

Smart City Policy and Strategy Development Plan

As of November 28, 2016

This Policy and Strategy Development Plan complements the Action Plan recommended within the Smart City Master Plan. All timing and planned approaches are based on current estimates, and City Council approval is required for all matters within its authority. The Plan is sorted by expected timing, and type/authority.

Topic	Master Plan Strategy Connection	Type / Authority	Purpose	Expected Timing
Sustainable Buildings	D.1.1 and D.2.1	Council Policy	New policy to establish standards for new or significantly renovated City buildings that are in line with a third-party verified green ratings, and to identify objectives for future sustainable buildings. Without such a policy, future investments may be fragmented and inconsistent, and a policy sends a leadership signal to the organization and to the community.	2016
Public Engagement	E.3.2	Council Policy	New policy to describe how the City will engage with the public on an ongoing manner. The policy would support new digital communication channels, and enable various Smart City strategies involving public engagement and connection. Regulated or legislated engagement processes would still be covered in a separate policy or bylaw.	2016
Municipal Network Access and Usage	B.1.2	City Manager Directive	New directive and procedures to offer licensed access to third parties wishing to access the City's network infrastructure. This may include required agreements, standards, fees, and more. As the City builds out its network infrastructure, it is often approached to license access to a variety of third parties. In doing so, it is important to be clear and consistent in application. Note that licensed access to internet service providers to service local business areas is under review for Q2 2017.	2016 / 2017
Vehicle for Hire Regulations	C.4.2	Bylaw	New bylaw to clarify local regulations and respond to transportation innovations and evolving modes, including those within the sharing economy (i.e. ride sharing through companies such as Uber). Without such a bylaw, the ride sharing industry could exist in an unregulated environment and expose the City and riders to risk and uncertainty.	2017
Open Government (including Open Data)	F.3.1	Council Policy	New policy to articulate St. Albert's open city / open government philosophy, based on the principles of open access, open information, and open data. Open government is a foundation of a Smart City, and a clear Council statement would support its effective administration. From an open data perspective, data would be 'open by default'. Without such policy direction Administration would continue to rely on existing policy statements, which are sufficient to administer programs but not specific when it comes to open government.	2017
Engineering Standards - Municipal Network Conduit Requirements	A.1.2	Council Policy	Amendment to the City's engineering standards to ensure installation of public use network conduit in developments and in-fill areas (primarily along arterial and collector roadways). This results in significant cost savings as the City's infrastructure is extended, and promotes partnership with industry.	2017
Intelligent Transportation System Strategy	C.1.1	Long Term Plan	New strategy on intelligent transportation system (ITS) development, as a complement to the Transportation Master Plan and the City's existing ITS and telecommunication investments. Will identify objectives, priorities, and strategic direction for how the City will implement these systems and provide for safer, more efficient, and more coordinated movement of people and goods. Is inclusive of a component addressing transportation data collection and management requirements.	2017
Business Incubation Strategy	B.3.2	Long Term Plan	New strategy on the City's role and support in local business incubation, and its connection to Smart City priorities and industries. The Smart City opportunities relative to business incubation are significant for St. Albert.	2017
"Living Lab" Testing and Commercialization Supports	B.4.1	Council Policy	New policy to set the framework for a local public-private testing program for entrepreneurs, industry leaders, and academics to explore solutions to real world issues, and test technologies or ideas. The City's involvement would often be at low or no cost, and would focus on the development and commercialization of ideas, business incubation and acceleration, a higher community profile, and more.	2017
ITS Long Term Department Plan	A.3.2, IM.3, and IM.4	Long Term Plan	Scheduled update to the City's existing ITS Department Plan, to incorporate current status on strategies, in addition to new content referenced within the Smart City Master Plan, such as an online services strategy, mobile application strategy, unified communications approach, cloud architecture update, digital workplace priorities, device interoperability, etc.	2017
Data Management	F.3.2, F.3.3, IM.3	City Manager Directive	New directive to communicate and standardize the City's data management approach, processes, and other requirements. The effective management and use of data represents one of the foundations of a Smart City - this connects to the trust the organization has in its data, how it is able to be used to make decisions, how it is published / communicated, and more. Without such a directive, data management in St. Albert may continue to be fragmented and the value not optimized.	2018

Corporate Innovation	A.3.1	City Manager Directive	New directive to provide a foundation for a corporate innovation program, clarifying guidelines and processes and the program's key objectives and metrics. Connections to other City programs, such as continuous improvement, would also be articulated. Requires approval of program resources.	2018
Municipal Development Plan (MDP) - Innovation District Designation	B.3.3	Long Term Plan and Bylaw	Amendment to the MDP, as part of a broader MDP review process, to designate the location and other specifics of a local innovation district. The benefits of an innovation district are described in the Smart City Master Plan, and an MDP amendment is required to formalize it.	2018
Community Design Principles - Environmental Integration	E.1.1	Council Policy	Amendment to the City's community design principles to emphasize the seamless blending of technology with the natural and built environment. This is important as the community will continue to integrate information and communications technologies in the years to come, while working to maintain its brand identity and community aesthetic.	2018
Infrastructure Efficiency	D.1.1	Council Policy	Amendment to existing environmental policy to advance resource conservation and to provide direction on energy outcomes for designs, retrofits, or purchases of new municipal assets. This ensures that well planned action is taken and that there is lasting effort, while balancing the effort against the City's other environmental priorities and the need to ensure costs are managed. Emphasis on energy efficiency, adaptive lighting systems, and electric power sources.	2018
Bicycle and Vehicle Sharing	C.4.2	Council Policy	New policy to clarify the City's role, and any necessary requirements relative to the expanding sharing economy - particularly focused on the sharing of bicycles and vehicles in a residential context. This would provide the legislative foundation for future local efforts.	TBD