cultural diversity of the region and provide economic benefit to aboriginal communities;
- vi. Facilitate and support the efforts of heritage groups (historical societies, aboriginal groups and museums) in preserving and celebrating the city's heritage for tourists and local residents; and
- vii. Facilitate places for arts, cultural and tourism activities to occur through various land use strategies related to:
 - a. The North Saskatchewan River Valley;
 - b. The Pêhonân Parkway;
 - c. Heritage Resources;
 - d. The Downtown;
 - e. Urban Renewal and Redevelopment; and
 - f. Highway Entrance Beautification.
- viii. Facilitate and support the efforts of cultural groups in preserving nurturing, enhancing and presenting the City's cultural resources.

SECTION FOURTEEN: FINANCE

14.1 BACKGROUND

The City has a long history of managing its infrastructure, and planning for infrastructure deficiencies, funding through cost recovery, operation and maintenance plans and some capital planning. It will be important to develop capital improvement plans, evaluate cost recovery methodologies where justified, continue to ensure assessment and taxation structures are relevant and fair, to assess land assembly liabilities and assets, and to develop a robust asset management plan.

City operating revenues are primarily sourced from property taxes and fees for various services, the grant-in-lieu of taxes, cost sharing arrangements for particular services with the rural municipalities and provincial transfers. Other cost sharing arrangements with the rural municipalities include or may include the airport, cemetery, or parks and recreation.

Projected operating costs currently exceed these revenues, prompting the need for careful consideration of service levels to avoid unacceptable tax increases.

Substantial capital investments are necessary for roads, buildings, equipment, and water and sewer enhancements to meet the needs of the growing community. These investments are funded through general revenues, reserves, borrowing, development cost charges, grants, and, for tourism infrastructure, resort municipality hotel tax revenues. While development cost charges are designed to fund infrastructure for new development over the long term, in the short term, the City may have to finance community infrastructure improvements, often without certainty about when developments and development cost charges will be realized.

The City prepares a five-year financial plan which is updated annually. The recent global economic recession has slowed development plans in the community. This has further exacerbated the challenge of managing municipal finances to anticipate the needs of future growth when the timing of such growth is uncertain.

Goals:

- i. Appropriately balance revenue limitations with expenditures and investments to meet community needs over the long-term.
- ii. Maintain effective management, efficiencies and accountability of the City's fiscal budgets and operations.

Policies:

- i. Annually prepare a 5-year financial plan, with community consultation to sustainably balance revenues with operating costs and capital investments, retaining adequate reserves;
- ii. Include lifecycle analysis and asset management plan for all municipal capital purchases recognizing that maintenance and operations are a significant component of municipal expenditures;

- iii. Identify and plan for the efficient allocation of traditional and non-traditional funding sources;
- iv. Continue to pursue senior government funding opportunities (i.e., additional Hotel Tax, Gas Tax, and infrastructure or other grant funding);
- v. Manage and acquire City owned lands consistent with a Land Acquisition and Assembly Strategy;
- vi. Develop partnerships and share resources and funding with private, public and non-profit organizations, cooperatively pursuing resources and funding;
- vii. Develop a cost recovery analysis and fee structure for all City fee-for-service functions;
- viii. Consider development tax incentives and fees that promote community amenities such as affordable housing, aging in place, parks and recreation, green space and public safety;
- ix. Work with assessment authority and other municipal partners to balance property taxation and achieve a more equitable taxation system;
- x. Develop a risk evaluation in conjunction with the City's insurance provider;
- xi. Assess and evaluate unfunded mandates from senior levels of government;
- xii. Explore tax increment financing or deferred taxation funding that enhances heritage properties and economic development;
- xiii. Ensure City financial policies and practices are consistent with the Official Community Plan; and
- xiv. Develop a unique fiscal impact model to properly evaluate the costs of development and update development levies on a regular basis; and
- xv. Appreciate the importance of volunteerism in fulfilling community priorities and supplementing City resources.

SECTION FIFTEEN: IMPLEMENTATION STRATEGIES

15.1 OVERVIEW

Some master plans and studies may be considered by Council and formally adopted while others remain informal (see the attached matrix for the current status). Potential working groups are indicated in italics next to each responsible sector.

15.2 PEOPLE AND DECISION MAKING (COUNCIL)

Community Groups/Clubs; Advisory Committees (Development Review, Municipal Advisory Committee)

Community engagement helps promote the OCP and inform City Council's decision making process. A public engagement or decision making process references the need to consult the community on an early and ongoing basis. Mechanisms to actualize this plan should be implanted within Administration and City Council and their effectiveness reported on an annual basis. The Indicator's section of this plan (Appendix 17.6) stresses the importance of trend data in working rationally through current planning steps to reach long term goals.

An annual report should accompany the financial plan that highlights the status of the relevant indicators and community involvement in that prioritization process.

Decision Making Strategy

- Update the Communication's Strategy to recognize this plan and the City's Strategic Plan;
- Engage regional planning efforts through joint elected official's meetings and planning commission meetings;
- Reference strategic plans developed by community partners and develop compatible implementation objectives (e.g. Prince Albert Parkland Health Region, Prince Albert Grand Council and all First Nation interests, and rural municipalities);
- Work with partners including First Nations to develop focus groups and measure key indicators on an annual basis, and report to Council;
- Facilitate not for profit societies and engagement (e.g. events);
- Form task forces for Council action and administrative committees to increase transparency (e.g. Development Administrative Committee);
- Consider the formation of a Development Review Committee in the development bylaws to manage most of the administrative and procedural tasks of City Council. Development review may be charged with discretionary permits, development permits, and temporary use permits;
- Develop social media, online newsletters, public bulletins, and newspaper – Council corner Q & A;
- Consider annual elected official's session with other municipalities for information sharing;
- Develop a strategy for planning commission engagement and information sharing;

- Initiate a Municipal Planning Commission to advise City Council and help implement the OCP; and
- Engage mutual planning efforts with colleges and educational institutes, and school divisions.

15.3 ADMINISTRATION (CITY MANAGER, CORPORATE SERVICES AND THE CITY CLERK)

Standing Committees, Management, Labour Relations, Information Technology User's group and Design and Implementation Committee; Communication Committee; and Strategic Plan Report

- Administration guides and coordinates departments in service delivery and Council actions, managing the public record through the City Clerk's office.
- The Corporate Services office coordinates cross-departmental tasks, identifies strategic planning goals, work programs and indicators, and quarterly reports.
- The City Manager coordinates policy initiatives through City Council, endorses and helps develop City procedures and administers the City Strategic Plan:
 - Update Information Technology Strategic Plan;
 - Coordinate work program and indicator's linked to City Strategic Plan and the OCP;
 - Annual human resources training and performance analysis;
 - Administration communication actions through Communication Strategic Plan and report annually; and
 - Link City Strategic Plan with all City Strategic Plans including the OCP; and
 - Review of Council.

15.4 ECONOMIC DEVELOPMENT (ECONOMIC DEVELOPMENT DIVISION IN PLANNING AND DEVELOPMENT SERVICES)

Economic Committee, Economic Forum and Round Table

Economic development is facilitated through the Planning and Development Services Department, collaborating with agencies, jurisdictions (rural municipalities, Province, Chamber of Commerce and other partners). Priorities for activities include marketing and branding; tourism focus for outdoor recreation, business retention, business incubators, First Nations, and tourist accommodation; value added secondary processing; improving the supply of serviced industrial land; and retail diversity and product supply.

1. Data gathering and analysis – An Economic Forum is planned for 2016 with ongoing partner round tables, a Community Profile was completed in 2015, and Council adopted strategic planning principles in 2014. Further work regarding economic indicators, reporting and focus groups are planned with an update to First Nation's community profile:
 - a. With a revised Economic Advisory Committee, an updated Economic Master Plan will guide a mix of opportunities that will then update the OCP; and

- b. Benchmark current important indicators and begin community reporting in 2015.
2. Work with the community on land use planning ensuring sound housing policies, and an active advisory group with a mix of residential, industrial and commercial development in various parts of the city:
 - a. Encourage bylaws and policies that do not dilute an active commercial retail market downtown; and
 - b. Continue to integrate development master plans into the OCP especially the downtown and airport:
 - Develop frameworks with partners;
 - Inform stakeholders and neighborhood groups (e.g. West Hill, Crescent Acres, riverfront and airport); and
 - Update the Green Industrial Park to cater to industrial opportunities that support the airport. Create a marketing strategy in 2015.
3. Focus on projects such as business partnerships reducing the cost of business start-up through various tax and parking incentives. Projects could include:
 - a. Downtown street level parklets and vendors;
 - b. Street vendors and food courts;
 - c. Public art enterprises;
 - d. Craft breweries;
 - e. Business improvement districts;
 - f. Storefront urban planning through physical and virtual modeling; and
 - g. Leveraged tax financing for sports, arts and entertainment venues.
4. The downtown strategic plan highlights a number of strategic ventures now incorporated into the OCP goals and policies. The following should be activated through bylaws, policies and projects:
 - a. Façade and theme formation and enhancement through consistent signage, pedestrian scaled development, connected through the city gateways;
 - b. Inclusionary zoning;
 - c. Low impact live work studios;
 - d. Drop in zones with craft production;
 - e. Evaluate the downtown based on CPTED principles and integrate into a master planning framework and pick at least one project to demonstrate;
 - f. Youth mentoring programs with business articulating educational advancement like management;

- g. Form a strategic partnership with enforcement and landlords to reduce social disturbance; and
 - h. Affordable rental housing linked to service sector employment.
5. Regional economic development models should be explored including research and development cores such as:
 - a. First Nations enterprise and education through a collaborative council;
 - b. Capitalize the nature of migrant populations encouraging multi-jurisdictional partnerships;
 - c. Special taxation, enterprise zones for proactive development; and
 - d. Community indicators collaboration with the community foundation, investment and banking sector, developers, and universities.
 6. High technology infrastructure enhances virtual opportunities and can build virtual communities for networking and communication:
 - a. SaskTel should be tapped as a partner in community wide high speed internet, linked with educational institutions and business enterprise; and
 - b. Form a Greater Prince Albert Technology Council to promote hi-tech enterprise.
 7. Establish a grant funding resource to tap collaborative resources, concerted master plans, and consider recruiting a full time grant administrator.
 8. Develop an economic master plan that considers all partners (e.g. First Nation's groups, rural municipalities, economic sectors, Community Futures, Chamber of Commerce, universities and other educational institutions, provincial and federal agencies) and interests, and establishes important updates to the OCP.

15.5 FINANCE

Annual Finance Working Group

Through City Council finance facilitates the following activities:

- Annual budgets;
- Reserve funds for major improvements;
- Cost recovery projects such as sewer and water;
- Five year plans – for operational, and asset management – both tangible and non-tangible, and capital plans; and
- Long range capital, and operation and maintenance plans.

Finance coordinates capital planning between departments and Council.

1. Consider a capital master plan:
 - a. Consider impacts and costs of roads, sewer, water, storm water, solid waste, parks and recreation, and sources of revenues including the general fund (taxation), grants, and development levies; and

- b. Review all master plans for capital projects and incorporate into long range budgeting;
2. Update the development levy calculation with a focus on lowering fees for infill properties;
3. In partnership with other departments, reduce tax liability of City owned land and formulate policies for land assembly and development, aligning funds to enhance this enterprise, and develop consistent procedures for land sales;
4. Formulate consistent tax incentive policies for various types of development including affordable housing, downtown, and the riverfront; and
5. Facilitate the formation of consistent policies for the allocation and disbursement of funds for affordable housing, development levies, parks and lands.

15.6 PARKS, RECREATION AND CULTURE (COMMUNITY SERVICES)

Community Clubs, Parks and Recreation Commission, and Heritage Advisory Committee

Areas of responsibility for programming and planning include:

- Active and passive park spaces including trails, open space, displays, orientation boards, leisure parks, arenas and outdoor spaces;
- Events such as the downtown street fair, airshow, and music festival;
- Facilities – capital planning with partners, operation and maintenance, space programming, energy efficiency impacts and reduction; and
- Cultural lead for arts, historical, museum and heritage.

Community Services helps the community and Council manage and initiate active and passive recreation, open space and trails planning and development, events and cultural support networks. A number of projects listed in the OCP can best be governed by the following plans and groups:

1. Conduct a facilities analysis in conjunction with other departments, to determine operation and maintenance criteria, programming needs and future development opportunities and synergies;
2. Cultural master plan – Arts Board, Steering Committee - facilitated through Planning and Development Services to coordinate:
 - Economic development;
 - Events planning and policy development including regional coordination (e.g. airshow, street fair, sled dog races, fastball, music festivals);
 - Specific multi-ethnic cultural activities with parks and recreation plan;
 - Review of E.A. Rawlinson Centre Strategic Plan (2014);
 - Update Heritage Advisory Committee terms of reference; and
 - Historical and museum needs analysis identifying designated protection areas and sites.

3. Project lists – expand the projects list to include capital plans from master plans and include needs analysis:

- Urban tree planting programs with volunteers and an annual basis – reference models like Calgary;
- Examine the use of trail exercise equipment;
- Consider management of pesticides in all playfields; and
- Cross generational project near Skateboard Park – consider inclusion in expansion (e.g. bocce ball, Frisbee golf or lawn bowling).

4. Parks, Recreation and Culture (PRC) Master Plan
(steering committee and PRC committee, Arts Board, local host committees)

- Develop landscape agreements and plans in both public and private spaces designating xeriscape principles, best practices and appropriate planting species;
- Map rural/urban interface and linkages to trails, parks, habitat and watersheds;
- Through mapping, coordinate community clubs, land use, parks, trails, schools and facilities like arenas and playgrounds;
- Joint use agreements review with all partners especially schools to capitalize common active recreation spaces, safe routes to school, senior's engagement, playgrounds and open space;
- Identify volunteer groups and formalize working relationships through policies and procedures;
- Partnerships with riverfront trail protection, land use master plan, flood plain management and geotechnical evaluation;
- List all PRC policies and procedures and update as necessary (e.g. civic arts, events scheduling and marketing);
- Designation of the type of parks and recreation facilities will guide the production of site plans tied to capital plans and budgeting;
- Explore adult exercise and accessibility options in parks and transportation planning, and specify at least one project in 2015;
- Through land use planning designate open space, passive and active recreation, and assign development opportunities for areas like the Pêhonân Parkway, River Park Master Plan and Kinsmen Park;
- Develop an urban agriculture program in concert with social groups and evaluate effectiveness on an annual basis. Further enhance community gardens and designate at least three new areas;
- Engage other departments in events planning and standardize scheduling and permits;
- Regional facilities – fishing and orienteering at nearby lakes and rivers;
- Cross generational evaluation – seniors and youth for physical education;

- Social engagement – youth plan partnership between police and schools; and
 - Urban forestry.
5. Trails overlay plan – *interest groups (e.g. equestrian, skateboard, or bikers), PRC committee*
- Engage Canadian National Rail in proposals for a rail to trail program and potential multi-modal crossings;
 - Connect parks, visitor information, and museum to commercial nodes including downtown; and
 - Partnerships with Province, clubs and trails groups for development of parkway and Crown land.

15.7 ENGINEERING AND PUBLIC WORKS

Parent Advisory Committees, neighborhood groups and Traffic Committee with Ministry of Transportation;

While the Public Works Department maintains and plans infrastructure and facilities, other departments collaborate as users - working together to evaluate needs, list projects, procure funding and to help with operation and maintenance.

Areas of responsibility:

- Infrastructure (sewer, water, roads, storm, street lighting and technology (fiber, etc.));
- Budgeting and finance for all infrastructure assigning projects for development levies; local improvement district identification; latecomer fee assessment and policies; development improvement assessment and criteria (e.g. half street improvements); and other capital projects;
- Permit processing – with other departments consider a developer’s handbook and procedural flow charts;
- Operation and maintenance of all urban systems;
- Solid waste management and planning;
- Manage right-of-ways including street trees, boulevards, lighting, drainage and all subsurface infrastructure;
- Service delivery for street sweeping, public road maintenance, troubleshooting all services, snow removal and storm water management; and
- Emergency response and planning.

Public Works facilitates infrastructure plans including water, sanitary, storm water, and transportation, integrated with other plans including land use and parks, and stewards the public space.

Paramount endeavours include multi-modal mobility (bike, pedestrian, public transit, shuttles, freight, air, water and motor vehicles); public safety; adequate levels of service within reasonable

budget constraints; short and long term budgeting in enterprise (e.g. sanitary and water) and non-enterprise areas (e.g. roads).

Infrastructure Master Plans

1. Transportation (2008) – 2015 plan would begin to identify current deficiencies; update road classifications and mapping; gather volume and capacity data; forecast growth scenarios from land use; develop long range infrastructure improvements for all modes; identify ideal road cross sections; identify levels of service zones used in subdivision and development bylaws and policies; capital projects list with costs, timetable and responsibility; bridge and viaduct analysis including operation and maintenance; freight and dangerous goods mobility.
2. Storm Water (2016) – surface channels; retention bylaws and strategies; green strategies including rain gardens, riparian buffers, bio-retention swales, and permeable pavement and pavers; flood plain mitigation and backflow protection; management of source contamination (infiltration and inflow); discharge design standards to help mitigate cross connections; update OCP mapping and future infrastructure; culverts and ditching replacement and upgrade strategies.
3. Water (2015) – source and distribution analysis based on growth strategies, management of community water systems, and individual wells, water source protection and long term mitigation; emergency protection and discharge management; update OCP mapping and future infrastructure; hydrant standardization.
4. Sanitary Sewer (2015) – capacity based on various growth scenarios; cross connection control; infrastructure and capacity improvements with project lists; discharge quality and management; emergency management and mitigation; update expansion options and OCP; septage reuse and composting.
5. Solid Waste (2016) – curb side recycling strategies; landfill capacity and contamination mitigation; composting strategies.
6. Fiber and High Speed Internet (2016) – increasingly this service is as important to economic development and stability as other core services such as sewer, water and roads. Develop a fiber or high speed internet installation program and consider WiFi in hotspot public areas such as downtown.

15.8 PLANNING AND DEVELOPMENT SERVICES

Community groups, Development Review Committee, Housing Advisory Committee, Business Improvement District, Regional Planning Commission; Sustainability Committee (social, environmental and economic);

Planning and Development Services manages building bylaws, zoning, OCP, land sales and assembly, economic development and some portions of bylaw enforcement. The department facilitates plans with other departments and helps coordinate public decision making, community engagement and all master plans referenced in the OCP. Please refer to the Healthy Economy section, Section 11.

Areas of responsibility:

1. OCP facilitation (including all elements): land use (rezoning), OCP amendments, housing, environment, transportation, infrastructure, public safety and subdivision.
2. Housing: Housing Advisory Committee reporting to Council will help guide Council and community decision making in the following key policy areas:
 - Affordable market and rental housing;
 - Land trusts and financing mechanisms;
 - Allocation and collection of specific funds;
 - Housing goals and policies within the OCP and other policy documents;
 - Encouragement of housing diversity and integration;
 - Mixed use (commercial and light industrial) housing; and
 - Housing market studies, indicators and inventories.
3. Land Assembly and development: The City has a portfolio of surplus land that could be considered for development under a number of policy scenarios. A land assembly community engagement exercise is planned to further explore the viability of these policy areas:
 - Develop funding models for assembly of lands; purchase of lands; development planning including rezoning, land use amendments, site plan development, and preliminary design; and market analysis;
 - Develop specific land pricing policies and procedures, focusing on immediate priorities such as Crescent Acres, and consider cost recovery, market value, levies, affordable housing, market advantage and competitiveness;
 - Inventory and categorize existing land into zoning, size, serviceability and marketability;
 - Explore opportunities for various ventures including affordable housing, business incubators, mixed use, specific underserved housing types (e.g. live/work studios);
 - Scope and set up specific future land acquisition opportunities; and
 - Circumscribe development planning opportunities by gauging market conditions; preparing development plans including zoning and OCP amendments with preliminary design; and testing market conditions and opportunities.
4. Current planning including subdivision and development permits.

5. Infrastructure – master plans for water; liquid waste (sewer); storm water; roads/transportation (multi-modal – trails, water travel, bicycle, equestrian); solid waste and recycling.
6. Land use master plan – continued improvement of land use descriptions and mapping helps shape the future of the city.
 - Brownfields opportunity best practices and case studies;
 - Link land use descriptions and policies to strategic plan and development bylaws;
 - Regional land use planning – coordinate all regional land use areas within the greater Prince Albert area with rural municipalities;
 - Balance land use allocations through needs assessment from market conditions including measuring the diversity in housing, social impacts, and environmental monitoring and measure annually;
 - Engage First Nations interests especially in the mutual development of urban reserves;
 - Assess and report annually on a group of community indicators (see Appendix 17.6); and
 - Conduct an area wide zoning and use site assessment and analysis with maps to determine buildable lands; future development potential; current zoning vs. current use; environmental, social and economic impacts and opportunities.
7. Plan integration (Integrated Community Sustainability Plan–ICSP)
(*social, environmental and economic standing committees*)
 - Social including health and support services:
 - Review value statements in the health strategies and integrate within the ICSP;
 - Develop a focus group and annually report with valid and reliable indicators;
 - Facilities programming and analysis for increased health services both locally and regionally – partner with Grand Council, Health District and Province to develop combined strategies with all parts of the OCP;
 - Measure and report on the current needs for all types of care – acute, hospice, dependent and independent living; considering adaptability standards for aging in place and various funding strategies;
 - Review service levels for emergency services including air evacuation based on industry standards and integrate with future growth scenarios;
 - Using socio-demographic data evaluate future social and health needs and the provision of services including detox, low income housing, transitional housing, educational opportunities, youth activity and drop-in center;

- Initiate research into family residency and support services with the University of Saskatchewan, and develop strategies that anticipate reception centers;
 - Working with provincial agencies identify future response to obstetric demands;
 - Consider an advisory committee for healthcare;
 - Gather key indicators using the Canadian Institute of Health Research sources to identify important needs and report annually;
 - Working with other health regions develop a collaborative approach to health care, shared priorities, and consider advocacy approaches;
 - Initiate the formation of better data sources especially for First Nation groups; and
 - Working with schools to identify ways of integrating First Nation youth into the educational environment and community.
- Environment – The City is endowed with good air quality, water supply, outdoor recreation opportunities and diverse habitat, three primary forest types (pine, balsam and spruce) but with challenges that include wildfire, contaminated sites, steep slopes, floodplain, and air quality in some areas.
- An environmental master plan in conjunction with an Integrated Community Sustainability Plan (ICSP) that partners with the rural municipality could consider:
 - Air quality – wood smoke; dust control – level of service and street sweeping;
 - Fire smart requirements – identify defensible space regulation and develop education programs;
 - Manage fuel loads in forested areas;
 - Flood plain review and develop Flood Hazard Mitigation by considering:
 - Large scale mitigation strategies including diking, bank armoring, trail development and grade alteration;
 - Hydro-geotechnical analysis in specific areas;
 - Specific mitigation analysis based on existing construction and flood path management;
 - Evaluation and updating of flood modeling;
 - Impact analysis including property valuation offsets through land trades and risk analysis, including insurance coverage;
 - Modify Schedule 16.1.9 when modeling is updated;
 - Limit development in flood plains to parks and open spaces;
 - Provide “flood proofing” for occupied buildings in flood prone areas; and

- Prescribe environmentally sensitive areas to manage riparian spaces, habitat, slopes and soil types, and conserve open spaces.

15.9 PUBLIC SAFETY

Board of Police Commissioners; Development Review Committee; Advisory Planning Commission;

After consideration of a master plan, performance objectives may be included in the OCP including fire response times (e.g. 10 minutes); levels of service (e.g. transportation, emergency services); crime prevention management and neighborhood policing strategies.

A master plan identifies gaps in resources and charts endeavors to maintain safe neighborhoods and protect infrastructure from loss, such as disasters (floods or fire) and develops emergency response and services options and strategies.

Public Safety Master Plan – examines the community’s current and future ability to manage and deliver services. Service levels can be prescribed and included in the OCP to help guide capital and operational plans including locations of fire halls, neighborhood policing infrastructure, Crime Prevention Through Environmental Design (CPTED) analysis and plans; and regional mutual aid and support. Strategies to consider in implementing the OCP may include:

- Water supply for firefighting – evaluate flows, capacity and infrastructure, suggest bylaw and policy changes including mandatory sprinklers;
- Review emergency services response plan and levels of service;
- Update all public safety bylaws with best practices, policies and procedures;
- Fire risk analysis and strategies for mitigation;
- Decision making strategies – public and neighborhood groups, school parent advisory committees, advisory groups, development review, planning commission, public safety programs (e.g. cultural education regarding fire safety);
- Wildfire mapping and strategies – suggest development permit update and policy for fire smarting after analysis and mapping of the interface;
- Road safety – accident incidents and improvements; speed control and management; intersection improvements; freight mobility, services and parking; uncontrolled rail crossings; secondary access and emergency routes;
- Mutual aid agreements current and future;
- Emergency response plan – coordinate and update considering protection of vital infrastructure including water treatment and sewage lagoons in the flood plain;
- Capital plan for equipment and facilities including fire halls, police facilities, ambulance and emergency services;
- Fire prevention evaluation of risks – working in partnership to develop risk assessment and response;

- Crime Prevention through Environmental Design (CPTED) – insert into development review process working with Police, Public Works, and Fire and Emergency Services; map crime hot spots and develop design scenarios;
- Review emergency response potential and develop standardized response options for significant disasters (e.g. derailment, flooding, and wildfire);
- Integration of safety planning into all OCP elements including land use, transportation, housing, parks, recreation, culture, environment and emergency planning;
- Indicator development and maintenance – continue to support current structure but develop integrated strategies with focus groups and reporting on an annual basis;
- Housing and health support and analysis;
- Social review of transient movement and regional approaches;
- School safety support activities and mutual planning; and
- Property maintenance review – bylaw team, best practices and needs assessment.

Table A - Implementation Matrix

The Implementation Matrix states elements (e.g. Infrastructure), studies and plans (e.g. traffic, master plans) with status of Council actions (adopted/unadopted), responsible departments and community leads (e.g. committees).

DECISION MAKING	PUBLIC SAFETY	TRANSPORTATION	PARKS, RECREATION, NATURAL AREAS	INFRASTRUCTURE
<i>Engagement strategy</i>	<i>Wildfire</i>	<i>Facilities master plan</i>	<i>Parks, recreation and culture master plan</i>	<i>Liquid Waste MP - 2015</i>
<i>IT strategic plan</i>	<i>Water supply for fire fighting</i>	<i>Transportation MP</i>	<i>Trails overlay plan</i>	<i>Solid Waste MP - 2016</i>
<i>Organizational analysis</i>	<i>PS master plan – police, fire and emergency services</i>	<i>Flood plain analysis</i>	<i>Park sites plan</i>	<i>Water MP - 2015</i>
Strategic plan	<i>Crime prevention through environmental design - CPTED</i>	<i>Integrated community sustainability plan</i>		<i>Storm Water MP - 2015</i>
<i>Community indicator's reporting</i>	Property maintenance		<i>Parks plan study</i>	<i>Transportation MP - 2015</i>
	Emergency routes, response times		<i>Culture and heritage study</i>	<i>Airport MP - 2015</i>
	Police Strategic Plan		<i>Youth plan</i>	<i>Development Levy - 2016</i>
	Fire Strategic Plan		<i>Age friendly plan</i>	<i>Fiber, WiFi and high speed internet study</i>
		<i>Parking study</i>		
GROUPS, COMMITTEES AND PARTNERS				
Council	<i>Neighborhood policing/school youth council</i>	<i>Cross-dept. working group for facilities</i>	<i>Community clubs</i>	<i>Cross-dept. working group for facilities</i>
<i>Standing committees</i>	<i>CPTED review with development permits</i>		<i>Parks and Recreation Boards</i>	<i>Parent Advisory Committees</i>
<i>Not for profit societies</i>	HUB and CORE social adaption		<i>Parks and Recreation Committee</i>	<i>Traffic working group</i>
<i>Community groups or clubs</i>	<i>Auxiliary police</i>		Heritage Advisory Committee	
<i>Parent Advisory Committees</i>	Police Board of Commissioners			
<i>Development Review</i>	Chamber of Commerce			
<i>Municipal Advisory Commission</i>				

Community Indicator's focus groups				
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Table

B -

LAND USE	ECONOMIC	ENVIRONMENT	SOCIAL	FINANCE
<i>First Nations plan - community to community</i>	Community profile	ICSP	<i>Cultural master plan</i>	<i>Capital master plan</i>
<i>Master plan</i>	<i>Opportunity analysis</i>	<i>Regional Air shed Management Plan</i>	<i>Age friendly plan</i>	<i>Fees and charges study</i>
<i>Secondary neighborhood plans</i>	<i>Distressed lands</i>	<i>Flood hazard mitigation and analysis</i>	<i>Health master Plan</i>	
<i>Regional Plan coordination and annexation strategy</i>	<i>Economic master plan</i>	<i>Community energy</i>		
	<i>Business retention plan</i>	<i>Master plan</i>		
GROUPS, COMMITTEES AND PARTNERS				
<i>Neighborhood groups</i>		Regional Planning Commission	<i>Literacy- SIAST</i>	<i>Annual review group</i>
<i>Brownfield partnerships</i>	Chamber of Commerce	SUMA, MOE	<i>Social development council</i>	
Local Appeals Board	<i>Tourism Board</i>	<i>Sustainability partnership for ICSP</i>	<i>Events committee</i>	
Board of adjustment	Downtown revitalization		museum	
<i>Regional Planning Commission and joint meetings</i>	<i>Community foundation partnership</i>		<i>Provincial heritage partnership</i>	
<i>Joint elected official's meetings</i>	Economic Advisory Group		<i>Youth committee</i>	
			<i>Faith based support groups</i>	
			<i>Housing Advisory Committee</i>	
			Library board	
			<i>Task force on health</i>	

Implementation Matrix

* partially completed (year)

Italics – not completed; groups not formed

Standard case – completed but not adopted; groups active

Standard case – completed and adopted; groups formalized by Council

SECTION SIXTEEN: SCHEDULES

(12/2016; s.1; 2/2020, s.1)

SECTION SEVENTEEN: APPENDICES

17.1 GLOSSARY

The following terms and acronyms are intended as definitions and clarifications as used within the City of Prince Albert OCP.

ACRONYMS

ADSL means Asymmetric Digital Subscriber Line.

ALR means agricultural land reserve.

CNR means Canadian National Railroad.

CPTED means Crime Prevention Through Environmental Design.

LEED means the Canadian Green Building Council's building certification Leadership in Energy and Environmental Design.

MP means master plan.

OCP means Official Community Plan.

PAPS means Prince Albert Police Service.

PDA means the **Provincial Planning and Development Act**.

QEP means a Qualified Environmental Professional.

RAR means Riparian Area Regulations.

RCMP means Royal Canadian Mounted Police.

RM means Rural Municipality.

UGA means Urban Growth Area.

WiFi means Wireless High Speed Internet Network.

DEFINITIONS

Actions mean things a community is willing to do to increase its chances of achieving what it wants to achieve. The actions that the public sector (a municipal, regional, or provincial government) can do are its policies.

Affordable Housing means safe, appropriate housing that is affordable for the income levels of all community residents and includes non-market housing.

Alternative Transportation means modes of transportation other than the single passenger motor vehicle including, but not limited to, carpools/share, public transit, walking, bicycling and ski lifts.

Bed Units means the number of persons likely to be accommodated in a particular area or development.

Carriage Cottages means garage or carport conversions into small self-contained accommodation units.

Citizen means an individual who has responsibilities and rights within a community.

Complete Streets means streets that are designed and operated to enable safe access for all users. Pedestrians, cyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a complete street.

Development means any of the following associated with or resulting from *The Cities Act* or *The Planning and Development Act* or approval of residential, commercial or industrial activities or ancillary activities to the extent that they are subject to local government powers.

Direct Control District means an area of land where the City is authorized under the PDA to specify controls for a number of specific purposes including: protection of the natural environment, its ecosystems and biological diversity; protection of development from hazardous conditions; protection of farming; revitalization of an area in which a commercial use is permitted; establishment of objectives for the form and character of intensive residential development; establishment of objectives for the form and character of commercial, industrial or multi-family residential development; in relation to an area in a region, establishment of objectives for the form and character of development in the region; establishment of objectives to promote energy conservation; establishment of objectives to promote water conservation; establishment of objectives to promote the reduction of greenhouse gas emissions.

Direct Construction Workforce means the workforce. A subset of this workforce refers to the permanent construction jobs that accrue in Prince Albert as a result of the construction. While this workforce requires accommodation in Prince Albert during the years of construction, only a small proportion of these employees remain to find permanent jobs in the community.

Direct Operations Workforce means the Full Time Equivalent (FTE) jobs created and maintained by the operation. It is assumed this entire workforce resides in Prince Albert over time.

EnerGuide means the official Government of Canada mark associated with the labelling and rating of the energy consumption or energy efficiency of specific products. EnerGuide TM labelling exists for appliances, heating and cooling equipment, houses and vehicles.

Environmental Stewardship means an ethic that embodies cooperative planning and management of environmental resources with organizations, communities and others to actively engage in the prevention of loss of habitat and facilitate its recovery in the interest of long-term sustainability.

Essential Features and Characteristics means special features or characteristics that contribute to the heritage value or heritage character of the area.

Future Growth Areas mean those lands that may be appropriate for future growth once the lands within the Urban Growth Area have been exhausted and/or the annual monitoring and reporting program recommends a need for additional growth areas.

Forms based bylaws are codes that address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form based codes, presented in both diagrams and words, are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development rather than only distinctions in land use types.

Goals mean broad statements of desired outcomes (e.g. increase environmental quality, economic prosperity, transportation choice, social justice).

Habitat Suitability and Capability Modelling means an approach to organize information from a variety of sources such as literature, remote sensing data, and field data to identify suitable habitats. The suitability of the land is determined by combining the various habitat requirements based on their relative importance and can be used to generate maps depicting the relative suitability of the land for a particular species.

Highway Commercial means the area focused on Arterial development in the city.

Immediate Needs of Destination Visitors means sports activity oriented goods, convenience goods and food and beverage.

Indicators mean specific statements of outcomes. They should fall under (or “nest within”) one of the higher level goals or objectives. Examples: parts per million of CO₂ might be an indicator within the objective of reducing air pollution or mitigating climate change. (<http://indicator-project.com/context/theory/definitions>)

Infill Development means new development located within existing built and serviced areas. This can include development on vacant lots between existing buildings (true infill), redevelopment of existing buildings or uses of buildings (intensification) and/or through renovation from one use to another (adaptive reuse).

In-Migrating Population means those who permanently migrate to the region for work related to, or induced by, the resort development.

LEED means the Leadership in Energy and Environmental Design (LEED) Green Building Rating System developed by the US Green Building Council (USGBC). It provides a suite of standards for environmentally sustainable construction.

Low Impact Development means an innovative storm water management approach with a basic principle that is modelled after nature: manage rainfall at the source using uniformly distributed decentralized micro-scale controls.

Multi-family Residential means any development with two or more residential units on a single lot.

Neighbourhood Commercial means retail use which services only the needs of the surrounding area; generally small scale, pedestrian oriented with limited parking; typically located on major streets.

Non-Market Housing means housing that is sold or rented at a price that is not dictated by market forces and has restrictions on resale value to ensure affordability in perpetuity.

Objectives mean a planned or intended outcome to achieve a goal.

Policy means a direction to be taken to achieve a community goal.

Predictive Ecosystem Mapping means a modelled approach to ecosystem mapping whereby existing knowledge of ecosystem attributes and relationships are used to predict ecosystem representation in the landscape.

Principal Building means a building or structure containing the principle use of the property.

Resident means an individual that ordinarily resides within the City of Prince Albert as his or her principal residence.

Resident Population means the “traditional” population of Prince Albert, which increases at a slow rate over the period, as the only major generator of growth is the resort. We have accounted for the increase in birth rate that would be attributable to the new permanent working population by increasing the base growth rate to 1% per annum.

Right-of-Way means a street, lane, walkway or any other way open to public use.

Riparian Areas Regulation means the Provincial Government regulation which calls on local governments to protect riparian areas during residential, commercial and industrial development by ensuring that proposed activities are subject to a science based assessment conducted by a qualified environmental professional.

Secondary Plan means the delineation of the existing conditions and desired future conditions of a planning district, neighbourhood or sector of Prince Albert. The Secondary Plan is the guide to specific land use necessary to align those planning districts with Prince Albert’s vision for the future.

Sensitive Ecosystem Inventory means an inventory that systematically identifies and maps rare and fragile ecosystems in a given area. The information is derived from aerial photography, supported by selective field checking of the data.

Smart Growth means a collection of land use and development principles that aim to enhance our quality of life, preserve the natural environment, and save money over time. Smart growth

principles ensure that growth is fiscally, environmentally and socially responsible and recognizes the connections between development and quality of life. Smart growth enhances and completes communities by placing priority on infill, redevelopment, and densification strategies.

Stream includes any of the following that is proven to provide fish habitat:

- (a) a watercourse, whether it usually contains water or not;
- (b) a pond, lake, river, creek or brook;
- (c) a ditch, spring or wetland that is hydraulically connected by surface something referred to in paragraph (a) or (b).

Sustainability identifies the triple bottom line of impact assessment - economic, social and environmental and needs to clarify human efforts that reorganize living conditions (e.g. eco-villages, eco-municipalities and sustainable cities), reappraise economic sectors (green building, sustainable agriculture), or work practices (sustainable architecture), using science to develop new technologies (green technologies, renewable energy), and adjustments in individual lifestyles.

Sustained Prosperity means the steady state condition where the city has achieved economic wellbeing that successfully serves its social and cultural elements without requiring ongoing physical growth that compromises the natural environment.

Terrestrial Ecosystem Mapping (TEM) means a system of dividing the landscape into similar ecological units, according to a combination of ecological features, primarily climate, physiography, surficial material, bedrock geology, soil and vegetation.

Transect refers to the varieties of land use from an urban core to a rural boundary. General New Urban transect classifications (from highest to lowest density) are: urban core, urban center, general urban, suburban, rural and natural.

Triple Bottom Line means the integrated approach that intertwines economic, environmental and social accountability in all aspects of community with the overarching objective of sustainability.

Urban Growth Area means the targeted lands for urban growth, enabling the community to move towards fulfilling economic, social, land use and environmental goals while maximizing a community's financial and infrastructure resources.

Visitor means an individual that visits and is not a resident and may include short term tourist or second homeowners.

Watercourse means any stream.

Wayfinding means the user experience of orientation and choosing a path within the built environment, and it also refers to the set of architectural and/or design elements that aid orientation.

APPENDIX 17.2 - SUSTAINABILITY CHECKLIST

Sustainability Checklist

Sustainability Review

1. Comment on direct employment created by this project during construction: number and duration of jobs (full time, part time), types of jobs (e.g., construction design) and income range of jobs.

2. Are there any number of components of economic sustainability (e.g., suitability of units for home based businesses) advanced by this proposal? Yes / No

Built Environment

Comment of the following site planning components:

3. Walking distance to: bus stop (in kms) _____; trails, greenways, cycling routes (in kms) _____.

4. Is the proposed development located in the city's prime developable lands? Yes / No

5. Provides additional support for alternative transportation use (check all that apply):

- variance received to provide less parking than required
- bicycle storage change rooms
- designated parking for car share spaces
- high occupancy vehicles (e.g., carpool, vanpool)
- incorporates Transportation Demand Management (TDM) measures
- other, describe:

6. Describe on site storm water management (e.g. green roof treatment, permeable paving on-site detention/retention drainage, fish or aquatic habitat protection, oil, chemical separator drains)

7. Floodplain mitigation (note: this is a requirement in floodplain areas) Yes / No

8. Will site remediation be part of the development process? Yes / No / Not Applicable
If yes, briefly outline proposed remediation approach:

9. Mitigation of lighting pollution (e.g. spill lighting and off-site glare avoided) Yes / No
If yes, describe:

10. Does the project provide enhanced waste diversion facilities (e.g., on-site recycling, on-site composting, bear proof containers)? **Yes / No**
If yes, describe:

11. Comment on inclusion of energy reduction methods:

12. Comment on proposed methods for suitable use and reuse of materials and resources:

- a. Management of construction wastes (e.g. reuse of existing buildings or building materials during construction, demolition, remade/recycled content, best management practices).

13. Comment on the inclusion of strategies to improve indoor environment quality:

14. If new streets or lanes are constructed as part of the development, are they designed to reduce storm water runoff?

15. If the property is adjacent to existing park space, open space, paths or trails, is a visual and pedestrian connection provided?

16. Do any of the City of Prince Albert's policies or regulations currently prevent you from implementing identified Smart Growth initiatives?

17. Is the proposed residential, commercial or institutional development within a ten minute walk (approximately 800 meters) from:

- neighbourhood store or other shopping **Yes / No**

- schools **Yes / No**
- community services (e.g., library community centre) **Yes / No**
- child care facility **Yes / No**
- health services (e.g., hospital, doctor's office) **Yes / No**
- parks or trails **Yes / No**
- bus stop **Yes / No**
- other amenities **Yes / No**

18. Type of heating/cooling system:

Natural Environment

19. Was an environmental assessment of the property completed prior to the commencement of design work?

20. Is the proposed development in an environmentally sensitive area?

- significant trees **Yes / No**
- natural grassland areas **Yes / No**
- riparian areas **Yes / No**
- wildlife (red or blue listed species) **Yes / No**
- wildlife habitat **Yes / No**
- wildlife corridors **Yes / No**
- Has the preservation and/or enhancement of the areas listed above been incorporated
- in the proposed project? **Yes / No / Unknown**

21. Are there environmental features present on the property?

If yes, describe:

22. Provision of green space and trees on and off site (includes retention of existing trees). Note and show calculations for:
- Amount of green space in square feet: _____
 - Amount of usable open space in square feet: _____
 - Number and percentage of existing trees to be retained on site: _____
 - Number of trees removed: _____
 - Number of trees to be planted: _____

23. Are there any significant existing environmental features that are to be maintained or enhanced on the site (e.g. tree and/or shrub preservation or daylighting or a stream)?

Social Sustainability

24. Anticipated price range of units (note price for both commercial and residential units, if applicable) Average price per square foot: \$_____

25. Does the proposed development include non-market housing units (affordable housing)?

- a. number of units: _____
- b. as percentage of total units: _____
- c. form of tenure (e.g., rental, co-op, owner): _____
- d. targeted population, if applicable (e.g., seniors, family): _____

26. Does the project include rental housing units? Yes / No

- a. Number of units: _____
- b. Expected average rent for a one bedroom unit \$_____
- c. Expected average rent for two bedroom unit \$_____

27. If the project includes lot or medium density residential, are the housing units ground oriented (i.e. does a door have direct outdoor access to a street or courtyard as opposed to a corridor)?

- a. Number of units: _____
- b. As a percentage of total units _____

28. Does the project incorporate features to enhance adaptability and accessibility within the proposed housing units for people with disabilities (e.g. wider door openings, reinforced walls in bathrooms for future installation of grab bars, ground oriented entrances)?

29. Actions proposed to mitigate noise from external sources such as traffic, railways, industry, commercial uses, patrons, etc. Yes / No

30. Does the project enhance local identity and character (e.g. through architectural style, landscaping, colours, project name, forms based design)?

31. Describe the existing neighbourhood character (i.e. historic, single family mixed use, etc.) and how the proposed development will enhance the adjacent neighbourhood.

32. Does the project contain a mix of uses (e.g. residential, commercial) or introduce a new community serving land use type to the neighbourhood (e.g. new housing from, commercial service)? Yes / No

33. Does the project contribute to heritage revitalization through the reuse, relocation or rehabilitation of an existing structure or feature? Yes / No
If yes, describe:

34. Public amenities provided by the development (check all that apply):

- public art
- child care facility
- walking/biking trails
- other - describe:

35. Does the development incorporate space for public gathering and activities (e.g. courtyards, communal gardens, play areas)? Yes / No
If yes, describe:

36. Does the proposed development enhance the streetscape?

37. Are private amenities provided with the development (e.g. meeting rooms, outdoor space)?

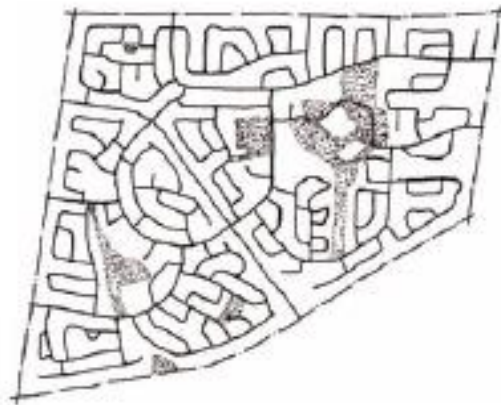
38. Is there something unique or innovative about your project that has not been addressed (e.g. creation of a new zone, other sustainable features, contributions to the community)?
Yes / No
If yes, describe:

39. How does the development enhance public safety in terms of fire, policing and emergency services?

17.3 ILLUSTRATIVE PLANS

A concept worth noting that incorporates these ideas is that of the fused grid roadway network. The fused grid system enhances vehicular and pedestrian circulation by combining the conventional loop and cul-de-sac curvilinear pattern, which provides safety, sociability and efficiency with that of the traditional grid pattern, which provides connectivity and easy orientation.

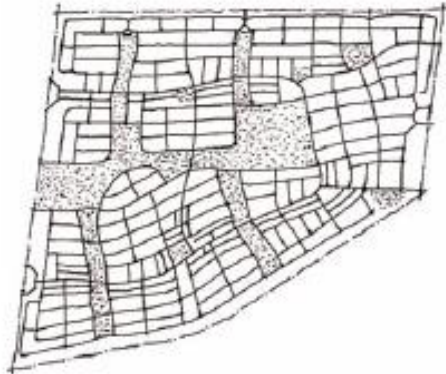
I. Conventional loop and cul-de-sac



- Hierarchical, with arterials, collectors and local streets
- Curvilinear at every level
- Discontinuous for pedestrian and vehicles
- Open space is located beyond walking distance for most residents

Figure 1. Curvilinear Street Layout. Taken from *Residential Street Pattern Design*, Canadian Mortgage Housing Corporation. July 2002. p. 5

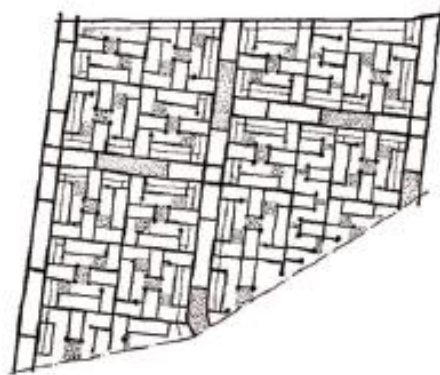
2. Traditional grid



- A modified grid
- No loops nor culs-de-sac
- The grid becomes discontinuous at the edge of each "neighbourhood"
- One collector-type road links site to regional arterials
- Most open space is located at the perimeter of "neighbourhoods"

Figure 2. Grid Street Layout. Taken from *Residential Street Pattern Design*, Canadian Mortgage Housing Corporation. July 2002. p. 5

3. Residential quadrant



- A continuous, open grid of arterials
- A discontinuous grid of minor collectors and local streets
- A continuous, open network of pedestrian streets, spaces and paths
- No through traffic in residential quadrants
- Corridors of mixed-use zones
- Open space within each quadrant part of the path system

Figure 3. Fused Grid Style Street Layout. Taken from *Residential Street Pattern Design*, Canadian Mortgage Housing Corporation. July 2002. p. 5

Illustrative Plans for Riverfront, Downtown and Scenic Corridor

These plans are included to be representative of smart growth design criteria, and not necessarily place specific.

17.3.1 RIVERFRONT





17.3.2 DOWNTOWN









17.3.3 SCENIC CORRIDOR





17.4 STORM WATER MANAGEMENT

The province of Saskatchewan through the Water Security Agency (WSA) has issued specific guidelines for storm water management as directed by *The Environmental Management and Protection Act, 2002 (EMPA)* and *The Water Regulations, 2002* located at <http://www.saskh20.ca/DWBinder/epb322.pdf>.

Excerpt from the WSA guidelines - Stormwater Quality

Numerous studies have indicated that there can be significant pollution in receiving waters due to storm water runoff. The pollutant loading from urban/rural runoff may be similar to that of wastewater effluent and industrial discharges and have significant impacts on potable water supply, aquatic habitat, recreation, agriculture and aesthetics. Storm water runoff is usually high in suspended solids and organic matter that exert oxygen demand in the receiving waters.

Other pollutants or physical conditions associated with urban/rural runoff that are harmful to receiving waters include nitrogen/phosphorus, temperature, pathogens, metals, hydrocarbons, organics and salt.

Significant impacts on receiving waters associated with storm water discharges include:

- water quality changes (short-term) during and after storm events including temporary increases in the concentration of one or more pollutants, toxins or bacteria levels;
- long-term water quality impacts caused by the cumulative effects associated with repeated storm water discharges from a number of sources; and
- physical impacts due to erosion, scour and deposition associated with the increased frequency and volume of runoff that alters aquatic habitat.

Pollutants frequently found in storm water runoff, their source and the impact on receiving waters are summarized in Table 2.

Table 2. Summary of Main Storm Water Pollutants, Sources, Effects, and Related Impacts

Pollutant	Sources	Effects	Related Impacts
Nitrogen/ Phosphorus (Nutrients)	Urban landscape runoff (fertilizers, detergents, plant debris, sediments, dust, gasoline, tires); agricultural runoff (fertilizers, animal waste); failing septic systems.	Phosphorus is the limiting nutrient in most freshwater systems. Nitrogen is the limiting nutrient in most saltwater systems, but can be a concern in streams as well.	Algal growth; reduced clarity; lower dissolved oxygen (DO); release of other pollutants. Nutrients can limit recreational values (swimming, boating, fishing and other uses), reduce animal habitats and contaminate water supplies.
Suspended solids	Construction sites; other disturbed and non-vegetated lands; eroding banks; road sanding; urban runoff.	Increased turbidity and deposition of sediment.	Increased turbidity; lower DO; deposition of sediments; smothered aquatic habitat.

Pathogens (bacteria/viruses)	Animal waste; urban runoff; failing septic systems.	Presence of bacterial and viral strains. Bacteria levels are usually high in summer when warm temperatures are beneficial to reproduction.	Human health risks via drinking water supplies; contaminated shellfish-growing areas.
Metals	Industrial processes; normal wear of automobile brake lines and tires; automobile emissions and fluid leaks; metal roofs.	Increased toxicity of runoff and accumulation in the food chain.	Toxicity of water column and sediment; bioaccumulation in aquatic species and through the food chain.
Hydrocarbons (oil and grease, Polycyclic Aromatic Hydrocarbons (PAHs))	Industrial processes; automobile wear; automobile emissions and fluid leaks; waste oil.	Degraded appearance of water surfaces; limiting water and air interactions (lower DO). Hydrocarbons have a strong affinity for sediment.	Toxicity of water column and sediment; bioaccumulation in aquatic species and through the food chain.
Organics (pesticides, polychlorinated biphenyl/PCBs, synthetic chemicals)	Pesticides (herbicides, insecticides, fungicides, etc.); industrial processes.	Increased toxicity to sensitive animal species and fishery resources and accumulation in the food chain.	Toxicity of water column and sediment; bioaccumulation in aquatic species and through the food chain.
Salt (sodium, chlorides)	Salting of roads and uncovered salt storage.	Toxicity to organisms, reduction of fishery resources and increased levels of sodium and chloride in surface and groundwater. Could stress plant species respiration processes through their effect on soil structure.	Toxicity of water column and sediment. Salt can cause the loss of sensitive animal species, plant species, and fishery resources and contaminate surface and groundwater.

17.5 COMPLETE STREET DESIGN AND CROSS SECTIONS

Here is a proposed checklist:
Evaluation of Existing and Future Conditions

Define Land Use Context:

(Note: refer to Chapter 3 of the Guidelines for a detailed description of area types)

Existing conditions:

- Is this an urban area, a rural area or an area of transition (urban to rural or rural to urban)?

- What is the jurisdiction land use and zoning for the area?

- What is the existing land use mix and density?

- What are the typical building types, their scale, setbacks, urban design characteristics, relation to the street?

- What is the jurisdiction's future land use vision (as identified in a comprehensive plan, corridor plan, policies, or other sources)?

- Does the adopted plan(s) make specific recommendations regarding density, setbacks, urban design, etc. through the project area?

Define Transportation Context:

Existing conditions:

- What is the character of the street? What does the area look and feel like?

- How does the street currently function? What are the daily and hourly traffic volumes? Operating and posted speeds?

Future conditions:

- Are there any development pressures on the area? What is the nature of the emerging land use context?

- How does this corridor function within the larger transportation network?

- What design features and accommodations for bicyclists, pedestrians and transit users are included on the corridor (number of lanes, sidewalk availability, bicycle facilities, transit service and stops, traffic control, etc.)?

- What is the existing quality of service (safety and accessibility) for each mode? What is the general crash history for motorists, bicyclists, and pedestrians (are there any specific safety issues to be addressed)?

Future conditions

- What are the projected traffic volumes along the corridor?

- What trip generators (existing and future) are in the vicinity of the proposed project that might affect travel patterns and connections in and around the corridor?

- What are the locally adopted multimodal plans or policies affecting bicycle, pedestrian, or transit use?

Establish Goals and Objectives

Identify Issues and Opportunities:

- What are the deficiencies/problems with the street today?
 - Are there gaps in the bicycle or pedestrian network near or along the street?
 - Are there gaps in the overall street network (connectivity, capacity, etc.)?
 - Are there inconsistencies between the amount or type of transit service provided along the street and the types of facilities and/or land uses adjacent to the street?

- What are the key opportunities with this project (i.e. a tool for economic development or improved community health, a missing link in the bicycle, pedestrian, or vehicular system, improving the level or quality of service for a particular mode, etc.)?

Define Objectives:

- How do the local government, community, and all users want the street and neighborhood to change, if at all?

- What are the existing functions that need to remain in place?

- How can those functions be balanced with new users of the street?

- How would this project increase the connectivity of the larger network?

- How would this project improve the mobility and safety of all potential users of the street?

- How would this project meet the needs of the community?

Decision-Making

Develop Alternatives

(Note: refer to Chapter 4 of the Guidelines for detailed street typologies):

- How will the proposed project accommodate existing and planned bicycle, pedestrian, and transit facilities?

- What modes does each alternative scenario serve and how?
 - Accessibility to achieve functionality for all users;
 - Right-of-way availability;
 - Environmental (natural and human) considerations;
 - Overall costs; and
 - Any other considerations specific to this project.

- How do the alternatives fit within the land use and transportation context and defined objectives?

- How will the alternative scenarios under consideration meet the needs of stakeholders?

Deliberate Trade-Offs:

All of the scenarios identified should be tested against the land use and transportation context and the objectives for the project to determine any inconsistencies or constraints. The solutions within the alternatives will likely vary. An evaluation and description of tradeoffs is required prior to the selection of the recommended alternative. Design plans that are under development allow for comparison of tradeoffs in street cross-sections and the ability of the alternatives to meet identified objectives, etc. At the end of the deliberation process, the reasons behind the selected cross-section should be transparent and understood. Therefore, describe the tradeoffs made, if any, and how they have been evaluated. Items to be considered include but are not limited to:

- Consistency with local context, land use and transportation plans and policies, and project objectives, as defined through this process;
- Balanced modal capability (to achieve functionality for all users);

Recommended Alternative:

- Once tradeoffs have been evaluated and described, the team will come to a recommended alternative as described below:

17.6 COMMUNITY INDICATORS

CULTURAL

- Sport tourism

DEMOGRAPHIC

- Total population
- Absolute population growth
- Percent population growth
- Annual population growth rate
- Average annual population growth
- Population growth from net migration and net natural increase
- Share of 5-year population growth and cumulative percentage of population
- Percentage of new and cumulative population and dwelling unit
- Growth located within the core and within the other centers

ECONOMIC

- Percentage of labour force
- Job/population balance
- Percentage of population within walking distance of all commercial services required for daily living
- Consumer Price Index for shelter
- Number of existing and new rental units (including condo units rented)
- Living wage
- Poverty
- Unemployment rate
- Share of employment growth within the city
- Total and percentage share of employment that is full-time, part-time, full-year and part-year
- Number of businesses by size of firm in the RM and by municipality
- Percentage income distribution of households
- Number and percentage of persons in private households falling below the low-income cut-off level

SOCIAL

- Percentage of new housing by structural type annually and cumulatively since baseline year
- Children's school readiness
- Homelessness
- Required average income to purchase an average starter home
- Rental vacancy rate
- Municipal crime rate
- Number of social housing units
- Pedestrian, bicycle and vehicle crash rates

SUSTAINABLE ENVIRONMENT

- Average home-work trip distance
- Cycling and pedestrian mobility
- Annual and cumulative amount of park land that has been acquired for conservation

- Annual and cumulative amount and percentage of land area that has been acquired for conservation
- Total length and percentage of regional trail network that is completed
- Acquisition of lands in unprotected green space policy area for parkland
- Total and per capita annual transit ridership
- Total and per capita insured passenger vehicles
- Modal share for journey-to-work trips
- Percentage of travel by modes other than single occupancy vehicles (SOV) in the PM peak period (3 to 6 pm)
- Additional length and total length of cycling infrastructure by facility type
- Percentage of households within 400 metres of transit services
- Per capita disposal of solid waste residential uses and non-residential uses
- Average per capita consumption of potable water for all uses and residential uses
- Air quality
- Average per capita consumption of energy (GJ/year) by fuel type, sector and geographic source
- CO2 equivalent emissions from energy used for transportation
- Percent of land area that has a watershed management plan in place
- Net change in land area of agriculture annually and cumulatively since baseline year
- Total value of gross farm receipts and productivity
- Annual share and cumulative share of new dwelling units
- Proximity of dwellings to a "centre" or "village"
- Proximity of properties to multiple bus routes
- Proximity of properties to parks
- Solid waste generation annual share and cumulative share (from baseline year) of new dwelling units by structure type located
- Annual share and cumulative share (from baseline year) of new dwelling units by structure type
- Dwelling unit density within the urbanized portion
- Increase in urbanized area
- Net change in land area
- Lot size for new single family homes
- Land area that is serviced outside by water
- Land area that is serviced outside by sewer
- Waste diversion
- Water consumption

HEALTH

- Activity limitations
- Alcohol consumption
- Child respiratory admission rates
- Exposure to secondhand smoke
- Healthy eating
- Healthy weights
- High blood pressure
- Infant mortality
- Injuries
- Life expectancy

- Life stress
- Low birth weight
- Percent of developmentally vulnerable children
- Physical activities
- Potential years of life lost
- Potential years of life lost to suicide, standardized Rate
- Preterm births
- Prevalence of diabetes
- Self-reported health status
- Smoking

17.7 DEVELOPMENT PERMITS – ARCHITECTURAL CONTROLS – DIRECT CONTROL DISTRICTS - ADVISORY

The following draft policies are intended as guidelines for development control within future Direct Control Districts (*The Planning Development Act*, section 63) to help manage and strengthen the building fabric of the city.

Wildland Urban Interface Direct Control District

Wildfire

Area

Wildfire interface mapping is forthcoming.

Background

The *FireSmart Manual* was developed to provide guidelines to individuals, communities and planners on how to reduce the risk of loss from interface fires. The following is a summary of these guidelines related to development planning and need to be guided by development review with direct input from the Fire Chief.

- (a) All development stands within 100 metres of planned structures or infrastructure must be assessed by a Professional Forester with experience developed and submitted to the City for review.
- (b) This plan should include specifications for fuel treatments to ensure a defensible space is established around the development.
- (c) It should address suppression constraints including access and water requirements, construction and landscaping standards and long-term maintenance. A summary of these principles follow:
 - (i) A responsible development plan should consider prevention of two types of wildfire interface scenarios. The first is that of a wildfire starting in the forest and spreading into the interface community, the second is that of a fire starting from human activity in the urban environment and spreading into the adjacent forest.
 - (ii) Responsible development planning must consider the prevention of both scenarios in the short and long term. Short-term measures during the construction phases

include the prevention of potential ignition sources and ensuring suppression resources are available in case of a wildfire. Long-term planning includes the strategic placement of structures and roads within the development, as well as treating interface fuels to reduce the fire behaviour, potential and creating defensible spaces around structures within the interface.

- (iii) Planners, architects and developers should consider the risk from wildfire during the planning and design phases of a development since factors such as the location of alternate water sources, road access and hydrant location may have a major influence on the overall design.
- (iv) An overview of the general guidelines and recommendations within the FireSmart Planner are in the FireSmart guidelines and should be considered as the minimum standard any new development proposed within the Wildland Fire Hazard Development Permit Area.

FireSmart Policies

Vegetation Management

- (a) FireSmart recommends treatments around structures in three 'priority zones'. Treatments in these zones involve fuel removal, fuel reduction and fuel conversion. The objective in these zones is to create 'defensible' space around a home from which to suppress a wildfire. Survivability of a home is often dependent on the distance from the structure to the adjacent forest.
- (b) Detailed goals and treatments can be found in the FireSmart Manual.
- (c) Priority zones are based on distance from the structure and the slope below the structure, and are defined as:
 - (i) Priority Zone 1 (within 10 metres from structures): Remove fuel and convert vegetation to fire resistance species to produce an environment that does not support combustion.
 - (ii) Priority Zone 2 (10 to 30 metres from structures): Increase fuel modified area by reducing flammable vegetation through thinning and pruning and produce an environment that will only support low-intensity surface fires.
 - (iii) Priority Zone 3 (30 to 100 metres+ from structures): Eliminate the potential for a high intensity crown fire through thinning and pruning, thereby slowing the approach of a fire approach towards structures.
 - (iv) The area within 30 meters of the structures (priority zones 1 and 2) should be treated heavily enough to create a defensible space between the structures and the adjacent stand.
 - (v) Treatments in priority zone 3 need not be as intensive as those adjacent to the structures but should still reduce the potential for a crown fire under 90th percentile weather conditions.

- (vi) The slope of the terrain has a strong influence on fire behavior the rate of spread (ros) of a fire doubles for every 30% increase in slope, up to 60%. The recommended treatment zone distances around structures should be adjusted accordingly. Steeper slopes should be treated to a further distance, thinning should be to a lower density and pruning height should be higher.
- (vii) Typically, slopes of 30% below buildings should have the priority zone 2 extended to 60 metres below the structure and to 45m side slope.
- (viii) On a 55% percent slope, priority zone 2 should be extended to 120 metres down slope of the structure and 60m horizontal.

Priority Zone 1 - Fuel Free Zone (10 metres from buildings)

- (a) A fuel free zone should be created around all homes and outbuildings. The fuel free zone should extend 10 metres from the structure, or further if the terrain is sloped.
- (b) The following guidelines should be considered:
 - (i) There should be enough defensible space to protect buildings from approaching wildfire and to reduce the potential for a building fire spreading to the wildland.
 - (ii) Annual grasses within 10 metres of buildings should be mowed to a height of 10cm or less and watered regularly during the summer months.
 - (iii) Surface litter and downed trees should be removed regularly.
 - (iv) Dead and dying trees should be removed.
 - (v) Structures at the top of a slope will need a minimum of 30 metres of defensible space.
 - (vi) Vegetation within this zone should be of a fire resistant species.
 - (vii) Trees within this zone should be pruned to a height of 2 to 3 metres and not overhang the house or porch.
 - (viii) Remove all piled debris (firewood, building materials and other combustible material) outside of the fuel free zone.
 - (ix) Defensible space should be provided by the developer and maintained by the property owner.
 - (x) Community Strata rules should enforce the maintenance of this zone.

Priority Zone 2 - Fuel Reduction Zone (10 to 30 metres from buildings)

Fuel modification in this zone should include thinning and pruning to create an environment that will not support a high intensity crown fire. A surface fire may occur in this zone but it will be of low intensity and easily suppressed. Guidelines for this zone are as follows:

- (a) Actions in this zone should be oriented towards fuel reduction rather than removal.
- (b) Deciduous composition in the overstory should be promoted (i.e. deciduous species should not be thinned out).
- (c) This zone should be extended as slope increases. The 20 metres concentric distance from the boundary with priority zone 1 should be corrected for slope.
- (d) Thin trees for two tree lengths from buildings.
- (e) Treatments within this zone will include thinning of the canopy, thinning the understory and pruning lower branches.
- (f) Leaf trees should be the largest on site and canopy heights should be pruned to a height of 2 to 3 metres.
- (g) Remove all dead and dying trees.
- (h) Dispose of all slash created by treatments through pile and burning or removal from the site.
- (i) This zone should be constructed by the developer and maintained by the property owner.
- (j) Community strata rules should enforce the maintenance of this zone.

Priority Zone 3 - Fuel Reduction and Conversion (30 to 100 metres from buildings)

The strategies for this zone are similar to those of priority zone 2 with the distance being slope dependent. This environment should be one that does not support a high intensity crown fire. A surface fire may occur, but it will be of low intensity and easily extinguished. Vegetation management should concentrate on vegetation conversion and reduction rather than removal. The following are guidelines for this zone:

- (a) Fuel management in this zone should only be undertaken if there are high hazard levels from heavy continuous fuels and steep topography.
- (b) Deciduous species should be promoted.
- (c) On sloped terrain, the width of this zone will need to be corrected for slope distance.
- (d) Thinning and pruning - this zone should be constructed by the developer and maintained by the property owner.
- (e) Community Strata rules should enforce the maintenance of this zone.

Buildings and Construction

During an interface fire, homes usually burn down as a result of burning embers landing on and igniting the roof. Alternatively, embers land on or in a nearby bush, tree or woodpile and, if the resulting fire is near the home, the walls of the home will ignite through radiant heat.

Small fires in the yard can also spread towards the home and beneath porches or under homes. Therefore, the building material and construction techniques are a paramount concern for homes in the WUI.

The FireSmart Manual provides guidelines for safer construction methods. These include materials, building techniques and maintenance. The following is a summary of these construction and landscaping specifications that should be incorporated into the design guidelines for building on site.

Roofs

- (a) Use only fire retardant material (Class A materials) on roofs; and
- (b) Keep roofs clean of all combustible material.

Wood or Solid Fuel Fired Chimneys

- (a) All chimneys should have approved spark arrestors (securely attached and made of 12-gauge welded or woven wire mesh screen with mesh opening of less than 12 millimetres);
- (b) Chimney outlets should have at least 3 meters clearance from all vegetation and obstructions; and
- (c) Chimney outlets should be 0.6 metres higher than any part of the roof within 3 meters.

Siding

- (a) Siding should be predominantly fire resistant material; and
- (b) Siding should extend from the ground level to the roofline.

Windows and Door Glazing, Eaves, Vents and Openings

- (a) Remove vegetation from within 10 meters of glazed openings unless there are solid shutters to cover the glazing;
- (b) All eaves, attics, and underfloor openings need solid, non-flammable protective covers; and
- (c) Laminated glass and 20 minute rated door assemblies should be used on building surfaces facing the forest interface.

Balcony, Decks and Porches

- (a) Deck surface material should be made of predominantly non-combustible or fire resistant materials such as wood composite products;
- (b) Slotted deck surface allow needle litter to accumulate beneath the deck; and
- (c) Provide access to this space to allow for removal of this debris.

Guidelines During Construction

- (a) During construction of houses, all waste construction materials including brush and land clearing debris needs to be cleaned up on a regular basis to minimize the potential risk;
- (b) No combustible materials should be left at the completion of construction;
- (c) Prior to construction of any wood frame buildings, there must be fire hydrants within operating range.

Landscaping

The majority of high risk fuels are planned to be cleared for the construction of buildings and associated infrastructure. It is important to plan landscaping to ensure that adequate defensible spaces are maintained adjacent to all structures in the long term.

All areas to be landscaped within 20 meters of buildings should adhere to the following guidelines:

- (a) All flammable trees and shrubs growing within 20 meters of any structures should be removed and replaced with fire resistant species;
- (b) The most flammable species include those that accumulate dead foliage and branches and have a high content of oils and resin;
- (c) Characteristics of fire resistant species to be replanted include the following:
 - (i) Deciduous species;
 - (ii) Low growing plants;
 - (iii) Plants with thick woody stems;
 - (iv) Plants that accumulate low amounts of dead vegetation;
 - (v) Plants with low resin content (deciduous species); and
 - (vi) Plants that retain high moisture content.

Utilities - Electric and Gas

Overhead transmission and distribution lines are a major ignition risk. Falling trees or branches can knock a powerline to the ground, where it will remain charged and potentially start a fire. Primary distribution lines are the most problematic as they are remote and difficult to inspect and maintain.

- (a) Secondary lines contain less voltage but are more susceptible to being overgrown by vegetation, which can lead to arcing and ignition. Underground powerlines are the most fire safe.
- (b) When planning new developments, underground powerline systems should be considered. Where such a system is not feasible, overhead utility lines should have a clearance of at least 3 metres from vegetation.
- (c) Propane tanks surrounded by vegetation are potential hazards. Combustion adjacent to these tanks could increase the internal pressure causing the tank to vent through a relief valve. The resulting fire can be one of a high intensity and with the potential to destroy adjacent buildings.

- (d) Hence, when positioning tanks, the relief valves should point away from buildings. Faulty relief valves will not allow pressure to discharge resulting in a boiling liquid explosion dangerous to those within 300 metres.
- (e) Propane tanks should have surrounding vegetation cleared for at least 3 metres in all directions.
- (f) Tanks should be located at least 10 metres from any building.
- (g) Future development around the tank should respect this distance and be monitored by the development strata.

Home Sprinkler Systems

When designing new developments, particularly those in remote locations some distance from emergency services, some consideration should be given to the installation of underground sprinkler systems.

- (a) These systems can serve as both a method of irrigation as well as an interface suppression tool.
- (b) Sprinklers can be located on the rooftops of homes and outbuildings. In the event of a wildfire, the sprinklers would be engaged and would increase the relative humidity around the house as well as increase the fuel moisture content of any fuel adjacent to the home resulting in lower flammability and fire behavior potential.
- (c) Rooftop sprinklers are also recommended for homes in the interface that do not have fire resistant roofing or siding.

Downtown and Riverfront Revitalization Direct Control District

Background

Downtown is the commercial core of the community. In the mid 2000's, the City, in conjunction with property owners, undertook a major downtown revitalization project. The Downtown continues to be a tourist destination highlighting the history, social fabric and commercial sector of Prince Albert. The purpose of the Direct Control District is to ensure new development adheres to standards of high quality and celebrates the existing heritage character and previous revitalization efforts.

Policies

All works within the Direct Control District should require a development permit. All development permits should comply with the following policies:

1. The development of new buildings and renovations to existing buildings should be sympathetic to the scale, mass, materials and colours found in commercial heritage buildings, without being imitational. Additional details on Building Design Guidelines are set out in Appendix I of the Zoning Bylaw. Buildings should engage the street with a positive pedestrian presence, reducing or eliminating car, delivery or parking dominated elements; and consistent with the urban fabric already prevalent on Central Avenue.

2. Site furnishings, lighting, brick work and other materials should be designed to be compatible with materials currently in place to reinforce continuity of character, to soften the visual effect of the streetscape and to promote comfort for pedestrians.
3. Soft landscaping (trees, shrubs, ground covers and flowers) should be of species compatible with Prince Albert's climate conditions, existing City maintained landscaping and the character of the existing features of the streetscape in order to reinforce continuity of character.
4. Parking areas should not be located at the front of buildings. Underground parking and parking/service areas at the rear of buildings are strongly encouraged. Parking should be managed off-site through a transportation demand management system that encourages public parking.
5. Parking areas and service areas should be screened and landscaped. Consideration should be given to ease of pedestrian access as well as vehicular access when designing parking areas.
6. Recycling and garbage bins should be screened from view and located in alleyways.
7. Canopies over sidewalks are encouraged to enhance the pedestrian streetscape and provide weather protection.
8. Where a development is proposed in an area designated Multiple Family Residential, conditions with respect to the form and character of the building can be imposed on a mixed use building to enhance the characteristics of the multi-family component.
9. All signage shall comply with the Zoning Bylaw or the Portable Sign Bylaw and the design guidelines set out therein.

Commercial and Industrial Direct Control District Designation

The Commercial and Industrial Direct Control District is designated for the form and character of commercial or industrial development.

Area

Direct Control District - Commercial and Industrial.

Background

The above noted areas are commercial and industrial areas within the city. These areas maintain vital industrial services and employment base within the city. These areas typically occupy large parcels of land, and therefore have the opportunity to significantly affect the streetscape and the quality of the immediate and surrounding area. The purpose of the Direct Control District is to ensure that the developments project a high quality image of the city and are compatible with adjacent land uses.

Policies

All works within the Direct Control District shall require a development permit. All development permits shall comply with the following policies.

1. The form and character are established and informed by the policies set out in the applicable district study area. The form and character of new buildings and renovations to existing buildings should build upon the existing neighbourhood character and exhibit unique features that distinguish Prince Albert from other destinations.
2. The scale, mass, materials and colours should project a high quality image and create a pedestrian scale towards the street to encourage residents as well as travelers to utilize the area.
3. Development should minimize impacts to surrounding land uses, particularly existing single family residences. Use of shielded lighting, fencing, building orientation, underground parking, building variation, open space and other mechanisms is encouraged to maximize privacy and minimize adverse impacts.
4. Development should incorporate design elements which complement the historic downtown. Such elements may include building features and detailing such as cornices, parapets and canopies, site furnishings, lighting, walkways, brick work, landscaping and other features.
5. Parking areas should not be located at the front of buildings. Underground parking and parking/service areas at the rear of buildings are strongly encouraged.
6. Parking areas and service areas should be screened and landscaped. Consideration should be given to ease of pedestrian access as well as vehicular access, including large vehicles/snowmobile trailers, when designing parking areas.
7. Recycling and garbage bins should be screened from view and located in alleyways.
8. Soft landscaping (trees, shrubs, ground covers and flowers) should be of species compatible with Prince Albert's climate conditions, existing City maintained landscaping and the character of the existing features of the streetscape in order to reinforce continuity of character.
9. Where a development is proposed in an area designated as a Direct Control District for Multiple Family Residential, conditions with respect to the form and character of the building can be imposed on a mixed use building to enhance the characteristics of the multi-family component.
10. All signage shall comply with the Zoning Bylaw or the Portable Sign Bylaw and the design guidelines set out therein.

Scenic Corridor Direct Control District Designation

The Scenic Corridor Direct Control District is designated to provide guidelines for the form and character of commercial, industrial or multi-family residential development.

Area

The Direct Control District for this section is designated as the major highways/arterials through the city including Highway 2 (2nd Avenue West); Highway 3 (15th Street); Highway 52 and Marquis Road.

Background

These corridors are the primary linkage roads through the city from all directions. As such, a major function of the roads is to lead the travelling public to the downtown and important facilities. These areas should direct visitors to the downtown and amenities and complement the historic feel of Prince Albert.

Policies

All works should require a development permit. All development permits should comply with the following policies:

1. The form and character of new buildings and renovations to existing buildings should project a high quality image which compliments the historic features of downtown. In terms of scale, massing, materials and colours, buildings should be integrated into their immediate land use context and be complementary to the heritage features.
2. Development should minimize impacts to surrounding land uses, particularly existing single family residences. Use of shielded lighting, fencing, building orientation, underground parking, building variation, open space and other mechanisms is encouraged to maximize privacy and minimize adverse impacts.
3. Development should incorporate design elements which complement the historic downtown. Such elements may include building features and detailing such as cornices, parapets and canopies, site furnishings, lighting, walkways, brick work, landscaping and other features.
4. Parking areas should not be located at the front of buildings. Underground parking and parking/service areas at the rear of buildings are strongly encouraged.
5. Parking areas and service areas should be screened and landscaped. Consideration should be given to ease of pedestrian access as well as vehicular access when designing parking areas.
6. Recycling and garbage bins should be screened from view and located in alleyways.
7. Soft landscaping (trees, shrubs, ground covers and flowers) should be of species compatible with Prince Albert's climate conditions, existing city maintained landscaping and the character of the existing features of the streetscape in order to reinforce continuity of character.
8. Where a development is proposed in an area designated Multiple Family Residential, conditions with respect to the form and character of the building can be imposed on a mixed use building to enhance the characteristics of the multi-family component.
9. All signage shall comply with the Zoning Bylaw or the Portable Sign Bylaw and the design guidelines set out therein.

Direct Control District - Multi-Family Residential and Mixed-Use Designation

The Multiple Family Residential Direct Control District regulates the form and character of commercial, industrial or multi-family residential developments.

Area

Multi-family Direct Control District should apply to all multi-family buildings.

Background

Multi-family and mixed use developments are not isolated to one geographic area; they are interspersed throughout the community in every established neighbourhood. The purpose of this development permit area designation is to ensure that proposed multi-family residential and mixed use developments are compatible with and contribute to the form and character of the surrounding neighbourhood.

Policies

All works within the Direct Control District shall require a development permit. All development permits shall comply with the following policies:

1. The form and character are established and informed by the policies set out in the applicable district study area. The orientation, scale, form, height, setbacks and materials proposed should reflect characteristics consistent with the surrounding land use context and improve, not detract from, the unique qualities of the neighbourhood.
2. Development should minimize impacts to surrounding land uses, particularly existing single family residences. Use of shielded lighting, fencing, building orientation, underground parking, building variation, open space and other mechanisms is encouraged to maximize privacy and minimize adverse impacts.
3. Multiple family buildings should respect the scale and height of adjacent buildings.
4. Consideration should be given to varying building heights and lowering heights adjacent to single family residences to ensure the buildings fit into the neighbourhood context and provide a pedestrian feel along the street frontage.
5. Numerous, small buildings are preferred to one large building. Long, continuous facades with no variation are strongly discouraged. Visual interest should be created by varying height, rooflines and massing throughout the site.
6. New buildings should be orientated to maintain existing mountain views from the site and utilize passive solar power by maximizing sunlight penetration into the building.
7. Roof forms should be compatible with surrounding development and achieve the effect of a residential building. Steeply-pitched roofs are encouraged, as they are an identifiable feature of our community.
8. Units closest to the street should be oriented towards the street to create a relationship between the street and building and include features such as walkways, covered entrances and building detailing to emphasize this relationship.

9. Materials used in finishing a building should be those traditionally found in the surrounding region (such as wood or stone) and be a reflection of the community.
10. Recycling and garbage bins should be screened from view.
11. Soft landscaping (trees, shrubs, ground covers and flowers) should be of species compatible with Prince Albert's climate conditions, existing city maintained landscaping and the character of the existing features of the streetscape in order to reinforce continuity of character.
12. Parking areas and service areas should be screened and landscaped. Consideration should be given to ease of pedestrian access as well as vehicular access when designing parking areas.
13. In order to further the objective of integration with the form and character of the adjacent neighbourhood and natural environment, natural and earth toned colours are preferable to primary and bright colours.
14. Where a development is proposed in an area designated Multiple Family Residential and one of the following: Downtown Revitalization, Highway Entry and Entrance Linkages, conditions with respect to the form and character of the building can be imposed on a mixed use building to enhance the characteristics of the multi-family component.
15. All signage shall comply with the Zoning Bylaw or the Portable Sign Bylaw and the design guidelines set out therein.