

AMENDED BY	
Bylaw No. 10	of 19 94
Bylaw No. 48	of 19 94
Bylaw No. 36	of 19 95
Bylaw No. 34	of 19 97

AMENDED BY	
16	2000
28	2001
29	2001
_____	_____

CITY OF PRINCE ALBERT

BYLAW NO. 2 OF 1987

A Bylaw of The City of Prince Albert
to Adopt a Development Plan

WHEREAS Section 227 of The Planning and Development Act, 1983, provides that The City of Prince Albert Municipal Development Plan, which came into force on November 23, 1982, ceases to have effect upon the expiration of two years following the date upon which the Act came into force or on the adoption by Council of a development plan approved by the Minister in accordance with the said Act;

AND WHEREAS, pursuant to the provisions of said Section 227, the Minister has extended the above-described two-year period to April 17, 1988;

AND WHEREAS the Council of The City of Prince Albert, at its meeting of December 1, 1986, authorized the preparation of a Development Plan for The City of Prince Albert pursuant to the provisions of Section 52 of the said Planning and Development Act;

AND WHEREAS the said Planning and Development Act also provides, in said Section 52, that Council shall adopt the Development Plan within two years of the date of the said authorization;

BYLAW NO. 2 OF 1987

BYLAW NO. 2 OF 1987

NOW THEREFORE THE COUNCIL OF THE CITY OF PRINCE ALBERT IN OPEN MEETING ASSEMBLED ENACTS AS FOLLOWS:

1. The Development Plan for The City of Prince Albert shall consist of the following:

(a) the Policy Plan referred to and marked as "Schedule "A" to Bylaw No. 2 of 1987", and

(b) the zoning controls as provided for in Bylaw No. 1 of 1987, as said Bylaw is from time to time amended.

2. The City of Prince Albert hereby adopts the Development Plan referred to in Section 1 hereof.

3. This Bylaw shall be known as "The City of Prince Albert Development Plan."

4. This Bylaw shall come into force and take effect on, from and after the final passing thereof and its approval by the Minister of Urban Affairs.

BYLAW NO. 2 OF 1987

INTRODUCED AND READ A FIRST TIME

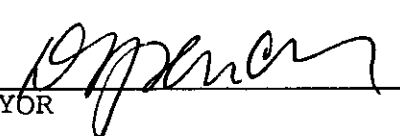
THIS 19TH DAY OF *January*, A.D. 1987

READ A SECOND TIME

THIS 19TH DAY OF *January*, A.D. 1987

READ A THIRD TIME AND PASSED

THIS 16TH DAY OF *March*, A.D. 1987


MAYOR


CITY CLERK

APPROVED BY THE MINISTER OF URBAN AFFAIRS
FOR THE PROVINCE OF SASKATCHEWAN THIS
DAY OF _____, A.D. 1987.

MINISTER OF URBAN AFFAIRS

BYLAW NO. 2 OF 1987

POLICY PLAN

SCHEDULE "A" TO THE CITY OF PRINCE ALBERT
DEVELOPMENT PLAN
ADOPTED BY BYLAW NO. 2 of 1987



CITY OF PRINCE ALBERT


P O L I C Y P L A N
SCHEDULE "A" TO
THE CITY OF PRINCE ALBERT DEVELOPMENT PLAN
Adopted by Bylaw No. 2 of 1987

P O L I C Y P L A N

THIS IS SCHEDULE "A" TO THE CITY OF
PRINCE ALBERT DEVELOPMENT PLAN
ADOPTED BY BYLAW NO. 2 OF 1987.

DATED AT THE CITY OF PRINCE ALBERT,
SASKATCHEWAN, THIS 16TH DAY OF
MARCH , A.D. 1987.


MAYOR


CITY CLERK

APPROVED BY THE MINISTER OF URBAN
AFFAIRS FOR THE PROVINCE OF SASKATCHEWAN,
THIS DAY OF
A.D. 1987.

MINISTER OF URBAN AFFAIRS

THE CITY OF PRINCE ALBERT
P O L I C Y P L A N

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SECTION 1: INTRODUCTION

1.1 Historical Perspective

This Development Plan is being undertaken at a critical and significant time in the history of the City of Prince Albert. A mood of optimism prevails regarding the City's future, based on benefits accruing from the development of northern resources. Good planning is essential to ensure that these benefits are utilized in the most efficient and advantageous manner.

Historically, Prince Albert looks back upon a lengthy period of moderate population growth. Prince Albert is a community which combines the benefits of small town living with a more sophisticated urban style. A true urban style is found in close proximity to the great outdoors, making Prince Albert a unique and pleasant place in which to live.

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 hydro electric project. The legacy of debt from this failure impeded the provision of civic improvements for many years.

However, the last twenty years have seen dramatic 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.

For fifteen years prior to the 1982 Municipal Development Plan, the development of the City had been influenced by policies, many of them informal, which had been derived from a variety of sources. The Development Plan of 1967, although never officially adopted, set the pattern for land-use development in subsequent years. A number of technical studies had addressed the problems of urban renewal, sewer and water servicing, transportation and land assembly and development. The general pattern of future development had been set through these studies and

through various decisions of the City Council.

The Municipal Development Plan adopted by Bylaw No. 50 of 1982 and which came into force on November 23, 1982, enacted a Background Statement, Policy Plan, Zoning Bylaw and Capital Works Program to control the future growth and development of the City of Prince Albert. The purpose of the Policy Plan was to incorporate all existing working policies into a comprehensive and unified guide to serve as a framework within which specific decisions could be made. The Background Statement provided further information in support of the Policy Plan.

1.2 The Policy Plan

The purpose of this Policy Plan is to update the former Policy Plan which formed a part of the 1982 Municipal Development Plan and incorporate all new development policies of City Council. The policies contained herein are intended to promote the effective utilization of Prince Albert's lands.

This Policy Plan and an accompanying new Zoning Bylaw constitute The City of Prince Albert Development Plan. Policy Plan policies must strike a balance between being sufficiently general to allow administrative flexibility and being sufficiently specific to provide control and prevent misinterpretation. A new Zoning Bylaw will provide the mechanism to implement the policy statements contained in this Policy Plan.

The series of policy statements are introduced by a general policy statement, followed by statements relating to specific land uses or areas of development. Most policy statements are followed by a discussion to provide background information to clarify the intent of the statement and to explain the means by which the policy will be implemented. In some cases, policy statements are felt to be sufficiently self-explanatory, so that a discussion is not required.

The final section of the Policy Plan is the Target Year Land Use Concept in which the pattern of Land Use for the Target Year is presented.

All policies and conceptual plans are subject to periodic review and evaluation to determine their relevance in terms of societal and technological change.

SECTION 2: GENERAL POLICY

The City of Prince Albert shall continue to pursue its ongoing objectives of maintaining and improving its position as the major regional centre in northern Saskatchewan. This will ensure that the general quality of life of the citizens is enhanced and improved and that the community generally continues to prosper.

Development and growth at a moderate pace are generally considered to be desirable. Maintaining a high quality of physical and social environment is important, and new development will be evaluated with respect to its potential impact, positive or negative, upon the environment.

The planning of the future development of the City will be oriented towards the Target Year. This concept was introduced in the Prince Albert Transportation Study in 1977. Simply put, it is the year when the Target Population of 50,000 will be reached. That population was selected as being the population which can be accommodated to the south of the North Saskatchewan River, in the area which can be serviced by extension of the present water, sanitary sewer and storm sewer systems, and which can be served by the arterial street network outlined in the Prince Albert Transportation Plan which was completed in 1977.

As indicated in the Background Statement, if present trends continue, the Target Year could be reached shortly after the year 2000.

SECTION 3

LAND USE POLICIES

SECTION 3: LAND USE POLICIES

3.1 Residential Land Use Policies3.1.1 Expansion AreasPolicy

New residential development, with the exception of infill development and country residential development, shall occur in progressive stages as indicated on Maps 1a and 1b of the Policy Plan.

Discussion

The basic factors influencing the direction of residential expansion are the economical provision of municipal and community services, and good site conditions with respect to slopes and land drainage. Most often this means development as close as possible to the periphery of existing development.

In the case of the City of Prince Albert, this means that residential development will first proceed to the limits of serviceability of utility systems in the southeast sector of the City. Crescent Acres will, therefore, expand to completion in the southeast and the former Jail Farm property south of 31st Street East between Central Avenue and 5th Avenue East will be developed. This is logical and reasonable, as the southeast Storm Channel is in place, a water reservoir and primary distribution are in place and sanitary sewers can be extended to service these areas. A population of six to eight thousand can be accommodated in these areas. All residential development in the southeast will be referred to as Phase I.

The West Hill areas will be developed as Phase II, as development of Phase I areas proceeds to completion. Development of the West Hill will require that the trunk

sanitary sewer be upgraded, replaced or paralleled. A further population of ten thousand can be accommodated here; this will bring the population to the Target Population of 50,000. A logical area for urban residential expansion beyond the Target Population of 50,000 would be east of planned Phase I development to the railway tracks and south of 36th Street East to the railway tracks.

3.1.2 Residential Infilling

Policy

In order to make optimum use of existing infrastructure, the City shall encourage and accommodate the infilling of vacant or under-utilized land where feasible and consistent with the policies of the Municipal Development Plan and in accordance with the provisions of the Zoning Bylaw. This policy shall include the closure of certain streets and lanes and the utilization of existing rights-of-way where such action will permit a more rational form of development without interfering with the efficient movement of traffic.

Discussion

In the past twenty years, about twenty percent of new housing has been built in areas which had previously been subdivided and serviced. Such development is referred to as infilling. Today there is much less vacant or under-utilized land left within built-up areas, hence about ninety percent of new single family housing will be in expansion areas in the future.

Areas where the major infilling will take place are River Street east of 15th Avenue East, 1st and 2nd Streets East west of 7th Avenue East, an existing Multiple Dwelling site and Institutional site in Riverview Stage III, and the

former Domtar Industrial land east of the Northern Institute of Technology.

The grid system of subdivision superimposed on the river lot system produced many streets which were spaced too close together, resulting in unusually short blocks. The closure of part or all of such streets releases land for development without interfering with traffic patterns. A good example is the closing of part of 14th Street West to provide the site for Pineview Terrace Lodge.

3.1.3 Country Residential Development

Policy

The City shall permit Country Residential Development on private land within the City limits in the area north of the North Saskatchewan River provided the land designated for Country Residential Development is not prime agricultural land, is not intended for future Urban land use, and the owner of the land enters into a Subdivision Development and Servicing Agreement with the City of Prince Albert.

Discussion

Demand for Country Residential Development within the City limits is evident and to meet the demand it is necessary to provide for this form of residential development. Land south of the North Saskatchewan River within City limits does not lend itself to Country Residential Development because there is planned potential for conventional urban residential development. North of the North Saskatchewan River within the City limits, there is privately owned land that potentially could be developed for Country Residential purposes in the vicinity of the Airport near Highway No. 55, and along old Highway No. 3 in the

westerly part of Prince Albert. The Country Residential lands will be designated by means of the Zoning Bylaw upon specific application to Council for development.

3.1.4 Mixture of Housing

Policy

Where feasible and acceptable, the City shall encourage a mix of housing types and styles in residential areas with a view toward affording all individuals and families of all income levels the opportunity to exercise their housing accommodation preferences.

Discussion

The intent of this policy is to ensure that residential areas offer a variety of housing types, i.e., single family, multiple family and senior citizens, and to ensure that public housing is distributed throughout the City. The policy can be implemented primarily through subdivision design and the subdivision approval process.

3.1.5 Mobile Homes

Policy

The City shall allow mobile home parks or subdivisions to be developed, (mobile home parks are developed on the basis of leased lots, while mobile home subdivisions feature individual lot ownership) in locations where services can be provided economically and where no conflict with adjacent land uses will occur. Such developments shall be designed and developed to conventional, accepted city residential standards.

Discussion

Mobile homes have become recognized as an

alternative form of housing. However, mobile home developments in the past have suffered from a poor image, often because of poor subdivision design and overcrowding.

The maintenance of a high quality of development can be ensured through good design standards with respect to circulation patterns, open space provision, adequate lot size and good siting of homes.

The cost of providing services will be critical to the decision of whether or not to develop a mobile home park or subdivision.

3.1.6 Protection of Established Neighbourhoods

Policy

Established residential neighbourhoods shall be protected from the encroachment of conflicting land uses such as high density residential, industrial or commercial development and from increased traffic flows, so as to preserve these neighbourhoods as desirable places to live. In certain locations adjacent to the downtown area, along major arterials or adjacent to schools, a limited amount of high density residential may be permitted, as directed in subsequent policy statement 3.1.7.

Discussion

A number of residential neighbourhoods, especially those adjacent to the Central Business District will be subject to increasing pressure from land uses which will threaten the attractiveness and viability of the neighbourhood. Although these neighbourhoods are predominantly single family, they are zoned for multiple family uses.

The implementation of this policy will require selective placement of multiple family use and an ongoing policy of refusing any requests to re-zone for commercial or industrial uses within the defined boundaries of the neighbourhood, unless it can be shown that it will not adversely affect the neighbourhood.

3.1.7 Location of Medium and High Density Residential Development

Policy

Medium and high density residential development (walk-up apartments, high-rise apartments, and townhouse developments) shall be located in planned locations in new residential neighbourhoods. Random and scattered medium and high density development in established residential neighbourhoods shall be discouraged except where it can be shown that such development shall be oriented to: locations adjacent to arterials and collectors, in selected locations near and within the Central Business district; adjacent to outlying shopping centres and community facilities, adjacent to schools or any other location that meets the criteria of this policy.

Discussion

This policy will allow for more dense residential development in selected central areas and adjacent to arterials and collector streets without creating a substantial negative impact on existing predominantly single family neighbourhoods.

3.1.8 Urban Design - Neighbourhood Concept

Policy

The neighbourhood concept of urban design, as exemplified by the Crescent

Heights, Carlton Park and Crescent Acres subdivisions, with planned provision of single and multiple family housing, schools, commercial and community facilities, and park space shall be continued in residential expansion areas. The neighbourhood shall be large enough to provide sufficient population to support an elementary school.

Discussion

The neighbourhood concept of urban design was first proposed in the mid-Twenties and gained acceptance in most Canadian cities in the late fifties and early sixties. According to this concept, residential areas are developed in discrete neighbourhood units, each unit being defined by arterial streets. The neighbourhood was designed to be of sufficient size to support an elementary school.

The elementary school along with surrounding parkland and recreation facilities is the focal point of the neighbourhood. The interior street system is designed to slow traffic down to reduce the risk of traffic accidents. Provision generally is made for multiple family housing, neighbourhood shopping outlets and community facilities within the neighbourhood.

With the decrease in family size and the decline in school enrollments, neighbourhood size will have to increase in order to provide a sufficient population base to support an elementary school.

This policy will be implemented through the City's subdivision approval process.

3.2 Commercial Land Use Policies

3.2.1 Central Business District

Policy

The Central Business District (downtown) shall retain its function as the dominant retail, financial, professional and personal service centre in Prince Albert. Future development in the Central Business District shall reinforce, preserve 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 a greater use of the downtown area shall be encouraged.

Discussion

The intent of this and subsequent policies is to ensure the survival and upgrading of the Central Business District as the heart of the City. The Central Business District is defined roughly as extending from 2nd Avenue West to midway between 1st and 2nd Avenue East, and from 15th Street East and West to River Street. The area between 1st and 2nd Avenues East is a transitional zone where contiguous non-residential development may be allowed to progressively infill as far as 2nd Avenue East.

Within the Central Business District, a core area is defined as the strip of compact development extending half a block on each side of Central Avenue, from 15th Street to River Street. The Gateway North Plaza is an extension of the core area.

The core area is surrounded by an area of mixed, lower density uses, referred to as the general commercial area. This general commercial area plus the core area constitute the Central

Business District.

A policy of downtown preservation and improvement is in the best interest of the community in order to:

- a) protect substantial public and private investment in infrastructure and buildings;
- b) prevent the loss of a substantial (approximately 15 percent) portion of Prince Albert's assessment base;
- c) attract further investment and hence employment;
- d) enhance the City's image as a regional shopping centre and as an attractive place to live and work; and
- e) avoid the costly duplication of downtown services, functions or businesses in the periphery.

The basic implementation of the policy will be through an ongoing evaluation of all development proposals with regard to their individual and collective impact on downtown development.

3.2.2 Shopping Centres

Policy

No regional shopping centres shall be permitted except in or near the Central Business District, unless it can be demonstrated clearly that each development will not result in a detrimental impact upon the viability of the Central Business District.

Discussion

It is generally agreed that the present South Hill Shoppers' Mall was of net benefit to the downtown. Additional

major centres at the periphery could, however, have an unfavourable effect, and it is the intention of this policy to ensure that no such developments are allowed to jeopardize the downtown area.

3.2.3 Service Commercial Area

Policy

A Service Commercial Area immediately adjacent to 2nd Avenue West from 18th Street West to River Street West shall be defined and designated in the Zoning Bylaw.

Discussion

The purpose of the Service Commercial Area is to regulate and control lower density commercial development adjacent to the higher density commercial development in the Central Business District.

3.2.4 Limits of Central Business District

Policy

Horizontal expansion of the Central Business District will be controlled, while its redevelopment at higher densities where applicable will be encouraged. Expansion of the Central Business District into the residential area to the east may proceed in an orderly and contiguous fashion as far as 2nd Avenue East.

Discussion

The intent of this policy is twofold:

- a) to preserve the compactness of the Central Commercial Area; and
- b) to protect well-established residential neighbourhoods such as Midtown and West Flat from

with the intent of Maps 1a and 1b of this Policy Plan.

3.2.5 Downtown Improvements

Policy

The City will play a significant role in downtown improvement as follows:

- a) The new City Hall, Memorial Square and Arts Centre will be maintained as an important public space and focal point of the downtown
- b) The Arts Centre, now a Municipal Heritage Property, will continue to be used as a cultural centre and the structure and appearance will be upgraded where necessary to assure its preservation.
- c) The Prince Albert Heritage Museum, the visual focal point at the north end of Central Avenue and the Provincial Court House at the south end of Central Avenue, both of which have now been designated as Municipal Heritage Properties, will be preserved.
- d) Preservation of historic buildings or properties provides an important link with the past and enhances the character of the downtown. Certain privately-owned historic buildings will therefore be preserved through designation as Municipal Heritage Properties in accordance with the provisions of The Heritage Property Act when considered desirable and practical.
- e) The design principles used to improve the Central Avenue streetscape will be applied to other streets in the downtown area as improvements become necessary.

- f) The City will provide comprehensive guidelines for desirable downtown development, with respect to the location, function, scale and exterior finish of new buildings, to ensure that new development is compatible and harmonious with existing development.
- g) The City will continue to acquire land through purchase and/or street or lane closures which can be used for parking lots or structures or to achieve redevelopment objectives.
- h) The riverfront park between Central Avenue and the railway bridge will be improved and upgraded to enhance the downtown and reinforce the historical significance of the riverfront.

3.2.6 Neighbourhood Commercial Use

Policy

Neighbourhood commercial areas are intended to serve local convenience shopping needs. Individual neighbourhood commercial sites shall not exceed in size an area sufficient to adequately serve the surrounding neighbourhoods.

3.2.7 Highway Commercial Land Use

Policy

Long range highway commercial development shall be located along 2nd Avenue West south of 27th Street West, 6th Avenue East south of 28th Street East, and in addition it will be encouraged along the east frontage of 6th Avenue East between 7th Street East and the CNR overpass, as outlined on Map 1a of this Policy Plan and specifically designated in the Zoning Bylaw.

Discussion

outlined on Map 1a of this Policy Plan and specifically designated in the Zoning Bylaw.

Discussion

Highway Commercial uses are those which meet the needs of the travelling public, i.e., service stations, drive-in and conventional restaurants, motels, and others.

Primary considerations in the location of highway commercial developments are a) that the traffic generated by such development does not impede the free flow of traffic on arterial streets, b) that such development does not have an unfavourable impact on adjacent land use, especially residential uses, and c) that servicing can be provided economically.

The areas identified in the policy statement meet these criteria. Extension of highway commercial areas north of 28th Street on either 2nd Avenue West or 6th Avenue East would result in undesirable encroachment on residential areas. Similarly, highway commercial development on the west frontage of 6th Avenue East would result in encroachment on the Midtown residential area.

3.2.8 Commercial Expansion Area

Policy

The area on each side of 15th Street East, east of 6th Avenue East and including the former Domtar property, shall be designated for commercial and/or industrial development as indicated on Map 1a of this Policy Plan and in the Zoning Bylaw.

Discussion

Approximately 100 acres of vacant land presently zoned for residential and

industrial use will be opened up for industrial, commercial and/or residential purposes, including the former Domtar property. The easterly part of this area will be suitable for future land needs for both general commercial and highway commercial uses, as well as some residential development to assist the transition from commercial/industrial uses.

3.2.9 Commercial Beautification

Policy

The City shall encourage the orderliness and beautification of commercial sites.

Discussion

This policy may be implemented by means of one or more of the following:

- a) The Zoning Bylaw may stipulate that a certain minimum percentage of the site area of commercial sites be landscaped.
- b) The Zoning Bylaw may stipulate that no outside storage be permitted or where permitted, must be screened by fences or hedges.
- c) The dedication of buffer areas for landscaping may be required as a condition of approval of subdivision applications.

3.3 Industrial Land Use Policies

3.3.1 Adequacy of Supply

Policy

In order to avoid a possible restriction in supply, the City shall continue its program of ensuring the provision of an ample stock of industrial land.

Discussion

Since 1973, the City has developed several industrial subdivisions: the North Industrial Park, Marquis Road Industrial Park and the Jail Farm Industrial Subdivision. In addition, the SEDCO subdivision was developed by the Provincial Government. It can be anticipated that the demand for industrial land will increase in future years.

The policy of developing industrial land is part of the City's ongoing strategy to accommodate and promote industrial growth. The City will probably continue as a primary developer of industrial land.

3.3.2 Industrial Land Use - Expansion AreasPolicy

Future industrial development areas shall be located with respect to the cost of servicing, accessibility from main transportation routes, and the avoidance of conflicting land uses.

Discussion

Specific industrial areas will be located as follows:

a) South Industrial Area

This area will eventually be developed for light and medium industrial purposes.

b) Fifteenth Street Extension

A portion of the former Domtar property will be developed for light industrial and commercial uses which do not conflict with either proposed residential areas within the Domtar area or adjacent residential areas.

c) Airport

The possibility exists of establishing an industrial area for warehousing and distribution facilities, provided that services can be provided economically and that airport regulations can be met. Such an area would be located between Highway No. 55 and the Airport.

d) North-East Area

Heavy resource industry requiring substantial separation from built-up areas would be encouraged to locate on the four square mile pulp mill site.

These areas are designated on Maps 1a and 1b of the Policy Plan and in the Zoning Bylaw.

It is anticipated that the above will supply the industrial land requirements to the Target Year, unless a large, land-intensive heavy industry were to locate in Prince Albert. At present, the major demand for industrial land is from light industrial uses, the so-called "service industries" which generally require small (one-half to five acre) sites. This demand will be met primarily in the South Industrial Area.

3.3.3 Industrial BeautificationPolicy

The City shall encourage the orderliness and beautification of industrial sites.

Discussion

This policy may be implemented in one or more of a number of ways, as follows:

a) The Zoning Bylaw may stipulate that a

SECTION 3

LAND USE POLICIES

certain minimum percentage of the site area of industrial sites be landscaped.

- b) The Zoning Bylaw may stipulate that unattractive storage areas be screened by fences or hedges.
- c) The dedication of buffer areas for landscaping may be required as a condition of approval of subdivision applications.

3.3.4 Buffering of Industrial Areas

Policy

Industrial areas will be adequately buffered from residential areas by adequate physical separation and by the use of landscaping techniques such as berms, vegetative screening or fences.

Discussion

Generally, the width of the buffer will depend on the nuisance created by the industrial use. The policy will be implemented through the Zoning Bylaw and through good subdivision design.

3.4 Parks and Recreation Land Use Policies

3.4.1 Policy

3.4.1.1 General Policy

The City shall continue its ongoing policy of developing a comprehensive parks and recreation system for all age groups and members of the community in order to provide as great a variety of recreational opportunities as possible to the people of Prince Albert. Such a system will range from tot lots and local playgrounds to community

and regional parks and will also include special use areas, preservation areas and trail systems.

Discussion

Much progress has been made in the City in the past 15 years in upgrading the parks and recreation system with respect to facilities, active play areas, and passive recreation areas.

The City is fortunate to be located on a major river and adjacent to a large forested area, both of which provide extensive outdoor recreational opportunities as well as a pleasing setting for the City. Wise planning of these natural resources is needed to prevent further misuse and to rehabilitate existing disturbed areas.

3.4.1.2 Specific Policies

The following specific policies deal with areas or practices relating to the total parks and recreation system:

- a) The Parks and Recreation Department will continue to evaluate parks and recreation facilities in order to identify deficiencies in the existing system and to meet these deficiencies.
- b) The northern river bank and islands in the North Saskatchewan River will be designated as natural

areas through the Zoning Bylaw or other appropriate designation for protection against any inappropriate development.

- c) The southern river bank will continue to be developed as a linear park for a variety of uses from active playing fields to natural areas, linked by a bicycle and pedestrian trail network.
- d) The recently improved Kinsmen Park is a unique and attractive park which blends active and passive recreation. It will be preserved, retained and upgraded as necessary.
- e) The provision of pedestrian and bicycle trails will be encouraged and will be considered, where feasible, in the design and construction of streets and bridges, specifically the proposed 6th Avenue East bridge to provide access to Little Red River Park.
- f) The planning and management of the Little Red River Park will be oriented to preserving the fragile natural environment and rehabilitating already disturbed areas while permitting the development of well-designed recreational facilities which have a minimal impact on the environment.

- g) The public forested area on the north side of the river, in addition to Little Red River Park will be designated as a natural area. The area so designated will exclude the pulp mill site, the agricultural and country residential lands north and south of Highway No. 55 in the vicinity of the Airport and all private property.

Discussion

The objective of policy 3.4.1.2(g) is to prevent further encroachment of the forested area by random and scattered land uses, to retain the aesthetically pleasing forested environment as a contrast to the built-up area, to protect an area suitable for a variety of recreational uses, and to protect a natural environment which is particularly susceptible to erosion upon removal of the vegetative cover.

- h) The City will encourage and support a comprehensive, joint approach to land use planning and management of the Nisbet Provincial Forest and the North Saskatchewan River Valley. This approach recognizes the Little Red River Park and the northern forested area of the City as an integral part of a larger potential open space and

Provincial Forest is fragmented between a number of jurisdictions, of which the City is one. In the absence of a comprehensive policy and management plan, the Forest has been subjected to encroachment by industrial, commercial and residential land uses on an indiscriminate basis. Moreover, the opportunity to provide a regional recreational resource system is being lost. A joint approach to planning of this unique area is needed.

- i) Provision will continue to be made in every subdivision for open space in the form of parks, playgrounds and neighbourhood recreational facilities or payment in lieu of providing public reserve. This will be implemented through the City's Subdivision Bylaw in conformity with the provisions of The Planning and Development Act, 1983.
- j) The cost-sharing of facilities and park development between the City and the School Boards will be continued wherever feasible and advantageous to both parties and to the community.

3.5 Policies Regarding the Servicing and Sale of City Lands

3.5.1 Land Assembly

3.5 Policies Regarding the Servicing and Sale of City Lands

3.5.1 Land Assembly

Policy

The City shall continue its activity of purchasing and assembling land for all purposes and uses on a regular basis sufficiently in advance of demand so as to meet the needs identified in this Policy Plan.

Discussion

The City at present is the major land owner in areas designated for expansion and has in the past been the major developer of residential land. This situation places the City in a good position to influence the direction, nature and pace of development and the land market. Ultimately, land ownership is the most effective form of land use control.

3.5.2 Preservicing

Policy

As a means of avoiding undue increases in the tax burden on ratepayers in existing built-up areas, the City shall require that all residential, commercial, industrial and institutional (public and private) developments be preserviced and prepaid to prevent the creation of a serious backlog of infrastructure construction, and to exercise development control.

Discussion

This policy reflects recent and current City practice. Because large areas were not provided with total municipal services in the past, a backlog of

partially serviced land has been built up over the years. As services, especially street paving, are provided the costs are recovered through Local Improvement levies which are cumbersome to administer and annoying to the taxpayer. The practice of preservicing and prepaying for such services eliminates or reduces the need for Local Improvement Works. The backlog of services, especially street paving, in developed areas has steadily diminished as a result of this practice.

3.5.3 Land Prices

Policy

The price charged by the City for its preserviced lands shall reflect the specific on-site servicing costs, an appropriate share of off-site servicing costs, an appropriate raw land replacement cost, a surcharge for community recreation purposes, and an appropriate charge for overhead and administration.

Discussion

Again, this policy reflects current practice whereby all service charges are included in the price of land. This practice improves the City's cash flow situation and allows for purchase of further land for development. Thus, land assembly and development becomes a self-sustaining process. The policy also allows flexibility in allowing additional surcharges to be worked in if a higher level of services are required.

3.5.4 Land Acquisition and Annexation

Policy

Land acquisition and annexations are to be undertaken in a logical pattern of direction consistent with the City's

ability to service these lands and with the promotion of continuous growth and development as outlined in this Policy Plan.

Discussion

This policy recognizes that the Development Plan process and land assembly process are integral parts of the planning process and must operate in concert.

3.5.5 Sale of Land

Policy

The City shall sell its developed land and/or permit the development of privately owned land only in accordance with the land uses designated in this Plan and in conformity with the Zoning Bylaw.

3.5.6 Conditions of Sale - City-owned Land

Policy

The City shall impose conditions upon the purchase of City-owned land to ensure development and construction within a prescribed reasonable length of time.

Discussion

The intent of this policy is to ensure that land purchased from the City is developed promptly and not left to lie vacant for speculative purposes. The current practice is to enter into an Option to Purchase and Development Agreement requiring a specified deposit and payment schedules. This deposit is forfeited if occupancy is not established within a specific time.

3.6 Utility Policies

3.6.1 Upgrading Established Areas

Policy

The City shall endeavour to upgrade all services including storm sewer, sanitary sewer, water system, road network and street lighting in existing built-up areas south of the river to the standards applied to new developments within the realm of what is feasible and obtainable.

3.6.2 Municipal Services North of River

Policy

The City shall not sell City-owned unserviced land for development in the Nordale and Hazeldell areas of the City until it is possible to fully service the area with municipal services and this is a decision Council will make towards the latter stages of development on the West Hill. An exception to this policy is the sale of unserviced residual land for consolidation with abutting properties in the Hazeldell area.

Discussion

Expansion of residential areas north of the river prior to the Target Year is not envisaged due to the high cost of providing full services. A decision will have to be made as the Target Year approaches whether it is more economical to develop north of the river or to provide another belt of peripheral development south of the river. In the meantime, a basic level of services to present residents north of the river will be maintained. This may require slight upgrading of existing services. However, the semi-rural character of these residential areas will be continued.

3.6.3 Pollution Control Centre

Policy

Additional sewage treatment will be provided when required by the Provincial Government.

Discussion

The Pollution Control Centre gives primary sewage treatment at present and has been designed in such a way that secondary and tertiary treatment can be installed when required.

3.7 Transportation Policies

3.7.1 Arterial Street Network

Policy

The City shall continue to develop its present hierarchical street network to facilitate the orderly movement of traffic through and within the City.

Discussion

The Prince Albert Transportation Study, 1977, defined a system of arterial and collector streets designed to accommodate traffic generated by anticipated land use development to the Target Year.

The arterial street network has been approved by City Council and is being implemented through the Capital Works Program.

3.7.2 Truck Routes

Policy

The present practice of restricting truck traffic or heavy vehicular traffic to routes designated for that purpose shall be continued.

Discussion

The intent of this policy is to prevent heavy traffic in residential and institutional areas. This is accomplished through a truck route system established by municipal bylaw. It can also be accomplished through design features such as the use of median strips.

3.7.3 Railway Relocation

Policy

The City, in conjunction with the railways, shall endeavour to ensure that railway lands are utilized in a manner which is consistent with the intent of this Development Plan. In conjunction, the City shall attempt to reach a consensus with the railways respecting the abandonment of redundant or mutually undesirable rail lines. Land released through such a consensus shall be subjected to the provisions of this Policy Plan.

Discussion

An ultimate rail relocation concept is presented in the Prince Albert Rail Relocation Study, 1976, based upon an evaluation of a number of options. The result of implementing the concept in its entirety would be to remove all rail lines from the developed area except one required for passenger service as discussed in Section 3.7.4, 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 will be a long-term project.

3.7.4 Rail Passenger Service

Policy

Reinstatement and improvement of rail passenger service to the City is considered to be a desirable long term goal. Establishment of a multi-modal transportation facility would be encouraged in the event of rail passenger service being reinstated.

Discussion

In recent years, evidence has suggested that regular rail passenger service to some areas is no longer economically viable or feasible. It is anticipated, however, that in the long term rail travel will again become an important mode of passenger transportation. Hence, reinstatement of passenger service and its upgrading with respect to scheduling, equipment and efficiency is an important long range goal.

A central location for a terminal is important for those who require access to the Central Business District and for those who do not have their own means of transport. Should relocation of the railway yards and lines occur to the extent envisaged in the Transportation Study, the City would advocate the retention of a single line to serve a passenger terminal in a central location.

3.7.5 Integrated Transportation Facilities

Policy

A desirable long range goal is for terminals serving all modes of transportation (inter city bus, reinstated rail passenger service and public transit) to be located in close proximity in a downtown location. A preferred alternative to separate terminals would be integration into a

joint multi-modal passenger terminal.

Discussion

An obvious implementation of this policy would be the location of transit bus stops as close as possible to the Saskatchewan Transportation Corporation Bus Depot and to a railway passenger terminal.

It can be anticipated that in future years public transportation systems will play a more significant role in passenger transportation. If practical and economically feasible, a multi-modal passenger terminal would ensure that all systems of passenger transportation are complementary and provide the best possible service to the public.

3.7.6 Public Transit System

Policy

The performance of the public transit system shall be reviewed annually with a view toward ensuring that routes and services are commensurate with demand.

Discussion

The public transit system is presently operated by a private firm under contract to the City. The policy reflects the present practice of reviewing the performance of the transit system annually to ensure that user and community objectives are being met.

3.7.7 Central Business District Parking

Policy

The policy of purchasing land for parking lot development by the City shall be continued with a view to enhancing access to commercial areas, especially in the Central Business District. Similarly,

the City shall attempt to provide as much on-street parking as possible providing that traffic flow is not unduly constrained.

3.7.8 Bicycle Traffic

Policy

The City will encourage and support the establishment of a safe, convenient and pleasant system of bicycling paths and routes to accommodate those for whom cycling is a necessary mode of transport for the journey to school and to work, as well as to accommodate recreational cyclists.

Discussion

Cycling is a legitimate and increasingly popular form of transport for the journey to school or to work, as well as for recreational use. Mixing of cyclists with vehicular traffic poses a safety hazard and often creates conflicts between the cyclist and motorist. The creation of a designated system of bicycle paths and routes will increase the safety factor and the opportunities for cycling. In establishing a comprehensive bicycle traffic system, the following possibilities can be considered:

- a) Designating bicycle routes along streets which bear low volumes of vehicular traffic.
- b) Providing separate bicycle paths in park areas and along the boulevards of arterial and collector streets where feasible, economical and safe.
- c) Designating separate bicycle lanes on existing streets. Such lanes can be either unprotected, that is, separated from motor traffic by a street marking, or protected,

separated from traffic by a physical obstruction.

- d) Providing lanes for bicycle traffic on existing and new bridges.
- e) Designation of sidewalks on one side of a street for bicycle traffic in cases where there is not inconvenience to pedestrians. Such technical matters as route selection, signing, surfacing, regulation, lighting and other matters will come under the purview of the Parks and Recreation Department. Integration of a bicycle route system with the bicycle paths being developed in the south river bank park areas would result in a comprehensive, City-wide system.

3.8 Urban Renewal and Redevelopment Policies

Policy

The City shall 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.

Discussion

Examples of this type of rehabilitation and reuse are the Arts Centre, the Heritage Museum and the former Provincial Correctional Centre site which has been redeveloped for medium density housing.

Policy

Due consideration shall be given to assessing the historic significance of all older structures and sites to determine the requirement for public or private action for the preservation of such sites.

Discussion

The preservation of historic buildings and sites is a costly undertaking, yet Prince Albert has a number of significant older buildings with few financial resources available to undertake such preservation. It is essential that the stock of older buildings be evaluated in order to determine priorities for preservation. Evidence of the City's positive role in preserving historic structures is seen in the Arts Centre, the Heritage Museum, the old R.C.M.P. barracks and the Diefenbaker House. Assistance from senior levels of government will be sought wherever possible.

3.9 Airport Land Use Policies3.9.1 Residential Development and Airport NoisePolicy

No new principal residential uses are to be permitted on land which lies within the critical Noise Exposure Forecast (N.E.F.) contour for current and planned patterns of airport runway development and operated as determined by the Federal Ministry of Transport.

Discussion

The objective of this policy is to restrict the location of noise-sensitive development for noise impact areas surrounding the Prince Albert Airport.

3.9.2 Land Use Adjacent to the AirportPolicy

To protect the land adjacent to the Prince Albert Municipal Airport from any adverse impacts from the airport.

Discussion

The objective of this policy is to prevent uses in the vicinity of the airport which could be affected by the

airport operations or pose a hazard to the safe operation of the airport.

The implementation of the policy will be through the Zoning Bylaw which will define specific zones adjacent to the airport outlining uses permitted in this area according to guidelines established by the Federal Ministry of Transport.

SECTION 4: FUTURE LAND USE CONCEPT

Maps 1a and 1b show the general pattern of land use planned for the City of Prince Albert. This concept is based on the preceding policies.

The major components of this concept are as follows:

- a) Residential development will proceed in two phases. Phase I will see expansion and completion of the Crescent Acres and Jail Farm subdivisions. Expansion of the City boundaries to the southeast is a possibility.

Phase II will involve the development of the West Hill for residential use and will commence as Phase I approaches completion. Residential development will continue to be based on the neighbourhood concept of urban design.

A logical area for residential urban expansion beyond the Target Population of 50,000 would be east of planned Phase I development to the railway tracks and south of 36th Street East to the railway tracks.

Some infilling will occur in established residential areas and residential densities will be higher adjacent to the Central Business District and in certain locations adjacent to arterial streets. Otherwise, present residential areas will undergo relatively little change.

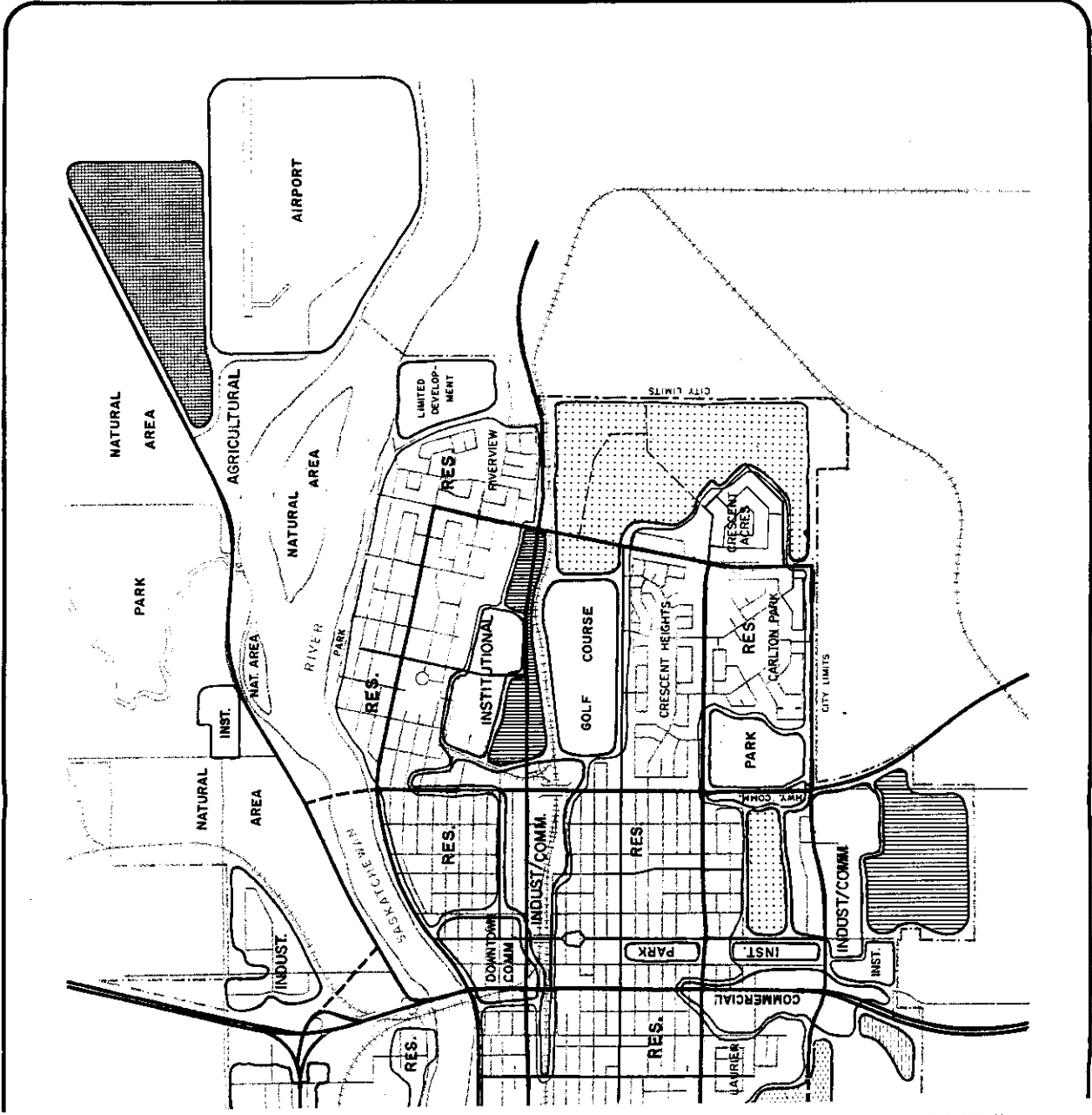
Any Country Residential development will be restricted to private lands north of the North Saskatchewan River in the general vicinity of the Airport near Highway No. 55 and along old Highway No. 3 in the westerly part of Prince Albert.

- b) The Central Business District will be only slightly larger than at present, but will be more intensively developed. Considerable redevelopment will take place. The Central Business District will continue as the heart of the City with the new City Hall and adjoining park as a major focal point.

High density residential development will occur within and adjacent to the Central Business District with a transition through medium density residential uses to predominantly single family residential

neighbourhoods.

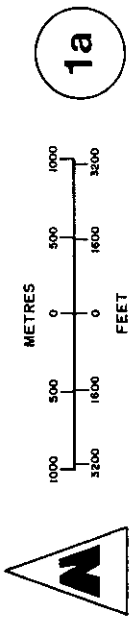
- c) There will be eastward expansion of the older central industrial area along the 15th Street East extension. General commercial uses will be predominant near 15th Avenue East.
- d) The South Industrial area will become the major light and medium industrial area in the City.
- e) Generally, the area north of the North Saskatchewan River will experience little visible change as public forested areas are protected. A warehouse industrial park may become established north of the Airport and south of Highway No. 55. Heavy industry will be permitted in the extreme northeast part of the City and some Country Residential development may occur on private land north of the North Saskatchewan River, generally in the areas near Highway No. 55 and old Highway No. 3.
- f) The Little Red River Park will be upgraded and expanded but the basic patterns of use will not change. The south river bank park system will add tremendously to the City's appearance and will expand citizens' recreational opportunities. Community and district parks and recreation areas will be provided in residential expansion areas as these are developed.



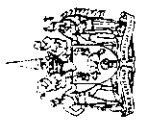
LEGEND

- PROPOSED RESIDENTIAL PHASE 1
- PROPOSED RESIDENTIAL PHASE 2
- PROPOSED INDUSTRIAL
- PROPOSED INDUSTRIAL / COMMERCIAL
- PROPOSED HIGHWAY COMMERCIAL
- EXISTING ARTERIAL STREET
- PROPOSED ARTERIAL STREET
- EXISTING COLLECTOR STREET
- PROPOSED COLLECTOR STREET





NOTE: NO MAJOR LAND USE CHANGES ARE PROPOSED FOR UNSHADED ARE

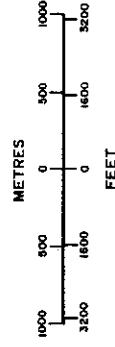


**PRINCE ALBERT
DEVELOPMENT PLAN
FUTURE LAND USE CONCEPT
BUILT-UP AREA
CITY OF PRINCE ALBERT**



LEGEND

-  NATURAL AREA
-  AGRICULTURAL/COUNTRY RES.
-  LIGHT & MEDIUM INDUSTRIAL
-  HEAVY INDUSTRIAL



1b

PRINCE ALBERT

DEVELOPMENT PLAN

FUTURE LAND USE CONCEPT

NORTHEAST AREA

CITY OF PRINCE ALBERT

