



# CITY OF ST. ALBERT

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St. Albert, AB T8N 3Z9

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## **INFORMATION REQUEST (IR) - Standards & Enforcement for Developers**

Requested by: Councillor Hughes

Date of Request: November 18, 2025

Date Response Due: December 18, 2025

Confidential Response: No

### **QUESTION**

What are our standards and enforcement options to address any lack of developer follow-thru on maintaining street and parks standards before it is handed to the city, and what could be done to both increase and enforcement of those standards.

### **RESPONSE**

#### Standards & Agreements

The City's Municipal Engineering Standards (<https://stalbert.ca/dev/engineering/standards/>) provide the minimum technical standards that must be met when developing lands in St. Albert. The technical standards provide detailed specifications and requirements for the design and construction of infrastructure the City will become responsible for, including critical infrastructure items such as roads, sidewalks, underground utilities, lift stations, and reservoirs.

As part of the development process, a developer is required to enter into a Development Agreement (DA), as well as any necessary subsequent agreements (e.g. Servicing Agreements), with the City. Developers are then required to meet the engineering standards for installation and maintenance of what has been installed. While the Standards outline what is required to be installed and turned over to the City, and the level of quality of the asset, the length of the warranty period is established through the City's Servicing Agreement.

As part of the Development Agreement, the developer is required to maintain the Local Improvements or category of Local Improvements or Landscaping in good condition and repair, except for ordinary wear and tear. They are also required to repair or replace the Local Improvements or category of Local Improvements or Landscaping where the City Engineer determines that repair or replacement is necessary as a result of any cause other than negligence by the City, its servants, agents, or contractors in the use and operation of the Local Improvements or category of Local Improvements or Landscaping. This usually occurs in the warranty period, and the requirement to have it completed is at the time of Final Acceptance when the City inspects the installation to ensure it meets the requirements as stated in the Municipal Engineering Standards.

The Site Construction Agreement states the requirements of snow removal to the developers, consistent with the requirements of the City's Snow & Ice Control Policy (<https://stalbert.ca/city/public-works/roads/snow-control/>).

The City's various agreements with the developer specify the requirements for repair. Depending on the issue, it is often the case that the infraction may not meet the current thresholds to require immediate intervention or repair prior to the FAC inspection. If the direction was given by Council to increase enforcement of the non-safety related development issues, the City may be required to amend our agreements with the development community, which may be met with push back. Increased enforcement would also likely require the addition of staffing to monitor active development.

### Inspections

Formal inspection of the installed infrastructure occurs at two points in time. The first formal inspection occurs following application for a Construction Completion Certificate (CCC). CCC inspection can be requested once the improvements have been constructed, and test results and documentation are provided. The second formal inspection occurs when the developer requests inspection for the Final Acceptance Certificate (FAC). FAC inspection can be requested following the expiration of the CCC warranty period (typically 1-2 years), which is typically established in the Servicing Agreement.

Due to capacity constraints, Administration typically does not proactively inspect public works installed by private developers outside of the formal CCC and FAC inspections. Administration does, however, perform occasional spot-checks or observe work during field visits. Administration also typically conducts on-site investigations in response to resident construction complaints. The construction timeline for repairs and replacement items varies based on the issue, availability of contractors, and is weather dependant.

### Safety & Nuisance Issues

Enforcement on any warranty item primarily falls under two situations: safety issues, and nuisance issues. Safety issues (e.g. cracks on sidewalks that cause tripping hazards, missing signage for vehicular traffic, unfenced open excavation, etc.) need to be addressed immediately. Nuisance issues (e.g. damage caused by third parties such as a contractor driving on a boulevard to build a home after the sod has been installed, or striking site furniture, or even cleanup of garbage on the site) would be dealt with as it comes up, and based on contractor availability. Nuisance issues may not ultimately need to be resolved until the FAC inspection (for example, paving deficiencies may not be required to be fixed while construction activity is ongoing). Other issues may be caused by the developer themselves in doing repairs or extending into new areas, which could be missing curb for replacement, or missing sod on boulevards. If these areas are marked out and the public is protected, the developer may not be required to have these items completed until the FAC inspection. However, as the developers are looking to keep their areas ready for sales, they tend to correct these items as the sites get closer to being sale ready.

For mud tracking onto the roads from private sites, Section 58 of Part 9 of the Traffic Bylaw 18/2005 notes the following:

- (1) No Person shall wash a Vehicle upon or so near to a Highway as to result in the creation of excess deposits of mud, slush, ice or other debris upon the Highway.
- (2) A Person who violates subsection (1) shall cause the immediate removal of such excess debris upon being notified to do so by the City.
- (e) If a Person fails to remove the excess debris as required under subsection (2), the City may cause that removal at the Person's expense.

When mud does occur on roads from development activity, the City will work with the developer for the area, as well as the private lot developer/builder, to arrive at a solution. If the mud is not cleaned quickly enough, the City may clean the streets instead, charging the cleaning back to the City's street cleaning fund. The fund comes from a fee added to every building permit for street cleaning.

If cleanup of construction debris is required on park spaces or in the road right of ways that are still under developer control, then the process is to request the developer to clean up the debris as directed. If the developer does not comply, they may receive a fine through the Community Standards Bylaw 12/2010. If the debris has migrated to City-owned and controlled lands, developers are no longer responsible to remove the debris. However, most will try to keep their development areas looking attractive for potential buyers. If the developer does not clean up the debris, it will fall to the responsibility of Public Operations to clean the City's property. This protocol will be reviewed further in response to the council motion CM-25-019 that is due in Q2 2026 for options to address the litter and trash.

### Closing

Absent direction from Council to change protocol or to increase staffing to enhance proactive enforcement of municipal construction standards, Administration will continue to respond to public complaints regarding development. Complaints can be sent to the construction helpdesk at [construction@stalbert.ca](mailto:construction@stalbert.ca) <<mailto:construction@stalbert.ca>>. In addition, formal inspections will continue to take place at the CCC and FAC stages of development.

Report Date: December 18, 2025

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